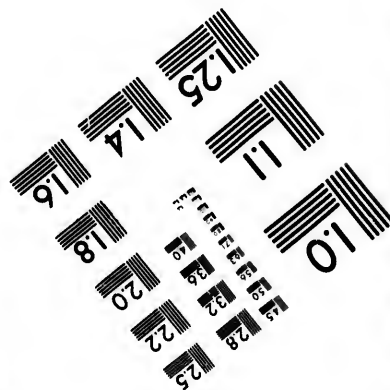
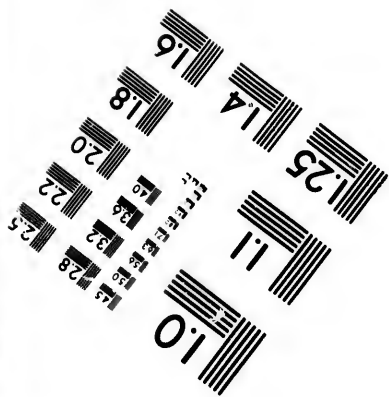
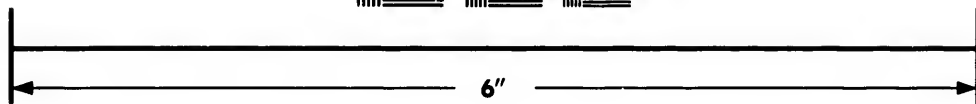
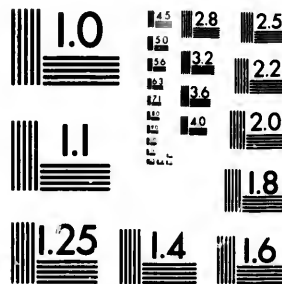


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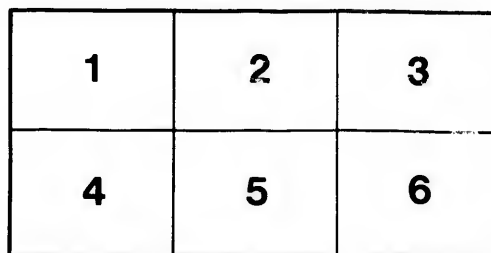
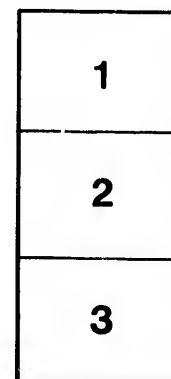
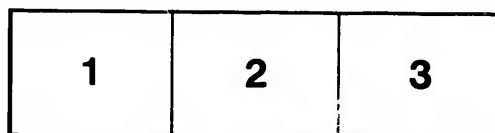
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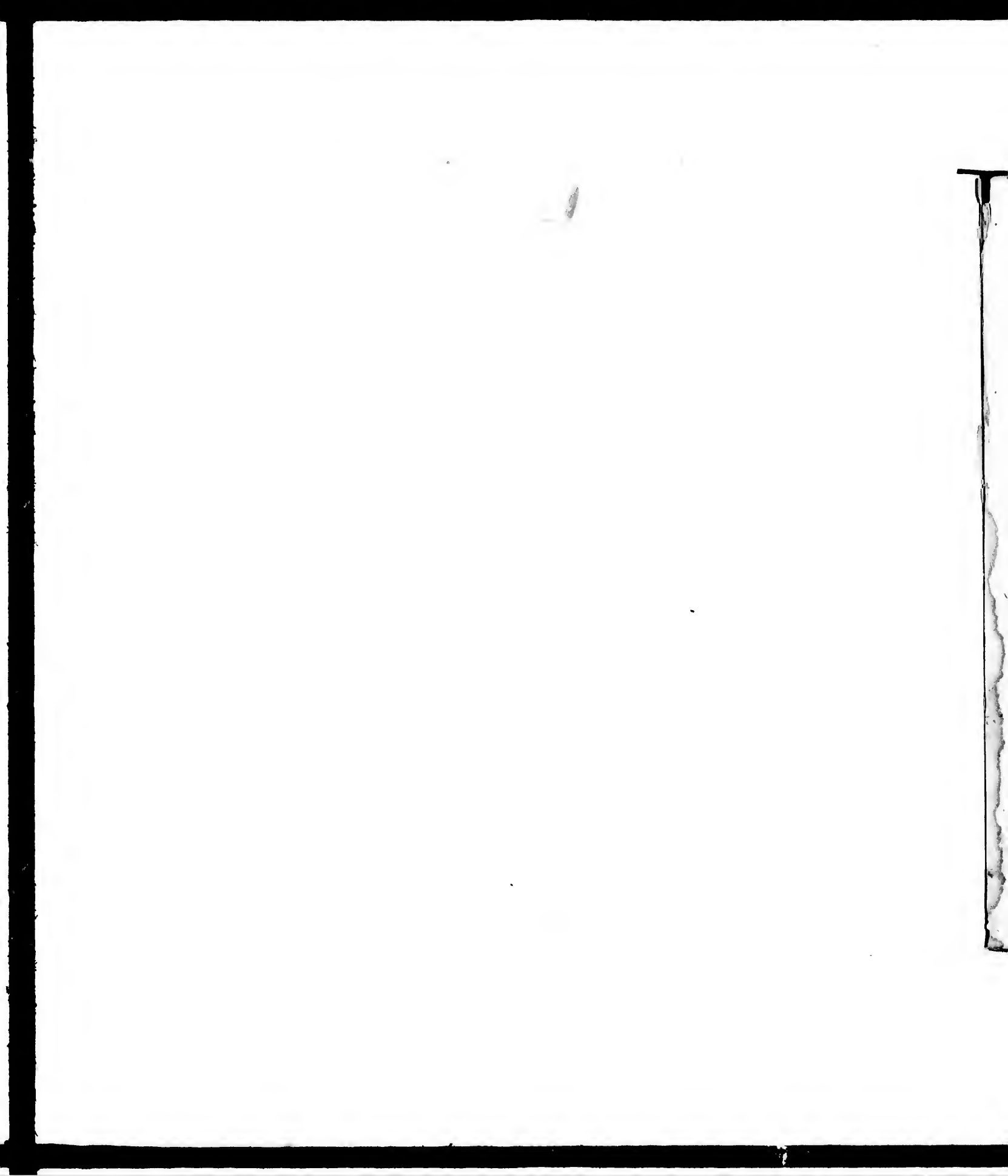
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# OBSERVATIONS

ON THE

COMMERCE

OF THE

## AMERICAN STATES.

*By John Walter, Merchant, late Earl of Suffolk.*

WITH AN

### APPENDIX;

CONTAINING

An Account of all Rice, Indigo, Cochineal, Tobacco, Sugar, Molasses, and Rum imported into and exported from Great-Britain the last ten Years. Of the Value of all Merchandize imported into and exported from England. Of the Imports and Exports of Philadelphia, New-York, &c. Also, an Account of the Shipping employed in America previous to the War.

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THE SECOND EDITION.

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LONDON:

Printed for J. DEBRETT, (Successor to Mr. ALMON)  
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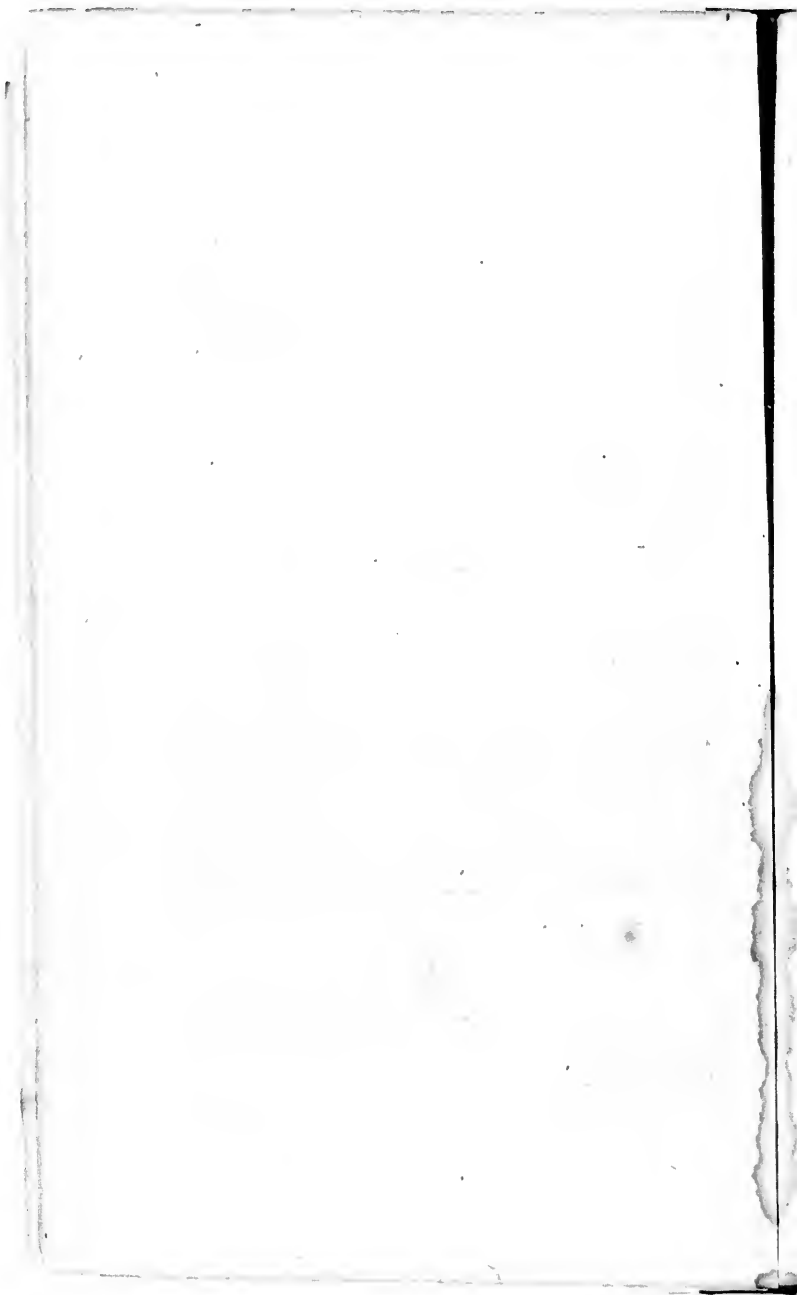
THE desire of imparting useful knowledge at a seasonable juncture hastened the first publication of this pamphlet in the midst of particular and unexpected avocations. — The demand for a second edition requires and permits a more accurate revision, and the opportunity has not been neglected. Some Passages have been corrected or explained, and many additions are now introduced.

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

SHEFFIELD.

Downing-Street,  
June 21, 1783.





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# OBSERVATIONS

ON THE

COMMERCE, &c.

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**A**S 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 gaurdian 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 consequence of ancient rules. Our calmer reflections will soon discover, that such great sacrifices are neither requisite nor expedient; and the knowledge of the exports and imports of the American states, will afford us facts and principles to ascertain the value of their trade, to foresee their true interest and probable conduct, and to choose the wisest measures (the wisest are always the

B most

most simple) for securing and improving the benefits of a commercial intercourse with this 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 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 feel the inconvenience of their choice, they can no longer complain; but if they are placed on the footing of the most favoured nation, they must surely applaud our liberality and friendship, without expecting that for their emolument, we should sacrifice the navigation and the naval power of Great-Britain. By this simple, if only temporary expedient, we shall escape the unknown mischiefs of crude and precipitate systems, we shall avoid the rashness of hasty and pernicious concessions, which can never be resumed without provoking the jealousy, and perhaps not without an entire commercial breach, with the American States,

In the youthful ardour of 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 to every part of the world; it would have deprived of their efficacy our navigation laws, and greatly reduced the naval power of Britain; it would have endangered the repose of Ireland, and excited the just indignation of Russia and other countries †; and the West India planters would have been the only subjects of Britain who could derive any benefit, however partial and transient, from their open intercourse directly with the American States, and indirectly with the rest of the world. Fortunately some delays

B 2

have

\* Moved in parliament by the Right Hon. W. Pitt, late Chancellor of the Exchequer; intitled "A bill for the provisional establishment and regulation of trade and intercourse between the subjects of Great Britain, and those of the United States of America."

† To instance only Russia: by treaty she is 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. Iron from Russia pays a duty on importation into this country of 2l. 16s. per ton; while iron from America, when a part of the empire, was free from all duty. If we do not put both countries on an equal footing, we may sacrifice the best trade we have.

In

have intervened, and if we diligently use the opportunity of reflection, the future welfare of our country may depend on this salutary pause.

Our natural 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 demonstrate to the French, or Dutch trader, the fallacy of his eager hopes, and *that* experience will operate each 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

\* The American market is already glutted with European manufactures. British goods of several kinds were cheaper last year in New York than in London, and the last Letters from Philadelphia mention several articles 25 per cent. cheaper.

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 may now learn, what we shall hereafter feel, 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 disappoint her hopes, and to controul her ambition.\*

To

\* 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 withheld payment of the bills drawn by her commissaries in America. Britain always resisted, and sometimes vanquished the maritime powers of the world, and her efforts will be as glorious in the annals of history, as her most successful wars. The resources which have supported a war so distant, so various, so expensive, have been superior to the expectation of the most sanguine,

To form the following state, 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 of America to give in return. The observations made on them may throw some light on a subject as interesting, although perhaps as ill understood as any that can be agitated among us, and when stated in this manner, they may be better comprehended and considered than if spoken to benches usually almost empty, except when a ministerial question depends.

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*

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.

*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, but fail in firmness and durability, and are afforded cheaper. France excels in single, though seldom in mixed colours; but the demand of the superfine cloths from America will be very inconsiderable; the consumption of that country is chiefly of cloths under 12 s. 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 want of the cloths of 13s. 6d. and 14s. and they will take the English superfines, which are as much better as they are dearer than the French fine cloths. There will be no competition in woollen stuffs of other kind and quality, such as camblets, callimancoes, shalloons, durants, &c. The manufactures at Lisle and



some other towns in France attempt camblets, serges, and some other light woollens, but they are so much inferior that the same sorts of English manufacture, loaded with duties or 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 manufacturers 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 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.

The

\* Several persons are now in England sent from France to observe our management of flocks, in order to acquire knowledge relative to wool.

The great articles of consumption in the woollen branch, in the southern provinces, were,

PRINCIPALLY FOR SLAVES,

Kendal cottons, made in Westmoreland, from 12d. to 16d. per yard.

Welch plains, { Made in the country round  
Welch flannels, { Shrewsbury, from 16d. to 20d.  
per yard.

Scotch plaiding about 6d. to 7d. per yard.

Plaid hose from 8s. to 10s. per dozen.

WORN BY PLANTERS,

Duffles from Yorkshire, yard-wide and 5-4ths, from 3s. 8d. to 5s.

Frizes, ditto, 4s. to 6s.

Narrow hunters cloths, 4s. to 5s.

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,

C

and

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.

*Cutlery, Iron and Steel Manufactures, of every Kind.*

If the duty on foreign iron is taken off when exported, these articles probably never will go to America to any amount, but from Great-Britain. The Americans already exceed the French workmen, both in the fashion and finishing of their iron and steel manufactures. French nails are clumsy and bad. At Liege nails may be had cheaper than in England; but they also are clumsy, and do not suit the American market. By having British workmen, many articles are made as well in America as in Europe; but in no quantities, except scythes and axes, which are much better, (because they are made of the best iron, which our manufacturers reserve for finer works) but bear near double the price\*.

C 2

*Porcelain*

\* 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 56s. 4d. per ton, undoubtedly produces considerably. In 1781, 50,000 tons were imported from Russia alone; but the average importation yearly from thence does not exceed 30,000, and about 10,000 tons from  
Sweden

*Cutlery,*

*Porcelain and Earthen Ware.*

The demand for this article has been great and will increase, except for the most gross kind.

The

Sweden and other countries. 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 5s. 4d. freight 20s. shipping and landing 3s. 8d. Russia makes great quantities for home consumption, and having now taken off the duty, may soon greatly undersell us. Ministers can have no sufficient objection against allowing on exportation a drawback of the duties on articles manufactured from foreign iron, unless they should think that there will be room for frauds in exporting articles manufactured of British iron, under the name of foreign

The importation has been and must be made from Great-Britain, on account both of the quality and

reign; it would therefore 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. But it would be still better to take off all the duties on importation of foreign iron; however, by allowing the bounty on exportation only, above half the duties will be saved, as at least 40,000 tons are imported, and only from 15 to 20,000 tons of all kinds are exported manufactured. As to giving up the duty on the part exported, it would be lost of course, if we lose the export trade, which must happen in a short time if our iron manufactures continue to be burthened with duties. If once lost, it will not be easily recovered. 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 much tougher and better; 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.

Before

and price. An attempt to manufacture this article was made at Philadelphia and Boston, but failed;

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

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

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

Viz. a ton of Iron when 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

failed; perhaps it may succeed hereafter. Flint, however, a very necessary article for the manufacture

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 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.

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From



facture 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; but the consumption of that article in America is inconsiderable, in comparison to that of British earthen ware; and since the improvements of the latter, it decreases daily.

*GLASS.*

1786. May we hope before that time our ministers will have leisure, from political struggles, to pay attention to that 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 cannot succeed; her ports being shut six or seven months in the year by ice, she cannot have many sailors. The articles we have from her, are most necessary to us. The trade with her, is more in our favour, than is at first imagined. All the articles from Russia, except linens, come unmanufactured; nearly all we send in return, are manufactured, even her own Iron. If we should adopt Russia in place of our revolted colonies, 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. The long credit given in America ruined 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.

G L A S S .

The importation of looking glasses, drinking-glasses, and other glass furniture, though it rose to a large sum, bore no proportion to the importation and consumption of window-glass. — Except the looking-glasses made in Holland, (the quantity of the larger kind which comes from France is trifling) there is no article of glass in any part of Europe but the British, which will answer in the American market. — There are glass-works in Pennsylvania. Bad glass is made in New-Jersey for windows, but there is not any quantity of glass made in America as yet, except bottles. 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. There has been no earth yet discovered in America, proper for making the pots used in the manufacture of glass. What has hitherto been used in America, at least in the northern Provinces for that purpose has been imported from Great Britain.

STOCKINGS.

*S T O C K I N G S.*

The great consumption of stockings in the American States is 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 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; however Mr. Otis, who was by no means disposed to under rate that country, asserted, that there was not wool enough raised in all America, to make each person in it, one pair of stockings.

*S H O E S,*

The importation of men's shoes, except in Virginia, and the Carolinas, 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

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

tion 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 made in England, because better tanned, and a considerable quantity were imported from thence into America. — America has not stock to afford to tan the leather as in England, where it lays two or three years in the tan-pit; in America it lies only one year. Upper leathers for shoes are as good in America as in England.

*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, though they will not by any means keep out rain so well as fine felt hats, nor can they dye them a good black; but the high price of wool and of labour in the American States, must induce them to import the felt and common

hats; and as wool is cheaper in Great Britain than on the continent, the British manufacturers must be able to afford them cheaper; goats hair and rabbits wool 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 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, 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.\*

*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.

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

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ILLINERY.

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ted bindings, garters, coarse threads and sewing  
filks. As to ribbands, England sends a great  
quantity to France\*, but, where beauty is not de-  
pending, France will have the advantage, conse-  
quently in plain goods, such as common black  
ribbands. Our ribbands are made of Turkey,  
Bengal, and China filks, and some Italian.  
France will be a competitor with us in black  
modes and fattins, but 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 consumption of tin in sheets, wrought in  
America into kitchen furniture and other articles,  
and of lead in pigs and sheets, for different pur-  
poses, was of considerable amount, and will be of  
still

\* The average annual amount of ribbands manu-  
factured at Coventry, is about 500,000.

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 the copper mines of America, yet the dearth 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 is allowed on such articles being re-exported. There are lead mines in Virginia, near the surface not yet worked, or only in a small degree. There are also lead mines on the Ohio and Mississippi.

#### PAINTERS 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 the country, from the refuse of the flax-seed, taken out in cleaning it for exportation; but the articles for colouring must be

be imported. The articles of 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.*

The American merchants prefer the cordage made in America from hemp of the growth of the country, or imported from Russia; but of foreign made cordage, they will, as far as imported, prefer the British, 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 the inferior hemp and old cables, but that which is made for their own use, is very good. America manufactures a considerable quantity of cordage, but imports from Britain at least one half. Russia makes a great deal of cordage 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.

*Jewellery,*

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*OURS.*

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*Jewellery, Plate, and ornamental as well as useful  
Articles of the Birmingham Manufacture, such as  
Buckles, Watch-Chains, &c. also Sheffield Ma-  
nufactures.*

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 manufacturer of those articles have so far succeeded, in uniting the solid and useful with the showy and elegant, as to have the preference, even in France.

*Materials for Coach-makers, Sadlers, 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 principally will be imported, Upholstery, in many articles, is too bulky; but all that goes from Europe, will be taken from England.

**MEDICINAL DRUGS**

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

surgeons in the American States, have of the method of procuring and preparing them in Great-Britain, and from the simularity of the practice of medicine and surgery in the two countries. The consumption of quack nostrums before the war was very great in the Southern Colonies, and formed no inconsiderable article of commerce.

*STEEL in BARS.*

At present this article, for all common uses, is made to good profit in the American States, but still a great deal of English and German steel is imported. Lately the steel denominated German 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.

*INDIAN TRADE.*

Goods in general, for the Indian trade, can be had cheapest in Great-Britain, and are principally coarse woollens, cutlery, guns, gunpowder, beads, 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.

