



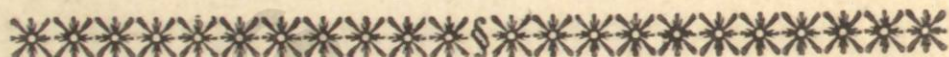
OBSERVATIONS

ON THE

ACTS of PARLIAMENT

OF THE

Thirty-first *George II.* Chap. 3. and
of the Thirty-third *George II.*
Chap. 12.



OF THE
ACTS OF PARLIAMENT
ON THE
PRESERVATION

Chap. 12.
of the Thirty-third George II.
Thirty-fifth George II. Chap. 3. and

OBSERVATIONS

ON THE
ACTS of PARLIAMENT

OF THE
Thirty-first *GEORGE II.* CHAP. 3.

AND OF THE
Thirty-third *GEORGE II.* CHAP. 12.

(Which grant Premiums on the Carriage of Corn
and Flour to *Dublin*, and the Advantages that
have accrued to the Kingdom of *Ireland* thereby.

Occasioned by a

L E T T E R

T O

Mr. *FAULKNER*,

Published in the DUBLIN JOURNAL of
December the 8th and 12th, 1767.

Humbly submitted to the Consideration of the

RIGHT HONOURABLE and HONOURABLE the
KNIGHTS, CITIZENS, and
BURGESSES, in PARLIAMENT,

Who have now under Consideration the Amend-
ment of the said ACTS.

D U B L I N: Printed in the Year 1768.

CONSERVATION

OF THE

WATERS OF PARLIAMENT

OF THE

THIRTIETH GEORGE II. CHAS.

AND OF THE

THIRTIETH GEORGE II. CHAS.

(Which express opinions on the Carriage of Corn
and Flour to the public, and the Advantage that
have accrued to the Kingdom of England thereby.)

Continued by a

L E T T E R

MR. FALCONER

Published in the British Journal of
December the 8th and 15th 1767.

Printed by J. Smith in the Strand near the

Right Honourable and Honorable the

KNIGHTS, CITIZENS, and
BURGESSES, in PARLIAMENT

Who have now under Consideration the
Petition of the said A.C. &c.

—————

—————

—————

—————

—————

—————



OBSERVATIONS, &c.

A LETTER to Mr. *Faulkner* was printed in the *Dublin Journal*, of *December* the 8th and 12th, said to be published to point out Defects and Inconveniencies in the Acts for better supplying the City of *Dublin* with Corn and Flour ; but, in reality (by misrepresenting Facts) seems calculated to depreciate those useful and excellent Acts. It may be therefore necessary, in order to hinder the Public from being led astray, and prejudiced, by the Assertions and Insinuations in the said Letter, to state said Acts, and the Consequences of them, in a true Light.

It is certain, that by said Acts, a Premium is granted of Three-pence Half-penny per Hundred on Flour, for every Five Miles, after the first Ten from *Dublin*, which such Flour shall be brought ; which was calculated, to lessen Tillage, within Ten Miles of *Dublin*, as the Grounds within that Distance can be more usefully and necessarily occupied, in grazing the Multitude of Horses now kept in that City, for the increased Number of Carriages

riages therein, and for Hay for said Horses; for Cows, to supply the said City with Milk and Butter; and for other Purposes, in which the more distant Farmers cannot interfere with them; whereby the Farmers near said City have benefits far exceeding the Premiums they are excluded from.

The very Design of said Acts, was to tempt Farmers at the greatest Distance to go into Tillage, the Quantity of Arable Land within Ten Miles of *Dublin* being very inconsiderable, in Proportion to the Quantity between Ten and One Hundred Miles; and it is equal to the last Consumer, at what Distance the Corn grows, or the Flour of the Bread he eats is made, so that it comes to Market in good Order, and cheap.

The more distant the Flour-mills are from *Dublin*, the more they will extend Tillage; as every Flour-mill will become a Market for Wheat; and all those who live within Fifteen Miles of such a Mill, will be as convenient to a Market, as those within Fifteen Miles of *Dublin*.

