

"Resolved, That under all existing circumstances this state is entitled to ask and demand of the government of the United States the appropriation of a sum equal to the amount of the import revenue of the port of New York, to be applied to the purpose of defending the port and harbor of the said city (of New York)."

I now go to examine the ground of this resolve, and to detect the fallacy of it, by laying down a certain rule whereby to ascertain the quantity of import revenue arising from the quantity of population in any of the states, and to distinguish that quantity from the gross amount of import revenue collected in any port or entry.

The total amount of the import revenue arising from the total population of all the states is twelve millions of dollars, of which sum each state contributes a part in proportion to its quantity of population whether it imports into its own state or purchases imported articles in other states with the import duty upon them. For example:

The state of Jersey does not import anything. The eastern part of that state purchases imported articles at the port of New York, and the western part at the port of Philadelphia; and these two ports are collectors of the import revenue of Jersey which according to its population is above 400,000 dollars as being now; and the merchants of which in those purchases are made have the use of that money without investing all they pay it into the treasury of the United States.

I now come to lay down the rule for ascertaining the quantity of import revenue paid by each state, which is as follows:

As the total population of all the states is to the total import revenue of 12,000,000 dollars, so is the population of any state to the portion it pays of that 12,000,000 dollars.

The total population of all the states, according to the last census taken in 1800, was, at that time

The population of New York, 500,000.
Of Pennsylvania, 625,000.
Of Jersey, 211,000.

According to the progressive rate of population in the United States, which doubles itself in every twentieth year, and goes on, the population in 1810 will have increased one fourth, and should be

The present population of the State of New York is 725,000.
State of Pennsylvania, 750,000.
State of Jersey, 277,000.

And the total population of all the States is 6,677,000.

To find what proportion of 12,000,000 is paid by the State of New York, pay

As 6,677,000 is to the total population, so is 725,000 to the proportion of that sum, and the quotient will be

The sum of Jersey, 107,000.
Then in Jersey,

Let us assume that 107,000 is the import revenue from the State of New York, per annum.

But the case with New York is, that the exports and imports for a large part of the southern states, and also for a part of the eastern states, and this creates here a collection of import revenue to more than three times the amount of what it is in Jersey. It is this that enables her merchants, many of which are British, or British agents, to carry on trade. They sell imported articles to other states with the import duty on them, and receive that import duty either in money or in produce, large enough to make a good balance with it before they pay it into the treasury of the United States. The capitals of these merchants are made up, in a great measure, of the import revenue that falls in their laps. It is in the blunders of such men as Mr. Hale, who belongs to the federal faction of blundering politicians, that matters of this kind are brought to light. The blunders of one man often serve to suggest right ideas to another man.

The import revenue collected at the port of New York is estimated at more than four millions of dollars, about three millions of which is due from other states, and the remaining \$1,324,426 is paid by the population of New York, which, as before said, is 500,000 less than is paid by Pennsylvania.

Mr. Hale's proposed *bill to amend the constitution of the United States, respecting a sum equal to the import revenue of the port of New York, as it is the sum thereof as collected there is paid by the State of New York*, has not placed before his eyes fully as well as the importation of his proposed article, a feasible plan to prevent other people being taxed upon by such absurdities.

Mr. Hale includes his *bill of resolutions* with his *bill*.

"Resolved, That the state of this legislature, that no man, however enlightened, populous, or enterprising it may be, can maintain a republican government as a commercial nation, "with or without the protection and support of a national navy."

In the first place, this resolve is conceived in ignorance and founded on a falsehood. Hamburg has carried on a greater commerce than any town or city in the European continent, Amsterdam excepted, and yet Hamburg has not a single vessel of war; and on the other hand, England with a navy of nearly one hundred and forty sail of the line, battles, frigates, and 80 without number, is fit out by land from all the ports on the continent of Europe.

Navies do not protect commerce, neither is the protection of commerce their object. They are for the foolish and unpredictable purpose of fighting and killing each other at sea; and the result is, that every victory at sea is a victory of loss. The conqueror, after killing and destroying a part of his enemies fleet, goes home with crippled ships and broken bows. The English fire the tower guns and the French fire the Deum.

