

In proportion to the tonnage and number of men above mentioned to be employed since so much will be taken from the carrying trade of this nation, and the very loss of the freightage of such a number of vessels, would be an evil of great magnitude and great mischief.

In fact the Americans, so privileged, would be able to monopolize the whole, or the greater portion of the supply of our West India colonies, and of the trade connected with it. They would enjoy, whenever we were at war, all the advantages of peace insurance, peace wages, peace freight, and peace contingencies of every kind; and at all times, they would be able to make, perhaps a treble voyage, in about half the time which a British vessel requires to make one full freightage to the West Indies and back. Under all these local and other advantages in favour of America, we assuredly could offer no effectual competition. The trade would consequently be transferred, and the seamen being transferred with the trade, they would learn to regard the country which served, as their own, and be thus lost to England for ever.

These apprehensions are not without cause. The very extraordinary and immediate effect on the whole trade, by the discouragements to British shipping, in consequence of the licences granted by West-India Governors, appears, by the following statement of imports and exports, into and from, the American States and the British West Indies.

Average Exports of four years ending in 1801, from the American States:

SINCE LICENCES WERE GRANTED.		
Dry fish.	Wet do.	Oak and pine boards.
Qnths.	Brls.	Feet
124,781	29,783	33,580,342

Shingles.	Oak & pine timber.	Beef & pork.
No.	Tons.	Brls.
42,807,944	12,758	38,629

Average of four years ending in 1792:

BEFORE LICENCES WERE GRANTED.			
Qnths.	Brls.	Feet.	No.
20	134	13,169,310	20,156,272
Tons.	Brls.		
6,626	26		

Average Imports of four years ending in 1801, into the American States:

SINCE LICENCES WERE GRANTED.			
Rum.	Sugar.	Coffee.	Cocoa.
Gallons.	Cwt.	Cwt.	Cwt.
3,313,123	133,488	23,473	3,589

Average of four years ending in 1792:

BEFORE LICENCES WERE GRANTED.			
3,782,874	20,599	2919	31

Of the articles thus imported and exported in the four years ending 1801, the carriage was wholly, or with the exception of a very few cargoes, enjoyed by the Americans; and from the progress thus made in the trade of the United States we may judge, with tolerable accuracy, of the consequences that must result to British shipping from a continuation of those indulgences which have already produced such effects.

The capability of Great Britain and Ireland, and of the remaining settlements in North America, to supply the demands of the West Indian Market, has been on former occasions, very amply discussed, and generally admitted. I had, therefore, indulged the hope that it was no longer necessary to direct the attention of the public, in any particular manner, to the question; and it was, consequently, dismissed, with proportional brevity of remark, in the first edition of this work. But the power of supply, which had been so investigated and acknowledged, is, it seems, to be again denied. In several late memorials from Jamaica, we read of nothing but the incompetency of England and its dependencies, as far as this subject is concerned; and, it is maintained with no great moderation of language, that it has become absolutely necessary, not merely to the prosperity, but to the existence of the West India colonies, to extinguish, at once, almost the whole of those restrictions, or regulations, under which their trade has been so long and prosperously conducted, and to open their ports, freely and effectually, to American produce in American ves-

sels. In this country, the same doctrines have been sustained by American or West Indian agents, and with the same facility of assertion. While all the evidence of former enquiries and reports on the topic are ignorantly or wilfully overlooked, we are told perpetually, not only of the illiberality and cruelty of Great Britain in maintaining her ancient principles of colonial policy, but, of the constant danger to which the islands are, thereby exposed, of want and famine; and, as if all these dogmatical assertions had been fortified by admitted or incontrovertible fact, we are, finally, called on to sacrifice to America, the whole maritime constitution of the Empire, and to appease idle and interested clamour, by the renunciation of national and most essential interests. It may be necessary, therefore, to give to this question a more ample investigation.

Almost all the arguments which have been lately advanced in favour of these claims and principles, have been borrowed from Edwards, who himself borrowed them from his predecessors in the same inquiry. It will be recollected, however, by intelligent men, that the name of Mr. Edwards does not carry with it any infallible authority. Of the facts and statements of that writer, many are now known to be unsupported and fallacious. He was a colonist, a planter, and a considerable proprietor of slaves; and he appears to be so far warped by private or interested motives, as to have adopted views and opinions on the most suspicious testimony, merely because they seemed to favour his system. His tale of the son of the Count de Grasse, so hastily and cruelly admitted into his work; his continued attestation in favour of the honour and veracity of the person from whose slander that tale was derived; his whole story of the "Testament de mort d'Ogè," repeated on the doubtful credit of a Frenchman of St. Domingo, who had persecuted, and been persecuted in his turn; the anecdote of Gallifet's slaves, in which dates and circumstances, essential to the accuracy of the story, have been either wilfully suppressed, or ignorantly omitted; and some other particulars which it is not now necessary to state, seem fully to warrant the opinion that has been pronounced, "that the rashness of Mr. Edwards in admitting facts, was not greater than his rashness in admitting opinions." I do not, however, advert to these particulars, for the sole purpose of impeaching the veracity of the historian, but of reminding his readers of the folly of implicit credulity, and of expressing my regret, that the general value of his work should be diminished by the admission of many hasty doctrines and injurious fabrications.