Flour is a Commodity which can well bear Carriage, and is easier brought to *Dublin* than Wheat; as the Flour fit for the Market of said City, bears in Weight, to the Wheat of which it is made, only the Proportion of Fourteen to Twenty. If the Inland Navigation was finished, so that Corn could be brought Fifty Miles, or upwards, thereon, it would be the Advantage of the Farmer to send his Corn to *Dublin* by Water, without the Premium, rather than by Land, with it; as the Carriage of a Barrel of Wheat, Fifty Miles by Land, is in Summer Three and Nine-pence, and in Winter Five Shillings; and the Carriage of said Barrel of Wheat, by Water, on an Inland Navigation, that Distance, would not exceed One Shilling Summer or Winter. The Premium on said Barrel of Wheat, for
Fifty

Fifty Miles, is Twenty-pence; therefore the Farmer pays, above the Premium in Summer, Two Shillings and a Penny per Barrel, and in Winter, Three and Four-pence per Barrel; so the Farmer would save One Shilling and a Penny per Barrel in Summer, and Two Shillings and Four-pence per Barrel in Winter, of what he now pays; and the Public would save the whole Premium, which they now pay; which Savings to the Public would amount to more than the Interest of the Sums necessary to finish the said Navigation; and the Roads would be less crouded, and embarrassed with Carriages; and the Canals be greatly, and advantageously occupied.

There was no Need in said Acts to make any Distinction between Flour manufactured from foreign Corn, and from Corn of our own Produce; as it is demonstrable, that no Flour-miller can make Profit by manufacturing at a Mill, a greater distance from Dublin, any Wheat which he cannot buy at his Mill at a Price less than the Middle Price of *Dublin* Market.

To shew the Absurdity of his Supposition, that a Flour-miller at *Cork*, or any Port at equal distance from *Dublin*, should buy Wheat in *Dublin*, and transport it by Sea to *Cork*, or any other distant Port, to be there made into Flour, and sent back to *Dublin*, for Sake of the Premium, see what Profit the Miller would have thereon, the Middle Price of Wheat being Two Pounds per Quarter in *Dublin*.

| A Quarter of Wheat bought in <i>Dublin</i> | | | <i>l.</i> | <i>s.</i> | <i>d.</i> |
|---|---|---|-----------|-----------|-----------------|
| Market, | — | — | 2 | 0 | 0 |
| Commission to a Factor for buying, at | | | | | |
| Two and a Half per Cent. | — | — | 0 | 1 | 0 |
| Cost of drying in Coals and Labour, | — | — | 0 | 0 | 6 |
| Bagging and Carriage from the Kiln to | | | | | |
| the Ship, | — | — | 0 | 0 | 4 |
| Freight and Insurance to <i>Cork</i> , | — | — | 0 | 2 | 6 |
| Bagging in the Ship at <i>Cork</i> , and Carriage | | | | | |
| to the Mill, | — | — | 0 | 0 | 4 |
| Carriage of Twenty-eight Stone, the | | | | | |
| Produce in Flour to <i>Dublin</i> , at Four | | | | | |
| Shillings per Hundred, | — | — | 0 | 14 | 0 |
| Commission in <i>Dublin</i> , for selling Flour, | | | | | |
| and insuring Debts, Five per Cent. | — | — | 0 | 2 | 2 |
| Collecting Sacks and Ware of them, | — | — | 0 | 0 | 6 |
| Custom in <i>Dublin</i> , | — | — | 0 | 0 | 1 $\frac{1}{2}$ |
| Toll in <i>Dublin</i> , One Eightieth Part, | — | — | 0 | 0 | 6 $\frac{1}{2}$ |
| Wages of Miller, and other Servants, in | | | | | |
| Cleaning, Grinding, and Bolting, | — | — | 0 | 2 | 0 |
| | | | <hr/> | | |
| | | | 3 | 4 | 0 |

The Produce of FLOUR, &c.

