American
And Commercial Daily Advertiser.

FRIDAY, MAY 12, 1826.

PUBLISHED EVERY MORNING BY
DOBBIN, MURPHY & BOSE,
Publishers of the Laws of the Union,
NO. 2 SOUTH GAY STREET, BALTIMORE.

THE LAUNCH.—At an early hour yesterday morning, the tide of population was seen moving towards the north eastern extremity of Fell's Point, attracted by the promised spectacle of the launch of the splendid frigate erected at the ship yard of Mr. JAMES BEACHAM. Crowd followed crowd in quick succession along the different avenues, and at half past ten o'clock, the hour designated for the launch, it is believed there were about forty thousand persons assembled at various points within view of the frigate. The hills which rise like an ampitheatre from the north and east sides of the sweeping curve with which the river is here indented, were covered with spectators, and presented a most enlivening and beautiful sight. Many, for the sake of a nearer view, took their stations in the ships, steamboats and other vessels anchored in the river, while thousands of others preferred a still nearer position in the ship yards and on the neighboring wharves. At about a quarter past ten, the removal of the *shores*, or outer supports of the ship, was commenced; when this was effected, a formidable attack was made upon the blocks upon which the keel of the ship rested, and these were soon withdrawn. The immense fabric now rested solely on the *ways*, the upper extremities of which were held together by bolts. As soon as the extremities were sawed off, the ship moved towards her destined element with an easy and gradually accelerated motion, and having made one plunge of obeisance to old Neptune, rose majestically upon the water, amidst the shouts and admiration of the assembled thousands. We believe that a more beautiful and better managed launch has never been made. There was not the least hesitation or check in her movement, and not an inch of copper was removed in her passage to the water. Mr. BEACHAM, the enterprising and skilful architect, is entitled to the highest praise for the excellent precautions taken to prevent accidents, which are of such common occurrence upon occasions of this kind. Not the slighest injury befel any one during the launch, although there was no little difficulty encountered in keeping the spectators at a proper distance.—It is worthy of remark that the launch took place within a few minutes after the hour specified—another evidence of the masterly manner in which the whole affair was conducted. We should not omit to mention that in every part of the assembled multitude, the most perfect propriety of conduct was evinced—and all retired from the scene with apparent satisfaction. After the launch, upon the invitation of the architects, a number of gentlemen partook of an elegant collation prepared for the occasion.

This truly noble ship, which, we observed, was named the "*Baltimore*," is of the largest class of frigates—she rates forty-four but will carry *sixty-four* guns. Her measurement is about 1800 tons. From the keel, upwards, she has been built in the most faithful and workmanlike manner, and her frame and timbers, being of live oak and cedar, insure the greatest strength and durability. Her model, including the modern valuable improvement of the eliptic stern, is of the most beautiful and approved proportions; and thus, by the admirable combination of strength and beauty which she presents, is rendered in all respects equal to any vessel of her class in this or any other country. The "Baltimore" is a specimen of the ability, skill and faithfulness of the naval architects of our city of which every Baltimorean may justly be proud; and we feel assured that in whatever quarter of the globe she may be seen, she must command admiration. With ourselves the only cause for regret is, that so fine a ship should not bear the *stripes and stars* at her mast head—that the mechanics of Baltimore have not an opportunity to exercise their talents and skill in the construction of such vessels for the navy of our own country.

Communication.

THE FRIGATE.

"So stately her bearing, so proud her array,
"The main she will traverse forever and aye.
"Many ports will exult at the gleam of her mast!"

No incident was ever witnessed, exciting so much interest, and attracting so large a crowd, that passed off with more universal satisfaction and more entire exemption from evil and accident, than the passage of this noble Frigate to that element on which she is destined to display the superior skill and workmanship of Baltimore mechanics.

The countless mass of spectators that covered every wharf and every ship in the port, and all the surrounding hills, strongly reminded us of the approach of the Nation's Guest, the good and great Lafayette, and by the force of this pleasing association, a deeper interest was imparted to the scene.

Many large yet select parties were indebted to the liberal arrangements of individuals for opportunities of enjoying a perfect view of the launch.

Of these parties, it was my good luck to be of a numerous one of ladies and gentlemen that was indebted to *Capt. Dunbar* of the fine ship Young Phœnix, and to the known taste and providence of COL. THOMAS, not only for a perfect view of the ship as she glided from her cradle to the deep, but for an elegant and sumptuous collation for the whole party. The whole entertainment was relished with greater zest, as it was enlivened by the music of the excellent band of the Fifth Regiment, which, by volunteering for the occasion, added much to the pleasure of the party.

On retiring after the collation, the company drank the health of Capt. Dunbar, under a grateful sense of his civilities. In return, alluding as is supposed, more especially to *beauty* on board, Capt. D. observed, that he was happy to have contributed any thing to our convenience, but was sorry to lose, so soon, the richest cargo with which his ship had ever been freighted.

On the opposite side of, and near to the Launch, Mr. E. J. COALE had provided by the most extensive and happy arrangements, for the circle of his friends, which is known to be most deservedly a very large one.

The report of the trustees of St. Peter's Free School shall appear tomorrow.

It appears that on the capitulation of the Castle of Callao, only about $4000 were found in the treasury, General Rodil having previously placed all his money and effects on board the British frigate Tartar, which vessel, by the terms of capitulation, was to convey him to Gibraltar. The loss of troops during the siege, of the Patriots, was estimated to be about 7000, and of the Royalists 3200; the Royalists had eaten up all the horses in the castle, and had eaten human bodies before they surrendered.

