

AMERICAN STATE PAPERS.

DOCUMENTS,

LEGISLATIVE AND EXECUTIVE,

OF THE

CONGRESS OF THE UNITED STATES,

FROM THE FIRST SESSION OF THE FIRST TO THE THIRD SESSION OF THE
THIRTEENTH CONGRESS, INCLUSIVE:

COMMENCING MARCH 3, 1789, AND ENDING MARCH 3, 1815.

SELECTED AND EDITED, UNDER THE AUTHORITY OF CONGRESS,

BY WALTER LOWRIE, *Secretary of the Senate,*

AND

MATTHEW ST. CLAIR CLARKE, *Clerk of the House of Representatives.*

VOLUME V.

WASHINGTON:

PUBLISHED BY GALES AND SEATON.

1832.

AMERICAN STATE PAPERS.

FINANCE.

1st CONGRESS.]

No. 1.

[1st Session.

MANUFACTURES.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, APRIL 11, 1789.

To the President and Congress of the United States, the petition of the tradesmen, mechanics, and others, of the town of Baltimore, humbly sheweth:

THAT, since the close of the late war, and the completion of the Revolution, your petitioners have observed, with serious regret, the manufacturing and trading interests of the country rapidly declining, while the wealth of the people hath been prodigally expended in the purchase of those articles, from foreigners, which our citizens, if properly encouraged, were fully competent to furnish.

To check this growing evil, applications were made, by petitions, to some of the State Legislatures: these guardians of the people, in several of the States, interposed their authority: laws were by them enacted, with the view of subduing, or, at least, diminishing the rage for foreign, and of encouraging domestic manufactures; but the event hath clearly demonstrated, to all ranks of men, that no effectual provision could reasonably be expected, until one uniform, efficient government should pervade this wide-extended country.

The happy period having now arrived when the United States are placed in a new situation; when the adoption of the General Government gives one sovereign Legislature the sole and exclusive power of laying duties upon imports; your petitioners rejoice at the prospect this affords them, that America, freed from the commercial shackles which have so long bound her, will see and pursue her true interest, becoming independent in fact as well as in name; and they confidently hope, that the encouragement and protection of American manufactures will claim the earliest attention of the supreme Legislature of the nation; as it is an universally acknowledged truth, that the United States contain, within their limits, resources amply sufficient to enable them to become a great manufacturing country, and only want the patronage and support of a wise, energetic government.

Your petitioners conceive it unnecessary to multiply arguments to so enlightened a body as the one they have now the honor of addressing, to convince them of the propriety and importance of attending to measures so obviously necessary, and, indeed, indispensable; as every member must have observed and lamented the present melancholy state of his country; the number of her poor increasing for want of employment; foreign debts accumulating; houses and lands depreciating in value; trade and manufactures languishing and expiring. This being a faint sketch of the gloomy picture this country exhibits, it is to the supreme Legislature of the United States, as the guardians of the whole empire, that every eye is now directed: from their united wisdom, their patriotism, their ardent love of their country, your petitioners expect to derive that aid and assistance, which alone can dissipate their just apprehensions, and animate them with hopes of success in future, by imposing on all foreign articles, which can be made in America, such duties as will give a just and decided preference to their labors, and thereby discountenancing that trade which tends so materially to injure them, and impoverish their country; and which may, also, in their consequences, contribute to the discharge of the national debt, and the due support of Government.

Your petitioners take the liberty to annex a list of such articles as are, or can be, manufactured in this place, on moderate terms; and they humbly trust that you will fully consider their request, and grant them, in common with the other mechanics and manufacturers of the United States, that relief which, in your wisdom, may appear proper.

A list of enumerated articles manufactured in Baltimore town, and State of Maryland, which are affected by the importation.

Ship building.

anchors, adzes, axes, hatchets, iron bolts, spikes, and all kinds of nails, scythes, (Dutch excepted) sickles, drawing knives, bits for boring pumps, carriage hoops and attire, scale beams, steelyards, spades, shovels, hoes, mattocks, pick axes, andirons, shovels, and tongs, chimney grates, iron traces and chains, thumb latches, plane irons, augers, chisels, and gouges, gridirons, curry combs, bits, and stirrup irons, smith's and hand bellows, guns and pistols, gun and pistol locks.

Copper and tin ware, including worms for stills.

Brass andirons, candle sticks, and all rough brass castings, under 100 lbs. weight, brass carriage and harness furniture.

Cordage, cables; and spun yarn, white rope, log line, and sein twine.

Ship's blocks, of all kinds.

Wrought gold jewelry, and all kinds of plated ware.

Clocks, of all kinds.

Wool and cotton cards.

All kinds of snuff and manufactured tobacco.

All kinds of ivory and horn combs.

Cabinet work, and all other wooden household furniture.

Coaches, chariots, chaises, and all other riding carriages.

Carpenter's and joiner's planes.

Spinning wheels, and all other turner's work.

Buck and sheep's skin breeches, buck and do. gloves.

Boots and shoes of all sorts, boot legs, vamps, and all kinds of curried leather.

Hats, of all sorts.

Saddles, do. cloths, girths, surcingles, cruppers, stirrup leathers, bridles, saddle bags, leather trunks, portmanteaus, valises, shot pouches, holsters, leather and velvet caps, and carriage harness.

Burr mill stones, and all kinds of wrought stone, earthen ware.

Brushes, of all kinds.

Women's stays.

Ready made clothes and wearing apparel.

Printing, writing, and wrapping paper, blank books, and all kinds of stationary.

Starch, hair powder, and fig blue.

Soap and candles.

Linseed oil.

Mathematical instruments.

Beer, ale, and porter.

Loaf sugar, chocolate.

Beef, pork, butter, and cheese.

Bar iron and nail rods, all kinds of iron castings, window glass, and all other kinds of glass ware, manufactured in great quantities in other parts of the State.

