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.
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 deprecating 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, steel-yard, spikes, shovels, hoes, mattocks, pick axes, andirons, shovels, and tongs, chimney grates, iron traces and chains, thumb latches, plane irons, axes, 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 and iron, 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 seine twine.

Ship’s blocks, of all kinds.

Wrought gold jewelry, and all kinds of plated ware.

Clocks, of all kinds.

All kinds of flax 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.

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.

Leaf sugar, chocolate.

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

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

Cabinet work, and all other kinds of glass ware, manufactured in great quantities in other parts of the State.

John Kirwan,  
John Steele,  
David Bicketts,  
Thomas Morris,  
William Tinker,  
Robert Walsh,  
Patrick Benezet,  
John McRae,  
Robert Conway,  
Robert Cornishwalt,  
John Cotter,  
George Ross,  
Patrick Day,  
C. P. Brotherson,  
C. M. Brotherson,  
Simon French,  
Francis Partridge,  
Thomas Cole,  
George Jones,  
Peter Steel,  
Jonas Cooper,  
James Curtin,  
Michael Schooegly,  
John Bannen,  
John Barrett,  
Henry Winsen,  
William Trimble,  
Joseph Foster,  
David Carson,  
William Jacob,  
Edward Gatties,  
Alexander McCaytey,  
John Warren,  
Jacob Staff,  
Francis Ellerton,  
Nathaniel Morton,  
William Bedford,  
Seth Stoolder,  
Archibald Shaw,  
William Tumlinson,  
James Simpson,  
George Rice,  
Samuel James,  
John Logan,  
James Comer,  
Nicholas Coleman,  
James Taba,  
Samuel Brown,  
John Horstman,  
James Godges,  
Morris Job,  
George Hussey,  
James Howell,  
Christopher Bermingham,  
Joseph Harrison,  
John Jones,  
Richard Lawrence,  
W. Belf,  
Richard Sturms,  
Timothy Gardney,  
Joseph Evans,  
Peter Carr,  
Joseph Davis,  
Isaac Hall,  
George Hall,  
John Bosfield,  
William Thyard,  
John Wimpong,  
Thomas Johnson,  
James Birchhead,  
John H. Young,  
John Weaver,  
John Mebre,  
Robert Brit,  
Peter Warre,  
Thomas Weary,  
John Weary,  
William Crene,  
Ellen Lucas,  
Gerrard Hopkins,  
Samuel Dodge,  
William Rat,  
James Fortune,  
James Biny,  
Dixon Biny,  
William Jackson,  
Richard Jones,  
Usher Trew,  
Peter Searp,  
Thomas Trumble,  
John Barney,  
Peter Clepper,  
Daniel Leavy,  
William Wetherly,  
Thomas Woodward,  
Pog Coggeshall,  
James Hall,  
Alexander Cummins,  
George Alley,  
James Budlson,  
Thomas Burrowes,  
John Turpey,  
William Etchbburgh,  
William Slaten,  
Garet Furendlvelt,  
John Willson,  
William Johnson,  
William Hayes,  
Thomas Cooe,  
Dover T. Truven,  
W. Hayes,  
William Grimes,  
Isaac Satten,  
Edward Davis,  
Emmanuel Stanbury,  
Jonathan Hall,  
Benjamin Dashell,  
George Helm,  
Abraham Inoex,  
W. East,  
Samuel Bacon,  
Brittingham Dickerson,  
Raphael Cleariss,  
Daniel Post,  
Jacob Dieter,  
John Swift,  
James Fishwick,  
Abraham Andrews,  
Daniel Briag,  
John White,  
James Baker,  
William Reeves,  
Peter Hookes,  
Robert Townsend;  
George Bough,  
Joseph Beay,  
Joe Smith,  
George Alderson,  
Edward Walf,  
John Henry,  
David Burke,  
John Miller,  
Jonathan Harrison,  
Frederick Shaffer,  
Jonas Dohorn,  
John Holmes, Jr.,  
John Mickle,  
William Gibson,  
Joshua Girthy,  
Leonard Harbaugh,  
David Hellen,  
John Kurtze,  
George Dray,  
Charles Swartz,  
Cornelius Clepper,  
John Kurze,  
William Singleton,  
Richard Barancse,  
John Storeck,  
George Pec,  
David Pec,  
Leonard Karg,  
Wilton Atkinson,  
Peter Hart,  
Andrew Grub,  
John McKay,  
Conrad Apellman,  
William West,  
Samuel Johnston,  
James Dower,  
Simon Deagle,  
Peter Dunghoeg, his + mark,  
Peter Gold,  
John Runnow,  
John Guttrow, his + mark,  
Paul Biseithed,  
Peter Blooms,  
Lawrance Luanor,  
John Wihs,  
Samuel Mangece,  
J. Coulaw,  
W. Lateeze,  
Christopher Wyran,  
Loris Barbur,  
Peter Pair,  
Alexander White,  
Oliver White,  
Joseph White,  
James Bull,  
William Rea,  
Casper Weaver,  
William Hammond,  
Henry Taylor,  
James Wandell,  
Galtter Hornby,  
John McMillen,  
William Gordon,  
William Quill,  
Alexander Forsyth,  
John Salhon,  
Andrew Keener,  
James Baggan,  
Michael Keener,  
Thomas Littlejohn,  
Samuel Forber,  
P. Rutt,  
Nicholas Gorguch,  
Nicholas Lefevre,  
John Solakkers,  
John Shrim,  
John Shrim, Jr.,  
John Allen,  
Edward Cook,  
Robinson Jones,  
Thomas Russell,  
Peter Frick,  
Thomas McBillery,  
James Surling,  
Adam Smith,  
Frederick Prill,  
Christopher Hughes,  
Charles Torrance,  
George Francisens,  
Martin Sammer,  
John Keller,  
George Shaefler,  
Robert Smith,  
Charles Myers,  
Archibald Moncreiff,  
Cumb'd Dugan,  
Christian Mayer,  
Henry Johnson,  
John T. Rummikhuyens,  
Jacob Rodrock,  
James Burn,  
James Clarke,  
D. Delsenge,  
Alexander Ferrer,  
John Speay,  
John Gordon,  
Joseph Sterrett,  
William Van Wyck,  
Robert Gutmur,  
John H. Purvance,  
William Spear,  
Thomas Peters,  
John Stump,  
John Whiteley,  
Thomas Coulson,  
B. Heetwood,  
George Davy,  
George Davy, jr.,  
Christian Mathed,  
Robert Holston,  
Philip Smuall,  
John Maker,  
Martin Primbaw,  
John Farmer,  
Brian Philpott,  
William Dusant,  
John Schoertal,  
Lewis Thompson,  
Mark Morras,  
James Graham,  
George Howard,  
John Hout,  
Samuel Martin,  
Nathan Griffith,  
Lavallin Barbour,  
Joseph Lemerie,  
Patrick Miltion,  
John Alford,  
Peter Dunlay,  
John Hagen,  
John Harman.
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 no mere 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 duties, forged, in every quarter, to discourage enterprising and-defunct industry. In this situation, they have been prevented from applying to those abundant resources with which nature has blessed this country, and have 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.