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 books can be sent cheaper from Britain than they can be printed in America. Before the war, Bibles at 20s. per dozen were sent in immense quantities to Boston, and formed a great article of commerce. If the Dutch should attempt a competition with us in printing English books, the duty upon paper should be allowed on books exported.

*In the following articles there may be competition.*

L I N E N S.

Of all prices, from four shillings per yard down to the coarsest and lowest prices, are imported into America. It was but seldom that linens of above 4s. per yard were imported, and but a small quantity at so high a price. The French linens will not answer in the American market; nor are the linen manufactures of France equal to her home consumption, which calls for large quantities from the Austrian Netherlands and Germany. The Dutch or Flemish linens cannot be afforded so cheap as British or Irish of the same quality,

quality, especially while the bounty of 1d $\frac{1}{2}$  per yard on the latter is continued. Fine Holland, as it is called, is much above the price of the Irish linen usually sent to North America. The linens of Ghent, Courtray, and other towns in Flanders are strong and durable, and may on that account, be intrinsically as good as the British and Irish \*; but Dutch or Flemish linens are not so well bleached, nor so neatly prepared for sale, and the Americans, accustomed to the British and Irish linens, will give them the preference, at least for their wearing or body linen. Irish linen will be much more durable in future than it has been lately, the practice of using lime in bleaching linen being found hurtful, is laid aside.

German Osnaburgs went in large quantities from Great-Britain to America; the merchants in Glasgow usually imported this article from Bremen themselves, and afforded it out afterwards for America. Heeding rolls were also imported from Dantzic to Britain in considerable quantities, and from thence sent to Virginia, Maryland, and Carolina. This article cost about 4d. per yard, and was used for negro-trowsers, bagging, &c. Attempts are making at present to introduce these

\* However Irish linens are greatly preferred by the Americans to what they call Dutch; the latter being always esteemed by them of little strength.

coarser fabricks into Scotland, as well as Ruffia sheetings and drillings; and there is some prospect of success. America cannot be supplied with Ruffia and German linen, as cheap through England as through Holland, on account of duties and other expences here. The Ruffia 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 Ruffia.

#### S A I L - C L O T H

Of every kind is imported by the American States. Ruffia had the advantage in Ruffia-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 Ruffia sail-cloth for America has almost ceased. Ruffia-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 linen manufactures, should be lowered.

At present Ruffia-duck is so scarce in England, that near 3l. is given for a piece that formerly sold from 35s. to 40s. This has occasioned a great demand for British sail-cloth, which has a bounty of 2d. per yard on exportation. The duty

duty on Russia-duck, when shipped, is about 2s. per piece of 36 yards. It is considerably wider than English.

The number of pieces of sail-cloth exported from Petersburg for five years, 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
Tot. numb. of pieces	36767	35154	41319	45661	38054

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

PAPER

*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 undersel England, but the paper made in Holland, although tolerably good, yet the colour 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.

*L A C E S.*

The importation of the better quality of Flanders or Bruffels lace, as it is called, cannot, for a long time to come, amount to any thing considerable. The most ordinary and low priced thread lace, and the black silk lace for trimmings, are more immediately in demand in the American States. The thread laces are best in Flanders and Britain. Although black silk laces  
may

may be had on the best 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 Nether-  
lands, 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.  
England, it is thought, will have the advantage  
in this branch, especially in callicoes for beds  
and furniture in fine patterns, distinguished by  
their beauty and neatness. The coarser sorts  
manufactured in Switzerland, and sent down the  
Rhine at an easy charge, as well as those made  
in the south of France and in Catalonia, from  
whence Spanish America is chiefly supplied, may  
probably be as cheap, but will not be so well  
liked in North America as British manufacture.  
France, during the war, had great part of her  
white cottons for printing from England, but  
her



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 all competition prevented as much as possible.

S I L K S.

The whole importation of silk goods of every kind into the American States never was at any time equal to that of calicoes and printed linens, nor is it probable that it will exceed in future. But a small proportion 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, or calicoe, to a common silk. Light silks are not likely to become a general wear in America; neither France or 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 Spain, France, and England. Black cravats, silk lace, and silk handkerchiefs



than French. Much goes from Lisbon and St. Ubes, and is best for fish. English is best for beef, and West-Indian salt for pork and butter. 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, by which a considerable quantity of packing was used.

*Tea and East-India Goods in general.*

The amount collectively is very considerable; and those nations in Europe that can afford them the cheapest and best will have the preference. As to tea, Holland purchases an inferior kind, and can undersell us, but the tea not being so good as ours, we shall have a share of the trade\*. The American States may have East-India pepper from us cheaper than elsewhere, and they used to take a great quantity from us. China earthen-ware, is merely brought in our ships as ballast, and to raise

\* The Dutch navigate in most respects cheaper than us; but so slow, that in the end there is no great difference. Tea (Bohea) has been as low as 1s. 4d. per pound, in Holland, when in England it was at 2s. 11d. and 3s. The Dutch purchase the damaged teas.

raise the teas above the danger of wet†; America will continue to take it from us. It will hardly be her interest to go to Canton; she has no articles to send thither, nor any money.

*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. 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; and in gunpowder, the people of the southern provinces were particularly nice. The English manufacturer knowing what answers, will always command a preference; and every person in the country of America uses more or less gunpowder and shot. Salt-petre is used in every family for curing meat.

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*LAWNS.*

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amaged teas.

*L A W N S.*

The consumption of this article is greater than that of cambric, and it is a question, whether coarse kinds of it can be had on better terms in Flanders, France, or Britain. Large quantities are made at St. Quintin, and in that part of the continent, and also in Scotland; but the finer kinds are run into England from France and Flanders.

*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.*

America does not raise a fiftieth of the hemp she consumes. She formerly got it through England and Holland, from the Baltic. It is necessary

sary to screw it down to prevent its being too bulky, but in consequence, it is liable by heating to suffer great damage, unless it is very well cured, put on board dry, and kept so. If not, it will be necessary to unload it to air, on so long a voyage as that from the Baltic to America. Some might go unscrewed, with heavy articles, to make up a cargo, such as cordage; but America has little to send to the Baltic, and a cargo for America could not easily be made up there. America will in due time grow sufficient for her own consumption, her soil is very proper. Between the Ohio and the Mississippi there are many thousand acres of native hemp; but it is not so good as that planted and cultivated. But labour 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 almost solely Madeira, Lisbon, Fayal, Teneriffe, and some Sherry, these have hitherto composed nineteen twentieths of the whole ever consumed in the American

American States. The quantity of port and claret has been 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. 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, Fayal, &c. is subject to a duty of 7l. per ton, which on Madeira wine, amounts to 10 per cent; but owing to the cheapness of Fayal wine, the same duty amounts to 50 per cent, which should now be altered or taken off, otherwise our remaining colonies, will be on a worse footing than the American States, and would be supplied through them, who of course would be the carriers of that article\*.

\* Attempts to make wine in America have failed. The great heat and the rains are supposed to cause such a luxurious vegetation, that the grapes burst before they are ripe; 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 or heat are more prevalent in  
many

## 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 at half the price, which was the case, and the people preferred it; but the importation of brandy will be from France and Spain. Spanish brandies are not so good in quality, and 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

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 European on the native grape might answer. But if making a little wine by private gentlemen, is the only proof that America will be a wine country, England might pretend to the same.



tiful 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 È 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.

*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

can be had on the best terms from France and Flanders.

*Nearly all the articles of importation from Europe into the American States, are comprehended under the above general heads. The principal part, at least four-fifths of them, were at all times provided on credit. The American States are in greater want of credit at this time than at former periods. It can be had only in Great-Britain. The French, who gave them credit, are all bankrupts: French merchants in general cannot give much credit; many principal commercial houses in France have been ruined by it. The Dutch in general have not trusted the Americans\*, and will not: it is not their custom to give credit, but on the best security. It is therefore obvious, from this circumstance, and from the above state of imports, into what channels the commerce of the American States must inevitably flow, and that nearly four-fifths of their importations will be made from Great-Britain directly. Where articles are nearly equal, the superior credit given by England will always give the preference; and, it is probable, 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.*

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\* Those who did, are Bankrupts,

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 were formerly sent from the American Colonies to Great-Britain only, but if permitted hereafter to be brought from the American States, our fisheries, particularly that of Greenland, will be extremely prejudiced. The articles now in question must be received by us only in ships British built, including those of Canada and Nova-Scotia. The whale-fishery can be carried on from Nova-Scotia and\* St. John's Island to as good, if not greater, advantage than from any part of America. The salted fish from the American States found a market in the ports of Spain and of Portugal, and in the Mediterranean, but none in France, or any of the north-

\* The coast round the Island 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, an object highly interesting to government. — No country in the world affords 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.

ern ports of Europe. Linné is brought to England. The whole amount of salted fish sent yearly to the European market from New-England, varied from 130 to 135,000<sup>l</sup>. It remains to be seen what turn this trade will take. France, for the sake of employing her shipping and raising seamen, will make great efforts, but America must be able to undersell and supply Europe, and will supply Spain, Portugal, and the Mediterranean. Nova-Scotia, and the settlements on the gulph of St. Lawrence will fish more advantageously than the American States, being nearer, consequently at less expence. There are many places on the coasts of Nova-Scotia†, where at certain

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\* Almost the whole amount of the exports from the American provinces in fish and flour to Spain, Portugal, and the Mediterranean, used formerly to center in Great-Britain. The American merchant received bills of exchange upon London in payment for his cargoe, and those bills answered there in payment for the British goods he wanted, or for which he was indebted.

† 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 Labrador, 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.

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tain seasons, large quantities of cod are taken in the ports by a sein, and the salmon fishery in that province and in the gulph of St. Lawrence, on the Canada and Nova-Scotia shores, is unquestionably the best in the world. The whale fishery on the American coast was so much exhausted before the rebellion, that the New-Englanders went to the coast of Africa, the Faulkland's islands, the Western islands, and the coast of Ireland, and with considerable success; the oil and blubber was carried to America, — the blubber was manufactured into oil, and the whole sent to the British market. 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, a double voyage will be avoided. The reduction or taking off the small duty on oil, and the heavy duty on spermaceti imported in British ships, or from the British colonies, will be a proper encouragement. The quantity of spermaceti\* imported

as

\* The quantity of spermaceti imported into that part of Great-Britain called England, from North America, from Christmas 1771, to Christmas 1774, distinguishing each year:

Years.	Quantity.			Duty.		
	Hds.	qrs.	lbs.	£.	s.	d.
1772 - - -	6	0	22	-	4	16 1
1773 - - -	17	1	0	-	13	7 4½
1774 - - -	26	0	0	-	20	3 0

Custom-House, London,

May 5, 1783.

as such, is small, owing to the heavy duty when imported from the colonies, on which account they make it into candles, and supply the West-India islands with them. By taking off the duty when imported from the British colonies, we shall induce the whale fishers to remove to Nova-Scotia, and send the spermaceti here, and we shall have the manufacture of it into candles for our own use, and the supply of the West Indies.

*FLOUR and WHEAT.*

This article has been of equal, if not of greater importance in the American exportations than the preceding; 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, Portugal, and the ports of the Mediterranean. Before the war, the wheat from Canada began to be preferred at Barcelona. It keeps better in a hot climate, being usually sent in grain, and yields from 60 to 65 pounds per bushel, yet the flour of it not being very white, sells proportionably cheaper: Being in grain, the Spanish purchaser had the advantage of manufacturing it, and there being a demand in Canada for a low-priced, but strong red wine of Spain, for which there was none in the American States, the Canadian merchants had great advantages, and they may be still increased. There was no winter

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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 100 vessels were loaded for Europe, besides what was sent in flour and biscuit to the West Indies and fisheries, and 100,000 bushels were left in hand for want of ships to export them. In five or six years 3 or 400 sail might be employed from Canada in different 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. The merchants of Philadelphia, the capital of the corn country, sent ships to Quebec, to load with wheat from thence to Europe. Canada can supply the Newfoundland fisheries with flour and bread. France probably will not allow, except in times of scarcity, the American States to supply their fisheries in North America with bread or flour\*. French fishing ships going out have

\* England should use the same policy 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 vessel having ten barrels of flour in any of their

have nothing else to carry, except implements for fishery and salt. At this time there is a great contest between the minister of France and the French merchants.—The latter insist that the American States should not be permitted to carry wheat and flour to their West-India islands.

*Naval Stores, viz. Pitch, Tar, and Turpentine.*

These articles were exported principally from North Carolina, and to Great-Britain only; for without the bounty given by Parliament they could not have been exported, and as the same encouragement may not now be given; it remains to be seen, whether the Americans will be able to carry those articles to any European market.

Naval stores from Carolina, before the war, would barely pay freight, with the assistance of a bounty. If the price should, however, keep up as it has done, during the war, (but so high a price can-

not

their ports, would be confiscated. The flour the French got from America came through some free port, except the small quantity that was smuggled. As flour is the principal staple of New York, New Jersey, and Pennsylvania, and the British West-India islands are 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.



not be expected) they may still come from thence, even without a bounty. The Americans navigate cheaper, and are not confined to the summer season, as we are in our trade to the Baltick. None can be made to advantage, or in any quantity, 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, from a different tree, which is chiefly to be found in North Carolina : Tar was from 4 to 5s. sterling per barrel, of 32 gallons; pitch and turpentine nearly double the price. The bounty on tar was more than the original price, viz. 5s. 6d. and by advantage of the exchange equal to 5s. 9d.

Tar and turpentine, before the war, proved considerable articles of commerce, and, assisted by the bounty, employed a great 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 sold to foreigners. Turpentine was made into oil and spirit of turpentine; an article of considerable consequence in commerce, and of which there is a great consumption in preparing painters' colours, varnishes, &c.

These

These facts, therefore, render it an object of consideration, whether some bounty ought not to be continued for the purpose of increasing our marine, and reviving a manufactory now well understood in England. To be allowed however to British ships only\*. It would keep down the price of those articles, by promoting a competition.

The Baltic had a monopoly of these articles before the bounty was given on American naval stores: the bounty of course reduced the price considerably; but naval stores from the Baltic are of a superior quality.

*Masts and Spars for the Navy, and for Merchants  
Ships.*

The timber suitable for masts and spars, is not found in North America, south of 41 degrees of latitude. This is a fact well ascertained. 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

H Europe

\* And further to encourage our carrying-trade in other branches, less draw-back should be allowed on manufactures carried in American shipping, and higher duties should be laid on American produce brought in shipping of the American States than in British vessels. There is a duty of 2s. per ton more on iron brought from the Baltic in foreign ships than in British.

These

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 of that kind, remain untouched. All that is near Lake Champlain must go down the river St. Laurence. New York and Philadelphia were supplied principally from the woods of Maine and Nova Scotia, although there is a considerable quantity of masts and spars up the Hudson's River, the Delaware, Chesapeake, and Susquehanna, but they are of an inferior kind, not large, or more difficult to be got. The inhabitants too have other employment. Britain has its best masts principally from the Baltic\*. Large masts for merchants ships, of the pitch pine, may be had in the Southern States: they are heavy, but very durable, and are preferred

\* 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

red as lower masts to those of New England or Nova Scotia. It is too heavy for the small spars of a ship.

*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; but the best 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 be found for a long time to come inexhaustible, whilst timber has already become scarce in most of the American States, and in the middle and southward provinces it is not of so good a quality. It was customary, however, for all ships in the tobacco trade to denage with barrel and hoghead staves, and to stow as many as possible among the hogheads: these were sold for the use of the herring fisheries, and for rum puncheons for the West Indies, which are generally made in Great Britain.

H 2

*FLAX*

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 the large masts, made of several pieces, are now preferred.

*FLAX SEED.*

This article was exported from the American States to North Britain and Ireland only; no other country in Europe is in want of it, nor can Ireland \* be furnished with it to so good advantage from any other part of the world: for though it may be had from Flanders †, and in the Baltic, it is in some respects dearer, and must be paid for in money, instead of linens, which are exchanged for it in America. Riga supplies a considerable quantity of the sowing seed. That for oil comes from Archangel, Petersburg, Riga, &c.

*IRON and POT-ASH.*

Every part of North America abounds in iron mines, but from the high price of labour in the American States, iron could not have been exported without the advantage of entering free into Britain in competition with foreign iron, which pay 56s. per ton. Bar iron is imported to a great

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

† The seed is very indifferent there, because the flax is pulled while green, for the sake of having it finer and better.

a great amount into America from Russia, Sweden, and Spain, and large quantities were imported from this country into New England, and was sold cheaper than iron made in the country, or brought from any other part of America. Canada has plenty of iron mines. The quantity of iron made in Britain, by means of pit-coal, increases very greatly, and will decrease importations. From 50 to 60,000 tons in pig, and from 15 to 20,000 tons of bar iron, are made in England, but inferior in quality to foreign iron. Pot-ash may be made to greater advantage in Nova-Scotia and Canada than elsewhere in America, on account of the quantity of wood burned there to clear the country, &c. Ashes of an excellent quality have, since the war, been imported from Quebec. In some of the American States, firing becomes scarce. It is a well-known fact, that the cheapest fuel that could be procured in the town of Boston before the war, was coals from Newcastle.

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, high above the level of the sea.

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, and North Carolina, to Great Britain only, where it was sorted 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, if it be more advantageous to transport it to every country where it is consumed, or to carry it first to one general market to meet the purchaser, and to be sorted for 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 2l. per hogshead, took it into his own possession, and had eighteen months to export it, or pay the duty, then 7d. per pound. Since the war, new regulations have been made, and the duty has been increased from 7d. to 1s. 4d. per pound, and the tobacco is locked up by the officers of the customs till the duty is paid, or an entry made for exportation.

By

By a late order of the King and Council, every importer of tobacco depositing tobacco in the King's stores, must pay 4*l.* per hoghead, 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 200,000*l.* to lye dead in the custom-house, which might otherwise be usefully employed in the trade. This restriction, while Dunkirk, Holland, &c. are open without any advance whatever, will, if not speedily altered, divert the carrying trade of tobacco to those ports, by way of 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 assorted there, ships will consequently load from Britain in return, in place of Holland and Dunkirk. The tobacco will be left to pay for the goods, or to form a fund of credit, which will attach and rivet the trade to this country.

The idea of obliging a merchant to advance 4*l.* for liberty to store a hoghead of tobacco, which

costs



costs eight or nine pounds, appears too absurd not to meet 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 hoghead of tobacco, which costs from eight to ten pounds sterling. The first price is from 1½d. to 2d. per pound, seldom lower; duty in England 1s. 4d. In France, tobacco is monopolized by the farmers-general, and it can be bought wholesale only by them. America will not afford her tobacco so cheap to France, as the latter got it through British contractors before the war\*. The consumption of tobacco in Britain and Ireland was about 20,000 hogheads, near 4000 of which are supposed to have

\* France will be much disappointed. The cultivation of tobacco has been greatly interrupted; it will never be so great as it has been. 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.

have been smuggled. Britain imported the five or six years before the war, between 90,000 and 100,000 hogsheds; \* a good deal of tobacco was manufactured into Carots and sent from London to Germany and Flanders, and lately to Quebec. Large quantities of snuff were likewise sent to America, particularly to Boston, but the principal part of the tobacco exported, was unmanufactured. France is supposed to consume from 20 to 24,000 hogsheds, 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 Lubeck and Holland; a considerable part was returned manufactured. A large quantity, (the growth of the Ukraine) during

\* Before the war about 70,000 Hogsheds were generally carried from hence to foreign parts, in British vessels, employing a great number of small ships, and raising many seamen for the navy.

Exported to France, from 20 to 24,000 hogsheds.

Ditto to Dunkirk and Holland, 30,000 ditto.

Ditto Hamburgh, Bremen, and the Baltic, 10,000 ditto.

Ditto to Norway and Denmark, 2000 ditto.

Ditto to Spain and the Mediterranean, 2,500 ditto.

Besides what went to Ireland.

the war, went to France through Holland, &c. Russia supplied herself, but the consumption is not very great there. Hamburgh had tobacco, for common use, from Germany, and some from England. A considerable quantity is raised in Brandenburg, on the Rhine, in the Palatinate, Flanders, and Holland. Flanders grows more tobacco than she consumes. America, during peace, may supply better than Europe; whether cheaper, remains to be seen. Labour is lower here, manure more plentiful, and freight will be less. European tobacco is not in general so strong nor so high flavoured as American, which may arise partly from the soil, and partly from the manner of curing it. It certainly would be much better than it is, under proper cultivation and management. In America, tobacco is dried in a house; in Europe, the flavour is exhale by drying in the sun. At least a sufficient quantity might be raised in Europe, though perhaps not of the best quality.

While the drawback remains on the present footing, there must be a considerable loss to the revenue by the manufacture of tobacco. Much water is used in it; the weight is increased in the manufacturing, and by that means much more is payed as drawback on exportation, than the import duty on the leaf. The present duty on tobacco

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

*FURS and PELTRY.*

Previous to the reduction of Canada, the exportation was very considerable from the American States; but since 1763 it has been of no great consequence. What it may be in future, is as yet uncertain. Probably the trade will be divided. The old channel, Quebec, will have the advantage, especially as Britain furnishes Indian goods. Our duty upon the exportation of furs, if it be not taken off, will throw much of this trade into the hands of the American States; for in order to avoid it, all the furs intended for foreign markets will be carried through them, whereas if that duty was taken off, they would come through Quebec to this country, and be re-exported from hence.