Adam Fonerden,
Thomas Peters,
David Stodder,
John Bankson,
George P. Keeports,
Ambrose Clarke,
William Wilson,
John Gray,
John McClellan,
Richardson Stuart,
J. Goulding,
Aaron Sides,
David Emmit,
Adam McLeane,
Robert Steuart,
Isaac Caustin,
George Carnaghan,
George Davy,
Standern Barry,
John McDermeit,
Joseph Rice,
Hugh Steuart,
Alexander Adams,
Gerrard Hopkins, senior,
Charles Wow,
John Martin,
Simon Brim,
Thomas Long,
William Lutzinger,
John R. Kelra,
Gabriel Gill,
John Linvill,
Larn Wright,
George Litzinger,
Patrick Mullan,
James Martin,
Samuel Messersmith,
Henry Simind,
Jacob Eberhardt,
Henry Ziegler,
John Clark,
John Breidenhersh,
Hugh Allen,
William C. Gouldsmith,
George Rothrock,
Thomas Warren,
Stephen Bahun,
Daniel Shea,
Justus Brown,
Frederick Yeiser,
Joseph Smith,
Joseph Perigo,
Daniel Carroll,
Adam Breitenodes,
John Crossmug,
David Evans,
Elijah Evans,
Aaron Mattison,
Samuel Moore,
James Mattison,
William Mattison,
Peter Bond,
John Gatt Scholt,
Samuel Smith,
John Smith, jr.
Charles S. Weesenthaly,
Dumeste & Bentalou,
Daniel Diffenderffer,
Eng'd Yeison,
F. Lorane,
Frederick Wille,
William Hawkins,
Joseph Donaldson,

John Lyons,
Alexander Robinson,
Cyprian Wells,
Andrew Drebert,
E. Murray,
George Lindenberger, jr.
John Mackenheim,
Nicholas Mackenheim,
Adam Garty,
William Graham,
Joseph Justis,
William Ball,
John Dickson,
E. Solomon,
Thomas Dickson,
William Dickson,
Frederick Kemmelmeier,
John Ross, jr.
Thomas M'Crory,
Samuel Davidson,
Baltzer Shaiffer,
William Hutton,
George Rien,
James Hutton,
John Reily,
Sheppard Chusek,
Robert Mickle,
John Usher,
William Thompson,
W. Markell,
John Alter,
H. F. Delaporte, senior,
F. Delaporte, jr.
Conrad Disher,
Michael Hauck,
John Brown,
James Calhoun,
J. & L. Solomon,
Alexander Coulter,
Peter Leret,
Aaron Levering,
David Stewart,
Haus Cluevey,
Michel Delmoser,
Peter Will,
John Dixon,
Marius McCausland,
Simon White,
Christian Drebert,
G. & J. Tillinghast,
Christopher Raborz,
Richard Burland,
Edward Pannell,
Thomas Patterson,
John Kitten,
Alexander McKim,
John Gordon,
Andrew Aitken,
John Shultz,
George Parker,
George Dazen,
Jacob Welsh,
Jacob Knal,
Benjamin May,
John Robison,
Gilbert Bigger,
James Rice,
Jacob T. Towson,
Richard Rutter,
Nathan Levering,
George Aiken,
Thomas Sadler,
James H. McCulloch,

Thomas Hollingsworth,
Samuel Hollingsworth,
David Brown,
Peter Facharie,
John Streiker,
M. Eichelberger,
Hezekiah Walters,
David Patton,
David Plunket,
Charles Garts,
John Leypold,
Thomas Goulding,
Andrew Goulding,
Archibald Stewart,
John Thomas,
Elisha Tyson,
Richard Dather,
Jacob B. Drimmitt,
Nathan Tyson,
John Mitchel,
Nathaniel Smith,
Andrew Barges,
Aquila Jones,
Richard Lawson,
John McFadon,
Roger Clancy,
Andrew Wallaies,
William Tull,
William Robb,
John Lynch,
Jonathan Sillman,
John Williams,
William Jenkins,
Peter Garts,
Benjamin Griffith,
George Dwilbiss,
Peter Walter,
Stephen Wilson,
William Patterson,
James McCulloch,
James Bryden,
James Brown,
James Mart,
James Sloan,
Joshua Lemmon,
William Presstman,
Thomas McKim,
Samuel McKim,
James Baker,
William Baker,
James Fisher,
John Tinges,
Robert McKim,
Thomas Smith,
Matthew Patton,
Horatio Hollingsworth,
Thomas Hare,
Andrew Carsory,
Samuel Sadler,
John Griffith,
Henry Wilson,
Enoch Levering, senior,
Enoch Levering,
William Taylor,
Thomas Rutter, jr.
Jacob Graybill,
John Ross,
Philip Rogers,
Thorowgood Smith,
J. W. Hyntman,
Thomas B. Usher,
Jacob Griest,
William MacCreery,

John Kirwan,
John Steele,
David Ricketts,
Thomas Morris,
William Tinker,
Robert Walsh,
Patrick Bennet,
John McDade,
Robert Conway,
Robert Cornthwait,
John Coulter,
George Ross,
Patrick Dar
C. P. Brotherson,
C. M. Brotherson,
Simon French,
Francis Partridge,
Thomas Cole,
George James,
Peter Steel,
Jonas Cooper,
James Curteain,
Michael Schooegly,
John Bannon,
John Barrott,
Henry Wineman,
William Trimble,
Joseph Foster,
David Carson,
William Jacob,
Edward Gatties,
Alexander McCaskey,
John Warren,
Jacob Shaffer,
Francis Ellerton,
Nathaniel Morton,
William Bedford,
Seth Stodder,
Archibald Shaw,
William Tomlinson,
James Simpson,
George Rice,
Samuel James,
John Logan,
James Conner,
Nicholas Coleman,
James Tibbitt,
Samuel Brown,
John Horstman,
James Geddes,
Morris Job,
George Hussey,
James Howell,
Christopher Bermingham,
Joseph Harrison,
John Jones,
Richard Lawrence,
W. Belt,
Richard Sturns,
Timothy Gardney,
Joseph Evans,
Peter Cara,
Joseph Davis,
Isaac Hall,
George Hall,
John Bonfield,
William Tilyard,
John Winnong,
Thomas Johnson,
James Birckhead,
John H. Young,
John Weaver,
John McMyre,
Robert Brith,
Peter Wornry
Thomas Weary,
William Crone,
Elijah Luce,
Gerrard Hopkins,
Samuel Dodge,
William Rae,
James Fortune,
James Biney,
Dixon Browsey,
William Jackson,
Richard Jones,
Usher Treasy,
Peter Sharp,
Thomas Trimble,
John Burney,
Peter Clopper,