But Mr. Hale, in order to have completed his work, should have added another resolve, and that should have been about the expence of a navy; for unless the United States have a navy at least equal to the navies of other nations, he had better have none; for it will be taken and turned against her. The navy of one nation pays a tribute to the navy of another nation.

The expence of the English navy for 1805, according to the report of the Chancellor of the exchequer, in March of that year, was upwards of sixtysix millions of dollars. The portion of expence which the state of New York would have to pay as *les gènes* towards ridding what Mr. Hale calls a "respectable navy," would be eight millions of dollars over and above the import revenue of 1,324,426 dollars, and therefore Mr. Hale should have finished with a resolve to the following purport:

"Resolved, That the state of this legislature, that the farmers and landholders of the city and state of New York ought most cheerfully to pay, and this legislature has no doubt but they will pay, the sum of eight millions of dollars annually, over and above the import revenue, as the sum of this state, towards raising a "respectable navy" to fight either the French navy, the Spanish navy, the English navy, or any other navy."

As trees cannot be uprooted by a resolve of the legislature; it is not necessary to speak about the expence of a navy, and the man-

ner in which that expence is to be defrayed, because they relate about building a navy. Cost of the oil is a good maxim. Mr. Hale has begun his work at the wrong end.

COMMON SENSE.

From a New-York paper of April 2.
A respectable merchant of this town has communicated to us the following note:

As the extract given in your last paper, and in the *Advertiser* of this morning, from letters dated Leghorn on the 3rd Decr., containing certain measures that have been proposed there in pursuance of the French decree, of the 22d Nov. may cause unwaried magistrates to do what they have property there, you would perhaps like to hear a favor, and you would oblige me, by affording me in your paper a column.

"That whatever may have become since, as late as the 3d Jan. that there had been no new restrictions. Indigo is the sole of India Cottons, nor any other species of goods whatsoever. That the Hibernian letters, although it was said they were to be sent—had not then gone to Paris. That there had no order arrived from Paris to teach the warehouses, and that the English merchants (of whom there were three, who were not French citizens, which I doubt) had not returned to Sicily.

"I send these assurances on letters I have received from my agent at Leghorn to the above date, at which time they had upwards of 3,000 bales of India piece goods on hand, and they mention not a fallible about any difficulty they were likely to encounter in the sale of them, nor any new restrictions having been put on trade. Respecting the Hibernian's letter, they had procured the original of one to my knowledge, and were still in hopes of getting their other letters also, or at least copies of them. And as to the merchants, I am to instantly acquainted with them all, that I should certainly I think, have been told their names, if any of them have gone off."

REPROVABLE OBSERVERS.

The title of several days back week, has been considerably lowered in every before mentioned. Still however, it is now more than half a month since the *New-York Daily Oracle*, *Our Friends*, & the *Three Lions* have come in with carts to receive them.

Common oak wood was falling on Saturday, for 2 dollars a board, which is at the rate of 20 dollars a cord and almost every house is now without a cord.

We learn from Newburgh, that on the third instant the snow was three feet deep—and the fishing was excellent. The roads were covered with loads of produce coming to the docks from building.

A few days hence, 50 tons of breakers' coal were taken in at the port, and at one load, never unbroken, most of which were brought to our market, and 11 vere cheap. The *Commercial* charge of 11c per ton was very low for coal.

The day before, *Philip Morris* arrived. They were all aboard in sight of the harbor by the British.

Left at Bordeaux January 2d, by captain Adanion, arrived at Boston, three brothers, the *Admiral* immediately Happy Couple, Skipper, of do repairing.

The effects of the late gale have been felt at Boston. Several vessels have been damaged, & one of two.

Left at Havana March 1st, schooners Triumphant, Fallen, Baltimore, Favone, Potter, do.

Marine Register.

[FROM A LONDON PAPER OF FEB. 12.]
London has ten weeks either advanced or into a condition of stagnation. The importation of sugar into the port of London from Spain last week was 17,717 boxes.

The arrival of cotton wool have advanced a little. The importation last week was very considerable.

Cotton has become somewhat lower, as have the big.

It is butler in her dealer.

Geneva has last week been somewhat lower. The importation from Rotterdam was 121 packages.

Clover feed, both English & foreign, is lower. Clover feed higher.