*SPERMACETI CANDLES.*

A considerable and encreasing export from the Northern Colonies to several countries, particularly to the British and foreign West-India islands; but if the heavy duty on spermaceti in England, which produces a very trifling revenue, was whole-

ly taken off, and the whale fisheries to the Western Islands, Africa, Brasil, Faulkland's Island, &c. 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 not uncommon for whole cargoes of spermaceti candles from America to melt upon being brought into warm climates, owing to the badness of the manufacture.

It has been already shewn, that the whole amount of the duties paid on spermaceti, imported from America in all the ports of Great-Britain three years previous to the breaking out of the war, did not exceed 381. 6s. 4s. The duty on that article from the Colonies being 181. per ton, is equal to a prohibition. If the advantages of the whale fishery is confined to what is caught by British ships, this country would not only have the whole trade, but also employ a number of seamen. Spermaceti candles, manufactured in the Colonies, exceed in value the oil sent to Europe.

#### INDIGO and RICE.

No part of the American States produces these articles, but the Carolinas and Georgia. Spain and Portugal take a considerable quantity, but the great consumption of American rice is in the northern

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northern parts of Europe. All that went thither was first landed in Great-Britain, and left a duty of 7d.  $\frac{1}{2}$  per cwt. that duty is now taken off, very properly, by an order of Council, and American rice will still come here in order to have a choice of the foreign markets, as they cannot know in America to what port in Holland or Germany it will be best to send it; but the British merchants, by their correspondence with the several parts of Europe, are well informed of the state of all the markets, and can judge how to distribute it to the best advantage. It is not long since 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.

The indigo will answer only in the northern parts of Europe, including Great-Britain and Ire-  
land.

land. The quantity, however, of North American indigo\* that goes to the Baltic is trifling. The Spaniards, Portuguese, and Italians, get indigo from South America, of the best quality. The quantity of indigo raised in the Portuguese settlements increases very fast, and, if we may judge by the price, viz. 14s. per pound, it is better than any yet ever 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. From the latter a great quantity is sent to England, and must be taken in return for goods.

*Ships built for Sale, or the taking of Freight.*

The business of building ships for sale, in Great-Britain, or the taking of freights there, or in the West Indies, was both considerable and profitable. American-built ships have not hitherto been in demand in any part of Europe, except in Great-Britain and Ireland; nor have they, but in few instances, ever obtained freights elsewhere, than in those kingdoms, and in the British West Indies.

\* The country on the Mississippi will produce much better indigo, and sufficient to supply all demands.

Indies. New England ships for sale, are not substantial or well built: the timber is not so lasting as that of British ships.\* It is evident that this trade can never take place any where on the continent to the north of France. France probably will not suffer America to supply her with ships. Britain cannot take her shipping without ruining her own: she must consider them as foreign-built ships; and if she encourages ship-building in Canada and Nova Scotia, it is to be expected that ship-building for sale in the American States will be lessened, if not entirely stopped. † Such encouragement will draw

\* In the southern provinces good ship plank is made of the pitch pine: if kept from the worms, it will last many years. A ship built in South Carolina, the timber live oak, the plank pitch pine, at the end of thirteen years, the latter was good. The live oak is the hardest wood in the world: must be put into water many months before it can be used for ship timber. It is said to be too hard to be wrought into ship plank.

† It is difficult to see the advantage the New-England provinces will derive from independence and separation from this country. Such lights as we have, point out that it must be ruinous to them, and that nothing could be more to their advantage than to become again part of the empire. It is not obvious where they will find a market for their shipping, lumber, and the produce of the whale fisheries, (and they had no other trade of any consequence except salt fish) in the place of the markets of the West Indies, Great Britain, and Ireland.



draw the sailors from New England, raise many in Canada and Nova Scotia; and those provinces will become a very considerable nursery for seamen. Ships are now built in Canada, little inferior to those built in Britain. 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. It will be the height of bad policy to yield in this particular. By adhering to it, the British marine will be raised on the decline of the American.

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

*The articles imported by the American States from the West-India islands and settlements in general, were the following, viz.*

S U G A R S.

The difference of price between French, Danish, and Dutch, and British West India sugar, was so great, that above two-thirds of the sugar imported into America came from the foreign islands, and cheaper, notwithstanding the duty on the foreign of 5s. per hundred. The greatest part was regularly entered — that which was smuggled into America 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.\* Neither Holland nor France will suffer the American States to carry sugar from their ports in the West Indies, notwithstanding the connection now between them;

\* 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.

them; \* and the American States cannot reasonably expect they should be suffered to take this article from our islands.

M O L A S S E S,

Which are of very great importance to the American States, on account of their numerous distilleries, † and the extensive commerce carried on by means of the rum made out of them, and 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 export only a small quantity. 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

\* A few weeks since, the court of France gave leave to certain subjects of that country to erect sugar-houses, to refine three million pounds of sugar in Martinico for the American market for a limited time, (a pound to each inhabitant supposed to be in the American States) but no indulgence is allowed as to raw sugars.

† Massachusetts alone has sixty distilleries,

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 hogshead: it is now about half the price of that in the British islands. The duty on both foreign and British molasses on importation into our colonies, should be taken off. Those colonies should be put on as good a footing, in that respect, as the American States. The Americans, who sold their cargoes in our islands, used to take the money, and go with it to Foreign islands, where they laid it out in molasses, &c.

R U M.

The amount of this article, imported and consumed in the United States, greatly exceeded that of any one article of the West-India produce imported in the New-England States: it was more than equal to every other article, that of molasses excepted; with this circumstance, that of the other articles a part was re-exported, particularly the rum made out of the molasses, the greatest part of which was sent to Africa, to Nova Scotia, to Newfoundland, and to Canada\*, and some to the middle colonies. It was much cheaper, and greatly inferior to that of the West Indies. But

\* The distilling of spirits from corn will become a great business in Canada, grain being cheap.

the rum imported from the latter was consumed in the country; and except a small quantity from Demerary, of the best quality, and a trifle from Santa Cruz, of a very indifferent quality, the whole was, and may still be imported from the British West-India islands. We must take care however not to encourage English and American distillers to set up their business in the French and Dutch colonies, by suffering any burthens on rum going to the American States, which possibly can be avoided. The French make very little rum, and that of a bad quality. They do not encourage the making of rum; it might interfere with their brandies.

C O F F E E

The consumption of this article was so very inconsiderable in the American States, that it scarcely bears any proportion to the others; it was chiefly imported in a clandestine manner from Martinico; and from other French and Dutch possessions.

C O T T O N

Was never imported in any considerable quantity, there being no demand for it, except for the home or family manufactures of the country. It was imported free from the British West Indies,

but

but prohibited in the French and Dutch ports. The demand was so inconsiderable, that it never became an object of commerce. The Dutch, at Surinam, raise very fine cotton, and are increasing their plantations: it will be run from thence.

*C. O. C. O. A.*  
Was in much the same degree of importance as coffee and cotton, and was purchased and imported nearly in the same manner. Cocoa was a more considerable article of import into the Northern States than coffee.

*S. A. L. T.*  
A great part of the salt consumed in the American States, especially for butter and pork, was imported from the salt islands in the West Indies; but the planters had no concern with it: it was no production of their labour, but 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 were the following, viz.*

*H O R S E S for the Saddle,*

Came from New-England on the best terms, and may be supplied through Nova-Scotia, and Canada.

*Horses for Draught, and for the Sugar-Works,*

Are essentially necessary in the Windward islands, and can be had from Canada on better terms than from any other country; they are small, but very strong and hardy. A considerable number of mules go from Barbary to the Windward islands.

*W H E A T*

Has for several years past, and previous to the war, been cheaper in Canada than in the American States.

*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

plied from thence and New Jersey. 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. 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 their home consumption. 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 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



vered they could make as good pork as their Northern neighbours, and that 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.

The banks of the Ohio and Mississippi may in future supply beef for exportation, and Vermont also; but the latter principally through Canada.

American beef however does not keep so well as the Irish; salt hardens it, and eats up the fat, and juices. At present, beef undoubtedly may be imported cheapest and best into the West-India islands from Ireland, where the salting of it, is better managed than in any part of the world. 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. 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. Not long since, butter was imported into New York from Ireland; but, before the war began, New York exported butter to the West Indies. It does not however keep by any means so well as the Irish. The Southern States must take some butter, soap, and candles

dles from Britain and Ireland. The West Indies will take a large quantity of those articles and salted beef. A considerable quantity of candles and soap used to go from England to America: — there is a bounty 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 to pork, the Carolinas raise such a prodigious quantity of hogs, and can feed them at so little expence, as before mentioned, that pork may be afforded there much cheaper than

L from

\* Extraordinary as it may appear, it is however true, that notwithstanding tallow is the natural produce of the Northern States of America, it has been, and may be imported from Russia, and sold as cheap as that produced in the country, leaving a considerable profit to the importer. The same may be said of bar iron; considerable quantities of which are imported into America, from Russia, Sweden, and Spain; and also of flax, from the northern parts of Europe. Rhode Island, Massachusetts, and New Hampshire make no Iron, and raise little tallow. However no state to the south of Rhode Island imported iron, most of them exported; but although Virginia and Maryland exported iron in pigs and in bars, they imported their hoes, axes, and all sorts even of the most heavy and common iron tools.

from England or Ireland, but it is not so good as that exported from the latter, it does not keep so well, the fat of the Carolina pork is softer. 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. We might get West-India produce much cheaper than theirs.

#### SALTED FISH,

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

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Lumber,

*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, these arti-  
cles 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. The necessity the States will  
be under of exporting their produce, will oblige  
them to sell to our shipping that may come for it,  
all sorts of lumber. Timber cutting and the  
business of the saw-mills would greatly decrease, if  
they do not. There is little prospect of new mar-  
kets for them.

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

A considerable number of oxen and some sheep  
have been sent from New England to the Wind-  
ward Islands, but none to Jamaica; mutton is  
not a general food in the islands; some sheep are  
however

however bred there. Nova Scotia 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 vast quantities of 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, been so exceeding great, fresh meat would have been under two-pence a pound in Nova Scotia. Poultry will probably be purchased cheaper in Canada than in the American States. The Bermudians before the war generally exported from 30 to 40,000 ducks, and large quantities of onions to the West-India islands for sale.

*RICE, INDIAN CORN, and TOBACCO.*

Of rice no great quantity goes to the West Indies; what is sent goes chiefly from South Carolina. Indian corn is much preferred to it, which is chiefly exported from Virginia and North Carolina. The planters raised provisions for their negroes in a great measure during the war; but it can hardly answer at any other times, except a few yams, or potatoes for present use. They also raise nearly tobacco enough for the negroes. Bermuda vessels will bring as much of these articles as are wanted;

wanted, and also lumber, cheaper than the vessels of the American States.

As to the African trade, Congress, and some of the General Assemblies have declared against it. Probably the Carolinas and Georgia must continue it for some time\*; 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.

\* And the Northern States will carry it on for the sake of disposing of a vast quantity of their rum, which Africa took. The negroes purchased on that coast with the New England rum, were carried to the West Indies, there sold, and the money sent to Europe, to pay for goods received from thence.

Although the trade were infinitely advantageous to England, the discontinuance of it, is much to be wished, unless we can learn to treat the negroes better; the Americans use them much better than we do, and the French still better than the Americans.

From

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From the foregoing state of the imports and exports of the American States 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 them such, puts them in the only situation, in which they can be; all difficulty is removed, nothing is hazarded, no hidden mischief is to be dreaded, but relying on those commercial principles and regulations under which our trade and navy have become so great, Great Britain will lose few of the advantages she possessed before the American States became independent, and with prudent management she will have as much of the trade as it will be her interest to wish for, without any expence to the State, of civil establishment or protection.

The Navigation \* act prevented the Dutch from being the carriers of our trade. The violation or relaxation

\* The Navigation act was established during the civil wars, and was confirmed at the Restoration. At that time the commercial tonnage of the kingdom was little more than 95,000 tons. In 1774 it had risen to near 800,000 tons.

relaxation of that act in favour of the West-India Islands, or of the American States, will give that advantage to the New-Englanders\*, and encourage to the greatest degree the marine of America. The bill, in its present state, allowing an open trade between the American States and our islands, relinquishes the only use and advantage of 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-

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



West-India trade to the American States on better terms than we can have it ourselves, and these advantages are bestowed, while local circumstances insure many others, which it is our duty to guard against, rather than promote. It makes it the interest of our merchants to trade under the American flag. Shipping, and every provision necessary for shipping, may be had in America at much less expence than is required here \*. It is the policy of France and Spain, not to suffer foreign vessels to trade to their islands and colonies, and our own maxims have hitherto been the same; but the bill, without the least necessity, gives up this

\* The timber, masts, yards, tar, and pitch, are much cheaper than in England. It is said the hull of a ship, built here for example, of 200 tons, will cost nearly as much as a New-England ship completed for sea, viz. about 1000l. Very little wrought iron for ship building is imported into North America from Europe. How the former is provided with cordage and sails has been already stated. It is also said the Americans navigate with fewer hands than we do, or have a greater proportion of boys. It is allowed they navigate much cheaper; their sailors are more tractable, and are easier fed. Wages are nearly the same, but they are paid to advantage, because they are frequently paid in goods on their return, most of the American sailors have fixed places of residence, and are fond of their native country.

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 consequences would soon have been the destruction of their navy, as it was 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 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 were the French of the trade of their islands, that before the loss of Canada and Louisbourg, those

M colonies

\* 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.

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, that 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 had lately acquired, except the participation of the monopoly of the West-India consumption of British products and manufactures, for that she was thankful, and in return passed the act which increased the duties on sugars, and other West-India articles, and engages to augment them farther in proportion to the duties, which may in future be imposed upon them in Great Britain, and lays prohibitory duties on similar articles from foreign islands. By this bill that monopoly would cease; deprived of the advantage, Ireland will think Britain has done away the consideration, that induced her to shut her ports against foreign sugars. The Irish act laying prohibitory duties is biennial,

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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 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, 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 also say, a free exportation of wool is obviously essential to their interest; but it 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;

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 of those colonies is the best in America. 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, for a limited time, than to sacrifice our carrying-trade; also a bounty on building ships in Canada and Nova Scotia, to be employed in the carrying-trade to the West Indies; also a small bounty, for a limited time, on making wheat into flour\* in Canada, to encourage mills † there.

From

\* 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 five or seven years certain. Five shillings per ton on Canada or Nova Scotia built ships, not under forty tons, would encourage many articles there, and draw workmen thither. To encourage mills, one shilling per cwt. on biscuit or flour exported. Five shillings per 1000 feet on lumber, boards, scantlings, staves, &c.

† There is only one capital mill now in Canada.

From the bay of Fundy or Halifax to our islands, except Jamaica, 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.

Under the article of wheat, it has appeared how amply Canada can supply our islands.\* It appears also, that no part of the world furnishes greater advantages for ship-building. 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, will soon become capable, with very little encouragement, of supplying our islands with all the shipping, fish, timber, and lumber of every kind, and with mill or draft horses, with flour, and several other articles they may want; and Bermuda shipping alone might supply the islands with such articles as will be wanted from the Southern States, viz. Indian corn, rice, and the little tobacco that may be necessary in addition to what is grown in the West Indies, for the negroes.

The West-India planters undoubtedly would derive advantage from the shipping of the American

\* Page 45.

ican States being permitted to carry their produce to any part of the world ; the value of their produce might be raised, and the price of freight would be much lowered by the competition ; 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 marine of England, and the advantages of their trade. 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 some, perhaps, might be lowered ; more efficacious means might be taken to prevent smuggling foreign produce into these kingdoms ; and it is to be wished the state of the country would allow the duty on rum to be lowered ; perhaps it would be the most effectual means of preventing the smuggling of French brandies among us. 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. Encouragement undoubtedly might be given for the growth of indigo, coffee, cocoa, and given.

\* The British West-India islands would be ruined by a separation from this country, if either independent, or annexed to the American States, or conquered by France. The monopoly of the British market alone enables them to sell at their high prices.

tobacco \*, on such lands as, from soil and situation, are unfit for the culture of sugar; and there are great tracts of uncultivated lands in the islands, very fit for those articles. Cotton also might be a valuable produce †.

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 much was distilled by the Englishers from molasses imported from the French islands, it was of a bad quality, and was mostly exported. A great part 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 inferior rum, distilled by the American States, should be prohibited §; and the use of foreign sugars in those colonies must be prevented.

The

\* Tobacco of a tolerable good quality has been raised in St. Vincent's with very little labour, and might, with skill and attention, be greatly improved.

† The demand for Bird or Cayenne pepper increases. It grows wild in the islands, and might be cultivated to advantage.

‡ 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.

§ To prohibit New England rum from being imported into Canada, will be a necessary and wise measure.



The increase of the consumption of sugar must continue to a great amount. As yet sugar is not commonly

sure. The quantity that has been formerly imported from those provinces alone into Canada, amounted to 400,000 gallons, for which they received payments in money, or by bills on London.

To stop a trade so pernicious to Great Britain and that province, at the desire of the merchants, a provincial duty of nine-pence per gallon was laid on it; but government in part destroyed the good effect this would have had, by laying, at the same time, a duty of six-pence per gallon on rum from the West Indies, and of three-pence per gallon on brandies from Britain.

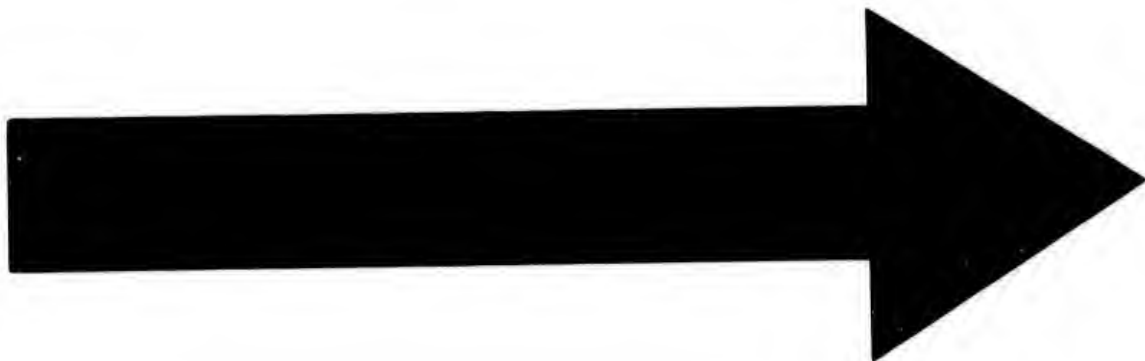
Nova Scotia, St. John's, and Canada, have distilleries already, which may be greatly increased and soon. In favour of these distilleries, rum imported into Canada and Nova Scotia, pays one shilling per gallon, which goes to the support of their civil government. The foreign molasses imported, pays only one penny, but as that penny will not be paid by the distilleries of the American States, it ought to be taken off in favour of those of our remaining colonies. 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