Daniel Leavy,
William Wetherly,
Thomas Woodward,
Peleg Coggeshall,
James Hall,
Alexander Cummins,
George Alley,
James Batlison,
Thomas Burrows,
John Tarpey,
William Etchbirger,
William Slaten,
Garet Furendivell,
John Willsom,
William Johnson,
William Hayes,
Thomas Coese,
Dever T. Truven,
W. Hayes, jr.
William Grimes,
Isaac Satten,
Edward Davis,
Emmanuel Stansbury,
Jonathan Hall,
Benjamin Dashiell,
George Helm,
Abraham Inloes,
W. Enut,
Samuel Bacon,
Brittingham Dickerson,
Raphael Clark,
Daniel Post,
Jacob Dieter,
John Swift,
James Fishwick,
Abraham Andrews,
Daniel Brian,
John White,
James Baker,
William Reeves,
Peter Hookes,
Robert Townsend,
George Bugh,
Joseph Beays,
Job Smith,
George Alderson,
Edward Walsh,
John Henry,
David Burke,
John Miller,
Jonathan Harrisson,
Frederick Shaffer,
Jonas Osborns,
John Holmes, jr.
John Mickle,
William Gibson,
Joshua Girty,
Leonard Harbaugh,
David Hellen,
Cornelius Clopper,
John Kurtz,
George Dray,
Charles Swartz,
William Singleton,
Richard Barrance,
John Storck,
George Poe,
David Poe,
Leonard Karg,
Welton Atkinson,
Peter Hart,
Andrew Grub,
John McRay,
Conrad Appelman,
William West,
Samuel Johnston,
James Dower,
Simon Deagle,
Peter Daushong, his + mark,
Peter Gold,
John Runnow,
John Guttrow, his + mark,
Paul Bisheaud,
Peter Blossum,
Laurance Lausor,
John Wills,
Samuel Manegee,
J. Coulow,
W. Lacaze,
Christopher Wynn,
Louis Barburin,

Peter Pair,
Alexander White,
Oliver White,
Joseph White,
James Bull,
William Rea,
Casper Weaver,
William Hammond,
Henry Taylor,
James Wandell,
Gualter Hornby,
John McMullen,
William Gordon,
William Quill,
Alexander Forsyth,
John Salmon,
Andrew Keener,
James Bankson,
Michael Keenear,
Thomas Littlejohn,
Samuel Forber,
F. Rut,
Nicholas Gorsuch,
Nicholas Lefevre,
John Solsuller,
John Shrim,
John Shrim, jr.
John Allon,
Edward Cook,
Robinson Jones,
Thomas Russell,
Peter Frick,
Thomas McElderry,
James Stirling,
Adam Smith,
Frederick Prill,
Christopher Hughes,
Charles Torrance,
George Francisus,
Martin Summer,
John Keller,
George Shaeffer,
Robert Smith,
Charles Myers,
Archibald Moncreiff,
Cumb'd Dugan,
Christian Mayer,
Henry Johnson,
John T. Bunnikhuysen,
Jacob Bothrock,
James Burn,
James Clarke,
D. Delozeer,
Alexander Ferrer,
John Spear,
John Gordon,
Joseph Sterett,
William Van Wyck,
Robert Gotmor,
John H. Purviance,
William Spear,
Thomas Peters,
John Stump,
John Whiteley,
Thomas Coulson,
B. Heetwood,
George Davy,
George Davy, jr.
Christian Matheot,
Robert Holston,
Philip Samault,
John Mather,
Martin Prinhaw,
John Farmer,
Brian Philpot,
William Dustan,
John Schowtel,
Lewis Thompson,
Mark Morres,
James Graham,
George Howard,
John Hunt,
Samuel Martin,
Nathan Griffith,
Lavallin Barry,
Joseph Lemane,
Patrick Million,
John Alford,
Peter Dulany,
John Hague,
John Harman,

John Williams,
 Timothy Daby,
 Andrew Scott,
 William Aisquith,
 John Horn,
 Wilhelm Crylio,
 Jabez Steiger,
 George Cole,
 Godfred Cole,
 Jacob Cole,
 Jacob Mull,
 Caleb Smith,
 Joseph Bankson,
 Lewis Richards,
 John Given,
 John Kirgan,
 Ezekiel Story,
 Samuel Mayers,
 John Harket,
 Jesse Hollingsworth,
 Patrick Carrol,
 John Wall,
 John Stover,
 William Matthews,
 Bale Owings,
 John Johnston,
 Joseph West,
 George Johnston,
 Job Smith,
 John Hillen,
 Job Davidson,
 Mansel Alcock,
 George Dent,
 James Phillips,
 Thomas M'Intire,
 John Clark,
 A. Seekamp,
 T. W. Taylor,
 Peter Hoffman,
 Hugh McCurdy,
 John McHenry,
 James McHenry,
 John Wolfenden,
 John Scroge,
 Louis Bernard,
 Mathias Beneaur,
 John Boyd,
 B. Merryman, jr.
 John G. Red,
 John Hayes,
 Joseph Swan,
 David Brown,
 Joseph Angel,
 William Goddard,
 James Boyne,
 Samuel Tillinghast,
 Thomas Woodward,
 James McCannan,
 William Branson,
 Anthony Marm,
 Jacob Dall,
 James Young,
 James Alcock,
 Nicholas Rogers,
 Lawson Alexander,
 Andrew Robinson,
 Alexander Robinson,
 John Vochez,
 Edward Besse,
 Charles Ghequiese,
 Daniel Deady,
 Jacob Adams,
 Frederick Devilbiss,
 Robert Dunn,
 Jasper & James de Carnap,
 Nicholas Tschudy,
 John McDonough,
 George Ressold,