CUBA.—We learn from the New York Daily Advertiser, that the governor of Havana published a proclamation on the 18th April, prohibiting the importation of "all books which oppose the Catholic religion, the royalty, rights and prerogatives of the sovereign, or which in any other manner defend the rebellion of vassals or nations." The masters and owners of vessels, as well as the proprietors of such property, and of immoral books, &c. are rendered responsible, and will be required to pay triple the value, if it does not exceed two hundred dollars.

Gabara, Manzanilla, Guantanano and Baracoa are to be opened to foreign commerce, and fortified for the protection of the harbors. This measure is adopted to bring out the valuable productions of the country near them, and for the discouragement of smuggling.

Counterfeits.—Five dollar bills of the Bank of Geneva, (N. Y.) are in circulation, so accurately executed as to render detection difficult by the best judges. They are of the letter A.

GEN. SMITH'S SPEECH.—We have the satisfaction to lay before the readers of the *American*, the able and luminous speech of our faithful representative, General SMITH, delivered in the Senate of the United States on the 18th ult. The subject under discussion was the report of the Committee of Commerce of the Senate, unfavorable to the memorial of the merchants, ship owners and manufacturers of Baltimore, praying the abolition of certain discriminating duties.

MINISTER TO GREAT BRITAIN.

The Senate on Wednesday confirmed the nomination of Mr. GALLATIN, as Envoy Extraordinary and Minister Plenipotentiary to Great Britain.

The Senate likewise confirmed the nomination of Captain CHARLES MORRIS, of the Navy, as one of the Board of Navy Commissioners.

Theatrical Benefits.—The benefits of this season, have, as yet, not proven as profitable to the performers as might have been expected from the theatrical taste which has prevailed during the present season. Mr. Jefferson cleared about $3 or 400; Mrs. Burke, 40; Mr. Wemyss, 80; Mrs. Duff, 150, and Mr. Duff, 300.—*Philadelphia Journal.*

Extract of a letter from Washington.

A treaty with Denmark was confirmed by the Senate on Friday. A Senator told me that it is made in terms of liberality and perfect reciprocity, assuring a free and open commerce, and relieving our merchants from the payment of any higher toll, when their ships pass the sound, than is paid by the most favored nation, (Great Britain.) It also gives security to the property of our citizens in St. Croix, as well whilst resident there, as to their heirs.

Arrangements have been made for cutting a street fifty feet wide from Maiden-lane to John street, upon which is to be erected an Arcade, or in other words a range of stores on each side of this street, intended for dry goods and fancy articles, with a pavement of fourteen feet wide in the centre, for foot passengers only. The Burlington Arcade, in London, has been found very convenient. It is roofed the whole extent, and the centre pavement is flagged, and raised a little higher than the street, with iron gates at each end.—*N. Y. Daily.*

Indian Murders.—We are informed by a gentleman who arrived here on board the steamboat Mexico, on the 8th inst, from Prairie du Chien, that on the 22d March, about 9 miles above Fort Crawford, Mr. Mitod, his wife and three children, were murdered by a party of Indians, supposed to be the Winebagoes.—Not satisfied with the lives of the unfortunate victims, they burnt the camp with a part of the dead, and committed on the body of the murdered female, who was in a state of pregnancy, deeds of savage barbarity, too shocking to be related. Mr. M. it is believed, made a manly defence, as two of the *savages* were buried the next morning after the occurence, supposed to have died of their wounds.—*Missouri Adv.*

Getting Wet.—This accident is at all times less frequent in towns than in the country, especially since the use of the umbrella has been introduced.

When a person is wet he ought never to stand, but to continue in motion till he arrives at a place where he may be suitably accommodated. He should strip off his wet clothes, to be changed for such as are dry, and all those parts of his body which have been wetted well rubbed with a dry cloth. The legs, shoulders and arms, are generally the parts most exposed to wet: they should, therefore, be particularly attended to. It is almost incredible how many diseases may be prevented by adopting this course. Catarrhs, inflammation, rheumatisms, diarrhœs, fever and consumptions, are the foremost among the train which frequently follow an accident of this kind.—*Med. Int.*

Spanish Ladies.—The dress of the Spanish lady is remarkably elegant, and generally adorns a very perfect shape. Black is the universal color, and the robe is most tastefully worked and vandyked. A mantilla, or veil of black silk or lace, and sometimes of white lace, is thrown over the head, and leaving the face uncovered, falls gracefully over the head, and is confined at the waist by the arms of the wearer. They are both expensive and particular in dressing their feet with neatness, and their little shoes fit closely. The large black eye, the dark expressive glance, the soft blood tinged olive of the glowing complexion, make the unwilling Englishman confess the majesty of Spanish beauty, and he feels that though the soft blue eye, and delicate loveliness of his own countrywomen awake more tender feelings of interest, he would deny or dispute, in vain the commanding superiority of these dark eyed and fine formed damsels.

MOORISH LADIES.

Foreigners seldom have an opportunity of seeing the Moorish women, but from the few furtive occasions that have fallen to my lot, the reports of foreign ladies resident here, and the extraordinary beauty of their children, I am inclined to think that they may vie with any other in point of personal charms. Their principal characteristics of beauty are elegant forms, large dark eyes, long eye-lashes, and fine teeth; but the beauty which is most prized in this country, is that of excessive corpulency. The Moorish women, however, as they arrive very early at maturity, being often married at twelve years of age, fade equally soon; I am informed that their finest women are completely in the wane of their beauty at 25, when they are often grand-mothers; this may be in a great degree owing to the excessive use, or rather abuse of the steam bath.
Shaler.