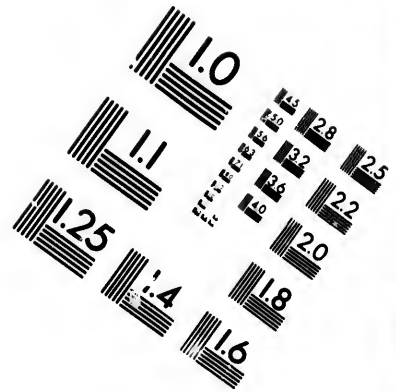
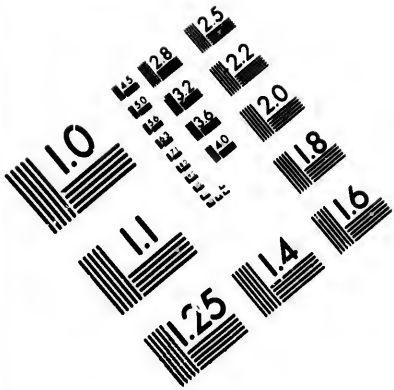
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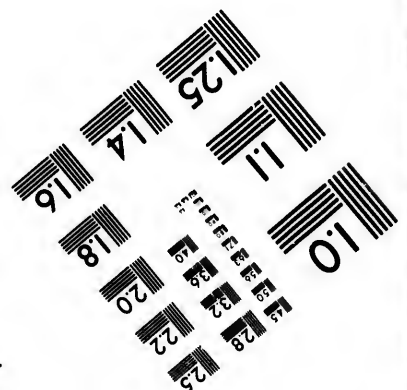
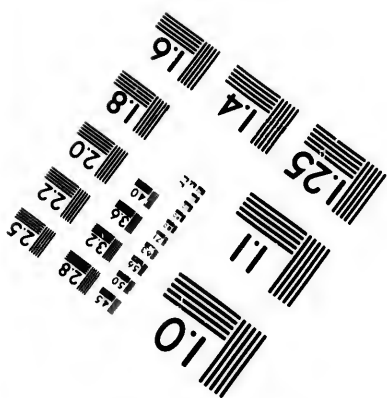
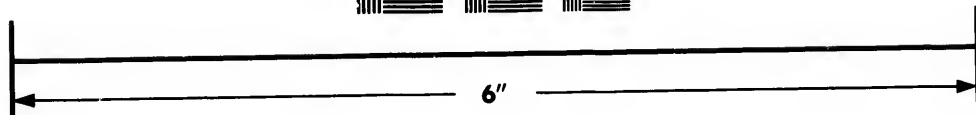
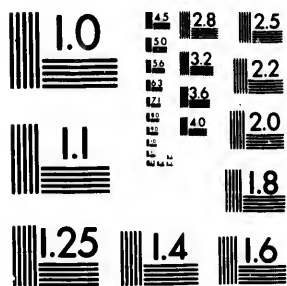
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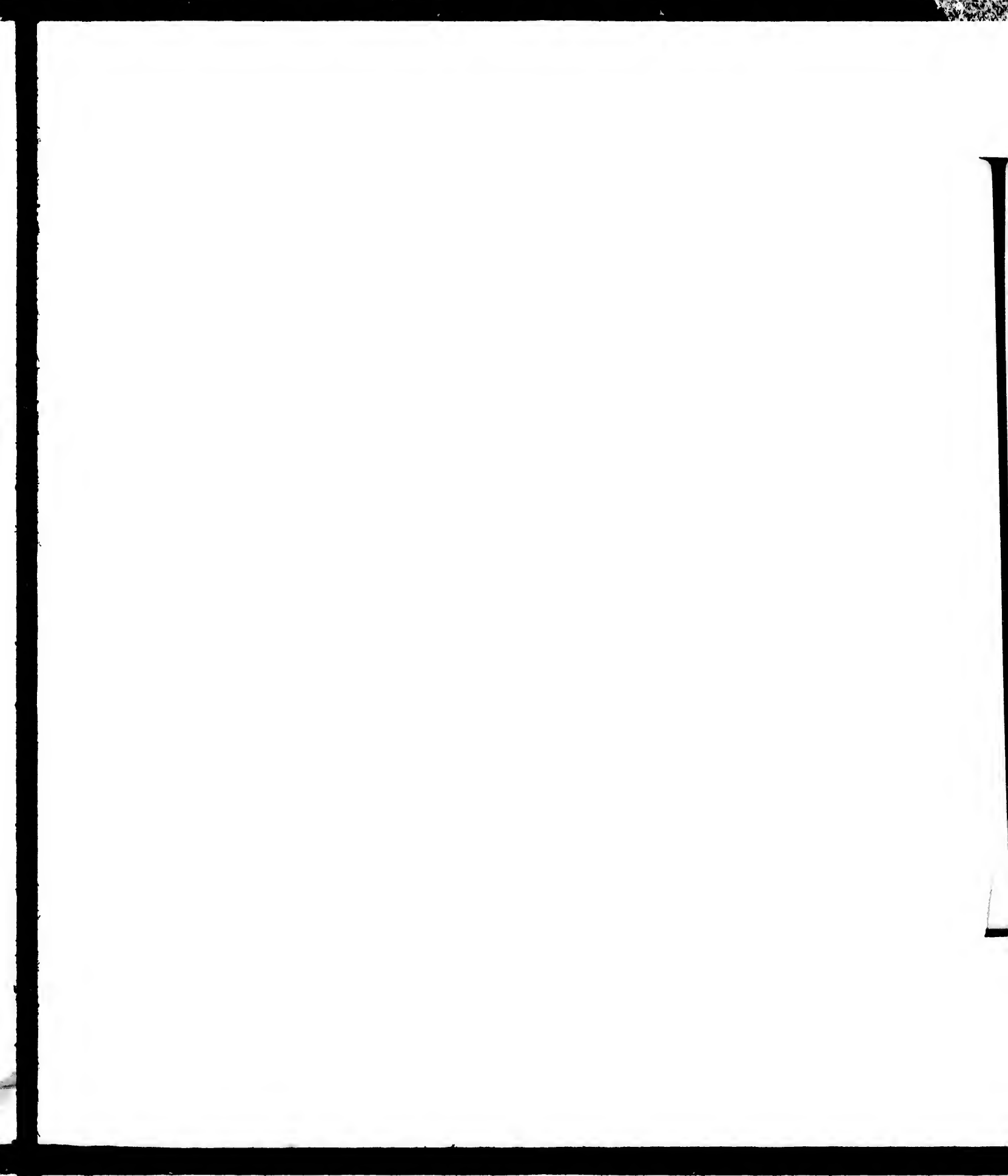
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provisions, except in the beginning, and that may be obviated. British shipping must go from our islands and colonies to the American States, and cannot be refused admittance on the same footing as in other foreign countries; especially as those States from whence we want to draw supplies, have no shipping of their own. Georgia and South Carolina can have none, and yet the rice they exported before the war required, 30,000 tons of shipping. Will the planters or merchants there, keep the rice to perish, rather than ship it in British ships? The shipping belonging to Virginia and Maryland was also destroyed; and when New York is evacuated, that state must be without shipping; can it then be supposed the former will refuse their tobacco, or the latter their provisions and lumber to British ships? If they should, they will lose the market to our islands, of which they might always have a share through our shipping. But no mandate of Congress will prevent those of the States, whose interest it is, from supplying us with any article we want.

If the American States should endeavour to pay their debts\*, their commerce will be burthened with

\* America emitted 200 millions of dollars, or above 40 millions sterling in paper, and then borrowed. — Her debt to Europe is about two millions sterling, to which her domestic debt added, the amount is about nine

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

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nine millions and a half sterling, exclusive of the paper  
money depreciated in the hands of the public —  
A pamphlet lately published at Philadelphia by Con-  
gress, 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 to be paid 2,415,956 dollars; but they  
are generally believed to be more. France sent (not  
included in the debt) above 600,000 l. 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  
preceeding draughts, rose nearly to par, but the pur-  
chasers were taken in; the French court stopt payment  
and put them over for twelve months, with interest;  
and 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, will never 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? 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 Dutch and  
Germans, whose number is not inconsiderable, have  
hoarded



heavy impositions. If, then, the agriculture and commerce, and fisheries of Canada, St. John's, and Nova Scotia, be left not only free, but receive proper encouragement, the important 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 Northern American 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 Scotia, and in Canada, and in the fisheries on the Banks of Newfoundland, &c. But the distilleries may be carried on

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. Money to a considerable amount came also to New York, for the same purposes from Philadelphia, got by a very advantageous trade to the Havannah, which is now at an end. 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. Her exports were

to as great profit in Nova Scotia as on any part of the continent; as may also the important business of ship-building; and nothing can be more evident than that Nova Scotia, and St. John's island, in particular, is better situated for the fisheries than any other country whatever. In short, if proper attention is 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.

It is obvious how necessary Canada and Nova Scotia are to our islands. We should therefore put those colonies on the best possible footing; and 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 alter the present government, the trade of the islands were prodigiously diminished, and sometimes almost ceased. — After the idea of starving our people was over, the Americans would have got 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; the greater part of the goods that went from Britain, were paid for in ready money.

\* It did not arise from a wish to return to the dominion of France; they had experienced the advantage of

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enough to give them a free constitution and government agreeable to the wishes of the people, the encouragement and aid they might 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 belonging to Britain. They were kept poor under the French government: they have grown rich under ours. Their priests acknowledge that they have, in great measure, lost their influence. The French Canadians were dissatisfied, but the settlers since the peace of 1763 still more so. The cause of their discontent will be explained.

\* The north side of the province of Quebec, from Detroit to St. John's River in 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. The mouth of the river St. John, will be 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

in many cases, from them, are considered as weighty grievances, and are loudly complained of by the Canadians. If we could find out that 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,

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

\* Nothing could be more impolitic, or of a more mischievous tendency at the time, than the law passed not long since in East Florida, for raising a perpetual revenue

bly, and trial by jury, in civil as well as criminal cases. If their constitution should be formed on the best plan of our late colonies\*, it will draw 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: our 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

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.

\* 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 were often elected of the Assembly in Maryland by Roman Catholics; yet in the

But unless a free constitution is given, the emigrations from the American States (which, it may be expected, will be very considerable) would only tend to weaken the power of government in that country, and bring about a revolution. It 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 the happiest people 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.

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\*. The inhabitants of Nantucket and the Fishing Coast will migrate to Nova Scotia for the sake of the superior

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the most salutary measures, the timid prudence of our ministers, is apprehensive of exciting the clamours of bigotry, and of supplying the enemies of their country, with an opportunity of mischief and sedition.

\* 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.

superior advantages of our fisheries, and from other parts of the American States, for different advantages, which British subjects should exclusively have; but 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, by revolt or 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 †.

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\* 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 got, by rebellion.

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

The state of our manufactures make it unnecessary, and nothing can be more weak than the idea of courting commerce\*. America will have

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from

\* 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.

*List of ships that passed the Sound, to and from the Baltic, for three yaers preceeding 1782.*

Nation	Ships in 1779	Ships in 1780	Ships in 1781
British	165	170	200
Dutch	207	205	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 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 go Imperial, Swedish, Prussian, Russian, or Danish colours, and some English ships did the same, by which they saved considerably in the premium of Assurance.

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from us, what she 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 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 that, 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 trans-  
ports

ports and seamen in plenty unemployed, to carry our manufactures to America, and to carry on the trade of the West Indies, and so far from giving up any of the carrying-trade, we should exert ourselves to prevent our unemployed seamen from passing over to the Americans. — This mischief there is 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 that it is in our power to prevent in a considerable degree. The carriage of what we send to America, is much less than that 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 encrease with the population of America. Desponding politi-

cians 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

\* 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. Laurence, 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 Mississippi is obstructed in Winter and Spring; in the first by ice, and in the latter by the rapidity of the waters; and notwithstanding the distance is not above 60 miles between the navigable part of the Potomach, which runs into the Chesapeak; and a navigable branch of the Ohio, yet the river St. Lawrence, (the exclusive trade of which belongs to Britain) the Lakes, the Ohio, and Mississippi will be the principal communications of the vast country beyond the mountains. The navigation of the Potomach above Alexandria, is indifferent. The Susquehanna being full of rapids and falls, and not deep, the navigation of that river is bad. All the rivers of the American States which run into the ocean have in general bad navigation, and only for flat boats from 5 to 30 tons, except as high as the tide flows; but the Missis-  
sippi

be diffused through a country more fertile, more susceptible of population, and four times more extensive than the American States. The dereliction of such a country, in the last inglorious treaty, has deeply wounded the honour, and perhaps

Mississippi has no tide, and the rivers which fall into it run through a flat country, and are navigable to their sources. Our islands, especially Jamaica, might receive supplies from the Mississippi, ships, while a cargo is preparing at Jamaica, might at the proper season go up that river, if it is open to us, and bring lumber, cattle, mules, and supplies of every kind, except fish. The isle of Cuba checks the trade wind, and gives a land wind, by which the ships could return, without being carried through the gulph of Florida, by the stream or current.

Half the Mississippi 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 awe and keep 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

haps the constitution \* of Britain, and the American States might receive with astonishment the unexpected gift; yet the gift, however disgraceful to ourselves and unnecessary, will be vain and useless to the new sovereign. The authority of the Congress, can never be maintained over those distant

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. North of Fla

\* 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, (which was formed by act of Parliament) no part of which was then in rebellion, or in the possession of the rebels. The act, after mentioning the thirteen revolted Colonies by name, gives a power to his Majesty, "to conclude a peace or truce with the SAID Colonies, 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 relates to the SAID Colonies."—But the act gives no other power.



factures, when they can get much greater profit by farming\*.

New Hampshire	140,000
Massachusetts	350,000
Rhode island	50,000
Connecticut	200,000
New York	140,000
Jersey	120,000
Pennsylvania	400,000
Delawar counties	30,000
Maryland	200,000
Virginia	400,000
North Carolina	300,000
South Carolina	120,000
Georgia	30,000
	<hr/>
	2,486,000

\* 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 become absolutely necessary to save them from sinking in America, if properly employed in most parts of Europe, would give a good establishment, and without the entire sacrifice of the dearest friends and connections,

much greater profit

No

-	140,000
-	350,000
-	50,000
-	200,000
-	140,000
-	120,000
-	400,000
-	30,000
-	200,000
-	400,000
-	300,000
-	120,000
-	30,000

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No American articles are so necessary to us, as our manufactures, &c. are to the Americans, and almost every article of the produce of the American States, which is brought into Europe, we may have at least as good and as cheap, if not better\*, elsewhere. Both as a friend, and as an enemy, America has been burthensome to Great Britain. It may be some satisfaction to think,

P 2 that

nections, 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 object of contempt and neglect; but it is by no means necessary to the industrious.

\* It has been so often necessary to mention, that certain products of the American States, are inferior to those of the islands, and of South America and other countries, that it might almost seem invidious; but on the strictest enquiry, it is found that they are, and the argument required, it should be stated.



that by 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 many sailors; 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 half British, and half Americans, except in New England, where three-fourths were 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 was

\* Before the war in 1755, the expence of our establishment in America was 70,000l. From the peace of 1763 to the time of the Stamp act, it was 370,000l. yearly, although the French were driven from North America, and Canada and the Floridas only were added. The customs from the 5th of January, 1768, when the Board was established, to 1775, when the troubles began, amounted to about 290,000l. 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. If we main-

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was eighteen years sinking about 300,000l. 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 Ame-  
 rican States to act as a nation; they are not to be  
 feared as such by us. It must be a long time be-  
 fore they can engage, or will concur, in any ma-  
 terial 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. In short, every circumstance proves, that  
 it will be extreme folly to enter into any engage-  
 ments, *by which we may not wish to be bound here-  
 after.* It is impossible to name any material ad-  
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maintain the carrying trade, half the commerce of the  
 American States, or even less than half, without the  
 expence of their government and protection, and with-  
 out the extravagance of bounties, would be infinitely  
 better for us than the monopoly, such as it was. If  
 the imports into America were to the amount of four  
 millions sterling, it is said two millions were British ma-  
 nufactures, one from the whole of the West Indies, and  
 one from the rest of the world. Great part of the  
 last, were taken through Great Britain.

vantage, the American States will, or can give us in return, more than what we of course shall have. No treaty can be made with the American States that can be binding on the whole of them. The act of Confederation does not enable Congress to form more than general treaties\*: at the moment of the highest authority of Congress, the power in question

\* Part of the ninth article of Confederation, &c. "Provided that no treaty of commerce shall be made, whereby the legislative power of the respective States shall be restrained from imposing such imposts and duties on foreigners, as their own people are subject to, or from prohibiting the exportation or importation of any species of goods or commodities whatsoever; of establishing rules for deciding in all cases what captures on land or water shall be legal, and in what manner prizes taken by land or naval forces in the service of the American States shall be divided or appropriated; of granting letters of marque and reprisal in times of peace; appointing courts for the trial of piracies and felonies committed on the high seas; and establishing 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.

question was with-held by the several States. No treaty that could be made, would suit the different interests. *When treaties are necessary, they must be made with the States separately. Each State has reserved every power relative to imports, exports, prohibitions, duties, &c. to itself. But no treaty at present is necessary.* We trade with several very considerable nations, without commercial treaties. The novelty of the case, and the necessity of 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 where advantage is to be got, the individual will pursue it.

It is repeated, that the capital part, at least four-fifths, of the importations from Europe into the American States were at all times made upon credit

credit, and that the States are in greater want of credit at this time, than at former periods. It can be had only in Great Britain \*. The French who gave them credit are all bankrupts: French merchants

\* 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. 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 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.

chants cannot give much credit. The Dutch in general have not trusted them to any amount; those who did, are bankrupts, 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

Q

equal

\* 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, burthened with double freight, double port charges and commission, and a circuitous voyage through a neutral port. Besides, what went to the Americans through Halifax, New York, South Carolina, and Georgia, many ships which cleared for New York and Halifax at the ports of London, Bristol, Liverpool, Scotland and Ireland, went at great risque, and in the face of the act of Congress, directly to the colonies. One ship in particular, loaded with British goods, cleared from London for New York, but went directly to Boston; the cargo was sold at the wholesale market 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 or manufactures of France, Holland, &c. were open to them.

These

equal, the superior credit afforded by England will always give the preference ; and it is certain many foreign articles will go to America through Great Britain

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, that they will not, in those of other nations, with whose people they are unacquainted, as well as with their laws and language. They have impressions of the arbitrary proceedings of the French ; they will recollect that when they went to the French Islands, they were not permitted to sell the provisions, &c. they had imported, until the French merchants had sold all theirs ; that the French took their goods at what price they pleased, and charged them as they thought proper for their own.

Britain, as formerly. 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. viz. from Spain, Portugal, and the Mediterranean\*.

Q. 2

Free

\* It is not probable the American States will have a very free trade in the Mediterranean; it will not be the interest of any of the great maritime powers to protect them there, from the Barbary States. If they know their interests, they will not encourage the Americans to be carriers — that the Barbary States are advantageous to the maritime powers is obvious. 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 or advantageous. The armed neutrality would be as hurtful to the great maritime powers, as the Barbary States are

useful.



Free ports at Bermuda, the Bahamas\*, the West Indies, &c. have been suggested, as a means of affixing

useful. The Americans cannot protect themselves from the latter; they cannot pretend to a navy. In war, New England may have some privateers. It has been shown, 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 in the American States, 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. 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.

\* We had better think of establishing the Loyalists on the Bahamas, in the best manner we can; inhabitants are wanting on the large and numerous Islands.

Many

assisting commerce, but they will be dangerous to our carrying-trade; they will undoubtedly be the means of dividing it with others. America, 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, for those articles only that it may be absolutely necessary for the British West-India Islands to have from the Southern American States, viz. 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. In many respects free ports are

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 and pitch pine, abound in those Islands.

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, these are of a loyal kind, and not likely to disturb the State with new opinions. It would be a great acquisition for England, if the Loyalists were put in possession of all the Royal Forests, chaces, and waste lands of England, but where would they find the money to cultivate them? they might sell a part.

Many

are exceptionable ; but the allowing the produce and merchandise 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 merchandise when landed should, if sold for consumption in the kingdom, be subject to, and pay, when taken from the warehouses, the duties and taxes which are, or may be, laid upon such articles ; but such part as shall be re-exported to foreign markets, should be subject to no burthen whatever, excepting the usual store-rent, and unavoidable charges at the custom-house. By this means the British merchant will have the management and advantages to be derived from the sales ; and the American, without running the risk, and incurring the expences 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 ; and 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 able thus to deposit her effects at the disposal of her correspondents, at the highest market which can be had in Europe, and in case they  
are

are universally low on the arrival of the produce, to wait a demand, and rise of them, will derive a very essential advantage; and the British merchant being secured in his demands, will be induced to answer the American orders for goods, previous to the sale of the articles shipped to him for payment. By adopting this plan we should have the carrying from hence of the several articles, or great part of them, in British ships. This might in a great degree prevent the ships of the American States from going to other countries, and taking from thence produce and manufactures merely for a freight, though not so advantageous; and it would promote the taking through Britain such articles as the American States may want from other countries, which this country does not supply. The articles should be placed in public stores, and only certain ports should be allowed to receive them. France is not without the idea of opening ports in the manner now mentioned. The idea is suggested for consideration, and may be worthy attention; and it is the opinion of some, that it might be extended to goods from other countries as well as from America, to promote an increase of the trade and navigation of this country.

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

are in any degree material; but there may be mistakes, although every precaution has been taken to avoid them. The observations have been thrown out as they occurred, in a hurry, and without a nice attention to method or 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\* is properly understood,

\* 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 17 or 18 years standing when he wrote. He adds, "this kingdom

understood, and well followed, this country may still be safe, and great. Ministers will find, when the country understands the question, that the principle of the Navigation act, must be kept entire, and that the carrying trade must not in any degree be given up. They will see the precipice on which they stand; any neglect or mismanagement in this point, or abandoned policy to gain a few votes, will inevitably bring on their downfall, even more deservedly than the miserable

R peace

kingdom being an Island, the defence of which has always been our shipping and seamen, it seems to me absolutely necessary that profit and power ought jointly to be considered, and if so, I think none can deny but the act of Navigation has, and does occasion building and employing of three times the number of ships and seamen that otherwise we should or would do." Talking of America and our West India Islands, he says, "if they were not kept to the rules of the act of Navigation, the consequence would be, that in a few years, the benefit of them would be wholly lost to the nation." He said, "the Navigation act deserved to be called our CHARTA MARITIMA."

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*. England constrains the *merchant*, but it is in *favour* of commerce.

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 to decide the degree of confidence which should be placed in them for the future. This country has not found itself in a more interesting situation, than it is at present. It is now to be decided whether we are to be ruined by the independence of America, or not. The peace, in comparison, was a trifling object; and if the neglect of any one interest more than another deserves impeachment, surely it will be the neglect of this, which involves in it not merely the greatness, but even the very existence of our country.

T H E E N D.

predecessors; and  
anton, their fall  
ominious. Their  
to be the test of  
gement, and to  
which should be  
This country has  
eresting situation,  
w to be decided  
the independence  
ace, in compari-  
d if the neglect  
another deserves  
e the neglect of  
merely the great-  
xistence of our

The TABLES contained in the following  
APPENDIX give the most exact information  
that can be obtained as to the Exports and  
Imports of America, and at different periods;  
also the quantity of Shipping, and number of  
Seamen employed.

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The first of these is the fact that  
the number of cases of this disease  
has increased in the last few years  
and is now reaching a point where  
it is becoming a serious public  
health problem. It is therefore  
essential that the authorities  
should take prompt action to  
prevent its further spread.

C O N T E N T S

OF THE

A P P E N D I X.

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No. I. **T**OTALS of an Account of all Rice, Indigo, Cochineal, Tobacco, Sugar, Molasses and Rum imported into 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.

No. II. — Totals of an Account of all Rice, Indigo, Cochineal, Tobacco, Sugar, Molasses, and Rum 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, 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.

No. III. — 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.

No. IV.

No. IV. — An Account of all Rice, Indigo, Cochineal, Tobacco, Sugars, Molasses and Rum exported from Scotland, for ten Years, ending at Christmas last, distinguishing each Year, the several Quantities and Species.

No. V. — An Account of all Rice, Indigo, Cochineal, Tobacco, Sugar, Molasses and Rum imported into that Part of Great Britain called England, from Christmas 1772 to Christmas 1773, distinguishing the several Quantities and Species, and the Countries from whence imported.