Charles Crookshanks,
 E. Johnson,
 William Buchanan, of Geo.
 William Dick,
 John Richmond,
 Philip Moore,
 John Proctor,
 H. J. Schroever,
 Richard Whelan,
 Philip Bier,
 George Grundy,
 George Lurly,
 George Riol,
 Michael Raborg,
 Charles Couch,
 William Miller,
 Francis Smith,
 Joseph Alcock,
 Archibald Robinson,
 John Bickham,
 James Smith,
 William Hughes,
 Thomas Hepburn,
 William Johnson,
 Lawrence Bewes,
 John Gibbons,
 Ebenezer Williams,
 Samuel Forrest,
 William Smith,
 Thomas Smith,
 Joseph Sellers,
 Patrick O'Halloran,
 Robert Whelan,
 Samuel Curtis,
 Amos Eustace,
 George Dalrymple,
 Thomas Strawbridge,
 J. Colman,
 James Edwards,
 Jacob Stansbury,
 William Messersmith,
 Caleb Bracken,
 John Barry,
 Timothy Rairdon,
 William Sanders,
 Charles Holder,
 John Brown,
 David Knox,
 Zachary Myles,
 Henry Worthington,
 John Miller,
 Richard Bair,
 Samuel Chase,
 William Goodwin,
 Lyde Goodwin,
 David Harris,
 James Carey,
 William Valck,
 John Moale,
 John Moale, jr.
 Henry Keerl
 Isaac Bibber,
 H. Ridgely, of Baltimore,
 Elisha I. Hall,
 John Tagart,
 E. Johnson, jr.
 Hugh Henry,
 Chr. Johnston,
 John Weatherburn,
 James Drain,
 David Moore,
 Matthew Black,
 Thomas Fenton,
 William McSherry,
 John Steiger,
 Christian Baughman,
 Alexander Gallerghie,
 Adam Jamison,

Frederick Docker,
 John Dougherty,
 Charles Stewart,
 John Trumbo,
 Ezekiel Stansbury,
 Ephraim Robison,
 Jacob Myer,
 John Bottler,
 George Dagan,
 Jacob Winand,
 George Dul,
 John Jeffers,
 Joseph Allen,
 John Coopery,
 George Wehrly,
 George Weller,
 Laurence Skitz,
 Peter Tuglot,
 Joseph Hook,
 Caleb Hewitt,
 Jacob Moore,
 William Elwes,
 William Munday,
 John Hill,
 Alexander Adams,
 John Hammond,
 James Labes,
 John Weyer,
 Laurence Rice,
 John Dorsey,
 George Roberts,
 Richard Dorsey,
 George Moore,
 Samuel Owings,
 Joseph Anderson,
 W. Jeffers,
 James Fitzmaurice,
 William Collens,
 Hiram Cochran,
 Robert Davidson,
 Leonard Foreman,
 William Shope,
 Jacob Tabelaer,
 William Thompson,
 Toby Findorfft,
 John Hook,
 John Burn,
 Jacob Eichelberger,
 M. Colgan,
 Martin Watters,
 Jacob Small,
 Daniel Henry,
 William McLaughlin,
 William Gwynn,
 J. Riffell,
 Peter Forneus,
 Isaiah King,
 Jacob Brown,
 John Hermaman,
 John Gowld,
 Thomas Tool,
 Robert Wetmore,
 William Wetmore,
 James Flin,
 John Schultz,
 George Lotter,
 Philip Fletcher,
 Wilton Atkinson,
 Adam Trumbo,
 Adam Gerhard,
 John Ellicott,
 Conrad Huss,
 Parker Dorsey,
 John H. Hamilton,
 Jacob Myer,
 Septimus Noel,
 Jacob Newman,
 Ludvich Little.

[1st CONGRESS.]

No. 2.

[1st SESSION.]

MANUFACTURES.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, APRIL 18, 1789.

To the Honorable the Congress of the United States of America, the petition of the mechanics and manufacturers of the city of New York, humbly sheweth:

That, on the fortunate issue of the late Revolution, your petitioners relied for the enjoyment of that prosperity which attends the establishment of political and civil freedom. They contemplated this event as the point at which a happy era was to commence, and as the source whence a new system of blessings should spring. They entertained a hope, that the independence which they had sought and acquired, would have been not merely a nominal, but substantial acquisition and independence, not only seen in speculation, but felt and realized in practice. Your petitioners were early led to fear, that those prospects were visionary, and that their country, having gained the form of liberty, had left in the hands of their enemies the instruments of oppression, and the spirit to exercise it. They soon perceived, with the deepest regret, that their prospects of improving wealth were blasted by a system of commercial usurpation, originating in prejudices, and fostered by a feeble government. They saw the trade of these States laboring under foreign impositions, and loaded with fetters, forged, in every quarter, to discourage enterprise and defeat industry. In this situation, they have been prevented from applying to those abundant resources with which nature has blessed this country. Agriculture has lost its capital stimulus, and manufacture, the sister, of commerce, has participated in all its distresses, and has languished, notwithstanding the spirit of individuals and societies exerted for its support. Thus, in lamenting the misfortunes of a foreign intercourse, your petitioners do but recite their own peculiar complaints: for in its prosperity or decay, they feel themselves deeply interested.

Your petitioners conceive that their countrymen have been deluded by an appearance of plenty; by the profusion of foreign articles which has deluged the country; and thus have mistaken excessive importation for a flourishing trade. To this deception they impute the continuance of that immoderate prepossession in favor of foreign commodities, which has been the principal cause of their distresses; and the subject of their complaint.

Wearied by their fruitless exertions, your petitioners have long looked forward with anxiety for the establishment of a government which would have power to check the growing evil, and extend a protecting hand to the interests of commerce and the arts. Such a government is now established. On the promulgation of the constitution just now commencing its operations, your petitioners discovered in its principles the remedy which they had so long and so earnestly desired. They embraced it with ardor, and have supported it with persevering attachment. They view, with the highest satisfaction, the prospects now opening and adorning this auspicious period. To your honorable body, the mechanics and manufacturers of New York look up with confidence, convinced that, as the united voice of America has furnished you with the means, so your knowledge of our common wants has given you the spirit, to unbind our fetters, and rescue our country from disgrace and ruin.