| | | | | | |
|--|---|----|-------|---------------|------------------|
| Sixteen Stone, First Flour, at Thirteen | | | | | |
| Shillings per Hundred, | — | — | 1 | 6 | 0 |
| Eight Stone, Second Flour, at Twelve | | | | | |
| Shillings, | — | — | 0 | 12 | 0 |
| Four Stone, Third Flour, at Ten Shil- | | | | | |
| lings, | — | — | 0 | 5 | 0 |
| Three Stone, Short Meal, or Pollard, to | | | | | |
| be sold in the Country at Six-pence | | | | | |
| per Stone, | — | — | 0 | 1 | 6 |
| Six Stone Bran, worth in the Country | | | | | |
| Two-pence per | — | — | 0 | 1 | 0 |
| Premium on Carriage Twenty-eight Stone | | | | | |
| to <i>Dublin</i> , 100 Miles (Ninety paid for) | 0 | 18 | 4 | $\frac{1}{2}$ | |
| | | | <hr/> | | |
| | | | 3 | 3 | 10 $\frac{1}{2}$ |

Which leaves the Miller a Looser of Three Half-pence per Quarter, besides the Interest of his Money, and all Casualties, Waste, &c. notwithstanding the Premium. To shew the disingenuity of the Author of the Letter, remark, That he supposes a Tun of Wheat, bought in *Dublin*, will return a Tun of Flour, to be sent back from *Cork* to *Dublin*; and that the Premium thereupon is Six Pound Eight and Four-pence; from which he deducts Ten Shillings for the Freight of the Wheat to *Cork*, and Four Pounds for the Land-carriage of a Tun of Flour to *Dublin*; whereby he makes a Profit to the Flour-miller of One Pound Eighteen Shillings and Four-pence; but makes no Allowance for Waste, Labour, Commission, and other Expences: But the Truth is, the Quantity of Flour produced out of a Tun of Wheat, is only Fourteen Hundred Weight of Flour, of all Sorts, fit for *Dublin* Market; the Premium on which, from *Cork* to *Dublin*, is

| | | | | |
|---|---|---|---|-----------|
| — | — | — | — | £. 3 13 6 |
|---|---|---|---|-----------|

| | |
|--|----------|
| From which deduct the Carriage of Fourteen Hundred, at Four Shillings per Hundred, | 2 16 0 |
| And Ten Shillings Freight from <i>Dublin</i> to <i>Cork</i> , is | — 0 10 0 |
| | 3 6 0 |

Which leaves only Seven Shillings and Six-pence per Tun to the Miller, a Sum greatly insufficient to defray his Expences, Waste, &c. in Proportion to those which are enumerated above.

As to the Objection, that no Care has been taken to distinguish the Quality of the Flour, which is the Object of the Premium: The Fact is, the three Sorts of Flour sent to *Dublin* are denominated, First Flour, Second Flour, and Third Flour; of which, as is shewn above, the Quantity of the First Flour

Flour is double the Quantity of the Second, and Four Times the Quantity of the Third Flour; and if all these were mixed together, such Mixture would make Household Bread, and would stand the Baker in about Twelve Shillings per Hundred Weight; which is the Price of Second Flour, when Wheat is Two Pounds per Quarter in *Dublin*; so that the Premium cannot be said to be given on Flour worse in Quality than Second Flour: And it is to be presumed the Intention of the Legislature, in those excellent Acts, was to give the Premium on the Kinds of Flour most useful to the Poor of *Dublin*; which undoubtedly is Flour for Household Bread.

The Author of the said Letter flatly contradicts the Assertion of the Legislature in the Act of the 31st of *George II.* Chap. 3, which expressly says, The Act was passed for Remedy of the Distresses the Inhabitants of *Dublin* were frequently reduced to, for Want of Corn and Flour: And he asserts, That said Act, and that of 33d *George II.* Chap. 12, which grants the additional Premium on the Carriage of Flour, are in an eminent Degree subversive of all those Principles that have hitherto been esteemed the most established, and successful, towards the Encouragement and Support of Agriculture; and to make out this, he asserts, That when the Middle Price of Wheat in *Dublin* is Forty-two Shillings per Quarter, a Flour-miller at *Cork* can afford to give Forty-four Shillings per Quarter, or even Fifty-one Shillings per Quarter, for foreign Wheat in *Cork*; and that after paying Fifty-one Shillings per Quarter, and making it into Flour, and sending the said Flour by Land to *Dublin*, he can, by Means of the Premium, have a Profit of Eight Shillings per Quarter thereon. To shew the
Falsity