No. VI. — An Account of all Rice, Indigo, Cochineal, Tobacco, Sugars, Molasses and Rum exported from that Part of Great Britain called England, from Christmas 1772 to Christmas 1773, distinguishing how much from the Port of London separately, and how much from the Out-Ports, under one general Head, the several Quantities and Species, and the Countries to which the same have been exported.

No. VII. — An Account of all Rice, Indigo, Cochineal, Tobacco, Sugars, Molasses and Rum imported into Scotland, from Christmas 1772 to Christmas 1773; distinguishing the several Quantities and Species, and the Countries from whence imported.

No. VIII. An Account of all Rice, Indigo, Cochineal, Tobacco, Sugars, Molasses and Rum exported from Scotland, from Christmas 1772 to Christmas 1773; distinguishing the several Quantities and Species, and the Countries to which exported.

No. IX. Account of Goods exported from the Port of Philadelphia, between April 5, 1765, and April 5, 1766.

No. X.

No. X. — An Aggregate and Valuation of the Exports from the Port of Philadelphia, with the Number of Vessels and Tonnage employed therein annually, from January 3, 1771, to January 5, 1774; each Year being distinguished.

No. XI. — Account of Goods exported from the Port of New-York, between July 5, 1765, and July 5, 1766.

No. XII. — A general Account of Merchandise landed in the Port of New-York, for two Years, between Jan. 1, 1774, and Jan. 1, 1776; with the Number of Vessels employed, their Tonnage, &c. — Likewise a General Account of the Exports from New-York, for two Years, between January 1, 1774, and December 31, 1775; taken from the Custom-House Books.

No. XIII. — An Account of the Exports to the Continent of America, from England, for five Years, exclusive of Scotland. — Likewise of the Imports from the Continent of America to England only, for five Years, exclusive of Scotland.

No. XIV. — A State of the Trade, &c. in the Year 1763, between Great Britain and that Part of her American Colonies now the United States of America.

No. XV. — A State of the Trade, &c. in the Year 1763, between Great Britain and that Part of America which she now possesses.

No. XVI. — A Computation of the French Fishery, as it was managed before the War in 1744, from the Gut of Canso to Louisburg, and thence to the North-East Part of Cape-Breton.

No. XVII.

No. X.

No. XVII. — An Account of the Number of Vessels on an Average entered Inwards, and cleared Outwards, annually, at the several Ports in America, for three Years, viz. the Years 1769, 1770, and 1771.

No. XVIII. — 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 1778 to Christmas 1780; distinguishing each Year and each Place.

umber of Vessels on an  
wards, annually, at the  
, viz. the Years 1769,

ue of all Goods, Wares,  
ported into that Part of  
Christmas 1778 to Christmas  
Place.

# A P P E N D I X.

## No. I.

### T O T A L S

Of an Account of all Rice, Indigo, Cochineal, Tobacco, Sugar, Melasses and Rum imported into 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.

R I C E			C O C H I N E A L		
Imported into England.			Imported into England.		
Years	Cwt.	qrs. lb.	Years	Pounds Wt.	
1773	457122	1 23	1773	169245	
1774	425359	3 20	1774	238415	
1775	577149	0 22	1775	198053	
1776	6436	0 27	1776	211147	
1777	13016	1 20	1777	194159	
1778	11431	0 3	1778	130255	
1779	65	0 14	1779	100891	
1780	822	3 14	1780	99057	
1781	40146	2 12	1781	124566	
1782	2716	2 2	1782	104216	

I N D I G O		T O B A C C O	
Imported into England.		Imported into England.	
Years	Pounds Wt.	Pounds Wt.	
1773	1518552	1773.	
1774	1917055	Not Prize	55928957
1775	2454811	Prize	0 0
1776	785671	Total	55928957
1777	818458	1774.	
1778	756798	Not Prize	56048393
1779	733730	Prize	0 0
1780	511549	Total	56048393
1781	1032610	1775.	
1782	569443		

Pounds Wt.		Pounds Wt.	
1775.		1782.	
Not Prize - - -	55965463	Not Prize - - -	4414840
Prize - - - - -	0 0	Prize - - - - -	2788422
Total - - -	<u>55964463</u>	Total - - -	<u>7203262</u>

Pounds Wt.	
1776.	
Not Prize - - -	7275037
Prize - - - - -	0 0
Total - - -	<u>7275037</u>

Pounds Wt.	
1777.	
Not Prize - - -	233722
Prize - - - - -	1912329
Total - - -	<u>2146051</u>

Pounds Wt.	
1778.	
Not Prize - - -	655124
Prize - - - - -	8422029
Total - - -	<u>9077153</u>

Pounds Wt.	
1779.	
Not Prize - - -	4365115
Prize - - - - -	9652316
Total - - -	<u>14017431</u>

Pounds Wt.	
1780.	
Not Prize - - -	7354405
Prize - - - - -	4944767
Total - - -	<u>12299172</u>

Pounds Wt.	
1781.	
Not Prize - - -	5131639
Prize - - - - -	6255086
Total - - -	<u>11386725</u>

Pounds Wt.	
1782.	
Not Prize - - -	4414840
Prize - - - - -	2788422
Total - - -	<u>7203262</u>

## SUGAR

Imported into England.

Years	Cwt.	qrs.	lb.
1773 - - -	1731664	3	1
1774 - - -	1962403	1	0
1775 - - -	1940069	0	2
1776 - - -	1669066	0	4
1777 - - -	1335421	0	20
1778 - - -	1403995	1	13
1779 - - -	1441945	3	1
1780 - - -	1318515	0	9
1781 - - -	1026177	0	14
1782 - - -	1315025	3	17

## MELASSES

Imported into England.

Years	Ton	Cwt.	qr.	lb.
1773 - - -	61	6	2	20
1774 - - -	27	2	1	17
1775 - - -	74	5	2	11
1776 - - -	256	13	1	2
1777 - - -	511	9	1	24
1778 - - -	637	15	1	27
1779 - - -	59	14	0	21
1780 - - -	28	16	1	14
1781 - - -	0	4	0	0
1782 - - -	12	7	0	2

RUM

R U M

Imported into England.

Years	Gallons
1773	2138631
1774	1705338
1775	2309977
1776	3346759
1777	2060644
1778	2457084
1779	2161878
1780	1621148
1781	1229987
1782	1587981

JOHN TOMKYN S,

Assistant Inspector General.

Custom-House, London,

May 1, 1783.

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No. II.

Pounds Wt.

1782.

ze	4414840
-	2788422
Total	7203262

SUGAR  
Imported into England.

Cwt.	qrs.	lb.
-	1731664	3 1
-	1962403	1 0
-	1940069	0 2
-	1669066	0 4
-	1335421	0 20
-	1403995	1 13
-	1441945	3 1
-	1318515	0 9
-	1026177	0 14
-	1315025	3 17

MELASSES  
Imported into England.

Ton	Cwt.	qr.	lb.
-	61	6	2 20
-	27	2	1 17
-	74	5	2 11
-	256	13	1 2
-	511	9	1 24
-	637	15	1 27
-	59	14	0 21
-	28	16	1 14
-	0	4	0 0
-	12	7	0 2

R U M



## No. II.

## T O T A L S

Of an Account of all Rice, Indigo, Cochineal, Tobacco, Sugar, Melasses, and Rum, 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, 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 exported from England.

Years	LONDON.			OUT PORTS.			TOTAL.		
	Cwt.	qrs.	lb.	Cwt.	qrs.	lb.	Cwt.	qrs.	lb.
1773	73933	2	5	287401	1	13	361334	3	18
1774	67536	0	18	236651	2	8	304187	2	26
1775	59782	1	1	323698	0	18	383480	1	19
1776	36420	0	8	6682	3	15	43102	3	23
1777	20047	1	25	5477	1	6	25524	3	3
1778	5049	2	21	4861	2	22	9911	1	15
1779	576	2	5	1018	1	0	1594	3	5
1780	721	3	6	204	0	16	925	3	22
1781	15055	0	4	5696	2	19	20751	2	23
1782	4294	3	2	1063	0	6	5357	3	8

I N D I G O

## INDIGO exported from England.

Years	LONDON.	OUT PORTS	TOTAL.
	Pounds Wt.	Pounds Wt.	Pounds Wt.
1773	596391	8507	604898
1774	640510	7118	647628
1775	611025	13745	624770
1776	448377	6054	455031
1777	269687	14169	283856
1778	151870	19205	171075
1779	222538	58108	280646
1780	238306	84081	322387
1781	593751	72459	666210
1782	141214	41148	182362

England.

## COCHINEAL exported from England.

Years	LONDON.	OUT PORTS	TOTAL.
	Pounds Wt.	Pounds Wt.	Pounds Wt.
1773	44093	60	44153
1774	44695	0	44695
1775	59948	188	60136
1776	37200	405	37605
1777	18888	395	19283
1778	21913	2047	23960
1779	8780	4742	13522
1780	8744	3758	12502
1781	12713	5307	18020
1782	10445	4220	14665

## TOBACCO

INDIGO

S

neal, Tobacco, Sugar,  
Part of Great-Britain  
at Christmas last, viz.  
1/2, distinguishing each  
London separately, and  
one general Head, the

TOTAL.	
Cwt.	qrs. lb.
361334	3 18
304187	2 26
383480	1 19
43102	3 23
25524	3 3
9911	1 15
1594	3 5
925	3 22
20751	2 23
5357	3 8

## TOBACCO exported from England.

Years		LONDON.	OUT PORTS	TOTAL.
		Pounds Wt.	Pounds Wt.	Pounds Wt.
1773.	Not Prize - -	35248119	15138806	50386925
	Prize - -	0 0	0 0	0 0
	Total - -	35248119	15138806	50386925
1774	Not Prize - -	29125332	15694519	44819851
	Prize - -	0 0	0 0	0 0
	Total - -	29125332	15694519	44819851
1775	Not Prize - -	33769986	10110879	43880865
	Prize - -	0 0	0 0	0 0
	Total - -	33769986	10110879	43880865
1776	Not Prize - -	13729926	2791486	16521412
	Prize - -	0 0	0 0	0 0
	Total - -	13729926	2791486	16521412
1777	Not Prize - -	1996960	575934	2572894
	Prize - -	332512	0 0	332512
	Total - -	2329472	575934	2905406

m England.

OUT PORTS	TOTAL.
Pounds Wt. 138806 0 0	Pounds Wt. 50386925 0 0
138806	50386925
694519 0 0	44819851 0 0
694519	44819851
0110879 0 0	43880865 0 0
0110879	43880865
2791486 0 0	16521412 0 0
2791486	16521412
575934 0 0	2572894 332512
575934	2905406

Years		LONDON.	OUT PORTS	TOTAL.
		Pounds Wt.	Pounds Wt.	Pounds Wt.
1778	{ Not Prize -	609481	762412	1381893
	Prize - -	325839	360443	686282
	Total - -	935320	1122855	2068175
1779	{ Not Prize -	458856	534041	992897
	Prize - -	1148825	1562714	2711539
	Total - -	1607681	2096755	3704436
1780	{ Not Prize -	402269	1341276	1743545
	Prize - -	502183	577277	1079460
	Total - -	904452	1918553	2823005
1781	{ Not Prize -	867579	1331929	2199508
	Prize - -	1204959	540348	1751307
	Total - -	2072538	1878277	3950815
1782	{ Not Prize -	557967	1161022	1718989
	Prize - -	612752	197405	810157
	Total - -	1170719	1358427	2529146

1778.

SUGAR

## SUGAR exported from England.

Years	LONDON.			OUT PORTS.			TOTAL.		
	Cwt.	qrs.	lb.	Cwt.	qrs.	lb.	Cwt.	qrs.	lb.
1773	59017	0	3	86448	0	11	145465	0	14
1774	103461	2	21	81412	3	21	181874	2	14
1775	102715	1	21	106134	2	24	208850	0	17
1776	52902	3	21	138609	2	1	191572	1	22
1777	34025	0	4	94266	2	6	128291	2	10
1778	12560	3	8	68203	1	2	80764	0	10
1779	7462	3	15	55685	1	2	63148	0	17
1780	14627	2	24	82507	0	17	97134	3	13
1781	39000	2	0	95036	3	8	134037	1	8
1782	6665	0	17	78511	2	10	85176	2	27

## MELASSES exported from England.

Years	LONDON.			OUT PORTS.			TOTAL.		
	Ton	Cwt.	qrs. lb.	Ton	Cwt.	qrs. lb.	Ton	Cwt.	qrs. lb.
1773	7	6	3 24	0	0	0 0	7	6	3 24
1774	26	8	2 6	0	0	0 0	26	8	2 6
1775	0	0	0 0	7	11	2 21	7	11	2 21
1776	0	0	0 0	0	15	0 0	0	15	0 0
1777	29	9	2 12	61	1	2 2	90	11	0 14
1778	27	8	0 24	145	10	2 4	172	18	3 0
1779	9	4	0 24	13	11	3 10	22	16	0 6
1780	0	10	0 24	4	17	1 8	5	7	2 4
1781	0	0	0 0	0	0	0 0	0	0	0 0
1782	0	0	0 0	0	0	0 0	0	0	0 0

RUM

## R U M exported from England.

England.

TOTAL.	
lb.	Cwt. qrs. lb.
1	145465 0 14
1	181874 2 14
4	298850 0 17
1	191572 1 22
6	128291 2 10
2	80764 0 10
2	63148 0 17
7	97134 3 13
8	134037 1 8
10	85176 2 27

Years	LONDON.	OUT PORTS	TOTAL.
	Gallons.	Gallons.	Gallons.
1773	464591	364212	828803
1774	309020	329363	638383
1775	166515	523786	690301
1776	224267	241410	465677
1777	248216	574064	822280
1778	139521	486869	626390
1779	251004	481654	732658
1780	483355	337174	820529
1781	116373	45859	162232
1782	117232	274913	392145

Note, The Accounts of Exports and Imports returned from each respective Port to the Inspector-General are not kept separately, but are entered in his Books under *one general Head of Out-Ports*: The above Account, therefore, is made up accordingly.

from England.

TOTAL.	
lb.	Ton Cwt. qrs. lb.
0	7 6 3 24
0	26 8 2 6
21	7 11 2 21
0	0 15 0 0
2	90 11 0 14
4	172 18 3 0
10	22 16 0 6
8	5 7 2 4
0	0 0 0 0
0	0 0 0 0

JOHN TOMKYN S,

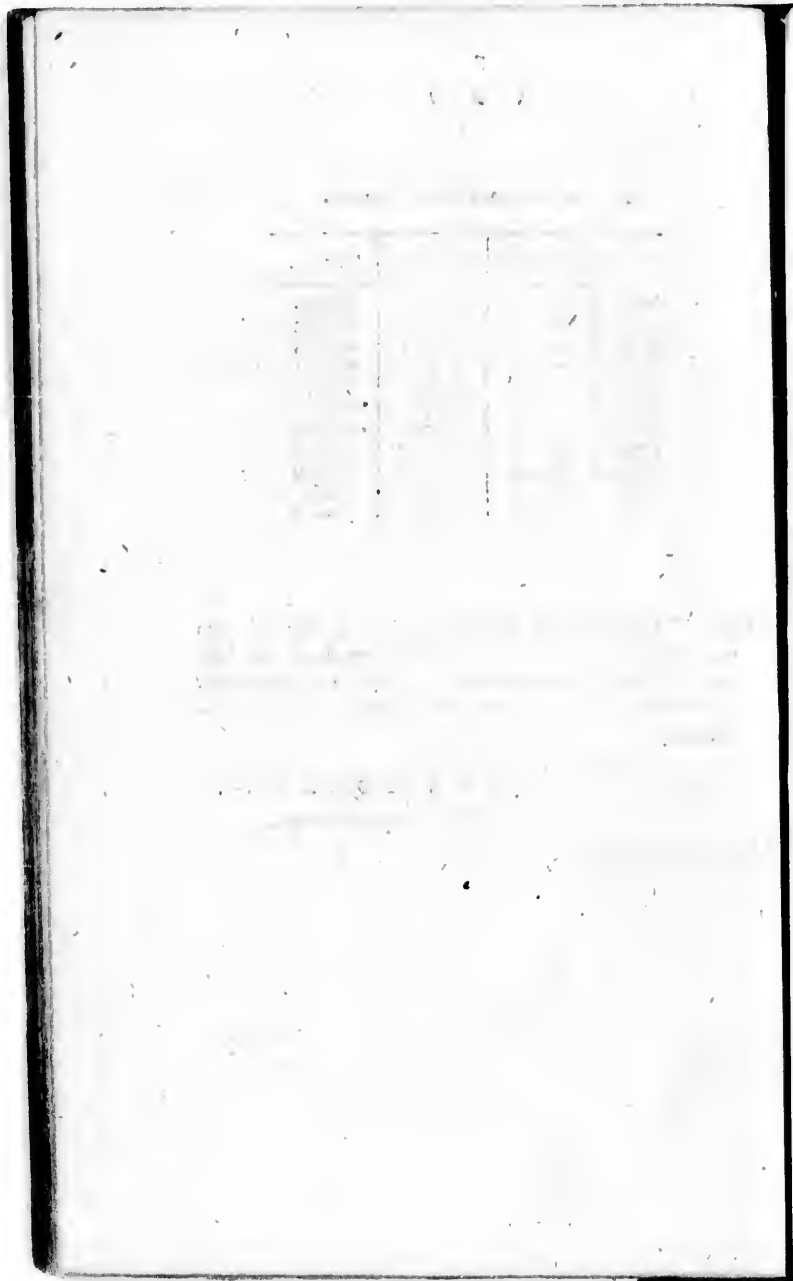
Assistant Inspector-General.

Custom-House, London,

May 1, 1783.

No. III.

R U M



No. III.

AN ACCOUNT of all Rice, Indigo, Cochineal, Tobacco, Sugars, Molasses and Rum imported into Scotland for ten Years, ending at Christmas 1782, distinguishing each Year, and the several Quantities and Species.

YEAR.	RICE.			INDIGO. Lb.	COCHINEAL.		TOBACCO.		SUGARS.			MOLASSES.		RUM. Gallons.	
	Cwt.	qrs.	lb.		Cwt.	qrs.	Manu- factured. Lb.	Manu- factured. Lb.	Cwt.	qrs.	lb.	Cwt.	qrs.		lb.
1773	1184½	2	6	2924	0	0	44549050	0	70287	2	21	12	1	20	14365½
1774	241	2	24	6690	0	0	41348295	30	66157	0	10	0	0	2	18360½
1775	589	1	24	4371	0	0	45863154	0	81000	2	21	22	2	0	188153½
1776	0	0	0	5139	1	0	7423363	100	57135	3	3	545	1	1	20008½
1777	94	3	4	1523	0	0	294890	267	80253	3	4	545	1	1	20008½
1778	1596	0	0	22156	0	0	2884374	6	117285	2	4	2939	0	3	51820
1779	31	1	23	28247	0	0	3138464	157	97481	0	12	803	1	22	194352
1780	220	1	4	6518	0	0	5125098	157	77041	3	3	0	0	0	14562½
1781	2682	3	13	10042	0	0	1952243	100	58379	1	11	0	0	0	144521½
1782	0	0	0	3992	0	1	2624807	175	57487	3	18	0	0	0	150743½



No. IV.

AN ACCOUNT of all Rice, Indigo, Cochineal, Tobacco, Sugar, Molasses, and Rum, exported from Scotland, for ten Years, ending at Christmas last, distinguishing each Year, the several Quantities and Species.

YEARS	RICE.		INDIGO	TOBACCO.		SUGARS.				MOLASSES.			RUM.	
	Cwt.	qrs. lb.		Manufac- tured.	Not manufac- tured.	Refined.	Raw.	Cwt.	qrs.	lb.	Cwt.	qrs.		lb.
1773	10541	3 16	0	41783	46347735	1235	1	18	55438	0	7	0	0	72338½
1774	73	0 0	18	62742	33794322	1575	2	8	58911	3	19	0	0	50745
1775	5	0 0	0	95332	30228949	1354	3	24	46178	1	0	3	0	151041
1776	0	0 0	0	234216	23467102	1742	2	4	30087	2	7	40	1	48575½
1777	1244	3 7	672	109009	5406668	4343	1	12	34899	2	3	215	2	130296
1778	1413	2 1	245	77986	2206632	2488	1	2	63036	2	3	96	2	186598½
1779	3	3 2	50	128923	2339649	1456	0	2	48634	1	2	671	0	409133
1780	0	0 0	696	102394	3024867	2653	3	19	27045	0	1	169	0	56951
1781	860	2 15	2680	213322	1574735	1308	2	9	37719	0	11	820	3	63242
1782	664	1 27	0	233458	700837	878	3	2	8060	1	24	216	3	138438½



AN ACCOUNT of all Rice, Indigo, Cochineal, Tobacco, Sugar, Molasses, and Rum, imported into that Part of Great Britain called England, from Christmas, 1772, to Christmas, 1773, distinguishing the several Quantities and Species, and the Countries from whence imported.

Q U A N T I T I E S	P R I C E	I N D I G O.	C O C H I N E A L.	T O B A C C O.	S U G A R.	M O L A S S E S.	R U M.
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AN ACCOUNT of all Rice, Indigo, Cochineal, Tobacco, Sugar, Molasses, and Rum, imported into that Part of Great Britain called England, from Christmas, 1772, to Christmas, 1773, distinguishing the several Quantities and Species, and the Countries from whence imported.