Your petitioners have subjoined a list of such articles as can be manufactured in this State, and they are encouraged to commend them to your attention, by this reflection, that the countenance of your honorable body to the useful arts, so far from injuring other parts of the great political system, must eventually operate to the general benefit of the community.

In your wisdom, your justice, and patriotism, we rest with an assurance only equalled by our profound respect.

Anthony Post,
Francis Childs,
John Campbell,
Henry Pope,
James Bramble,
John Goodeve,

Jacob Morton;
White Matlack,
George Lindsay,
William J. Elsworth,
John Swine.

In behalf of the Mechanics and Manufacturers of New York.

[1st CONGRESS.]

No. 3.

[1st SESSION.]

SHIP-BUILDING.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MAY 25, 1789.

To the Honorable the Representatives of the Freemen of the United States of America, in General Congress assembled, the memorial and petition of the subscribers, master ship-wrights, in the port of Philadelphia, most respectfully sheweth:

That, before the late Revolution, the shipwrights of the port of Philadelphia had acquired the reputation of building ships, of a moderate size, as well and as faithfully as in any part of the world; by means whereof they obtained constant employment for themselves, their journeymen, and apprentices, by building ships to the amount of four thousand five hundred tons annually, besides the repairs of old ships. That the Revolution, in its consequences and effects, has borne harder upon your petitioners than upon any other class of mechanics (or, perhaps, citizens at large) whatever, in depriving them of two-thirds of their former employment; as it appears, from an average for three years past, that they have built only to the amount of fifteen hundred tons annually. That the British navigation act totally prevents them from building ships for that nation; but their merchants, generally, repair their vessels in America, as far as the act allows, and often run the risk of a forfeiture, by exceeding the limitation. That, although the arrest of France, of December, 1787, grants that "vessels built in the United States, and sold in France, or purchased by Frenchmen, shall be exempted from all duties, on proof that they were built in the United States," yet your petitioners build few vessels for that nation. That an edict of Spain, of January, 1786, lays a heavy duty on American-built ships, purchased by their subjects; and, also, prohibits them from trading to their colonies, although the duty is paid, and they are owned by the subjects of Spain; nevertheless, the Spaniards have purchased more vessels from your petitioners than any other nation. That, under these discouraging circumstances, they have waited, with anxious expectation, for the sitting of the honorable Congress under the new constitution of the United States, firmly relying that every exertion would be used to reinstate so necessary and useful a branch of business, as nearly as

possible, upon its former flourishing establishment. To effect which, your petitioners, with great deference, beg leave to suggest the following hints to your consideration:

1st. That a tonnage duty should be laid upon all shipping built and owned by foreigners, sufficient to give a decided preference to the shipping built in the United States; but, at the same time, so moderate, as not to prevent the resort of foreign shipping to these States, until, by a gradual increase, they shall be in a condition to carry for themselves: nevertheless, some preference ought to be given the French, for their preference to American-built vessels.

2d. That, to encourage the increase of American shipping, there be no tonnage duty on shipping built in the United States, owned in part, or in the whole, by citizens of these States, except for the support of buoys and light houses.

3d. That American-built ships, purchased by foreigners, ought to be nearly on the same footing as if owned by American merchants.

4th. That foreign-built ships, purchased by American merchants, after the passing of this act, ought to pay the same duty, and under the same restrictions, as foreign-built vessels owned by foreigners.

5th. That there be a difference in the duties payable on the importation of foreign goods, between those imported in American-built shipping, owned as aforesaid, and those imported in foreign-built ships.

6th. That there be also a difference in the duties payable on the importation of foreign goods, from ports or places where they are not originally produced or manufactured, and the same goods imported directly from the place of their growth or manufacture; and that this duty should be greater when the importation is from the second port in foreign bottoms, than in American-built ships.

7th. That many possible advantages may arise from negotiations with the Courts of Madrid and London, on principles of reciprocity, respecting American-built ships.

8th. That high duties laid on materials necessary for fitting ships, augment their price, and retard the progress of ship-building.

9th. That many inconveniences have arisen from the different modes of tonnageing ships in the different States of America; that your petitioners had foreseen the inconveniences, and endeavored to remedy the evil, by adopting the enclosed nearly average mode of measurement, which has not yet been carried into effect, waiting for your honorable body to establish one general system for the measurement of all ships built in America.

Your petitioners humbly conceive that negotiations and regulations, somewhat similar to the foregoing, would tend to the rapid increase of American shipping, and, before long, enable the United States to become carriers by sea, of all the produce of this extensive continent, to foreign markets.

All which is respectfully submitted to the consideration of your honorable House.

John Norris,
John Wharton,
Jos. Marsh.
Joshua Humphrey, jr.
Stephen Beasley,
Benj. Hutton,
John Patterson,
Jas. Doughty,
Richard Dennis,
John Hutton,

Sam'l Brusstar,
Joseph Bowers,
Samuel Bowers,
Wm. Gard,
Morris Gaff,
Jacob Miller,
John Rice,
Manuel Eyre,
Thos. Penrose.

For all plain galley-built ships, with two decks, allow three-fifths of the extreme breadth for the rake of the stem, beginning to measure twelve inches before the rabbit, at the middle wale, which shall determine the point of straight rabbit forward; from that point to the afterpart of the stern-post, (allowing one-twelfth of the extreme breadth of the vessel for its width, clear of the rabbit) shall determine the length of the keel, for tonnage. The breadth, for tonnage, shall be ascertained from the inside of one wale to the outside of the other, in the widest part of the vessel; the depth of hold, from the top of the ceiling next the keelson, (allowing the streak, next the keelson, of the same thickness as the running ceiling plank) to the top of the beams amidships, and the height between decks, from plank to plank, amidships. Then multiply the length of the keel by the extreme breadth, and that product by the depth of the hold, added to half the height between decks, which last product, divided by ninety-five, shall give the number of tons required. Single deck vessels, on the double deck plan, with about twelve inches waist, when the depth does not exceed half the extreme breadth, measure and multiply length and breadth, (as above) and that product by the depth; but when the depth exceeds half the extreme breadth, then add half that difference to half the extreme breadth, for the multiplier, for measurement, and divide as aforesaid. Single decked vessels, primed out on the wales; measure and multiply length, breadth, and depth, and divide as above. Frigate-built ships, with two flush decks, long quarter deck, and fore-castle, with a tier of ports; multiply the length by the breadth, and that product by the height of the gun deck from the ceiling, as aforesaid, added to half the height of the waist amidships, which last product divide as above. Ships with three decks and a tier of ports, multiply the length of the keel by the extreme breadth, and that product by the height of the middle deck from the ceiling, as aforesaid, added to half the height between decks, as aforesaid, which last product divide as above. Single deck vessels, with a long quarter deck and fore-castle, deep and tight waist, and tier of ports, multiply the length of the keel by the extreme breadth, and that product by the depth from the ceiling; as aforesaid, to the top of the beams amidships, added to half the height of the waist amidships, which last product divide by the common divisor, as above.