The Giant.—Monsieur Louis, very properly called the French giant, received company on Saturday last, at the Gothic Hall, Hay market. His public exhibitions commenced this day. M. Louis is an uncommonly fine young man; he is 7 feet 6 inches in height—muscular and admirably proportioned; his strength is extreme. He speaks English fluently, is very polite, fond of conversation, and like most of his countrymen, is *toujours gai*. When addressed by him, the visitor forgets the amazing difference between his own size and of his host. To produce this effect, two causes conspire; the ease of the giant's deportment, and the fine proportion of his person, but when both approach a large looking glass, which it placed in the apartment, the visiter recoils, with affright not from the giant, but from the reflection of his own comparatively pigmy figure. The sense of magnificence is so strong at first, that every one feels displeased; a moment's consideration, however, dissipates our anger—the wound inflicted upon *amour propre* is healed; and our own suffering compensated by beholding the ludicrous offence taken by each succeeding spectator. A small horse kept in the same apartment, places the contrast in a still stronger point of view, as when he trots between the legs of M. Louis, the Liliputian cavalry, and Lemuel Gulliver occur at once to the imagination.—*London paper.*

If England manufactures 150,000,000 lbs. of wool each set of cards, consisting of 2 or 3, according to quality of wool averaging about 15,000 lbs. per year, and employing 10,000 sets of machines, she gives direct employment to more than 600,000 people, with immense improvements in machinery, about 10,000 Ropers, 3000 Engineers, 5000 Wool Sorters, 2 or 3000 Dyers, 30,000 finishers, 30,000 Spinners, about 100,000 Broad Weavers, besides others and the numerous women and children, in the various branches of this immense business.—*Salem Gaz.*

A Breach of Promise, or a Remarkable Escape.
FROM THE DETROIT GAZETTE.

Mr. Editor: You will much oblige me, and perhaps be instrumental in saving others from the predicament into which I have been led, by a fickle fair one, by giving the following facts a place in your Gazette.

Not many months since I paid my addresses to a young woman, living with and under the guardianship of Mr. J. Steinbach, in the vicinity of Baby's Creek. I am free to say that I believed the young woman virtuous and consistent, thought she would make a good wife, and was happy in the reflection that I was not indifferent to her—as she acknowledged herself willing to unite her destinies with mine, and actually agreed to a day fixed on for our marriage. A license was obtained agreeably to law; the day arrived—we were to have been married by the Rev. Mr. Hickox, who attended agreeably to request—but no bride came! The young lady had changed her mind—and without giving me the least intimation of her intentions, she had "*made herself scarce*," having left the house of her guardian early on the morning of the day fixed for our marriage.

As some misrepresentations have been set afloat respecting the above transaction, I have been induced to detail the facts relating to it. I know not whether to attribute the conduct of my *intended* to the persuasions of officious persons, or to the suggestions of her own mind. Nor, indeed, do I know whether I had better rejoice at my escape from the noose, or lament over the loss. Being a young farmer, and having no time to grieve, I must content myself by believing that I am rather fortunate than otherwise.

JOHN C. LANGDON.

Baby's Creek, March 13, 1826.

NINETEENTH CONGRESS—FIRST SESSION.

WEDNESDAY, MAY 10, 1826.

IN SENATE.

Mr. Smith, from the Committee on Finance, reported the bill from the House of Representatives, making appropriation for compensation and mileage, without amendment, and it was ordered to a third reading.

Mr. Smith also reported the bill making appropriation to carry into effect the treaty concluded with the Creek Nation without amendment.

The following resolution, offered yesterday by Mr Woodbury, was taken up and agreed to:

Resolved, That the President of the United States be required to cause an assay to be made of the gold and silver coins of all foreign nations, whose coins are known to circulate, or be in use, in any part of the United States, and to cause a report, distinguishing the respective dates of their coinage, to be made to Congress, at their next session, of the actual weight of each of those coins; the fineness, alloy, and component parts of each; the current and nominal value of each; the actual value of each, according to the standard and denomination of the coins of the United States; and the rate at which, each might justly be made a legal tender.

ILLINOIS CANAL.

On motion by Mr. Hendricks, the Senate resumed the consideration of the bill to grant a certain quantity of land to the state of Illinois, for the purpose of aiding in opening a Canal to connect the waters of the Illinois River with those of Lake Michigan. The amendment yesterday proposed by Mr. Kane being under consideration, the amendment was agreed to, and on the question of its engrossment for a third reading, it was determined in the negative by the casting vote of the chair.

Yeas 17—nays 17.

So the bill was rejected.

JUDICIARY BILL.

On motion by Mr. Van Buren, the Senate proceeded to the consideration of the report from the committee on the Judiciary, on the resolution of the House of Representatives, asking a conference.

The question was then taken on agreeing to the resolution proposed by the Judiciary committee, and it was decided in the affirmative, by yeas and nays, as follows:

Yeas 24—nays 13.

The Senate went into executive business for a short time, and when the doors were opened, the bill in relation to the Indiana canal was taken up; and after some observations from Mr. Hendricks, Mr. Holmes, Mr. Woodbury and Mr. Berrien, the bill was laid on the table, with a view to have the amendment offered by Mr. Hendricks printed. The Senate then adjourned.

HOUSE OF REPRESENTATIVES

Mr. Marvin reported "a bill for the relief of the proprietors and publishers of the New York Daily Advertiser, and the New York American, (for remmitting the duties on a press imported by them)," which was twice read and committed.

Mr. Dwight, from the committee of Ways and Means, reported a bill "to refund the moiety of the forfeiture upon the schr Volant;" which was twice read and committed.

Mr. Forsyth, of Geo. submitted the following:

Resolved, That the following protest presented by the Representatives of the state of Georgia yesterday, be entered on the journal of the House. [Here followed the protest, as already published.]

On this motion a short debate arose—being in substance the same as that which took place when the protest was first read.