Falsity of this Assertion, compute the Flour-miller's Profit and Loss, when he gives Fifty-one Shillings per Quarter for foreign Wheat in *Cork*, and sends the Produce of it in Flour to *Dublin*, when the Middle Price of Wheat in *Dublin* is Forty-two Shillings per Quarter.

| | <i>l.</i> | <i>s.</i> | <i>d.</i> |
|---|-----------|-----------|---------------|
| A Quarter of foreign Wheat in <i>Cork</i> , - | 2 | 11 | 0 |
| Cost of Kildrying in Coals and Labour, 0 | 0 | 0 | 6 |
| Carriage to <i>Dublin</i> of Twenty-eight Stone Flour, at Four Shillings per Hundred, 0 | 14 | 0 | |
| Custom in <i>Dublin</i> , — — — 0 | 0 | 1 | $\frac{1}{2}$ |
| Toll in <i>Dublin</i> , One-eightieth Part, — 0 | 0 | 6 | $\frac{1}{2}$ |
| Commission for Selling in <i>Dublin</i> , and insuring Debts Five per Cent. — — 0 | 2 | 3 | |
| Collecting and Ware of Sacks, — — 0 | 0 | 6 | |
| Wages of Millers, and other Servants, in Cleaning, Grinding, and Bolting, -- 0 | 2 | 0 | |
| | <hr/> | | |
| | 3 | 10 | 11 |

Amount of Sales, and Premium.

| | | |
|--|-------|-------------------|
| Sixteen Stone, First Flour, at Fourteen Shillings per Hundred, — — 1 | 8 | 0 |
| Eight Stone, Second Flour, at Thirteen Shillings per Hundred, — — 0 | 13 | 0 |
| Four Stone, Third Flour, at Ten Shillings per Hundred, — — 0 | 5 | 0 |
| Three Stone, Short Meal, or Pollard, sold at Home at Six-pence per Stone, 0 | 1 | 6 |
| Six Stone Bran, at Two-pence per Stone, 0 | 1 | 0 |
| Bounty on Carriage of Twenty-eight Stone of Flour, 100 Miles (90 paid for) — — — — 0 | 18 | $4\frac{1}{2}$ |
| | <hr/> | |
| | 3 | 6 $10\frac{1}{2}$ |

From

From the Foregoing, it appears, that instead of Eight Shillings Profit, the Flour-miller would be at Four Shillings Loss on a Quarter of Wheat, besides the Interest of his Money, and all Casualties, Waste, &c.

The said Letter asserts, That the Benefit of said Acts is confined to the Capital solely, and not diffused equally and impartially through all Parts of the Country, though the whole Kingdom contributes to support the Charge. In answer to this, the Fact is, That the City of *Dublin* enjoys Plenty, by having their Markets constantly well supplied with Corn and Flour; and every Part of the whole Kingdom (distant above Ten Miles from *Dublin*) receives the Benefit of the Premiums, in Proportion to their Distance, and the Quantity of Corn they raise, or Flour they manufacture and send to *Dublin*; and the more distant, the greater Proportion: And if the Payment of these Premiums was in Time to become so heavy on the Exchequer, as to require a new General Tax to be laid on the whole Kingdom, to support and continue them, it would in no sort impoverish the Kingdom, but rather enrich it to a great Degree.

It is very apparent the Writer of that Letter knew very little of Flour-making, when he asserts, That the Flour-miller will prefer Wheat of the most ordinary Quality to make Flour; whereas in Truth, no Profit is to be had in that Trade, but by manufacturing Wheat of the best Quality.

It is unnecessary, at this Time, to enter into a Comparison of the Encouragement which Tillage in *Ireland* receives, and has received from the said excellent Acts of Parliament, and what it has and may receive from the Act granting Three Shillings and Four-pence per Quarter on the Exportation of
Wheat,

Wheat, as that Bounty is only payable when the Price of Wheat at the Sea Port is Fifteen Shillings per Barrel, or under; which has never been the Case since passing said Act, nor may probably ever be during its Continuance in Force.