C O U N T R I E S	R I C E.		I N D I G O.		C O C H I N E A L.		T O B A C C O.		S U G A R.		M O L A S S E S.		R U M.			
	Cwt.	qrs.	lb.	lb.	lb.	lb.	lb.	wt.	Cwt.	qrs.	lb.	Tns.	cwt.	qrs.	lb.	Gallons.
FROM WHENCE IMPORTED.																
Africa	45	1	25	0	0	0	0	0	0	0	0	0	0	0	0	0
Canaries	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Denmark and Norway	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Country	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Indies	4	1	7	67413	1040	0	0	0	0	0	0	0	0	0	0	0
Flanders	0	0	0	15070	0	0	0	0	0	0	0	0	0	0	0	0
France	0	0	0	656	0	0	0	0	0	0	0	0	0	0	0	0
Germany	0	0	0	2100	5061	0	0	0	0	0	0	0	0	0	0	0
Holland	0	0	0	443	411	0	0	0	0	0	0	0	0	0	0	0
Ireland	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Italy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Portugal	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0
Spain	0	0	0	17442	161826	0	0	0	0	0	0	0	0	0	0	0
Sweden	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Isle of Guernsey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jersey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTH-AMERICAN COLONIES.																
Carolina	370290	2	5	1107660	0	0	963707	0	51	1	7	0	0	0	0	1764
Florida	0	0	0	14685	407	0	0	0	24	1	4	0	0	0	0	0
Georgia	0	0	0	55380	0	0	49840	0	0	0	0	0	0	0	0	79
New England	72469	1	10	11339	0	0	0	0	0	0	0	0	0	0	0	917
Newfoundland	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0
New Providence	0	0	0	5760	0	0	0	0	0	1	26	0	0	0	0	10057
New York	0	0	0	1800	0	0	64	0	0	0	0	0	0	0	0	337
Nova Scotia	2454	3	14	0	0	0	0	0	0	0	0	0	0	0	0	0
Pennsylvania	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Virginia and Maryland	3857	3	18	20945	500	54915282	0	0	1019	3	14	0	0	0	0	351
	0	0	0	3432	0	0	0	0	0	0	0	0	0	0	0	397
WEST-INDIA ISLANDS.																
Antigua	0	0	0	0	0	0	50	0	8085	1	25	0	0	0	0	3297
Barbadoes	0	0	0	0	0	0	0	0	1109	1	2	4	0	0	0	8629
Bermuda	0	0	0	5000	0	0	0	0	0	0	0	0	0	0	0	0
Dominica	0	0	0	1000	0	0	0	0	44128	2	7	0	0	0	0	10951
Grenades	0	0	0	66782	0	0	0	0	198159	2	21	0	0	0	0	63664
Jamaica	0	0	0	47883	0	0	0	0	1017091	1	7	0	0	0	0	1994478
Montserrat	0	0	0	0	0	0	0	0	33776	0	25	0	0	0	0	2343
Nevis	0	0	0	0	0	0	0	0	27430	1	11	6	0	20	0	4426
St. Croix	0	0	0	0	0	0	0	0	4675	3	14	0	0	0	0	0
St. Eustatius	0	0	0	0	0	0	0	0	4167	3	26	0	0	0	0	0
St. Kitts	0	0	0	0	0	0	0	0	106368	1	18	0	0	0	0	6664
St. Lucia	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
St. Martins	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
St. Thomas	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
St. Vincent	0	0	0	2200	0	0	14	0	58691	1	7	0	0	0	0	26071
Tobago	0	0	0	0	0	0	0	0	14153	3	17	0	0	0	0	3171
Tortola	0	0	0	0	0	0	0	0	30126	3	24	0	0	0	0	975
Spanish W. Indies,	0	0	0	43793	0	0	0	0	0	0	0	0	0	0	0	37
Honduras Bay	0	0	0	27749	0	0	0	0	0	0	0	0	0	0	0	23
Mufquito Shore	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	457122	1	23	1518552	169245	55928957	1731664	3	1	61	6	2	20	2138631		

**AN ACCOUNT** of all Rice, Indigo, Cochineal, Tobacco, Sugars, Molasses, and Rum exported from that  
*Port of London* separately, and how much from the *Out Ports* under one general Head, &c.

COUNTRIES TO WHICH EXPORTED.	R I C E.			I N D I G O.			C O C H I N E A L.			T
	LONDON.	OUT PORTS.	TOTAL.	LONDON.	OUT PORTS.	TOTAL.	LONDON.	OUT PORTS.	TOTAL.	LONDON
	Cwt. qrs. lb.	Cwt. qrs. lb.	Cwt. qrs. lb.	Pds. Wt.	Pounds Wt.	Pds. Wt.	Pds. Wt.	Pounds Wt.	Pds. Wt.	Pds. Wt.
Africa	1210 0 1	5279 3 1	6489 3 3	0	0	0	0	0	0	9664
Canaries	0	0	0	0	0	0	0	0	0	0
Denmark and Norway	6047 2 0	572 0 8	6619 2 8	4023	0	4023	694	60	754	95297
East Country	3904 0 18	0	3904 0 18	414	0	414	0	0	0	26501
East India	0	0	0	0	0	0	9682	0	9682	5391
Flanders	24738 3 24	171 3 16	24910 3 12	44049	0	44049	1070	0	1070	612671
France	1319 3 0	30666 0 20	31985 3 20	48727	0	48727	3522	0	3522	0
Germany	8598 2 10	6642 2 0	15241 0 10	116267	2593	118770	1421	0	1421	1130312
Greenland	0	0	0	0	0	0	0	0	0	0
Holland	9585 0 0	233108 0 0	242693 0 0	46352	0	46352	14767	0	14767	1321522
Ireland	344 0 18	1346 1 21	1690 2 11	81757	5944	87701	799	0	799	2231
Isle of Man	0	4 0 0	4 0 0	0	0	0	0	0	0	0
Italy	540 2 0	1096 0 0	1636 2 0	107527	0	107527	1310	0	1310	137486
Madeira	0	0	0	850	0	850	0	0	0	100
Portugal	5612 2 0	0	5612 2 0	735	0	735	10	0	10	0
Ruffia	1279 0 10	0	1279 0 10	69347	0	69347	9348	0	9348	2204
Spain	8203 2 0	8454 0 20	16657 2 20	2220	0	2220	0	0	0	20226
Streights	0	0	0	0	0	0	0	0	0	0
Sweden	1822 0 0	0	1822 0 0	47371	0	47371	707	0	707	102282
Turkey	679 0 0	0	679 0 0	13333	0	13333	532	0	532	0
Venice	0	0	0	13245	0	13245	231	0	231	2520
Isle of Guernsey	0	0	0	0	0	0	0	0	0	15198
Jersey	47 3 0	0	47 3 0	0	0	0	0	0	0	26216
<b>N. American Colonies.</b>										
New Providence	0	0	0	148	0	148	0	0	0	0
Canada	0	0	0	0	0	0	0	0	0	9850
Carolina	0	0	0	0	0	0	0	0	0	6630
Florida	0	0	0	0	0	0	0	0	0	1555
Georgia	0	0	0	0	0	0	0	0	0	3791
Hudfon's Bay	0	0	0	0	0	0	0	0	0	1750
New England	0	0	0	0	0	0	0	0	0	288
Newfoundland	0	46 1 4	46 1 4	0	0	0	0	0	0	23271
New York	0	0	0	0	0	0	0	0	0	440
Nova Scotia	0	0	0	0	0	0	0	0	0	3045
Pennsylvania	0	0	0	0	0	0	0	0	0	0
Virginia and Maryland	0	14 0 7	14 0 7	26	60	86	0	0	0	1011
<b>West India Islands.</b>										
Antigua	1 0 7	0	1 0 7	0	0	0	0	0	0	115
Barbadoes	0	0	0	0	0	0	0	0	0	66
Dominica	0	0	0	0	0	0	0	0	0	0
Grenades	0	0	0	0	0	0	0	0	0	0
Jamaica	0	0	0	0	0	0	0	0	0	2433
Montserrat	0	0	0	0	0	0	0	0	0	14729
Nevis	0	0	0	0	0	0	0	0	0	120
St. Kitt's	0	0	0	0	0	0	0	0	0	0
St. Lucia	0	0	0	0	0	0	0	0	0	162
St. Vincent	0	0	0	0	0	0	0	0	0	0
St. Thomas	0	0	0	0	0	0	0	0	0	0
Tobago	0	0	0	0	0	0	0	0	0	0
Tortola	0	0	0	0	0	0	0	0	0	7025
Falkland's Island	0	0	0	0	0	0	0	0	0	0
Bermuda	0	0	0	0	0	0	0	0	0	0
Honduras Bay	0	0	0	0	0	0	0	0	0	0
Mulquinto Shore	0	0	0	0	0	0	0	0	0	674
<b>Total</b>	<b>73933 2 5</b>	<b>287401 1 13</b>	<b>361334 3 18</b>	<b>596391</b>	<b>8507</b>	<b>604898</b>	<b>44093</b>	<b>60</b>	<b>44153</b>	<b>35248119</b>

CUSTOM-HOUSE, London, May 1, 1783.

... exported from that Part of Great Britain called England, from Christmas 1772 to Christmas 1773, distinguishing how much from the under one general Head, the several Quantities and Species, and the Countries to which the same have been exported.

WINE & SPIRITS.		TOBACCO.			SUGARS.			MOLASSES.			RUM.		
OUT PORTS.	TOTAL.	LONDON.	OUT PORTS.	TOTAL.	LONDON.	OUT PORTS.	TOTAL.	LONDON.	OUT PORTS.	TOTAL.	LONDON.	OUT PORTS.	TOTAL.
Cwt. qrs. lb.	Pds. Wt.	Pds. Wt.	Pounds Wt.	Pds. Wt.	Cwt. qrs. lb.	Cwt. qrs. lb.	Cwt. qrs. lb.	Tons Cwt. qrs. lb.	Tons Cwt. qrs. lb.	Tons Cwt. qrs. lb.	Gallons.	Gallons.	Gallons.
0	0	96641	894182	990823	44 1 0	223 3 10	268 0 10	0	0	0	28034	103091	131145
0	0	0	0	0	0	0	0	0	0	0	588	0	588
60	754	952972	1620312	2573284	124 3 3	0	124 3 3	0	0	0	1347	2023	3370
0	0	205019	0	205019	26 0 0	0	26 0 0	0	0	0	3348	945	4293
0	9682	53915	0	53915	272 3 16	0	272 3 16	0	0	0	25503	0	25503
0	1070	6126714	1028023	7156737	15 0 0	0	15 0 0	0	0	0	10196	325	10521
0	3522	0	7343883	7343883	0	0	0	0	0	0	352	223	575
0	1421	11303125	650452	11953577	1814 1 2	0	1814 1 2	7 6 3 24	0	7 6 3 24	4212	2612	6824
0	0	1521	0	1521	0	0	0	0	0	0	0	0	0
0	14767	13215225	1156610	14371835	147 2 14	0	147 2 14	0	0	0	17374	734	18108
0	799	2236	1853687	1855923	53850 3 0	85005 2 4	138856 1 4	0	0	0	332420	206137	538557
0	0	0	0	0	0	1179 3 21	1179 3 21	0	0	0	0	25582	25582
0	1310	1374869	3287	1378156	174 3 14	0	174 3 14	0	0	0	8716	8369	17085
0	0	100	0	100	0	0	0	0	0	0	0	0	0
0	10	0	0	0	0	0	0	0	0	0	769	0	769
0	9348	22048	0	22048	0	0	0	0	0	0	235	1720	1955
0	0	202266	27456	229722	0	0	0	0	0	0	15038	2831	18169
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	707	1022822	53256	1076078	2541 2 21	0	2541 2 21	0	0	0	478	0	478
0	532	0	0	0	0	0	0	0	0	0	226	0	226
0	231	25209	0	25209	0	38 3 4	38 3 4	0	0	0	3370	0	3370
0	0	151981	410963	502944	0	0	0	0	0	0	1352	0	1352
0	0	262167	0	262167	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	98509	0	98509	0	0	0	0	0	0	767	0	767
0	0	6630	116	6755	0	0	0	0	0	0	337	643	980
0	0	1558	0	1558	0	0	0	0	0	0	1568	0	1568
0	0	3791	420	4211	0	0	0	0	0	0	0	233	233
0	0	1756	0	1756	0	0	0	0	0	0	544	0	544
0	0	2885	1945	4830	0	0	0	0	0	0	215	207	422
0	0	23271	10310	33581	0	0	0	0	0	0	235	796	1031
0	0	440	8307	8747	1 2 5	0	1 2 5	0	0	0	111	206	317
0	0	3045	0	3045	0	0	0	0	0	0	111	0	111
0	0	1011	6447	7458	1 3 12	0	1 3 12	0	0	0	3408	4387	7795
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	115	0	115	0	0	0	0	0	0	0	0	0
0	0	66	11348	11414	0 2 0	0	0 2 0	0	0	0	109	319	428
0	0	0	7114	7114	0 2 0	0	0 2 0	0	0	0	210	891	1101
0	0	2433	693	3126	0	0	0	0	0	0	222	0	222
0	0	14729	31112	45841	0 2 0	0	0 2 0	0	0	0	1312	212	1524
0	0	120	991	1111	0	0	0	0	0	0	204	108	312
0	0	0	1789	1789	0	0	0	0	0	0	103	0	103
0	0	162	729	891	0	0	0	0	0	0	0	0	0
0	0	0	1871	1871	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	7025	3348	10373	0	0	0	0	0	0	339	1514	1514
0	0	0	10155	10155	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	674	0	674	0	0	0	0	0	0	618	0	618
0	0	0	0	0	0	0	0	0	0	0	0	0	0
60	44153	35248119	15138806	50386925	59017 0 3	86448 0 11	145465 0 14	7 6 3 24	0	7 6 3 24	464591	364212	828803

JOHN TOMKYN S, Assistant Inspector General.

AN ACCOUNT of all Rice, Indigo, Cochineal,  
 Christmas, 1772, to Christmas, 1773; distinguish'd  
 whence imported.

C O U N T R I E S FROM WHENCE IMPORTED.	R I C E.			INDIGO.
	Cwt.	qrs.	lb.	lb.
Carolina, North - - - - -	0	0	0	742
Carolina, South - - - - -	8492	1	27	1069
Georgia - - - - -	3350	0	7	767
Maryland - - - - -	0	0	0	0
Newfoundland - - - - -	0	0	0	0
Virginia - - - - -	0	0	0	346
Antigua - - - - -	0	0	0	0
Grenada - - - - -	0	0	0	0
Jamaica - - - - -	0	0	0	0
Nevis - - - - -	0	0	0	0
St. Christopher's - - - - -	0	0	0	0
St. Croix - - - - -	0	0	0	0
St. Vincent - - - - -	0	0	0	0
Ireland - - - - -	0	0	0	0
Total - - - - -	11842	2	6	2924

Custom-House, Edinburgh,  
 May 1, 1783.

R I C H A R D

Rice, Indigo, Cochineal, Tobacco, Sugars, Molasses, and Rum, imported into Scotland from  
 1773; distinguishing the several Quantities and Species, and the Countries from

I C E.			INDIGO.	COCHINEAL.			TO B A C C O.		S U G A R S.			M O L A S S E S.			R U M.
t.	qrs.	lb.	lb.	Cwt.	qrs.	lb.	Unmanu- factured. lb.	Manufac- tured. lb.	Cwt.	qrs.	lb.	Cwt.	qrs.	lb.	Gallons.
0	0	0	742	0	0	0	1651793	0	0	0	0	0	0	0	0
492	1	27	1069	0	0	0	0	0	0	0	0	0	0	0	104
350	0	7	767	0	0	0	7276	0	89	2	7	0	0	0	0
0	0	0	0	0	0	0	8339913	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	8	3	24	0	0	0	0
0	0	0	346	0	0	0	34544068	0	0	0	0	0	0	0	73
0	0	0	0	0	0	0	0	0	3080	0	23	0	0	0	5055½
0	0	0	0	0	0	0	0	0	4519	1	7	0	0	0	10845½
0	0	0	0	0	0	0	0	0	40866	3	16	10	0	0	127412½
0	0	0	0	0	0	0	0	0	2939	0	9	0	0	0	0
0	0	0	0	0	0	0	0	0	4289	1	13	0	0	0	58
0	0	0	0	0	0	0	0	0	12101	1	23	0	0	0	0
0	0	0	0	0	0	0	0	0	2392	3	11	0	0	0	107
0	0	0	0	0	0	0	0	0	0	0	0	2	1	20	0
1842	2	6	2924	0	0	0	43050	0	70287	2	21	12	1	20	143655½

RICHARD GARDNER, for the Inspector of Exports and Imports.



AN AGGREGATE and VALUATION of the EXPORTS from the Port of PHILADELPHIA, with

	Number of square-rigged Vessels.	Number of Sloops and Schooners.	Amount of Tonnage.	Barrels of Flour.	Bushels of Wheat.	Bushels of Corn.	Barrels of Bread.	Barrels of Beef and Pork.	Barrels of Hams.	Tons of Iron.	Barrels of Tar.	Barrels of Pitch.	Barrels of Turpentine.	Thousand Feet of Planks and Boards.	Staves and Heading.	Hoops.	Shingles.	Number of Walnut Logs.	Feet of Mahogany.	Tons, Lignum Vitæ.	Logwood.	Chests of Deer Skins.	Barrels of Flour.
5th Jan. 1772.	361	391	46654	252744	51699	259441	38320	5059	778	2358	2693	214	3143	1724	6188	195	1937	63	108441	24	169	93½	29
5th Jan. 1773.	370	390	46841	284872	92012	159625	50504	3849	782	2205	4877	543	1569	4075	5867	978	1765	204	142962	42½	425½	164	120
5th Jan. 1774.	426	370	46972	265967	182391	179217	48183	8587	1062	1564	5677	264	1722	3309	5114	1245	5254	79	63255	30	195½	37	4

No. X.

PHILADELPHIA, with the Number of Vessels and Tonnage employed therein annually, from January the 5th, 1771, to January 5th, 1774, each

Feet of Mahogany.	Tons, Lignum Vitæ.	Logwood.	Chests of Dear Skins.	Pounds of Furs.	Tons of Pot Ashes.	Tons of Pearl Ashes.	Cwt. of Muscovy Sugar.	Pounds of Leaf Sugar.	Galloons of Molasses.	Galloons of Rum.	Tons of Wine.	Barrels of Fish.	Bushels of Flax Seed.	Pounds of Bees Wax.	Boxes of Spermæcti Candles.	Boxes of Tallow ditto.	Kegs of Lard.	Boxes of Chocolate.	Hundred Weight of Coffee.	Bushels of Salt.	Pounds of Cotton Wool.	Barrels of Beer.	Pounds of Leather.	Boxes of Soap.	Pounds of Rice.	Kegs of Starch.
108441	24	169	93½	290	151½	136½	1185	79116	52611	204456	24	5128	110412	29261	683	873	399	479	501	64468	2200	1236	25970	2936	258376	34
142962	42½	425½	164	1200	66	25	1598	51408	19681	247635	118	5776	85794	50140	1004	1078	734	385	296	42803	5840	1798	40725	3231	834974	103
63255	30	195½	37	40	13½	57½	2578	84240	39403	277693	172½	6430	68681	64546	514	1165	732	306	1639	39192	25070	1394	31696	3743	998400	76

## VALUATION of the EXPORTS from the Port of PHILADELPHIA, with the Number of Vessels and Tonnage employed therein

	Busbels of Corn.	Barrels of Bread.	Barrels of Beef and Pork.	Barrels of Ham.	Tons of Iron.	Barrels of Tar.	Barrels of Pitch.	Barrels of Turpentine.	Thousand Feet of Planks and Boards.	Staves and Heading.	Hoops.	Shingles.	Number of Walnut Logs.	Feet of Mahogany.	Tons, Lignum Vitæ.	Logwood.	Chests of Deer Skins.	Pounds of Furs.	Tons of Pot Ashes.	Tons of Pearl Ashes.	Cwt. of Muscovy Sugar.	Pounds of Loaf Sugar.	Gallons of Molasses.	Gallons of Rum.	Tons of Wine.	Barrels of Fish.	Busbels of Flax Seed.
19441	38320	5059	778	2358	2693	214	3143	1724	6188	195	1937	63	108441	24	169	93½	290	161½	136½	1185	79116	52611	204456	24	5128	110412	2
19625	50504	3849	782	2205	4877	543	1569	4075	5867	978	1765	204	142962	42½	425½	164	1200	66	25	1598	51408	19681	247635	118	5776	85794	5
19217	48183	8587	1062	1564	5677	264	1722	3309	5114	1245	5254	79	63255	30	195½	37	40	13½	57½	4578	84240	39403	277693	172½	6430	68681	6



AN APPROPRIATE AND VALUABLE

Quantity	Quality	Value	Quantity	Quality	Value
109666	Bushels of Grain	40	70664	Barrels of Flour	9
17660	Barrels of Bread	16	2941	Barrels of Beef and Pork	12
11037	Hogheads of Flax Seed	4	1198	Firkins of Butter	the greatest
					Firkins, the Produce of No
					617 Cags of Lead, equal to
					172 Cags, Bundles, &c. of Furs
					Pot and Pearl Ashes, _____
					Bar Iron, _____
					Fig Iron, _____
					Copper Ore _____
					20 Cags of Castles, _____
					298 Boxes of Soap and Candles, _____

ACCOUNT of Goods exp

109666 Bushels of Grain, 40 Bushels  
 70664 Barrels of Flour, 9 Barrels  
 17660 Barrels of Bread, 16 Barrels  
 2941 Barrels of Beef and Pork, 12  
 11037 Hogheads of Flax Seed, 4 H  
 1198 Firkins of Butter, the greatest  
 Firkins, the Produce of No  
 617 Cags of Lead, equal to  
 172 Cags, Bundles, &c. of Furs  
 Pot and Pearl Ashes, \_\_\_\_\_  
 Bar Iron, \_\_\_\_\_  
 Fig Iron, \_\_\_\_\_  
 Copper Ore \_\_\_\_\_  
 20 Cags of Castles, \_\_\_\_\_  
 298 Boxes of Soap and Candles, \_\_\_\_\_  
 Besides 5187 Cwt. of naval stores, &  
 116 Cags of Rice. The above

No. XI.