Mr. Webster made a number of remarks tending to shew the inconvenience of the practice of recording protests, should it become prevalent, and referred to the only two precedents extant.

Mr. Forsyth stated the difference between a protest of an individual member or a minority, to record their own opinions, and a protest by the united delegation of a state, for the purpose of saving the rights of that state.

Mr. Cary, of Geo. defended, at considerable length, the propriety of the protest, and of its being placed upon the journal of the House.

The question was then taken, and the resolution was adopted—ayes 82, noes 61.

The several bills yesterday ordered to their third reading, to-day, were accordingly read a third time, PASSED, and sent to the Senate for concurrence.

REMARKS OF MR. SMITH OF MD.

In the Senate of the United States, on the subject of *discriminating duties.* April 18, 1826.

The Senate proceeded to the consideration of the report made by Mr. Lloyd, from the Committee on Commerce, unfavorable to the petition of certain merchants, ship owners, and manufacturers of the City of Baltimore. The memorialists set forth, "that Great Britain having lately opened the trade of her North American and West India Colonies, insomuch that not only are almost all articles admitted, but the trade of those colonies is accessible to all parts of the world, on far more favorable terms than those now enjoyed by merchants of the United States:" "They, therefore, submit the propriety of abolishing the discriminating duties of 96 cents per ton, on British colonial vessels, and of 10 per cent additional on the duties on their cargoes, and of admitting British vessels, from whatever ports, on the same terms as the vessels of the most favored nations."

The Committee of Commerce, on the 31st March, made a long report on the subject, comprehending an argumentative and historical view of it, to shew the inexpediency of legislating on the subject, and concluding their report as follows: "From all these views, which might be extended, and from the Committee having reason to believe, that an adjustment of the commercial intercourse between the United States and the British Colonial possessions forms one of the special and prominent objects which have been committed to the Minister of the United States at the Court of London; that a corresponding desire to arrange it on a satisfactory footing appears to exist on the part of the British Government; and that the negotiations respecting it are expected to come to a definitive issue, before the next session of Congress; the Committee although fully agreeing with the memorialists in the wish to cultivate and extend the trade in question, which they trust may be done to the mutual advantage of the parties concerned in it, are still unanimously of opinion, that it is not expedient, at this time, to legislate on the subject; and therefore, ask to be discharged from the further consideration of the memorial."—The Report having been read—

Mr. Smith, of Maryland, addressed the Chair as follows:

Mr. President: The motion is to discharge the Committee of Commerce from the further consideration of the Memorial of the Merchants of Baltimore, which prays that British ships may be admitted from the Colonies of Great Britain, on payment of the same duties of tonnage and impost as are levied by law on the vessels of the United States.

That subject had engaged much of my attention during the recess, and I had come to the conclusion, that the United States had acted against its own interest, in not having declared the Colonial trade in British ships free of discriminating duties; and soon after the commencement of the present session, I had conversations with the Secretary of State and the President on the subject.

I believe, Mr. President, that there is no difference of opinion; that all who have considered the subject, agree "that our discriminating duties ought to be repealed," as far as they relate to the subject before us; the only difference is *the manner*. The Committee of Commerce think it better to be done by negotiation. Others think that it can be effected by an act of Congress, which shall meet at once, and *without delay*, the very liberal offers of Great Britain, made by her act of Parliament of the 27th June, and her two acts of the 5th July, 1825. In this last mode I most fully concur; we know what we mean when we act by law. All the branches of the Government then concur, and our acts go into execution without delay. Whereas, if we wait for negotiation, we know not whether instructions have yet gone, nor when the negotiation will terminate. Of this we are certain, that a convention, if made with Great Britain, could not be acted on by the Senate before the next session; in the mean time, our Merchants are paying to the Colonial Treasuries from fifty to sixty thousand dollars per annum. On whom does this tax fall? On the Agriculturists: for the Merchant must charge what he pays on his commerce; and every charge of the kind must be a deduction from the price of the articles he purchases. It is that great interest of our country, that we are most particularly bound to protect and assist. The farmer and planter, at this time, require every aid that can be given, by lessening charges that may exist, and by reducing the duties on such articles as enter into the consumption of every family, and thereby lessen their family expenses. The middle, or grain-growing States, have *now* few markets for their produce, and the demand is small. It is my duty to attend particularly to that interest—in doing so, on the present occasion, I shall also, (if I succeed,) facilitate the merchant and ship owner in their occupation.

Mr. President: Before I proceed to take a general view of the subject, I think it best to examine the report of the Committee of Commerce. I have very seldom differed with the very able chairman of that committee on commercial subjects. In fact, we do not now differ on the general subject. We only differ as to the best mode of obtaining the same object.

The first point made in the report is, "that a just reciprocity does not exist," "inasmuch as our merchants must pay the colonial duties in *cash*, whilst the British merchants have a credit of six and nine months on the duties on their cargoes arriving in the ports of the United States."

Those, sir, are municipal regulations adopted by each nation for its own convenience, and against this difference we have never complained. Great Britain has always exacted cash for the duties imposed by her. But in cases where the duties are very high, she has (to facilitate the importation) given the privilege of depositing the article in the public warehouses, (as for instance, Tobacco,) paying only the duty thereon, as drawn out for consumption.