1st CONGRESS.]

No. 4.

[2d SESSION.]

SHIP-BUILDING AND MANUFACTURES.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JUNE 5, 1789.

To the Honorable the Congress of the United States of America, the petition of the tradesmen and manufacturers of the town of Boston sheweth:

That the great decrease of American manufactures, and almost total stagnation of American ship-building, urge us to apply to the sovereign Legislature of these States for their assistance to promote these important branches, so essential to our national wealth and prosperity. It is with regret we observe the resources of this country exhausted for foreign luxuries, our wealth expended for various articles which could be manufactured among ourselves, and our navigation subject to the most severe restrictions in many foreign ports, whereby the extensive branch of American ship-building is essentially injured, and a numerous body of citizens, who were formerly employed in its various departments, deprived of their support and dependence. Your petitioners are farther induced to express their concern, that the subjects of those nations, who are endeavoring to annihilate our navigation, are permitted to send their vessels to any part of the United States, for bread, flour, tobacco, and every other produce, while American ships are totally excluded from many of their ports.

Your petitioners beg leave to inform Congress, that, previous to the war, upwards of sixty vessels, from one hundred and fifty to three hundred tons, have been built, in the town of Boston, in the course of one year; and provided such restrictions were laid upon foreign vessels as to give a decided preference to American built ships, we apprehend (from the aforesaid number built in this town only) that these States would be able, in a short period, to supply a large proportion, if not the whole, of the navigation necessary for the carrying trade of these States:

Your petitioners need not inform Congress, that, on the revival of our mechanical arts and manufactures depend the wealth and prosperity of the Northern States; nor can we forbear mentioning to your honors that the citizens of these States conceive the object of their independence but half obtained till those national purposes are established on a permanent and extensive basis by the legislative acts of the Federal Government. Unless these important branches are supported, we humbly conceive that our agriculture must greatly decline, as the impoverished state of our seaports will eventually lessen the demand for the produce of our lands.

It would be tedious to your honors should we attempt to enumerate the variety of articles which could (with the assistance of Government) be manufactured with advantage among ourselves. Your petitioners, however, wish not to deceive Congress by boasting of manufactures which cannot, at present, be carried on to a sufficient degree to answer our demands, for which reason our applications have been wholly confined to the several branches, hereafter mentioned, which are established among us, and which, we humbly conceive, by due encouragement, might be extensively promoted.

Your petitioners would farther mention to Congress, that the encouragement of many of our manufactures depends on a free importation of certain *raw materials*; we, therefore, flatter ourselves that the duties imposed on such articles as are absolutely necessary to forward our several branches, will not operate to the injury of the American manufacture.

Your petitioners formerly experienced the patronage of this State Legislature, in their act laying duties and prohibitions on certain articles of manufacture, which encourages your petitioners to request that heavy duties may be laid on such articles as are manufactured by our own citizens, humbly conceiving that the impost is not solely considered by Congress as an object of *revenue*, but, in its operation, intended to *exclude* such importations, and, ultimately, establish these several branches of manufacture among ourselves.

Your petitioners do not presume to dictate to your honors the mode to be adopted for accomplishing the purposes we have mentioned; they flatter themselves, however, that every necessary assistance will be afforded, by Congress, to induce them to prosecute, with cheerfulness and alacrity, their several occupations, and that such measures will be pursued, for the relief of your petitioners, as Congress, in their great wisdom, shall judge consistent with the interest, prosperity, and happiness, of this extensive empire. And, as in duty bound, shall ever pray.

In behalf of—*Ship-wrights*.—Gibbins Sharp, Jacob Rhoades.
Blacksmiths.—Nath. Baker.
Rope-makers.—John Gray, Benj. Austin, Jun. Jeffrey Richardson.
Hatters.—William Bordman, Sarson Belcher.
Pewterers.—John Skinner.
Soap-Boilers and Tallow-Chandlers.—William Frobisher.
Wool Cardmakers.—William Grub.
Ship-carvers.—John Skillin.
Sail-makers.—Samuel Barret.
Cabinet makers.—Abraham Hayward.
Coach makers.—William Hawes.
Tailors.—Ephraim Copeland, Benj. Callender.
Cordwainer.—Samuel Bangs.
Glue and Starch maker.—Robert Hewes.
Brass Founder.—John Cutler.
Coppersmith.—Joshua Witherle, Jun.

Boston, May, 1789.

1st CONGRESS.]

No. 5.

1st SESSION.

ESTIMATES FOR THE YEAR 1789.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JULY 9, AUGUST 27TH, AND SEPTEMBER 24TH, 1789.

Mr. GERRY, from the committee appointed to prepare and report an estimate of the supplies requisite for the present year, and the nett proceeds of the impost, as agreed to by the House, reported the following:

I.