What the other Objections on the Head of Importation are, which the Writer of said Letter says are much more striking, but too delicate and too secret to be proper Subjects for Examination, they must remain unanswered till he thinks proper to mention what they are.

The Premiums on the Carriage of Flour have encouraged many Persons of Substance to erect Flour-mills, at great Expence, and employ large Sums, in many different Parts of the Kingdom, and some at great Distances from *Dublin*; every one of which Mills are become Markets for Wheat, or have caused large Markets in the neighbouring Cities and Market Towns; whereby the Farmer can dispose of his Corn, for Ready Money, near home; which has encouraged many Graziers to turn Part of their Pasture Lands into Tillage, and in Places where, before these Acts, you might have rode many Miles and not have seen a plowed Field, or an Inhabitant, but an Herdsman or Shepherd, you now find it mostly Corn Fields and Fallow, and Numbers of Hands employed in Tillage; and by the Vicinity of those Markets, instead of sending the Plow-horses long Journeys with the Wheat to distant Markets, whereby the Tillage was interrupted and postponed, the Farmer delivers his Wheat almost at his Door, and the Flour-millers generally employ Carmen who live on the Mountains, and other barren Grounds, and who have no Tillage of their own, in the Carriage of the Flour to *Dublin*; whereby even the Mountains and barren
B Grounds

Grounds are become better inhabited, and yield better Rents, than formerly; as the said Carmen, by getting constant Employment, and Ready Money for their Carriage, are enabled to pay their Rents duly.

It is found by Experience of the Increase of Tillage in the two last Years, that instead of being obliged to bring in foreign Wheat and Flour, to keep the Inhabitants of this Kingdom from Famine, we raise such Quantities of our own Produce, that much Wheat of the former Year's Crop remained on the Farmers Hands, when the last Harvest came in; and many Merchants, who imported Wheat into *Dublin*, expecting Profit by it, have it still on their Hands, or sold it at very great Loss.

From the Quantity of Wheat which appears at present to be in the Haggarts of the Farmers in this Kingdom, and the low Price of Wheat in *Dublin*, in Proportion to what it is in *London*, it is not improbable but we may be able this Year to supply *England* with some Quantity of Corn and Flour, by whom we have been supplied in former Years with so great Quantities; and what may we not reasonably expect in future Years, if the Spirit of Tillage, which those Acts of Parliament have so universally raised amongst Farmers in almost all Parts of the Kingdom, be not unseasonably damped by lessening the Bounty on the Land-carriage of Wheat and Flour from the Parts most distant from *Dublin*; to which Acts alone this happy Alteration in the Circumstances of the Kingdom, in relation to Tillage, is intirely owing.

To shew how far the Penetration and Prudence of those Patriot Members of the House of Commons, who brought in those excellent Acts, went, it is demonstrable that they have brought the Flour-millers

millers of this Kingdom nearly to a Par with the *English* Flour-millers, in *Dublin* Market.

Suppose at any Time, when the Bounty of Five Shillings a Quarter on *English* Wheat is payable in *England*, that a Flour-miller at *Chichester* should send Flour from thence to *Dublin* Market, he receives Five Shillings *English* Bounty on Twenty-four Stone, or Three Hundred Weight of Flour, which is the Quantity of Flour allowed in *England* to be produced from their Quarter of Thirty-four Stone of Wheat, he pays thereout Six-pence per Cent. or Ten Shillings per Tun Freight, and he pays Six-pence per Hundred Duty, or Custom, in *Dublin*, that is, on the Importation of Three Hundred Weight of Flour, he pays Three Shillings for Carriage and Expences out of the Five Shillings Bounty he receives in *England*, and has Two Shillings of the Bounty remaining, to pay for Factorage, Storage, &c. in *Dublin*, and in Addition to his Profit.