Her warehousing system has been extended in like manner by her late acts, to the free ports of her colonies, to which a free trade has been opened for our produce and *our manufactures*, (with a few exceptions which I shall notice,) on which the duties may be paid, or they may be deposited in the public warehouses, where they may remain for two years—no duty payable unless drawn out for consumption; during that period, they may be sold, either in whole packages, or opened and sold in such parts as may best suit the purchaser, for making up an assorted cargo for the new states. This mode gives a great facility to commerce; and may induce our own merchants to make up their cargoes for that commerce from Jamaica. In fine, if we do not adopt a similar system, our commerce must suffer. Under our drawback system, we can only ship in the original packages; we, therefore, cannot prepare our cargoes properly for the market; if we break a package we lose the drawback, which amounts to a prohibition to the export of the articles. In fact, Mr. President, the British government are playing a great game. They understand the subject, and unless met by a similar liberal policy, on the part of other nations, they will monopolize the commerce of the world.

The second point made by the committee, is, "that bonds are required for the landing of the return cargo in a specified port of the United States."

That, sir, was the case formerly, but is not now in existence; the 16th section of the act of 5th July, 1825, designates *all that is requsite*, on exportation from the colonies: no bond is now required. [Here the section was read.]

In fact, Mr. President, the 4th section of that act permits our vessels (if our restrictions shall be removed) to export goods from the colonies, "*to be carried to any foreign country whatever.*"

The third point made by the committee, "that an export duty of 2 per cent. is imposed on the return cargo to the United States." This is an error, I presume. The late Secretary of State complained of an export duty of 4 per cent levied on goods shipped from the colonies in vessels of the United States, and not payable in British ships. That was a strong objection, if it could have been sustined. It was an error, however; at least it has so appeared to me. That act passed in Parliament many years past, at a time when no vessels from any foreign country were admitted; of course, the export duty of four per cent. could not attach to any but British subjects. It did not affect us until our vessels were admitted, and then (both parties paying the same duties) took from us all fair cause of complaint. The duty in fact fell on the planter, he got just so much less for his sugar, the price of which would be regulated by that of the neighboring islands. Jamaica protested against that export duty, as contrary to her charter; and as the reason assigned for levying *that duty*, was, that England paid the expense of the troops for the defence of the island, the Colonial Assembly agreed to pay those troops; and no export duty has since existed in Jamaica. In some of the Windward Islands, the duty is payable; in Trinidad it is not. The American will only subject himself to its payment at his pleasure; he can take the proceeds of his outward, and go elsewhere for his return cargo.—The British cannot: for, foreign sugars are not admitted for consumption in Great Britain.

The fourth and fifth points made are: "That an American vessel arriving at a bad market, cannot proceed to another Island without paying double duties, and that onerous and heavy duties, and colonial fees, are exacted."

It is true, sir, that onerous and heavy duties, and Colonial fees, had been exacted in the Colonies, and operated as stated in the report, and it is equally true, (as the report says,) that they were highly reprobated by Mr. Huskisson in his speech. That great man and his colleagues form the most able, the most wise, and the most useful administration, that has ever existed in Great Britain; they are doing great good to commerce, great and useful service to the nation, and opening the eyes of the world to the advantages of a free trade—and, sir, Parliament has freed the commerce of the colonies from almost all the shackles imposed upon it. None of those onerous duties on navigation, or Colonial fees now exist; all have been repealed, and the Custom House Officers are now paid by fixed salaries.—If we repeal our alien duties, our vessels will only have to pay the moderate duty of six cents per ton, and they will not have to pay *that*, at more than one port—that is, if they remain only 24 hours to inquire the market at one port, and proceed there from to another.

The sixth point made is, "that heavy duties are imposed on articles imported into the Colonies from the United States, when no duty is imposed on similar articles, if imported from the North American Colonies;" and the report might have added, that those articles paid no duty, if imported from Great Britain or Ireland, into the Colonies.

That point was the great cause why the U. States did not repeal (as to the Colonies) its alien duties—it was that which induced the United States to refuse to the Colonies the same free intercourse that had been accorded to the mother country. Our Government, in the negotiation, insisted, that there should be charged the same duty on the flour (to take one article) of Great Britain, Ireland, and Canada, as would be payable on the same from the United States. Mr. Canning thought it unreasonable to expect, that a duty paid on foreign produce should be charged on their own, passing from one of the British ports to another, and said, that Great Britain has the same right to complain, (but she had not) that her Colonial sugar, when imported into the United States, has to pay a most heavy duty, when the sugar of Louisiana is free from duty. Whatever, sir, of argument we might have had whilst the Colonies were considered, as such, it is now taken from us. *The possessions abroad* (as they are now called) are considered as integral parts of the British Empire, and of course, we cannot complain, that Great Britain refuses to revert back to feudal times, and exact duties on goods going from one part of the empire to another. I will, perhaps, advert to this subject in the general view I mean to take.—The fact is, Mr. President, that by refusing to open our ports (as we ought to have done) under the act of Parliament of 1822, we have lost the *monopoly* which that act gave us, and have compelled Great Britain in *self-defence*, to open the Colonial ports to all the world, and we *now* have to compete with Hamburg, Bremen, and other parts of Europe. Can we do so, if we, by our own folly, continue on our navigation the extra duty of 94 cents per ton, and the 10 per cent. additional to the duties we have to pay, while other nations pay no such charges? It is in our power, by an act to relieve our commerce and navigation from those burthens, and the sole question is, shall we do so or remain eight or nine months, until a long negotiation, on that and other subjects, shall terminate?

The committee say, that the memorialists have stated "that the colonial ports were closed in mid winter to the vessels of the United States, under the construction of an act of Parliament, of July 1825," which construction the committee say, is now admitted, even by the British authorities, to have been erroneous. The act of Parliament will best speak for itself. The act appears to me, in the most positive manner, to close the colonial ports on the 5th January, 1826.

Section 1. "That from and after the 5th January, 1826, this act shall come into and be and continue in full force and operation, for the regulating of the trade of the British possessions abroad."