For expenses accruing within the year:

1st. Of the civil list. This the committee cannot estimate with accuracy, from the want of an establishment of the Supreme Executive, Legislative, and Judicial Departments, and of the respective offices thereof; but conceive that, as the members of the Legislature are to be paid out of the public treasury, and the expense of the two other departments will be greatly increased, the civil list, exclusive of the establishment of revenue officers, will, this year, far exceed the estimate on the establishment of the former Congress, in schedule No. 1, and amount, at least, to

2dly. Of the War Department, as per schedule No. 2, from the War Office,	\$300,000
3dly. Of the Indian Department, as per general estimate in schedule No. 3, from the War Office,	163,078 ⁰⁰ / ₁₀₀
4thly. Of invalid pensions, as per general estimate, in schedule No. 1,	88,000
And of other pensions, under special acts of Congress, in schedule, aforesaid,	4,022 ⁵⁸ / ₁₀₀
	<u>\$92,022⁵⁸/₁₀₀</u>

Whole expense of the Government, exclusive of establishments of revenue officers for the current year,

\$596,101²⁸/₁₀₀

5thly. Of one year's interest on the foreign debt, the principal of which is 10,070,307 dollars. See schedule No. 4,	\$476,996 ⁵⁰ / ₁₀₀
6thly. Of the instalments of the principal of the foreign debt due in 1789, see schedule last mentioned,	462,962 ⁵⁷ / ₁₀₀
7thly. Of the premium of 70,000 florins, due on the Dutch loan, made the 9th of March, 1784, [See appendix of journals for 1786, pages 246, 247.]	28,000

Payments that became due in 1789, for interest and instalments of the principal of the foreign debt, 967,959⁷/₁₀₀

8thly. One year's interest on the domestic debt, due 31st December, 1789, the principal being 27,383,917²/₇ dollars, [See schedule No. 5.] 1,643,035⁵/₈
 The whole amount of the expenses accruing within the year, is, \$3,207,096³/₈

II.

For arrearages on the foreign debt.
 1st. Of interest which became due in 1786, 1787, and 1788, and is still unpaid, as per schedule No. 4, 1,335,074¹/₈
 2dly. Of the instalments of the principal which became due in those years, and are still unpaid, as per schedule last mentioned, 1,099,936³/₈
 The amount of the arrearages due on the instalment of the principal and interest of the foreign debt, 2,435,011⁴/₈

III.

For an arrearage on the domestic debt, of one year's interest, due the 31st of December, 1788, [See schedule No. 5.] 1,643,035⁵/₈
 An arrearage of interest due on the domestic debt.

IV.

For an arrearage of the Indian Department, of appropriations made by acts of Congress, of the 22d of October, 1787, and 2d of July, 1788. [See the acts of those dates in the journals of Congress.] 34,000
 An arrearage of the Indian Department.

V.

For the arrearages of the former requisitions of Congress.
 For payment of the interest of the domestic debt to the 31st of December, 1787, the facilities for which are ordered to be issued, and will exceed the requisitions on the States in the sum of [See schedule No. 6.] 966,460¹/₈
\$8,285,603⁷/₈

SUMMARY OF THE PRECEDING ESTIMATE, VIZ.

The expenses of Government this year, including the arrearages of former years,	630,101 ³ / ₈
The whole amount of interest now due on the foreign debt,	1,940,071 ⁵ / ₈
The whole amount of the instalments, now due on the said debt,	1,562,899 ¹ / ₈
The amount of interest due on the domestic debt, to the 31st December, 1789,	3,286,070 ³ / ₈
Arrearages of former requisitions, which will require a tax payable in facilities, to the amount of	966,460 ¹ / ₈
	<u>\$8,285,603⁷/₈</u>

N. B. Notwithstanding the provision made by Congress for issuing facilities from the Continental Loan Office, for payment of the interest of the domestic debt to the 31st of December, 1787, many of the holders of the public securities have never applied for the facilities, and very large sums will be due from the United States, for interest to that period, if the holders are permitted to receive their interest in any other mode.

In addition to the above estimate, it appears, by schedule No. 7, that the United States have anticipated the sum of 218,647¹/₈ dollars, by warrants drawn on the treasury, in consequence of the specie requisitions of Congress on the several States; and provision must be made for payment of the said warrants, either by a collection of specie on the requisitions mentioned, or by some other appropriations of Congress.

It also appears, by the journals of Congress for 1784-5, page 432, and by schedule No. 4, that the Farmers General of France have a claim on the United States for eight hundred and forty-six thousand seven hundred and seventy livres tournois, fourteen sous, and five deniers, upon a contract signed by Benjamin Franklin, the 17th of November, 1781, being a balance due on a loan of one million livres tournois, the 3d of June, 1777; to Messieurs Franklin and Dean, as agents of the United States.

Further report and estimate of supplies, requisite for the service of the United States, in the year 1789, made by Mr. Gerry, August 27, 1789.

In the estimate of supplies, reported the ninth of July last, the committee remarked, that, "notwithstanding the provision made by Congress, for issuing facilities from the Continental Loan Office, for payment of the interest of the domestic debt to the 31st of December, 1787, many of the holders of the public securities have never applied for the facilities, and very large sums will be due from the United States for interest to that period, if the holders are permitted to receive their interest in any other mode." Those sums are now ascertained, and, by the schedule from the treasury office, accompanying this report, amount to \$8,123,124⁵/₈

Of this sum, the committee reported, in the first estimate, for the arrearages of the former requisitions of Congress, 966,460¹/₈

Which leaves a balance of \$7,156,663⁴/₈
 This balance, if to be paid as other arrearages of interest, must be added to the former estimate of \$8,285,603⁷/₈

And will make the estimate of the current year, \$15,442,267¹/₈

An estimate of all the interest which has accrued on the domestic debt of the United States, from its formation to the 31st December, 1787, of such partial payments as have been made on account thereof, and of the balance remaining undischarged on that day, and for which provision is yet to be made.