Now suppose a Flour-miller, Fifty Miles from *Dublin*, to buy his Wheat at his Mill, at the same Rate as the *Chichester* Man does at *Chichester*, and to send the like Quantity of Three Hundred Weight of Flour to *Dublin*, by Land, he pays for the Carriage of said Three Hundred (at an Average of Summer and Winter Carriage) One and Nine-pence per Hundred, which is Five and Three-pence for the Three Hundred; and he pays Toll and Custom in *Dublin* for said Three Hundred Flour about Seven-pence, in all Five and Ten-pence; and he receives Premium on the Land-carriage of Three Hundred of Flour, Fifty Miles (Forty only being paid for) Seven Shillings; from which deduct Carriage and Toll Five and Ten-pence, leaves One and Two-pence; so that the *Chichester* Miller

has Ten-pence Advannage in every Three Hundred over the *Irish* Miller, who lives Fifty Miles from *Dublin*, notwithstanding the high Premium; but if the *Irish* Miller lives Eighty Miles from *Dublin*, then he pays Nine Shillings Carriage for the said Three Hundred of Flour, and Seven-pence Toll and Custom, in all Nine Shillings and Seven-pence, and he receives Twelve Shillings and Three-pence Premium on the Land-carriage of Three Hundred of Flour, from which deducting the Carriage, &c. Nine Shillings and Seven-pence, leaves Two Shillings and Eight-pence; so that the Miller, whose Mill is at Eighty Miles distant from *Dublin*, has the Advantage of the *Chichester* Man by Eight-pence in Three Hundred of Flour.

It is not to be wondered at, that those who have been long in the lucrative Trade of being Factors to the *English* Flour Millers (by which Factorage so many fair Fortunes have been made in the City of *Dublin*) should look with an evil Eye on those Acts of Parliament, since, that (to them beneficial) Branch of Trade is never likely to be regained but by repealing, or altering those Acts, and thereby putting a Stop to Tillage, and laying *Dublin* again under the Necessity of depending on *England* for their Corn and Flour.

That the Public may compare the Letter to Mr. *Faulkner*, with the foregoing Observations, it is thought proper to re-print the same here.

To Mr. FAULKNER,

SIR,

I Remember, about Two Years since, that several Gentlemen, eminent for a generous Zeal in favour of Agriculture, and the Prosperity of their Country, upon taking into Consideration an Act for

for better supplying the City of *Dublin* with Flour, had conceived some Doubts concerning its Utility. However, it was agreed upon that their Enquiries should not be pursued, and that the Affair should be dropped for that Time, in order by a further Trial to obtain more certain and convincing Proof of its Effects.

This interesting Subject, I find, is once more revived; therefore it may not be improper to throw out a few Observations, which may serve to point out such Defects and Inconveniencies as chiefly merit Attention, and perhaps animate others, possessed of superior Knowledge, to give the Public more ample Instruction in a Matter allowed to be of the greatest Importance.

As the Law stands at present, a Bounty is granted of Three-pence Half-penny per Hundred on Flour every five Miles after the first Ten nearest *Dublin*, by which Means the Farmer who is so unfortunate as to be situated at or within Ten Miles of *Dublin*, is totally excluded from the Benefit of the Bounty, whilst he who is at a Distance is actually enabled to undersell him, from the excessive Liberality of the Premium to which he is entitled; and the greater the Distance, the greater the Profit. The obvious and direct Tendency of all which is, to tempt the Farmer to remove to the greatest Distance possible from the Capital; a Species of Conduct resembling that of a Nobleman, who should choose to place his Garden at the Extremity of his Estate, several Miles perhaps from the Mansion-house, and be at a great additional Expence of Servants and Carriages to bring the daily Supply for his Table, rather than situate it in his own Domain, whence he might command *it with much less Cost*, and more Convenience.

Flour

Flour is a Commodity which cannot, without very considerable Expence and Difficulty, be transported from one Place to another; is it rational then, in order to supply the Metropolis, to invite the Farmers and Millers to make Choice, by Preference, of the most distant Situations? Besides that, it renders the Supply much more uncertain and precarious. But allow me to form a Supposition, that the inland Navigations should ever be completed; pray to what Purpose? Must not the present Law for ever operate in Contradiction to them? Thus whilst the Roads will be crouded and embarrassed with Horses and Carriages, the Canals will lie neglected and unoccupied.