"Section 4. And whereas, by the law of navigation, foreign ships are permitted to import into any of the British possessions abroad, from the countries to which they belong, goods, the produce of those countries, and to export goods from such possessions, *to be carried to any foreign country whatever*; and whereas it is expedient that such permission should be subject to certain conditions: *Be it therefore enacted*, That the privileges thereby granted to foreign ships, shall be limited to the ships of those countries, not having colonial possessions, which shall place the commerce and navigation of this country, and its possessions abroad, upon the footing of the most favored nation."

Mr. President, the U. States have not placed that commerce and navigation upon the footing of the most favored nation. In consequence, the ports of those possessions were about to be closed, but have been kept open, through the intercession of the British Minister, and the request of the officer sent out from London by the customs, until the British government shall give orders on the subject. But how are they open? Why, by our paying the enormous duty of 94 cents per ton, &c. on our vessels, and I shall not be much surprised, if they should consent that they should be kept open, by order of council, forever, on those terms. We pay to their revenue $190, when they pay to ours only ten. It is simply a financial operation.

I have been told by a high officer of the government, that the act of Parliament of 5th July, 1825, prohibits the importation of certain articles of our produce and manufactures into those possessions.

Well sir, that is true. But it is a *curious coincidence* that the U. States do, by prohibitory duties, exclude the importation of the *same articles* into the U. States. What are they? Gunpowder, Arms, Ammunition, or utensils of war. Well, sir, our duties effectually prohibit them.

Beef, fresh or salted Pork. These also are prohibited by our high or prohibitory duties.

Tea.—Well, sir, Tea is not the produce of Great Britain or her possessions abroad, and, of course, is prohibited to any foreign nation.

Fish, dried or salted, Tran Oil, Blubber, Fins or Skins, the produce of creatures living in the sea.

These are a list of the articles, the importation of which is prohibited to the British possessions abroad, and equally prohibited from importation into the U. States by our prohibitory duties. Now, sir, I will ask a question. Suppose Great Britain was to make this offer? Great Britain will repeal her prohibitions on condition that the United States will repeal her prohibitory duties: I believe I risk little in saying that the answer would be—No, we will not.

Mr. President, the chairman, (Mr. Lloyd) made an able report against the memorial of certain merchants of Baltimore, who prayed that the duty on dried fish might be reduced, to enable them to make up their cargoes for South America. Sir, Maryland could not consent to a repeal of those prohibitory duties; she has extensive fisheries. I think there are about one hundred thousand barrels of shad and herring, and ten thousand barrels of pork annually inspected in Baltimore. Not the pork of Maryland, but of Virginia, Ohio, Pennsylvania and Maryland.

I will now proceed to a more general view of the whole subject. I will take up as little of the time of the Senate as I can possibly avoid.

For a correct understanding of the causes which have intervened to check a free commerce between the United States and the British colonies in America and their West India Islands, it may not be irrevelant to revert to certain occurrences, and to make some introductory observations.

Commerce and navigation are considered by many as one great whole; but you know that they are *seperate* and *distinct* interests, however nearly allied. Commerce can exist without the nation being its own carrier, but certainly not with the same advantages, activity, or enterprise.

The Eastern States own nearly one half of the shipping of the U. States; they have little of their own produce, *comparatively*, and therefore are compelled to seek employment in the southern states, and elsewhere, for their ships. Their merchants, in consequence, look attentively to every thing that relates to navigation.

The Southern States having the great and valuable articles of export, are more attentive to commerce; it is not of such vital importance to them, whether their produce is carried by the vessels of the one or the other nation.

In the year 1802 or '3, I introduced a resolution into the House of Representatives on the principles of the act of 1815. The members from Philadelphia, and from the cities to the Eastward, concurred with me; but the merchants and ship mechanics of those cities opposed the measure unanimously. When, from Baltimore southward, it was as *generally* approved. I mention this fact to show how the two interests clashed on that occasion. The treaty of Amiens opened the eyes of the ship owners to their true interest; their ships could not get a bale of cotton, on freight at Charleston, whilst the British ships were filled immediately.

In 1815 I proposed the subject again, and an act passed with little opposition. Upon that act was bottomed the convention of London, by which, you know, that all duties, tonnage, and charges, on trade between the British possessions in Europe and the U. States, are made the same, whether in the ships of the one or the other nation: a rational trade with the East Indies was accorded, whilst the trade with the West Indies was left as it had been, restricted. In 1817, Great Britain offered their free port acts of 1805 and 1808; they were insidious and were declined.

In June, 1822, an act was passed by Parliament, opening the trade of their colonies in America and their West India Islands, to the United States, on terms more liberal than any heretofore offered, yet reserving material advantages.

In anticipation of that act, Congress "passed a law on the 6th May, 1822, "that on the President's receiving satisfactory evidence that the ports in the islands or colonies of Great Britain have been opened to the vessels of the United States, the President may declare the ports of the United States opened to British vessels trading to and from the colonies, subject to such reciprocal rules and restrictions, as he may make and publish; any thing in other acts to the contrary," &c. &c. The President issued his proclamation accordingly, dated 24th August, 1822, as a consequence of the act of Parliament referred to, by which the ports of the United States were opened to British vessels trading between those colonies and the United States, and a circular unfortunately issued from the Treasury, dated 24th Sept., following, directing that the alien duties on tonnage, and light money of 94 cents, and the ten per cent. additional to the duties imposed by law, should be levied on British vessels arriving from the colonies aforesaid. The British Government retaliated, and charged in their colonies a tonnage duty of 94 cents, and 10 per cent in addition to the duties; charges never made before. Both our and their alien duties operate solely as revenue; under which we pay ten where they pay one. The proclamation did not direct the alien duties to be charged; and the collector of Eastport did not charge them, (being advised by counsel that he could not,) until he received the Treasury circular. The treasury charged his account therewith; and Congress relieved him at the last session.

