

from Jamaica, and in other papers, that it was "impracticable for England, at least during war," to carry the supplies to the West India market. But the reason has not been assigned. That in the period of peace she possesses seamen and vessels enough for all the purposes of her commerce, will scarcely be denied; or if she did not, the very demand which the supply trade would produce, would speedily increase the number of both. Nor are we authorized to suppose that, even in the interval of war, she would be less competent to supply, in her own vessels, the West Indian markets. From the year 1795, and especially in the years 1799, 1800, 1801, 1802, a considerable portion of her mercantile shipping was actually unemployed; and, if, during a war of such extent and difficulty as the last, her vessels were thus numerous, on what grounds are we to admit that they will be less adequate on future occasions? Convoy, we are informed, will be required. But so will it be required for every other branch of British trade; and, if we protect the fleets of the Baltic and of the East Indies, there can be no reason assigned why we should not protect those also, to the British West Indies. The convoy in protecting the trade to the West Indies, would protect the best nursery for the navy; and the navy, therefore, in furnishing the convoy, would but make reasonable provision for its own maintenance and superiority.

The proper times for these fleets to go out with convoy, would be August and February, the first fleet to take out supplies for the crops, and return loaded with the first convoy home, and the second to take out the spring supplies and return with convoy in July.* The insurance is seven guineas per cent. warranted with convoy; so that, in fact, the insurance on goods from New York to Jamaica, with convoy, would not exceed three and a half, or, at most, four per cent.; and, as insurance on American vessels, on the same voyage, would be one and a half, or two per cent. the real extra insurance between British ships with convoy, and American ships, would not exceed two per cent. a planter, therefore, may, if he pleases, have his American supplies in British vessels, delivered to him at his own door at prime cost, adding only the current freight, and two per cent. extra insurance.

It may be thought, possibly, that the price of provisions will be enhanced by the expence of insurance. But the provision itself would be regularly supplied; and, after all, if plenty be afforded, it is enough; cheapness or dearness are secondary considerations, because the loss and the gain would speedily find their level on both sides, since the colonist who purchased at a high rate of the British merchant, would levy on the British consumer ample compensation for this advance of price; and, whether this reasoning be conclusive, or otherwise, it cannot with any justice be inferred, that an intercourse, of moment to the whole empire, should be renounced, because it may occasionally diminish a little the temporary profits of a few individuals.

The planters themselves are very apt to adopt this mode of argument, when they speak of the prices of the commodities of their islands, to be paid by the British consumer. "If," says Mr. Edwards, "our sugars cost the people of England more, (than they would be charged for the sugars

* It is recommended on the authority of men the most disinterested and best informed respecting the trade of the West Indies, as well as of North America, that notice should be given in the most solemn and public manner possible, by the government of this country, that on the 31st of December next (which is allowing time for all parties to prepare for the change) the prohibitory act would be strictly put in force, and that no neutral ship whatever would be allowed to enter into any port of the British West Indies with cargoes of American produce, &c. That two regular convoys should be appointed at Portsmouth for the trade to North America, and thence to the West Indies. That in addition to the above, convoys should be appointed at proper times, to convey the vessels belonging to the Islands, or British Colonies, that would be established in the trade to run constantly between the continent and the islands, each of them making at least three or four voyages in the year, which would keep the markets at all times regularly and plentifully supplied with all sorts of provisions and other articles of American produce: Two ships of war, or even cutters, on the Jamaica station, would be sufficient for the protection of that part of the trade, and, perhaps, two more for the Leeward Islands, and that trifling force certainly could not be better employed.

of the foreign islands,) it might seem sufficient to oppose to the objection the national benefit arising from the whole system." When they object, therefore, to any occasional rise in the price of the supplies, carried in British vessels, shall we not also be permitted "to oppose to the objection, the national benefit resulting from the whole system."

But, let me add, the competency of England to provide for the carriage of all the articles of West India demand, is no longer a question, but a fact. In consequence of the unequalled statements, on this subject, reiterated in various petitions from the islands, and their agents, an inquiry has been instituted by the merchants and shipowners of Britain, who are most concerned in the trade, and they have not only found that England was perfectly competent to supply the British West India Islands, in her own vessels, but they have actually proposed to undertake the carriage of the supply, at the same rate required by America, with the addition only of two and a half per cent. extra insurance in time of war.

[To be Continued.]

LONDON, August 1.

Paris Paris to the 23d, and Dutch to the 28th ult. have reached us.

The rumours of a separate Peace between Russia and France was prevalent at Paris on the 22d. It is therefore probable that the Treaty was signed, as it has been mentioned on the 20th or 21st. No news of the evacuation of Cattaro had reached Trieste at the end of the first week of July.—So far from that important surrender being confirmed, much apprehension is entertained that the difficulties respecting it will not be easily removed. Is it possible that Bonaparte can have made a Peace with Russia, leaving that point to be settled between the Courts of Vienna and Petersburg, and looking only to the former for the execution of that part of the Treaty of Presburgh?

AUGUST 2.

We have received Paris papers to the 26th, and Dutch to the 30th ult. We are also enable to anticipate the contents of the mail now due from Hamburg. The intelligence derived from these numerous sources is of the highest importance.

Peace has been signed between France and Russia.

This important event took place on the 20th ult.—The Plenipotentiaries of the respective Powers on this occasion were, General Clarke for France, and M. D'Oubril for Russia. The fact is officially announced in a Circular letter from the Minister of the French Marine to the different ports. Of the terms of this adjustment, we must, of course, continue uninformed until the ratification of the Treaty shall be returned from St. Petersburg.—This arrangement, which is consider-

ed in the French capital as the prelude to a maritime peace, has proportionally affected their funds. On the 24th, the Bank Stock had risen to 1157 50; the 5 per cents were, on the same day at, 67. 20.

The King of Sweden and Count Kalreuth keep up a constant interchange of correspondence. The Russian Envoy, after receiving a courier from St. Petersburg, went to the Swedish headquarters, probably to impart to His Majesty the wishes of the Emperor Alexander. If they are not attended to, there is too much reason to fear, that the Emperor will not interfere, further than he is by Treaty bound to do, in any contest which may arise between Prussia and Sweden.

On the subject of the pending negotiations with France the most profound secrecy is observed. A Mr. Goddard, a friend of Lord Yarmouth, arrived yesterday at the Foreign Office, with dispatches from France.—He was accompanied from Boulogne to Dover by a French Messenger, who returned on Thursday afternoon. They came in a boat belonging to the *Trompeuse* frigate. The contents of these dispatches are not publicly known; but the intercourse, by means of Couriers, continues with such activity, that the probabilities of peace are heightened every day. As we are supposed to approach that highly important event, it is but natural that we should look to it with progressive interest, if not with increasing anxiety. It is impossible to regard with indifference a question of such importance to the honor and best interests of the country; nor can it be contemplated without apprehension, when considered with reference to the existing situation of Europe, and the circumstances under which the pending negotiation has been undertaken.

The immediate departure of Lord Lauderdale for Paris is again mentioned with increased confidence.

Letters brought by the Lisbon Mail, which arrived on Saturday, contain the extraordinary intelligence that Bonaparte had required of the King of Spain to receive an Ambassador from the new created King of Naples.—It is also said to have been insisted, that his Catholic Majesty should agree to the dethroning of his own daughter, the Queen of Etruria, and that he should further consent to the incorporation of four of his provinces with the kingdom of France, viz. Catalo-