COUNT of Goods exported from the Port of NEW-YORK, between July 5, 1765. and July 5, 1766; viz.

	TONS.	£.	s.	d.	per		£.	s.	d.
Bushels of Grain, 40 Bushels to a Ton, — — —	2741½	at	0	5	3	per Bushel	28787	6	6
Barrels of Flour, 9 Barrels to a Ton, — — —	7849½	at	0	15	0	per Cwt. (Cask inc.)	119211	15	0
Barrels of Bread, 16 Barrels to a Ton, — — —	1103½	at	0	15	0	per Ditto (Ditto inc.)	16548	0	0
Barrels of Beef and Pork, 12 Barrels to a Ton, — —	245	at	3	10	0	per Barrel	10293	10	0
Hogheads of Flax Seed, 4 Hogheads to a Ton, — —	2759	at	3	10	0	per Hoghead	38629	10	0
Firkins of Butter, the greatest Part Irish, suppose 400									
Firkins, the Produce of New-York, — — —	12	at	0	0	0	per Firkin	800	0	0
Cags of Lead, equal to — — —	21	at	1	0	0	per Cag	617	0	0
Cases, Bundles, &c. of Furs and Skins, — — —	10	at	30	0	0	per Package	3160	0	0
Net and Pearl Ashes, — — —	102	at	25	0	0	per Ton	2550	0	0
Bar Iron, — — —	532	at	26	0	0	per Ditto	13832	0	0
Big Iron, — — —	500	at	7	10	0	per Ditto	3750	0	0
Copper Ore — — —	80	at	100	0	0	per Ditto	8000	0	0
Casks of Cheese, — — —		at	9	10	0	per Cask	760	0	0
Boxes of Soap and Candles, equal to — — —	26	at	1	5	0	per Box	2997	10	0
	<u>1598½</u>						<u>251934</u>	<u>11</u>	<u>6</u>

187 Cwt. of naval Stores, 281 Pounds of Indigo, 27786 Cwt. of Logwood, Fustick, and Nicoragua Wood, 3730 Casks of Fish, and Casks of Rice. The above, exclusive of Cordage and new Vessels, &c. Provisions for Ships' Use, Lumber of different Sorts, &c.

A GENERAL ACCOUNT of Merchandize landed in the Port of New-York, for two Years, bet

Years.	Vessels.	Burthen.		Sarsaparilla.	Wheat.	India Corn and other Grain.	Flax Seed.	Beef and Pork.	Butter.	Rice.	Fish.	Naval Stores.		Peas and Beans.	Coffee.	Boards and Staves.		Wine.	Rum.	Molasses.	Sugar.	Cocoas.
		Tons.	Pounds.									Pounds.	Buhs.			Bushels.	Bushels.					
1774	976	40116	26700	15000	85800	0 0	71850	2600	600	9000	9500	9500	3100	25760	800	35000	722500	817750	22845	1200		
1775	583	25505	3500	11544	27000	13400	3350	630	850	2558	2804	9870	2270	6000	319	1400	480000	411500	22912	1430		
	d.	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
	s.	10	5	4	0	0	0	10	0	10	12	0	5	13	0	0	0	0	10	10		
	£.	362465	566	1327	25500	1675	18800	5652	2030	36784	6459	7748	2123	66	2238	10010	120250	61452	68635			

A GENERAL ACCOUNT of the Exports from New-York, for two Years, between

Years.	Vessels.	Burthen.		Wheat.	India Corn and other Grain.	Flax Seed.	Beef and Pork.	Butter.	Rice.	Bread.	Fish.	Naval Stores.		Peas and Beans.	Beer, Cyder, Apples.	Wine.	Board and Lumber.		Rum.	Molasses.	Sugar.	T.
		Tons.	Barrels.									Bushels.	Bushels.				Bushels.	Barrels.				
1774	1075	40812	116635	350000	0 0	129150	15000	5000	5550	26858	7500	6235	7735	4100	74350	10700	503400	67800	2528	6		
1775	705	31286	104357	700689	66045	121845	9949	3507	1998	19033	3756	4737	1524	2870	29601	5208	109738	10958	2066	3		
	d.	0	0	6	4	4	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0
	s.	0	4	0	3	3	4	16	0	7	16	2	10	0	1	0	0	7	18	0	0	
	£.	396539	24198	336405	9031	63261	44908	11909	20752	39007	6190	4663	4629	3530	33784	31416	45735	3937	6891			

H. Vessels were always registered at 16 Barrels of Flour to a Ton, and in that Proportion they are here estimated.

In 1775, when the Quantities are diminished, it will occur, that the American Army made Use of

for two Years, between Jan. 1, 1774, and Jan. 1, 1776; with the Number of Vessels employed, their Tonnage, &c.

Rum.	Molasses.	Sugar.	Cocoa.	Iron.	Ginger.	Dye Wood.	Mahogany.	Hides and Skins.	Cotton Wool.	Bees Wax.	Salt.	Candles.	Horfes.	Oil.	Indigo.	Tobacco.	Other Goods, not otherwise enumerated.	Lincins from Ireland.	Merchandise from Great-Britain; particulars cannot be here enumerated.	
Gallons 21.	Gallons 11.	Cwt. 308.	Pounds 640.	Tons 161108.	Pounds 144.	Tons 552.	Fret 374.	No. 4. 60.	Pounds 1121.	Pols. 1120.	Bushels 113d.	Boxes 41.	No. 101.	Cask 708.	Cask 501.	Hhd. 91.	Sterling Value.	Yards.	Sterling Value.	
11500	817750	22845	120000	200	13500	850	300000	30000	80000	7000	150000	1060	0	2000	40	285	30000 0 0	180000	400000 0 0	
10000	411300	22912	143000	40	5000	122	183000	13927	39000	1250	150000	618	54	1930	54	340	10000 0 0	None.	20000 0 0	
0	0	0	0	4	0	0	0	8	0	4	0	0	0	0	0	0	0	0	0	0
0	10	10	18	0	15	0	11	11	13	5	0	10	0	0	0	0	0	0	0	0
120250	61452	68635	7122	3960	1668	2948	7064	9858	6945	481	18750	3775	540	13720	4900	5625	40000	13500	480000	
																				1294295

for two Years, between January 1, 1774, and December 31, 1775; taken from the Custom-House Books.

Rum.	Molasses.	Sugar.	Alfies.		Iron.		Copper Ore.	Dye Wood.	Mahogany.	Fur Skins.	Cotton Wool.	Bees Wax.	Salt.	Soap and Candles.	Horfes.	Oil.	Indigo.	Tobacco.	Other Goods, not enumerated.	New Vessels, built in New-York and Connecticut.	Europ. and India Goods, the Particulars cannot be here enumerated.	
Gallons 11 6d.	Galls. 11.	Cwt. 308.	Ton 241.	Ton 301.	Ton 758.	Ton 171.	Ton 201.	Tons 581.	Fret 374.	Bale 401.	Bale 101.	Pound 11 3d.	Bushels 11 4d.	Boxes 208.	No. 101.	Cask 708.	Ca. 501.	Hd. 101.	Ster. Val. £.	Sterling Val. £.	Sterling Val. £.	
303400	67800	2528	685	365	2400	750	6	590	180000	950	110	34535	29000	2680	165	1240	36	95	10000	30000	100000	
109738	10958	2066	355	224	800	690	1	427	306000	683	23	8096	13282	2615	168	1113	32	35	15000	22000	200000	
0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
0	7	18	0	0	0	0	0	6	10	0	0	8	16	0	0	10	0	0	0	0	0	3
31416	45735	3937	6891	24960	17670	12000	24480	140	2949	7087	65320	1330	2664	2868	5895	3330	8235	3400	1300	35000	52000	300000
																						1774603

American Army made Use of the Articles. — In the same Year very little British or Irish Goods were imported.



TABLE I									
1850					1851				
Year	Jan	Feb	Mar	Apr	Year	Jan	Feb	Mar	Apr
1850	10	15	20	25	1851	12	18	22	28
1852	15	20	25	30	1853	18	22	28	32
1854	20	25	30	35	1855	22	28	32	38
1856	25	30	35	40	1857	28	32	38	42
1858	30	35	40	45	1859	32	38	42	48
1860	35	40	45	50	1861	38	42	48	52
1862	40	45	50	55	1863	42	48	52	58
1864	45	50	55	60	1865	48	52	58	62
1866	50	55	60	65	1867	52	58	62	68
1868	55	60	65	70	1869	58	62	68	72
1870	60	65	70	75	1871	62	68	72	78
1872	65	70	75	80	1873	68	72	78	82
1874	70	75	80	85	1875	72	78	82	88
1876	75	80	85	90	1877	78	82	88	92
1878	80	85	90	95	1879	82	88	92	98
1880	85	90	95	100	1881	88	92	98	102
1882	90	95	100	105	1883	92	98	102	108
1884	95	100	105	110	1885	98	102	108	112
1886	100	105	110	115	1887	102	108	112	118
1888	105	110	115	120	1889	108	112	118	122
1890	110	115	120	125	1891	112	118	122	128
1892	115	120	125	130	1893	118	122	128	132
1894	120	125	130	135	1895	122	128	132	138
1896	125	130	135	140	1897	128	132	138	142
1898	130	135	140	145	1899	132	138	142	148
1900	135	140	145	150	1901	138	142	148	152

No. XIII.

An ACCOUNT of the Exports to the Continent of America, from England, for five Years, exclusive of Scotland.

Years	£.	s.	d.
1761 amounts to —	1554866	2	3
1762 ——— —	1812082	17	7
1763 ——— —	2535429	18	2
1764 ——— —	2230022	15	0
1765 ——— —	2228450	3	8
	10360851	16	8

Which is 2.072.164l. 7s. 4d. per annum, on a medium of those five Years, by the Custom-house Entries and Valuation.

IMPORTS from the Continent of America to England only, for five Years, exclusive of Scotland.

Years	£.	s.	d.
1761 amounts to —	787978	15	0
1762 ——— —	1145199	3	6
1763 ——— —	1164844	8	6
1764 ——— —	1204238	11	2
1765 ——— —	1104689	19	11
	5406950	18	1

Which is 1.021.130l. 3s. 7½d. per annum, on a medium of those five Years, by the Custom-house Entries of England only.

Average Exports of three Years, preceding 1773, from Great Britain to America, 3,370,900l.

Average Imports for the same Period into Great Britain from the Colonies, 3,924,604l. 13s. 4d.

No. XIV.

A STATE of the Trade, &c. in the Year 1763, between Great Britain and that Part of her American Colonies now the United States of America.

PLACES.	Ships.	Mariners.	Exports from Great Britain.	Exports to Great Britain.
	NO.	NO.	£.	£.
New Hampshire *	0	0	0	0
Massachusetts - -	46	552	395000	370000
Rhode Island and Connecticut - -	9	108	38500	114500
New York - - - -	30	330	531000	526000
Pennsylvania - -	35	390	611000	705500
Virginia and Maryland - - -	330	3960	865000	1040000
North Carolina -	34	408	18000	68000
South Carolina - -	140	1680	365000	395000
Georgia - - - - -	24	240	49000	74000
	648	7668	2872500	3293000

\* In 1763 New Hampshire had no port of any consequence.— Her commodities were sent in small vessels to Boston, Salem, &c. in Massachusetts, and thence exported to foreign parts.

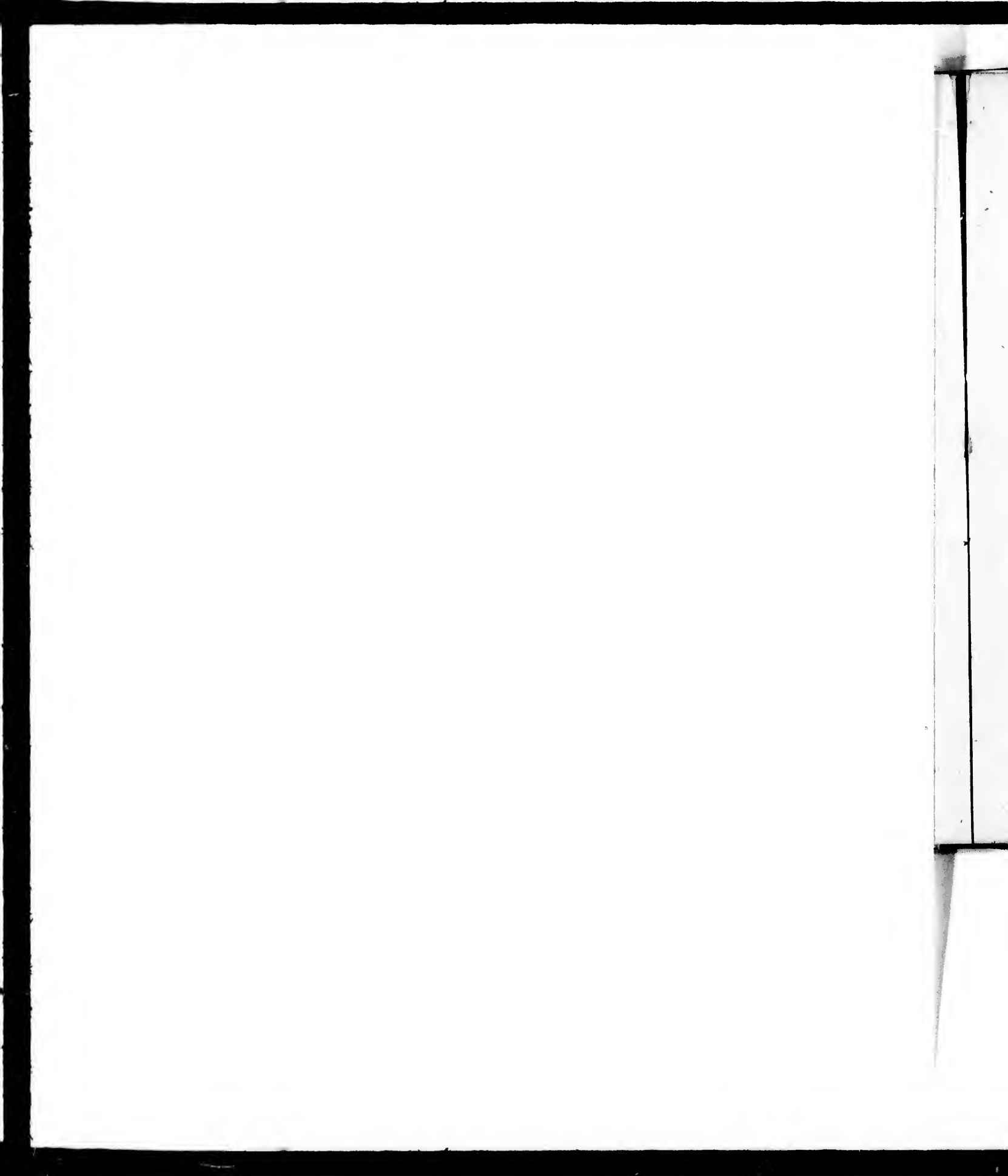
*msy*

Year 1763, between  
American Colonies now

Exports to Great Britain.	Exports to Great Britain.
0	£. 0
000	370000
3500	114500
1000	526000
1000	705500
5000	1040000
8000	68000
5000	395000
9000	74000
2500	3293000

of any consequence.—  
to Boston, Salem, &c.  
foreign parts.

*Wm. M. M.*



A STATE of the Trade, &c. in the Year 1763, between Great Britain and that Part of America which she now possesses.

PLACES.	Ships.	Mariners.	Exports from Great Britain.	Exports from the Colonies.
* Hudson's Bay, — — — —	4	130	£. 16000	£. 29000
† Labrador, American Vessels — — — —	120	2000		49050
Newfoundland, Shallops ‡, or Boats, 2000 — — — —	380	520560	273000	345000
Canada — — — — — — — — — —	34	408	105000	105000
	538	23158	394000	528050

N. B. As to Nova Scotia, the trade from that country in the year 1763 was very inconsiderable, that province having no staple articles to send to market, the British and European goods imported generally went from the other colonies. But, about the year 1767, we find she employed six ships and seventy-two mariners, imported from Britain to the amount of 26,500*l.* and exported to the amount of 38,000*l.*

\* The ships to Hudson's Bay went always armed, and required a greater number of men than common merchant ships.

† The principal 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.

‡ A shallop, commonly stiled boat, is about twenty tons; and has sails fashioned like the Luggers in England.

§ In the number of mariners employed to Newfoundland and Labradore are included, those employed on land curing fish, &c. — Much the greatest part go from Britain and Ireland every year — about 5000 remain in the country during the winter.

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. Canoe.

A ship of two hundred tons trading on freight only, to America, the West Indies, or the Baltic, for the bare navigation of the ship, have eleven or twelve men, and a boy. In the year 1763, about eighty or ninety sloops were employed from New England in the whale-fishery, carrying thirteen men each; just before the war they increased to one hundred and sixty sail. The cod-fishery in 1763, employed about two hundred and fifty schooners, carrying each nine men — which were increased before the war to more than three hundred sail. About forty sail employed in the mackerel-fishery in the year 1763, were increased to one hundred sail, carrying from five to seven men. The whale vessels were from sixty to eighty tons. — Cod vessels from forty to seventy tons — and mackerel vessels from twenty to forty.

It is remarkable that the seamen employed in the trade of the Thirteen American States, in the year 1763, was not one third of the seamen employed by our remaining Colonies, although Nova Scotia is not stated, to have had any at that time.

The ships employed by West Florida in the year 1763, were ten — mariners, one hundred and twenty — imports from Great Britain, 97,000*l.* — exports to Great Britain, 63,000*l.* — East Florida ships, two — mariners, twenty four — imports from Great Britain, 7000*l.* — The latter only lately ceded, and little settled, had scarcely any exports.

The exports from the Bay of Honduras, and the Musquito Shore before the war, consisting of very bulky articles, viz. mahogany, logwood and sarsaparilla, were principally advantageous to Great Britain, as employing from twenty to thirty thousand tons of shipping. — The value of the commodities at the European markets, was from 150, to 200,000*l.* per annum, where we had nearly a monopoly. The demand for mahogany in Germany, increases very much. For many years past, neither the Bay or Shore have been (as is generally supposed) channels of commerce with the Spanish settlements, at most not exceeding 10,000*l.* annually. The country up the rivers where mahogany and logwood are to be obtained, is wild and uncultivated, and has neither Indian or Spanish inhabitant. The Preliminary Articles with Spain, leave us in a very uncertain state in those parts. 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.

No. XVI.

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.  
Paper-Office, New England. No. 3.

500 Shallops, - - - -	required each	5 Men - - - -	2500
60 Brigs, Sloops, &c. - -	15 Do. - - - -		900

3400

500 Shallops, caught each -	300 Quintals of Fish, - - -	150000
60 Brigs, &c. - - - -	600 Do. - - - -	36000

186000

To carry these to Market, required 93 Ships, carrying each 2000 Quintals, navigated each by 20 Seamen, which added to 3400 Fishermen, makes, at Cape Breton, 5260 Men.

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

	Ships.	Men.	Quintals.
Gaspay, - - - - -	6	360	18000
Newfoundland } Harbours. {	Quadre - - - - -	6	18000
	Port au Basque - - -	6	18000
	Trois Isles - - - -	3	9000
Cape Breton - - - -	93	5260	186000
Other Ports to the Northward of } Newfoundland, from France }	300	18000	900000
	<u>414</u>	<u>24520</u>	<u>1149000</u>

M. U. D. FISHERY.

	Ships.
Soudre, - - - - -	49
Olone and Goileux - - -	60
Havre de Grace - - - -	10
St. Malo - - - - -	20
Other Ports - - - - -	20

150 Ships, 20 Men each, 3000, who catch 3900000 Fish.  
Which added to the former 414 Ships, - - - - - 24500  
564 - - - - - 27500 Men.

O I L.

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

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	140250 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.

AN ACCOUNT of the Number of Vessels on an Average entered Inwards, and cleared Outwards, annually at the several Ports in America, for three Years, viz. the Years 1769, 1770, and 1771.