On the 1st March, 1823, Congress passed an act, reciprocating the act of Parliament, "on the condition that no higher or greater duties of imposts or tonnage were imposed on vessels of the United States, than on vessels of their own or their cargoes; and no other charges of any kind on the one, than on the other; giving full authority to the President to issue a proclamation conformably thereto." No proclamation, however, has been issued; nor any step taken, except in a circular from the Treasury to the collectors, dated 25th August 1823, which simply confirms the payment of the alien duties on British vessels entering from any of the colonies aforesaid! An open trade has continued ever since; and British vessels from these colonies are admitted into the ports of the United States under the proclamation of August, 1822, notwithstanding that the vessels of the United States are subjected to higher duties of imposts and tonnage, than are payable by British vessels.

Permit me to take a view of the act of Parliament, to see whether its operation is such as to ensure to British ships an undue proportion of the carrying trade betwenn the United States and the colonies alluded to in the act.

That act opens to the vessels of the United States certain ports in which certain specified duties are charged on articles of the United States, "whether the same be imported *direct* from the United States in British or American vessels: or *circuitously* in British vessels, from the European possessions of Great Britain." But no duty whatever is imposed on similar articles, the produce, &c. &c. of Great Britain or Ireland, or of the North American colonies. Thus the flour of Canada, Great Britain, and Ireland, and the lumber of the colonies may be imported free of duty. The duty on a barrel of flour in Jamaica, is $1 05, which is equal to the freight and insurance from any port in the United States. It is probable, however, that the freight from Montreal and Quebec may cost more.—In addition to this difference, our vessels pay the alien tonnage duty of 94 cents; a charge of about 10 cents per barrel, which, with the ten per cent. additional duty, makes a charge of 15½ cents per barrel on flour, when imported in an American vessel, more than would be payable, if imported in a British vessel from the United States. If we had not charged the alien duties, they would not have imposed their retaliation; and the only thing we could have complained of, as to that article, would have been, that the flour of Great Britain and of Canada, is admitted duty free, whilst ours paid $1 05 per barrel. Great Britain, it is known, exports little of her own flour to the West Indies, but actually supplies them with our flour, which is imported into Liverpool, and warehoused for exportation. The Canadas can only export during six months in the year, they actually export none to Jamaica.—The islands are generally supplied from the United States, either direct, or with our flour from Nova Scotia or Great Britain, *all paying the same duties.* If, then, we were relieved from the alien duties of impost and tonnage, there can be little doubt that our flour would go direct; and that 2-3ds at least, perhaps 3-4ths thereof, would be carried in American vessels. Even under all these disadvantages, it is certain that more than ten barrels of flour are exported to the colonies, in American vessels, for one in British.

Lumber is charged with duties when from the United States, and pays no duty when imported into the British West Indies from her American colonies; this gives an advantage to the Colonial vessels over those of the United States in particular kinds of lumber.—But it is a mistake to suppose that the disadvantage falls on the Eastern states only, "and particularly on Maine:" for the fact is, that lumber is exported in great quantities, from all the Southern states to the British West Indies, but particularly from North Carolina, Georgia, Alabama, and Norfolk. White pine boards and plank, it is true, are exported and in great quantities, from the Eastern states; but pitch pine, in planks and boards, shingles and staves, are exported chiefly from North Carolina, Georgia, Alabama and Norfolk. Large quantities of staves were formerly exported from Maryland, and other states, and many are still exported. The duty (Mr. Adams says) is 10 per cent. on the cost. I cannot think that so small a duty would operate very powerfully: we could not be worse off: for we have now, *not only* to pay that duty, but 10 per cent thereon; and what is more onerous, the 94 cents of tonnage duty.

Flour and lumber, are, I believe, the articles on which we bottom our complaints; Indian corn may to another; it is free of duty from Nova Scotia; none, however, has ever been imported from thence into Jamaica; indeed, I am informed that the corn of the United States is imported into that Colony for its own consumption. Our corn pays the heavy duty of twelve and an half cents per bushel, being twenty-five per cent. on its average cost, and may have been imposed to induce the Planters to continue its cultivation.

There are several valuable articles necessary to the W. Indies, which can only be drawn from the United States: the retaliation duties on which fall heavily on the merchant and cultivator. I am surprised that they are not carried by British ships alone. If, however, they are carried (as I am told they are, principally,) in our vessels, they are subjected to the heavy charge of alien duties, which might have been avoided. The articles are Rice, Indian Corn, Corn Meal, (kiln-dried) Tar, Pitch, Turpentine, Tobacco, Peas, Ship Bread, Pilot Bread, Crackers, Live stock, and Pitch Pine Boards, Plank and Timber: those articles are, with few exceptions, from the south and Middle States.

Mr. Adams (in his letter to Mr. Rush, of 23d June, 1823,) mentions an export duty in the West Indies, payable on articles permitted to be exported to the U. States, of 4 to 5 per cent. not imposed on the same when imported to the North American Colonies. He justly considered it as an additional injury to a fair intercourse. But, is such duty really charged? It certainly is not on the exports from Jamaica. I have before me an invoice of Coffee, dated 28th Nov. 1823, for account of Mr. McKim, and one of Coffee, Sugar, and other articles, for Mr. Patterson, of Dec. 1823, in which no such charge has been made; nor is any such duty in Jamaica known to any of our merchants. I have conversed with two agents from Commercial houses in Jamaica, and they say they know of no export duty except on Cocoa and Ginger, which is paid by all parties. One of them supposes that the idea of such a duty may have arisen from the following fact:

In the year ——, Parliament passed an act, imposing a tax on the Planters of 4 per cent. on all the exports from their estates. The tax was resisted by the Islands as being a violation of their charters; after much controversy, Jamaica offered, in lieu thereof, that the colony would pay the white troops employed for its defence—the offer was accepted. The other Islands being unable to adopt the compromise, have paid the 4 per cent. If on export, it must have been paid by the North American Colonies and Great Britain: for the ships of no foreign nation were admitted.