The total amount of interest arising on the Loan Office debt, from the opening of the several offices in 1776, to 31st December, 1787, estimated at	Dollars. 90ths. 7,285,029 81.6
The total amount of interest arising on the army debt, from the several periods of its drawing interest, to 31st December, 1787, accurately ascertained by the commissioner of the army accounts to be	<u>3,131,012 89</u>

The total amount of interest arising on certificates issued by the thirteen State commissioners, estimated at	1,656,546 47
The total amount of interest arising on certificates issued by the commissioners for the Commissary's, Quartermaster's, Marine, Clothing, and Hospital Departments, estimated at	528,787 27
The total amount of interest arising on the debt registered at the treasury, estimated at	240,646 56
The total amount of interest arising on the debt entered in the treasury books, but for which certificates have not been issued by the Register, so as to become a part of the registered debt, estimated at	49,735 46
Total,	<u>\$12,891,758 76.6</u>

From this total amount of interest the following deductions are to be made:

So much paid on the Loan Office debt in old emissions, equal to	\$372,368 30
In new emissions, as specie,	39,433 49.6
In bills of exchange, as specie,	1,663,992 00
In indents, to 31st March, 1789, per schedule,	2,241,702 26.1
State of New Jersey have paid interest to their own citizens on the domestic debt, not included in the schedule of taxes, to amount of	424,442 22
State of South Carolina have paid two years interest on \$222,465 $\frac{00}{100}$, the amount of certificates issued to the line of that State, at six per cent., is	26,695 73
Total amount of deductions,	<u>4,768,634 20.7</u>

Leaves the arrearage of interest, on the 31st December, 1787,

\$8,123,124 55 $\frac{1}{2}$

It is to be observed, that, as the certificates which have been issued for the principal of a debt of more than twenty-seven millions of dollars, are, in themselves, exceedingly numerous, and that, as those several certificates bear an interest from different periods, it has not been practicable to form a statement of arrearages; but by ascertaining, in the most accurate manner, the nature of so extensive a work, would, in a short time, admit the different periods of time from which the several parts of the domestic debt bear interest, and therefrom calculating the interest to the 31st December, 1787:

This gives the total estimated amount,	\$12,891,758 76.6
The partial payments which have been made, is ascertained, with some degree of accuracy, from the Loan Office papers, and other documents; this forms a deduction of	<u>4,768,634 20.7</u>
And leaves an average, on the 31st December, 1787, of	\$8,123,124 55 $\frac{1}{2}$
If to this sum of \$8,123,124 55 $\frac{1}{2}$, arrearages above mentioned, two years interest, becoming due 1st January, 1790, be added,	<u>3,396,521 43.7</u>
The total due on the 1st January, 1790, is increased to	<u>\$11,519,646 09.6</u>

Additional report, made by Mr. Gerry, - September 24, 1789.

The committee appointed to report an estimate of the gross amount and nett produce of the impost and tonnage duties, not having been able to procure early documents for this purpose, were under the necessity of suspending the matter, until statements of the imports, exports, and tonnage, of the several States, could be obtained, pursuant to an order of the House, of the eighth of May last. The statements mentioned, of which some have been lately received, are transmitted by all the States, except Maryland, and authentic returns from the principal custom houses thereof, are furnished by a member of the House from that State; but so various are the revenue laws of the several States, and the modes of stating their accounts, as to defeat, in many instances, the order of the House for obtaining information. These considerations, added to the fluctuating state of commerce, and the probability that the defalcations under the Federal Government will differ from those under the State Governments, evince the impracticability of an accurate estimate, and the committee can only submit the following, as the best they could form, under the circumstances mentioned.

An estimate of the gross amount and nett produce of the Impost and Tonnage duties, for one year, which will be collected in the several States, according to the latest returns thereof, under the existing acts of Congress.

STATES.	The gross am't of impost.	A deduction for a discount of 10 per cent. of the duties on imports, by American vessels.	A deduction of one per cent. for collectors, inspectors, and other incidental charges made from the impost, after the ten per cent is deducted.	A drawback estimated from the returns of the exports of the several States.	Nett produce of the impost.	Gross amount of the tonnage duty.	Deduction for per centage, which will probably amount to three-fifths of one per cent.	Nett amount of tonnage duty.	Total amount of the nett produce of impost and tonnage.
New Hampshire, -	22,177 97	1,756 28	204 21	- - -	20,217 48	1,282 04	7 69	1,274 35	21,491 83
Massachusetts, -	216,366 33½	17,819 68	1,985 46	7,427 20	189,133 89½	10,188 28	61 13	10,127 15	199,261 04½
Connecticut, -	76,824 69	6,844 41	699 80	24 75	69,255 73	3,213 72	19 28	3,194 44	72,450 17
New York, -	245,165 17	12,450 18	2,327 15	- - -	230,387 84	15,019 24	90 12	14,929 12	245,316 96
New Jersey, -	11,336 70	957 39	103 79	- - -	10,275 52	240 36	1 44	238 92	10,514 44
Pennsylvania, -	376,841 68½	16,051 22	3,607 90	13,672 97	343,509 59½	18,003 66	108 02	17,895 64	361,405 23½
Delaware, -	5,692 58	425 87	52 66	- - -	5,214 05	443 55	2 66	440 89	5,654 94
Maryland, -	223,620 70	11,994 42	2,116 26	14,922 64	194,587 38	17,054 78	102 33	16,952 45	211,539 83
Virginia, -	176,185 81½	6,594 51	1,695 91	- - -	167,895 39½	18,687 06	112 12	18,574 94	186,470 33½
South Carolina, -	137,887 09	6,088 82	1,317 98	- - -	130,480 29	14,446 22	86 68	14,359 54	144,839 83
Georgia, -	3,712 21	121 96	35 90	- - -	3,554 45	4,614 66	27 69	4,586 97	8,141 42
<i>Dollars,</i>	1,495,810 94½	81,104 74	14,147 02	36,047 56	1,364,511 62½	103,193 57	619 16	102,574 41	1,467,086 03½

From the above estimate it will appear, that the nett produce of the impost from the first, and the tonnage from the fifteenth of August last, to the thirty-first of December next, computed according to the time, will be as follows:

The impost, to	- - - - -	\$568,546 50
The tonnage, to	- - - - -	38,465 40
Total amount,	- - - - -	<u>\$607,011 90</u>

N. B. The discounts of ten per centum for prompt payment of impost, where the amount of duties shall exceed fifty dollars, cannot be estimated; and, if made, are to be deducted from the nett produce of the impost of the States, respectively; neither can the per centage and incidental charges, which, on the impost, are averaged at one per centum, and on the tonnage duty, at three-fifths of one per centum, be precisely ascertained.