On the West India supply trade he speaks with as little caution, as, sometimes on other topics. "If ever," says he, "there was one particular branch of commerce in the world that called less for restraint and limitation than another, it was that which was carried on, previous to the year 1774, between the West India planters and the inhabitants of North America;"—and this broad and most unqualified assertion he attempts to support by arguments founded on a tale, which, nevertheless, proves nothing, but which I subjoin, because it will be hereafter referred to.

[To be Continued.]

Here follows a Table of the Exports from North America to the British West India Islands, in the years 1771, 1772, and 1773,—which will precede our next continuation on this interesting subject.

Michael Ryan,

HAS just received, and for Sale at his Store, late in the occupation of E. W. Miller, an assortment of Groceries,

Which he will dispose of on the most reasonable terms for Cash or good Bills.

Also—A small assortment of Books, consisting of ancient and modern, miraculous, queer, odd, strange, supernatural, whimsical, out of the way and unaccountable productions, which, together with a small quantity of Stationary, he flatters himself, will be well worth the attention of the public.

AUGUST 6th, 1806.

Wanted,

A QUANTITY of RAGS, for which, Books or Cash will be given in exchange.

PRINTING-OFFICE.

LONDON, JUNE 11.

PACIFIC RUMOURS AGAIN.

In consequence of the arrival of dispatches for government on Thursday last, by a flag of truce from France, and two cartels in the course of the week, with several persons of distinction, who were detained at the commencement of the war, the Funds have experienced a rise of one per cent.—Omnium, which was done a 2 1-4 on Wednesday, was, on Saturday, contracted for at 3 1-3.—Nothing whatever has transpired respecting the nature of the dispatches received, nor is any thing likely to be known on the subject, as government very properly keeps the matter a secret, to prevent speculation in the funds and in articles of merchandise. Cruisers are often kept for the purpose of meeting the flags of truce at sea, as soon as they quit the French ports, to take out the dispatches. This was the case with respect to the last: however, it argues favourably that an intercourse continues open, and that an arrangement is completed relative to an exchange of prisoners.

Mr. Fox submitted a resolution to the House of Commons last night, on the subject of the Abolition of the Slave Trade. The lateness of the Session, and the consequent impossibility of a full discussion of the measure, were the reasons for not bringing the subject forward in the shape of a Bill. The Resolution was of a general nature, so as to comprehend almost all descriptions of persons in its support. It declares the Slave Trade contrary to every principle of justice, of humanity, and sound policy, and without pledging the House to the manner or period of the abolition, declares, that they will with all practicable expedition, take measures for that purpose. The principle of the Trade was generally, with the exception of the Members for Liverpool, admitted to be bad; but considerable difference of opinion prevailed as to the best mode of abolishing it. The discussion that ensued was protracted to a late hour, but the Resolution was finally agreed to by a Majority of 115 to 15. Mr. Wilberforce afterwards moved an Address to His Majesty, requesting him to concert with Foreign Powers the necessary means of abolishing the Slave Trade; which was carried without a division.

It is now understood, that Ministers have so far conceded to the Court of Directors, as to forego their determination with respect to the appointment of Lord Lauderdale to the Government General of India: and that Lord Minto is to be appointed to that high and important office, with the perfect concurrence of all parties.

A Spanish schooner has been sent into Plymouth, as a prize to the Surinam of 18 guns; by this vessel we have received the particulars of the following gallant encounter between a handful of our brave tars, and a fleet of Spanish armed boats:—The tender belonging to the Surinam, in which was Lieut. Ross and 10 volunteers, mounted with 4 swivels, and 4 musketoons, went within two miles of Bilbao Castle, and was there becalmed: two armed boats came off to attack them, with 30 soldiers in each, and after a smart contest one of them was sent to the bottom, with all the people on board; in the other boat six men were killed, and she then went off; but being joined by five others, she returned to renew the attack, when the tender taking the advantage of a breeze, made off. In the conflict Lieut. Ross is said to have been badly wounded by cuts and stabs, but it is hoped not mortally; two of his gallant comrades are also wounded, one of whom, it is feared, will die; but the enemy's loss is very considerable, 30 having perished in the first boat.

The French Official Journal contains a curious Note on an article of Naval Intelligence in an English paper. It speaks of "no less than 15 divisions of French ships of war at sea; speculates upon the immense depredations they are to commit upon our trade; in the same breath recognizes our maritime superiority, by a peevish admission that many of these must be taken, and that the war must henceforth be directed against our commerce!"

His Majesty has granted to the heirs of Admiral Nelson, an annuity of 5000l. and a distinct grant of 120,000l.

The French frigate Felicite, is stated to have destroyed 34 British vessels, mostly Fishermen off Newfoundland.