The great Increase of Expence to the Public ought not to be unnoticed, especially too as the Benefit proposed is confined solely to the Capital, and not diffused equally and impartially through all Parts of the Country, though the whole kingdom contributes to support the Charge. *But this, in all Probability, must in a few Years occasion such a Drain on the Exchequer, as will indisputably extort a Remedy.*

If the Encouragement and Extension of our Agriculture was intended, how inadequate the Scheme is for the Accomplishment of that salutary Purpose, may be observed from hence, that no distinction is made between Flour manufactured from foreign Corn, and that from our own home Produce; consequently the Miller is induced to procure it from all Parts of the World where it may be had cheapest, and of course the most ordinary in Quality will generally get the Preference; and thus, instead of alluring our Tenants to apply to Tillage, they will be rather checked in their Progress, by perceiving that their Expectations of Profits are perpetually liable

liable to Disappointment; for by Means of an Importation of foreign Wheat, the Miller will have it in his Power to bring them to his own Terms. — To set some other Inconveniencies in the clearest Light, let me suppose that I am Proprietor of a Mill at *Kinsale* or *Cork*; I direct my Correspondent in *Dublin* to be ever on the Watch for favourable Opportunities, and when great Quantities of Grain happen to be brought to Town, and that it consequently becomes cheap, to sweep the Markets entirely, and transport it all to me by Sea; the Freight at most amounts to Ten Shillings per Tun of Twenty Hundred; it is afterwards ground into Flour, and sent up by Land-carriage to *Dublin*, for which there is received Six Pounds Eight Shillings and Four-pence per Tun Bounty; deduct Four Pounds for Expences on the Road, and Ten Shillings Freight, and there remains very near Forty Shillings neat Profit on the Carriage alone *. — And has not this been actually put into practice? Has not Corn been purchased at *Drogheda*, and sent by Sea almost round the Kingdom, to Mills situated at a great Distance from *Dublin*? Has not Corn been purchased in the Capital, transmitted by Sea to a remote County in the North, there made into Flour, and then sent up by Land to *Dublin*? although in that popular Country, and the Seat of our principal Manufacture, Bread was at that Time dearer than in the Capital. So great are the Profits resulting from the Bounty alone.

* Last Sessions of Parliament Mr. *Gladwell* said, that a Car Load of Flour of Seven Hundred and a Half from *Cork*, received a Bounty of Two Pounds Eight Shillings, and that the Hire of a Car from thence he reckoned at One Pound Twelve Shillings; therefore the Bounty over pays the Carriage Sixteen Shillings, which amounts to more than my Computation.

Another

Another Objection arises still; no Care has been taken to distinguish the Quality of the Commodity which is the Object of the Bounty; the worst Flour is equally entitled to the Premium with the best; the Consequences of which are obvious, and accordingly, as I am well informed, a considerable Part of the Flour brought by Land-carriage from the distant Counties, is in general of such indifferent Quality, that it does not sell for more than Seven or Eight Shillings per Hundred, at a Time that the best Flour at Market will go as high as Fourteen Shillings. So that the Public has frequently paid Six Shillings and Five-pence per Hundred for the Carriage of Flour from *Cork*, that, on its Arrival in *Dublin*, would sell for very little more than the Premium, which, I presume, will be deemed much too high a Purchase for any Supply to come in this Channel, and seems to me the more exceptionable, as the same Flour might come *by Sea* to the Metropolis, at just *one thirteenth Part of the Expence, or Six-pence per Hundred*, as I have already shewn.

The Security of the most populous City in the Kingdom against the Distresses of Scarcity and Famine, though apparently so, was certainly not the principal Advantage intended by this Act; it has rather been generally understood, that its Views were extended to Purposes still nobler; namely, to introduce Tillage into the remote uncultivated Parts of the Kingdom, to create Industry in its Inhabitants, and increase their Numbers, consequently, to enhance the Value of Estates. But as it is much beyond the Limits of human Abilities to foresee all possible Consequences, the wisest and best Contrivances are subject to great Deficiencies, and their Advantages and Disadvantages can never with Certainty

tainly be determined but by Experience alone: To the Decision then of Experience we desire, in the present Case, to appeal; and from entering into a few more Considerations, it seems to be clearly demonstrated, that this Law is not only insufficient to promote its favourite Purpose, but is in an eminent Degree subversive of all those Principles that have hitherto been esteemed the most established and successful towards the Encouragement and Support of Agriculture.