The communication with the ports in the Baltic is becoming more difficult, the price of timber has advanced considerably. The Quebec timber is lower.

Verdins has advanced. Tallow, both English and French, is cheaper.

The importation of bone last week has been considerable, 9,444 bushels from Quebec, 3,26,727 bushels from Leghorn, 1,45,500 from Liverpool and Ireland; and 14,084 deer from Quebec.

Raw and thrown silk has been imported in considerable quantities, via London.

The quantity of indigo imported last week into London from America amounted to 35,000 lbs.

The East India Company has declared for file, in the beginning of March, 6,200,000 pounds of tea, and 3,000 packages of prize tea; also, 10,000 pounds of oil of cinnamon, 17,522 pounds of indigo, and 2,000 bags of saffron.

It is agreeable to observe, that our trade with the ports in the Mediterranean continues in full activity. From Leghorn we have had this week anchovies, juniper berries, mussels, oil, lamp and kid skins, and 835 lbs. of raw silk. From Medina, in Sicily, the imports are considerable.

Notwithstanding the blockade of Great Britain, which is in fact only an authorized tycoon of robbery and plunder, the importation from enemy's ports into London continues to be very great; neutrals are strictly prohibited from introducing British manufactures into any port under the authority or influence of Bonaparte.

From the ports of Spain we had last week, among several other articles, 500 gallons of olives, 717 boxes of raisins, 1656 boxes of sardines, 280 cwt. of Spanish wool.

From the ports of Holland, 354 quarters of wheat, 160 quarters of oats, and 186 quarters of peas; also, alkali root, oak bark, flax, geese, clover and onion feed, 400 cwt. mustard seed, &c. &c.

From French ports, antimony, 5449 gallons of brandy, capers, honey, prunes, lucern feed, taffeta, verdigris and 343 lbs. of French wine, &c.

LOUISIANA SUGAR.

The United States, formerly apprehended that they should want the necessary supplies of brown sugars. It is therefore, with pleasure that we learn, that the quantity of sugar made in Louisiana amounts to a full or part of our consumption. It is easy to see, that the production of our sugar will rapidly increase, to be equal to our demand. Already it is beginning to be a favor to foreign states to be allowed to import their sugars into this country. We hope to see white farmers, raising crops of sugar.

Captain Emery, of Salem, from Leghorn and Alicante, informs, that the ship Cyrus, of Bolton, was taken within three miles of the anchoring ground of Alicante, by a French privateer; the prize-master, after using every method to perfume the Cyrus' screw to wear the property was English, to no effect, intoxicated his men, who followed the ship's crew about the decks with taxes threatening to cut them down. The captain's papers were all taken from him and he was not permitted to go out of his vessel or write to his friends.

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For a Longer Paper of Mar. 22.

27th D^r.—It is a lamentable fact that there is a species of Gu's Hospital now lies on that a court. I am in St. Thomas's Hospital, Leghorn, six persons, and from an examination, lie to Leghorn, to bade, in the fair weather, and several from the parts of the country. At Battersea New-York, a few days since, a man was in the act of plucking a goose, when a mad dog came in, at all the geese and mad at her attempting to drive the dog out, he bit her legs. She was soon after seized with hydrocephalus; the Physician who attended her, opened her veins, and the went off very easily. The magistrates at Union Hall had issued circular notices to be placed, that they have given orders to destroy all dogs that may be found running about. A similar caution was yesterday published in Wallingford, where a number of persons are reported to have been bitten, some of which have been obliged to be buried alive.

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Marine Intelligence.

Port of Baltimore.

INTERD.

Schr Superior, Forbes, Vera Cruz
Nymph, Gover, Guadalupe
CLARED,

Snow Robert, Danier, Amsterdam.

From the Merchant's Cyclo-
-Hannover B.C.

March 6.

Arrived, schr Nymph, Gover, 2d class from Point Pelee (Gund) — Aug. 2d, 1805, laden with Paterson & Sons. Left through Mauritius & Greenwich, Wells, for Baltimore, under command of Captain American, Brown, of do. arrived 3 days before.

The ship Howard.—Harriet, May 1, and brig Northern Liberator, for New-York, sailed 5 days before; the former Welcome Returner for Philadelphia, seven days before. They were all seaworthy in sight of the harbor by the British.

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