The port charges, and pilotage of vessels from the U. States, are the same in Jamaica, whether they be British or American, (except on the retaliatory duties.) British vessels from the North American Provinces, pay precisely the same port charges and pilotage as those from the United States.

It is idle for us to complain that British ships only are permitted to carry from one Colony to another—that is, to all intents, the same as our coasting trade.

Again: if Canada, Great Britain, and Ireland, were able to supply the West Indies with their own flour, on which no duty would be payable, whilst ours paid a duty, then our trade with the Islands would be less useful, but we would have no just cause of complaint; the same principle exists now: for the grain and flour of Canada are admitted into Great Britain, when the average price in the market is less than that at which the same may be imported from the United States; still we should have the supplying of the Islands with many articles, as already stated, which *cannot* be supplied from Great Britain, or any of her possessions. I cannot perceive any cause we have to fear a competition in the article of flour; or in any other article which we are permitted to import into the Colonies on the terms proposed by the act of Parliament. Let the alien duties be repealed on both sides, and our enterprize, our proximity and our articles, essential to the Islands, will do the rest. The profit to the merchant in the West India trade, is trifling; in general, it scarcely pays a moderate freight; but the trade gives employ to our vessels and seamen, and demands much of our produce. Jamaica alone consumes more than 60,000 barrels of flour, annually; and about as much is consumed in all the other British Islands. Canada (if ever able to supply,) can only do it, as I have already said, for six months in the year; and there is little danger of Great Britain and Ireland furnishing the quantity necessary for the other six months with their *own* flour. Vessels from Canada cannot make more than one voyage in the year, to Jamaica, when ours can make four or five. I can, Mr. President, see no danger from the repealing our alien duties to British vessels engaged in the Colonial trade, and hope that the Committee of Commerce will be directed to report a bill for their repeal.

Notes on the Act of Parliament, of 5th July, 1825.

Take the first and fourth sections together, and they close the ports to the vessels of the United States, unless British ships shall be admitted into its ports upon the footing of the most favored nation.

That act imposes no discriminating duty on imposts, and no duty on tonnage.

It prohibits from importation into the colonies, certain articles from any foreign country.

It admits Rum, Cocoa, Sugar, Molasses, and Coffee, from every country, into Canada and Nova Scotia, on payment of very light duties, and admits all articles into their Colonies on payment of light duties.

It admits many articles, [duty free,] into all her Colonies.

It admits [duty free] all goods from India and China.

Sec. 11. enacts—That the duties imposed prior to 18th year George III, shall continue as well as all Colonial duties, to be applied to the uses for which they were imposed; but shall not [taken together] exceed the duties imposed by this act.

It admits all articles, not specifically prohibited, to be imported into the Colonies from all nations, being the produce of the nation to which the ship belongs; and,

It permits the export from those Colonies, in foreign ships, all their produce, and such articles as may legally be imported therein, to any part of the world. See sec. 4, of act July 5, 1825.

It confines these permissions to those nations possessing Colonies, who will reciprocate, and to those having none who will place the commerce and navigation of the British possessions abroad, on the footing of the most favored nation.

If permits all goods, the produce and manufacture of the country to which the ship belongs, to be imported and deposited in the Public Warehouses, the duty to be paid only when drawn out for consumption. The packages to be opened and sold in any port that may be required.

SCHEDULE OF DUTIES.

A Schedule of Duties payable upon Goods, Wares and Merchandise, not being of the growth, production, or manufacture, of the United Kingdom, or of any of the British Possessions in America, or the West Indies, or within the limits of the East India Company's charter, imported into any of the British Possessions in America or the West Indies.

Barrel of Wheat Flour, not weighing more than 196 lbs. nett weight	$1 11
For every hundred weight of Biscuit or Bread	33 1-3
For every barrel of Flour or Meal, not weighing more than 196 lbs. not made from Wheat	55 3-5
For every bushel of Wheat	22 1-4
For every bushel of Peas, Beans, Rye, Calavances, Oats, Barley, or Indian Corn,	13
Rice, for every hundred lb. nett weight,	55 3-5
For every one thousand shingles, not more than twelve inches in length	1 55 3-5
For every one thousand shingles, being more than twelve inches in length	3 11
For every one thousand red oak Staves	3 33 1-3
For every one thousand white oak Staves or Headings	2 78
For every one thousand feet of white, yellow or pitch pine Lumber, of one inch thick	4 66 2-3
Other kinds of wood and lumber, per one thousand feet	6 22 1-4
For every one thousand wood hoops	1 16 2-3
Horses, Mules, Asses, Neat Cattle, and all other live stock, for every one hundred pounds of the value	44 44 4-9
Spirits, viz: Brandy, Geneva, or Cordials, for every gallon	22 1-4
And further, the amount of any duty payable for the time being on Spirits, the manufacture of the United Kingdom	
Wine, imported in bottles, the tun containing 252 gallons	32 66 2-3
And, further, for every 100*l.* or $444 44 4-9 of the true and real value thereof	33 33 1-3
And for every dozen of foreign quart bottles, in which such wines may be imported	22 1-4
Wine, not in bottles, for ever 100*l.* or $444 44 4-9 of the true and real value thereof	33 33 1-3