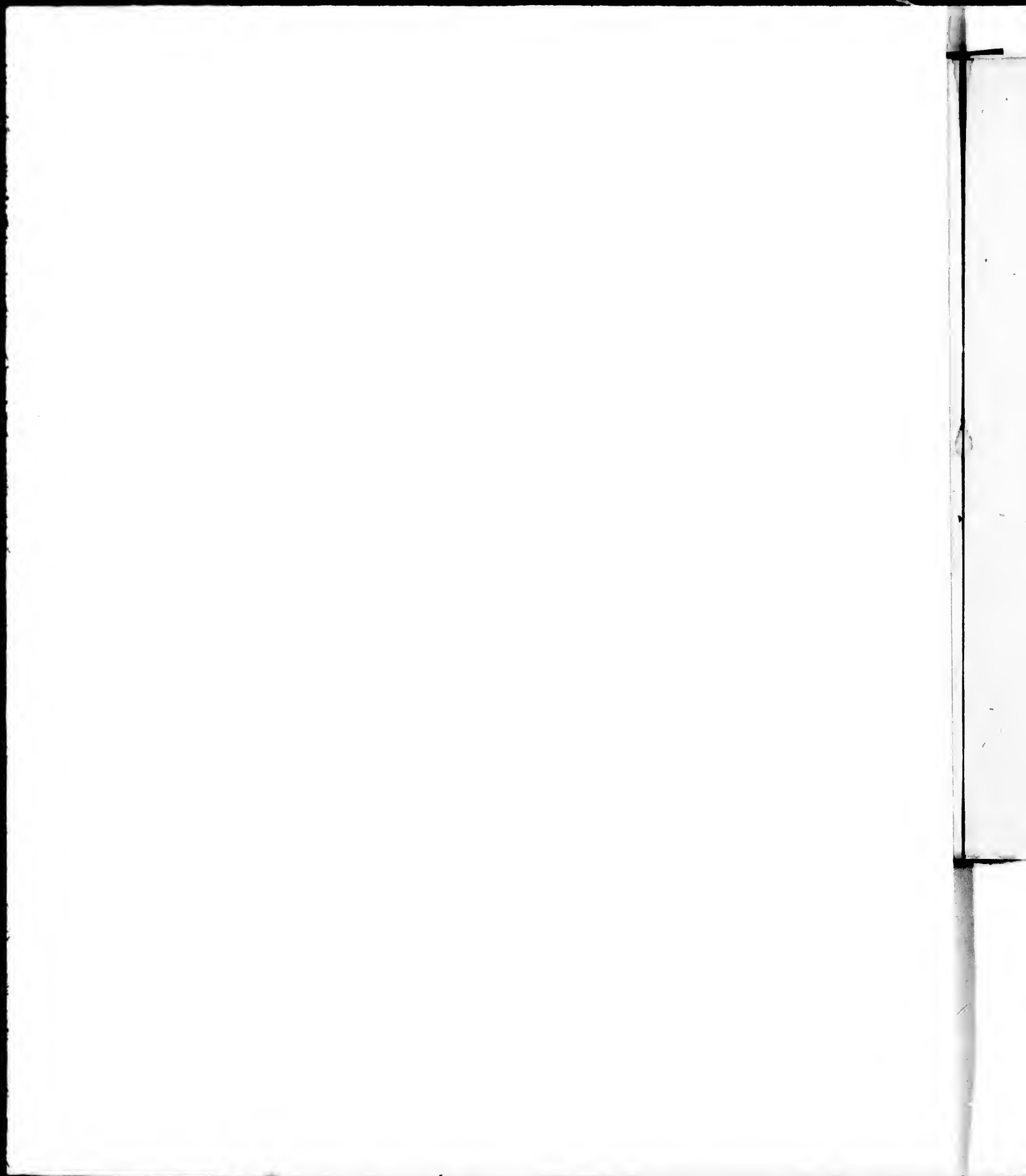
Entered Inwards.						P L A C E S .	Cleared Outwards.					
Foreginers:		Coasters.		Totals.			Foreginers.		Coasters.		Totals.	
Topfails.	Sloops and Schooners.	Topfails.	Sloops, &c.	Topfails.	Sloops, &c.		Topfails.	Sloops, &c.	Topfails.	Sloops, &c.	Topfails.	Sloops, &c.
111	13	26	31	137	44	Newfoundland, St. John's only	116	19	7	11	123	30
34	2	9	28	43	30	Island, St. John's	3	0	3	2	6	27
19	5	4	116	23	121	Quebec	35	4	8	28	43	32
76	90	11	113	87	203	Halifax	10	9	6	140	22	149
32	41	4	45	36	86	Piscataqua	107	102	12	114	119	216
54	125	3	119	57	244	Falmouth	39	67	3	41	42	108
146	136	27	530	173	666	Salem and Marblehead	51	144	9	125	60	269
74	128	17	403	91	531	Boston	129	90	46	542	175	632
29	106	6	256	35	302	Rhode Island	81	142	23	418	104	560
13	66	2	141	15	207	New London	32	131	5	246	37	377
150	161	25	294	175	455	New Haven	15	76	2	137	17	213
1	3	0	17	1	20	New York	146	160	36	301	182	461
0	6	0	5	0	11	Perth Amboy	0	4	0	15	0	19
1	7	0	2	1	9	Burlington	0	12	0	2	0	14
303	70	33	253	336	323	Salem and Cohensy	0	9	1	4	1	13
31	14	0	15	31	29	Philadelphia	310	97	37	257	347	354
7	0	0	0	7	0	New Castle	12	16	2	5	14	21
6	16	1	29	7	45	Lewis	0	0	7	0	7	0
6	5	4	2	10	7	Pocomoke	10	19	0	3	10	51
127	33	14	61	141	94	Chester and Petapico	9	6	0	3	9	9
38	5	7	33	45	38	Patuxent	137	33	10	65	147	98
1	15	0	48	1	63	North Potomack	40	5	3	33	43	38
31	4	12	17	43	21	Accamack	1	17	0	48	1	65
31	14	4	24	35	38	South Potomack	39	4	4	15	43	19
26	11	3	22	29	33	Rappahanock	38	15	2	21	40	36
130	84	11	69	141	153	York River	31	9	1	25	32	34
55	6	8	29	63	35	James River, lower part	109	97	6	59	115	156
0	6	0	44	0	50	Dirto, upper part	86	7	4	3	90	39
22	38	5	85	27	123	Currituck	0	11	0	39	0	50
2	11	1	34	3	45	Roanoke	30	51	1	80	3	31
11	28	3	85	14	113	Bath Town	4	16	0	31	4	47
54	23	12	40	66	63	Beaufort	14	32	1	85	15	117
6	5	1	13	7	18	Brunswick	59	29	2	32	61	61
165	105	34	155	199	260	Wynyaw	7	4	0	16	7	20
5	6	0	10	5	16	Charles Town	182	113	23	140	205	233
46	39	9	49	55	88	Port Royal	6	6	0	9	6	15
9	10	2	10	11	20	Savannah	49	49	7	4	56	90
6	2	0	37	6	39	Sunbury	10	14	1	8	11	22
4	4	2	15	6	19	St. Auguftine	1	1	4	39	5	40
1	0	0	0	1	0	Pensacola	6	5	2	18	8	23
2	20	2	67	4	87	Mobile	1	1	0	0	1	1
3	59	1	52	4	111	Bahama	3	16	1	68	4	84
4	1	1	10	5	11	Bermuda	4	120	1	51	5	171

N. B. The number of vessels entered in, and cleared out, at the out ports belonging to Newfoundland, I doubt not, are more than those at St. John's. In another year shall be able to insert them.

Custom-House, Boston, April 30, 1773.

WALTER BARRELL.

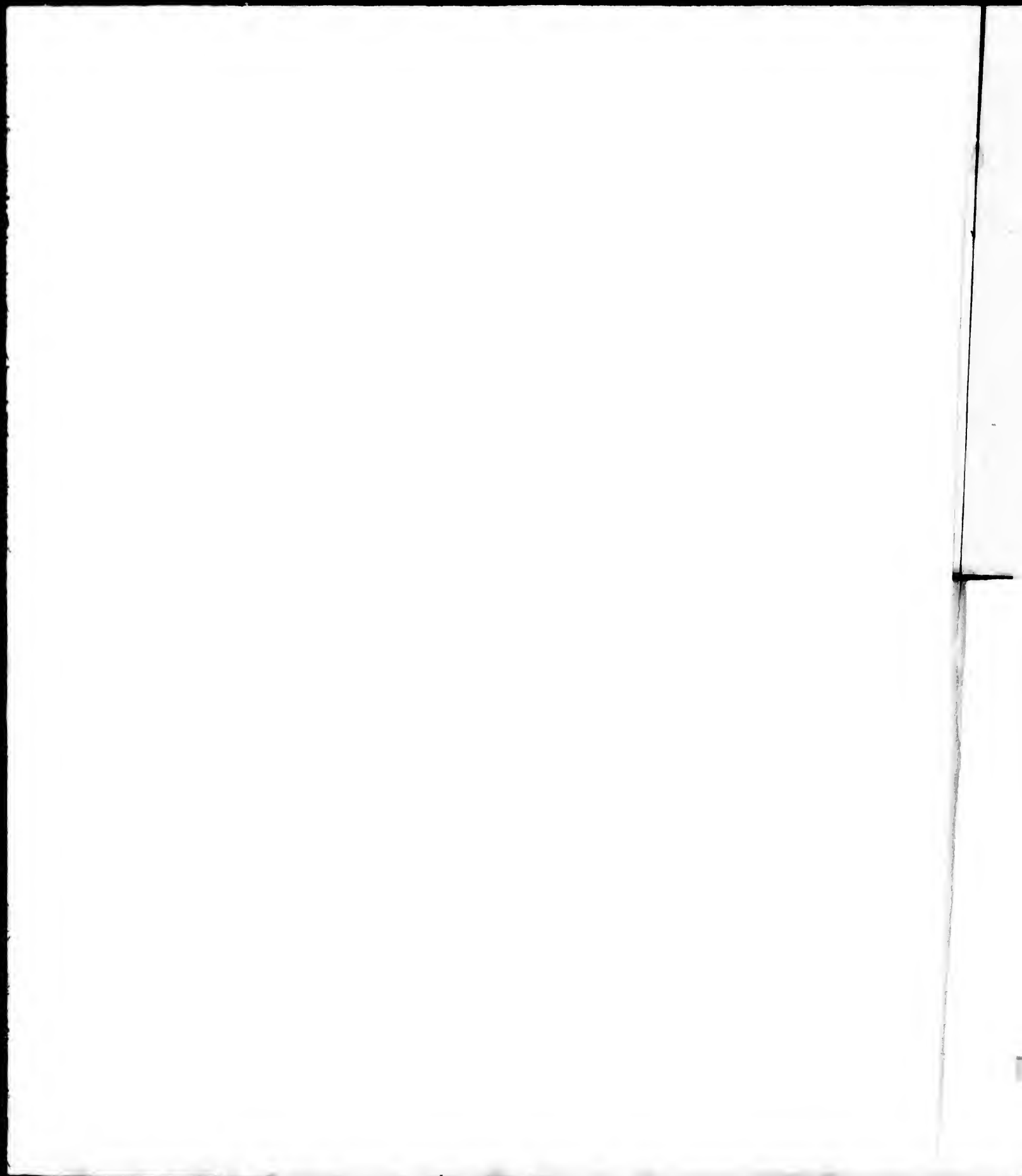




XVIII.

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 1778 to Christmas 1780; distinguishing each Year and each Place.

NAMES OF PLACES.	From CHRISTMAS 1778 to CHRISTMAS 1779.						From CHRISTMAS 1779 to CHRISTMAS 1780.					
	Value of Exports.			Value of Imports.			Value of Exports.			Value of Imports.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Africa - - - - -	159217	19	7	33960	16	9	195907	14	0	21689	0	7
Canaries - - - - -	17494	7	6	2091	15	7	0	0	0	0	0	0
Denmark and Norway - - -	150615	2	4	73171	13	5	156085	10	5	86731	4	4
East Country - - - - -	50326	7	0	201982	8	5	60285	18	3	299832	4	9
East India - - - - -	703191	14	4	716323	9	1	1116341	11	4	920726	9	7
Flanders - - - - -	1041721	4	4	524413	10		1535849	4	10	873160	12	11
France - - - - -	2812	18	0	12972	1		5744	0	0	4283	4	3
Germany - - - - -	1263515	7	2	552604	19		1017820	2	7	685110	5	0
Greenland - - - - -	124	10	0	23620	15	1	165	0	0	38158	17	8
Holland - - - - -	1250015	13	9	517170	17	4	1151064	14	0	643327	15	3
Ireland - - - - -	1359415	2	1	1384117	15	4	1888065	10	10	1549387	11	3
Isle of Man - - - - -	20407	4	3	15252	14	10	20194	8	6	12970	3	6
Italy - - - - -	397548	17	1	47477	18	7	312600	3	2	80405	6	3
Madeira - - - - -	18719	1	11	3031	5	2	51907	15	5	2612	5	4
Portugal - - - - -	647813	19	9	285334	3	10	459673	16	10	522893	18	2
Ruffia - - - - -	306072	15	11	1201377	14	4	161031	10	5	1150429	12	11
Spain - - - - -	599765	17	0	220748	5	3	0	0	0	86398	9	4
Gibraltar - - - - -	0	0	0	0	0	0	46836	17	7	0	0	0
Streights - - - - -	4534	1	0	1547	2	6	8532	0	3	1662	19	10
Sweden - - - - -	108403	4	7	252431	4	2	49678	10	5	144180	17	1
Turkey - - - - -	229	19	0	1474	12	6	1797	11	7	2463	6	6
Venice - - - - -	29465	14	11	78532	3	2	28804	10	11	85526	17	7
ISLES:												
Alderney - - - - -	2401	2	0	8	15	0	3518	11	6	15	15	0
Guernsey - - - - -	44003	16	7	58878	17	10	54489	3	5	115060	7	10
Jersey - - - - -	7712	15	4	17912	5	6	12029	15	3	14891	4	5
NORTH AMERICAN COLONIES.												
Canada - - - - -	521240	6	10	61924	12	7	484692	9	1	3493	3	4
Cape Breton - - - - -	22	8	0	0	0	0	0	0	0	0	0	0
Carolina - - - - -	0	0	0	3732	8	9	236940	16	2	708	4	0
Florida - - - - -	128311	14	11	23804	19	0	54760	13	2	16486	8	0
Georgia - - - - -	85	4	2	607	7	1	91888	4	8	2251	6	4
Hudson's Bay - - - - -	5447	6	0	51116	15	7	3587	10	4	15017	10	4
New England - - - - -	0	0	0	807	10	10	0	0	0	32	2	7
Newfoundland - - - - -	87947	8	11	65725	10	8	102640	13	6	100257	4	5
New Providence - - - - -	682	18	1	1256	6	8	0	0	0	400	8	4
New York - - - - -	349712	7	2	14861	19	6	496602	7	5	15532	9	3
Nova Scotia - - - - -	227181	12	2	1956	8	2	244158	6	4	777	11	6
Pensylvania - - - - -	0	0	0	569	13	9	0	0	0	36	19	4
WEST INDIA ISLANDS.												
Antigua - - - - -	90110	1	0	85957	5	11	106703	19	3	57120	5	8
Barbadoes - - - - -	140170	12	5	145293	12	6	254847	18	5	120384	1	6
Bermuda - - - - -	27463	6	8	9292	2	10	15556	18	9	1229	13	10
Curacoa or Curazoa - - -	0	0	0	0	0	0	1760	7	6	0	0	0
Grenades - - - - -	42268	8	10	317065	1	7	0	0	0	25063	4	7
Jamaica - - - - -	484365	10	10	1458764	6	6	727659	10	11	1541575	3	11
Montserrat - - - - -	9132	13	2	62204	13	2	11075	4	5	44096	1	2
Nevis - - - - -	16013	2	3	57922	6	2	17745	3	2	45796	2	8
St. Croix - - - - -	283	11	3	0	0	0	152	7	3	0	0	0
St. Eustatius - - - - -	14474	2	11	1813	16	5	118249	17	8	7688	13	1
St. Kitt's - - - - -	118747	6	4	320639	11	9	207562	14	8	323445	5	5
St. Lucia - - - - -	14210	10	9	18839	12	1	53977	13	6	137200	19	3
St. Vincent - - - - -	6228	19	8	103399	8	4	0	0	0	7	4	4
Tobago - - - - -	10867	8	8	45562	6	7	27916	11	0	78927	5	3
Tortola - - - - -	44135	0	6	44879	7	10	25379	4	9	49023	6	5
SPANISH WEST INDIES.												
Honduras Bay - - - - -	2066	19	11	10690	1	6	0	0	0	14	1	0
Mufquito Shore - - - - -	1030	18	6	48	12	3	0	0	0	1527	3	0
Falkland Island - - - - -	0	0	0	3400	0	0	0	0	0	0	0	0
Northern Fishery - - - - -	0	0	0	0	0	0	0	0	0	525	14	9
Southern Fishery - - - - -	0	0	0	3267	10	0	0	0	0	1798	2	6
Total - - - - -	10437729	1	4	9096740	13	4	11622333	2	5	9933839	5	1



Denmark and Norway	150615	2	4	73171	13	5	156085	10	0	0	0	0	0
East Country	50326	7	0	201982	8	5	60285	18	3	5	86711	4	4
East India	703191	14	4	716323	9	10	1116341	11	4	4	299832	4	9
Flanders	1041721	4	4	524413	10	7	1535849	4	10	0	920726	9	7
France	2812	18	0	12972	1	2	5744	0	0	0	873160	12	11
Germany	1263515	7	2	552604	19	2	1017820	2	0	0	4283	4	3
Greenland	124	16	0	23620	15	1	165	18	0	0	685110	5	5
Holland	1250015	13	9	517170	17	4	1151064	14	0	0	38158	17	8
Ireland	1359415	2	1	1384117	15	4	1888055	10	10	0	643327	15	3
Isle of Man	20407	4	3	15252	14	10	20194	8	6	0	1549387	11	3
Italy	307548	17	1	47477	18	7	312600	3	2	0	13970	3	6
Madeira	18719	1	11	3031	5	2	51907	15	5	0	80405	3	3
Portugal	647813	19	9	285334	3	10	459073	16	10	0	2612	5	4
Ruffia	306072	15	11	1201377	14	4	161031	10	5	0	522893	18	2
Spain	599705	17	0	220748	5	3	0	0	0	0	1150420	12	11
Gibraltar	0	0	0	0	0	0	0	0	0	0	80398	9	4
Streights	0	0	0	0	0	0	0	0	0	0	0	0	0
Sweden	4534	1	0	1547	2	6	46836	17	7	0	0	0	0
Turkey	108403	4	7	252431	4	2	8532	0	3	0	1662	19	10
Venice	229	19	0	1474	12	6	49078	10	5	0	144180	17	1
	29465	14	11	78532	3	2	1797	11	7	0	2463	6	6
							28864	10	11	0	85526	17	7
ISLES.													
Alderney	2401	2	0	8	15	0	3518	11	6	0	15	15	0
Guernsey	44003	10	7	58878	17	10	54489	3	5	0	115960	7	10
Jersey	7712	15	4	17912	5	6	12029	15	3	0	14891	4	5
NORTH AMERICAN COLONIES.													
Canada	521240	6	10	61924	12	7	484692	9	1	0	3498	3	4
Cape Breton	22	8	0	0	0	0	0	0	0	0	0	0	0
Carolina	0	0	0	3732	8	9	236940	16	2	0	708	4	0
Florida	128311	14	11	23804	19	0	54760	13	1	0	16486	8	0
Georgia	85	4	2	607	7	1	91888	4	8	0	2251	6	4
Hudson's Bay	5447	6	0	51116	15	7	3587	10	4	0	15017	10	4
New England	0	0	0	807	10	10	0	0	0	0	32	2	7
Newfoundland	87947	8	11	65725	10	8	102640	13	6	0	100257	4	5
New Providence	682	18	1	1256	6	8	0	0	0	0	400	8	4
New York	349712	7	2	14861	19	6	496602	7	5	0	15532	9	3
Nova Scotia	227181	12	2	1956	8	2	244158	6	4	0	777	11	6
Pensylvania	0	0	0	569	13	9	0	0	0	0	36	19	4
WEST INDIA ISLANDS.													
Antigua	90110	1	0	85957	5	11	106703	19	3	0	57120	5	8
Barbadoes	140170	12	5	145293	12	6	254847	18	5	0	120384	1	6
Bermuda	27403	6	8	9292	2	10	15556	18	9	0	1229	13	10
Curacoa or Curazoa	0	0	0	0	0	0	1760	7	6	0	0	0	0
Grenades	42268	8	10	317965	1	7	0	0	0	0	25063	4	7
Jamaica	484365	10	10	1458764	6	6	727659	10	11	0	1541575	3	11
Montserrat	9132	13	2	62204	13	2	11075	4	5	0	44696	1	2
Nevis	16013	2	3	57922	6	2	17745	3	2	0	45796	2	0
St. Croix	283	11	3	0	0	0	152	7	3	0	0	0	8
St. Eustatius	14474	2	11	1813	16	5	118249	17	8	0	7688	13	1
St. Kitt's	118747	6	4	320639	11	9	207562	14	8	0	323445	5	5
St. Lucia	14210	10	9	18839	12	1	53977	13	6	0	137200	19	3
St. Vincent	6228	19	8	103399	8	4	0	0	0	0	7	4	4
Tobago	10867	8	8	45562	6	7	27916	11	0	0	78927	5	3
Tortola	44135	0	6	44879	7	10	25379	4	9	0	49023	5	5
SPANISH WEST INDIES.													
Honduras Bay	2066	19	11	10690	1	6	0	0	0	0	14	1	0
Mufquito Shore	1030	18	6	48	12	3	0	0	0	0	1527	3	0
Falkland Island	0	0	0	3400	0	0	0	0	0	0	0	0	0
Northern Fishery	0	0	0	0	0	0	0	0	0	0	525	14	9
Southern Fishery	0	0	0	3267	10	0	0	0	0	0	1798	2	6
Total	10437729	1	4	9096740	13	4	11622333	2	5	0	9933839	5	1
Prize Goods	2255700	9	9	1563751	2	2	929721	1	8	0	828401	2	8
Total of both	12693429	11	1	10660492	5	6	12552054	4	1	0	10762240	7	9

Custom-House, London.  
February 18, 1783.

JOHN TOMKYNs, Assistant-Inspector General.