The Wisdom of our Sister Kingdom suggested the Expedient of a Bounty granted on the Exportation of all Sorts of Grain; this was proposed soon after the Revolution, has been continued ever since, and is at this Day granted at the Rate of five Shillings per Quarter on Wheat. Perhaps in the whole System both of antient and modern Policy, no Contrivance ever merited equal Admiration; so simple, yet so powerful, so adequate to its End, so important and beneficial in its Consequences. But it is unnecessary here to enter into a Detail, or to offer any direct Proof of these Assertions, it is sufficient just to remark that the Rise of Lands followed immediately, and that by the most refined and judicious Writers on Politicks, it has been ever since esteemed one of the principal Causes of the Grandeur and Prosperity to which Great Britain has at this Day arrived.

A Bounty formed on a Plan similar to that of England, was long the ardent Wish of all the sincere and zealous Friends to this Country; at length a Bounty has been obtained, and perhaps as considerable a one as in our Circumstances and Situation could reasonably be hoped for; and on this occasion I cannot help declaring, that the Gentlemen who assisted in procuring it, deserve the warmest

est Gratitude, and the highest Honours the Public can bestow. As it stands now, when Wheat falls to Fifteen Shillings per Barrel, two Barrels, that is, a Quarter of Wheat weighing Forty Stone, is entitled to a Bounty of Three Shillings and Fourpence.

But what shall be thought then of the Policy of that Law, whose immediate Tendency, in direct Opposition to this, lavishes a Bounty of no less than Nine Shillings and Eight-pence per Quarter on foreign Corn imported into this Kingdom, under certain Restrictions indeed, but such as can never subject the Trade to the smallest Check or Difficulty? All Vessels coming from any Part of the World whatever, may unship their Cargoes in any Port of *Ireland*, and would certainly prefer doing it in any other Port than the Port of *Dublin*, and after the Corn is ground into Flour, it can be sent by Land Carriage to the Capital. It has before been shewn, that there is a Profit on the Carriage from *Cork* of Two Shillings and Five-pence per Hundred, or thereabouts; and if I suppose that every two Barrels of Wheat should produce Four Hundred Weight of Flour, good enough to obtain the Bounty, it amounts precisely to the above-mentioned Calculation. When this comes to be more generally known and understood, its fatal Effects on the Infancy of Agriculture will be fatally felt, and will probably occasion a considerable Decline in the Rents of Lands. But lest some People should think this Evil, as pointed out here, so enormous and extravagant that the Account must be highly exaggerated, give me Leave to say, that I have been well assured the Fact has actually happened, and that when the Markets have been high in *Dublin*, and at the same Time Corn in the Foreign ones
too

too dear for the Merchant here to import, the Dealer living in the other Ports of the Kingdom found it his Interest to import large Quantities, which being made into Flour, and transported by Land hither produced a Profit sufficient to gratify his utmost Avidity. To make this clearer, let me suppose an Instance: Wheat shall be Forty-two Shillings per Quarter in *Dublin*, but the Merchant here cannot import it under Forty-four Shillings; therefore his Hands are tied up; at *Cork*, however, his Brother in the Trade can import it at the same Price, viz. Forty-four Shillings; and by the Assistance of the Bounty which is Nine Shillings and Eight-pence, can sell it in Flour in *Dublin* at a manifest Profit of Seven Shillings and Eight-pence; nay, he can afford to pay the Foreigner Fifty-one Shillings per Quarter, and still have a Profit of Eight Shillings secured to him.

Upon this Head of Importation, I could point out other Objections which are much more striking; but they are in themselves too delicate, and too secret, to be Subjects proper for Examination in a public Paper. In whatever Light what has been said may appear to different Understandings, or whatever may result from the Competition of various Interests, I hope the Parties will not be liable to the Application of what I have seen represented on some Occasion or other, in a humorous Print, where, whilst one Party is eagerly pulling the Cow by the Horns, and the other as eagerly by the Tail, the Foreigner all the while sits milking her in great Tranquillity.