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 the community. 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 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 Unite, 
John Campbell, 
Henry Pope, 
James Brandle, 
John Goodve, 
In behalf of the Mechanics and Manufacturers of New York.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MAY 25, 1789.
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 to 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 had 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 tonnaging 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, or, before long, to make 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, John Marsh, Joshua Humphrey, jr.

Benj. Hutton, John Patterson, John Rice,


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 rabbet forward; from that point to the root 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, measured and multiplied length, breadth, and depth, and divided as above. Frigate-built ships, with two flush decks, long quarter deck, and forecastle deck, with a tier of ports; multiply the length of the keel 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 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, 3rd Session, No. 4.

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 presented:

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, are deprived of their support and dependences. 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 our ports.
ESTIMATES FOR THE YEAR 1789.

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, not of 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 import is not solely considered by Congress as an object of revenue, but, in its operation, intended to exclude such importations, and ultimately, establish the 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—
Shipwrights.—Gibbins Sharp, Jacob Rhodes.
Hatters.—William Hoadman, Sarson Belcher.
Penters.—John Skinner.
Saw-Boilers and Tallow-Chandlers.—William Frobridge.
Wool Carders.—William Grub.
Ship-carriers.—John Skillin.
Sail-makers.—Samuel Barret.
Coach makers.—William Hawes.
Tailors.—Ephraim Copeland, Benj. Callender.
Cordwainers.—Samuel Barret.
Glass and Starch maker.—Robert Heves.
Brass Founder.—John Cutler.
Coppersmith.—Joshua Witherle, Jun.

Boston, May, 1789.
FINANCE.

12

The whole amount of the expenses accruing within the year, is, $3,207,096.11.

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.

2nd. Of the instalments of the principal which became due in those years, and are still unpaid, as per schedule last mentioned.

The amount of the arrearages due on the instalment of the principal and interest of the foreign debt, $2,433,014.11.

III.

For an arrearage on the domestic debt, of one year's interest, due the 31st of December, 1788.

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.

An arrearage of the Indian Department.

V.

For the arrearages of the former requisitions of Congress.

$8,285,603.11.

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 218,647.5 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 Farmes 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." These sums are now ascertained, and, by the schedule from the treasury office, accompanying this report, amount to $8,123,124.11.

This balance, if to be paid as other arrearages of interest, must be added to the former estimate of $8,285,603.11. And will make the estimate of the current year, $15,442,267.11.

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 unthanked 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 7,986,099.11.

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 3,131,018.92.

Dollars. 90ths
ESTIMATE FOR THE YEAR 1789.

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 $591,787 97.

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, as to become a part of the registered debt, estimated at $49,735 46.

The total amount of interest arising on certificates issued by the State of New Jersey, estimated at $244,442 22.

The total amount of interest arising on certificates issued by the State of South Carolina, estimated at $233,465 55.

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, as to become a part of the registered debt, estimated at $49,735 46.

Total, $12,891,758 76.6

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, $35,433 49.6.

In bills of exchange, as specie, $1,663,992 00.

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 $32,042 11.

State of South Carolina have paid two years interest on $322,465, the amount of certificates issued to the line of that State, at six per cent., is $26,695 73.

Total amount of deductions, 4,768,634 20.7.

Leaves the arrearage of interest, on the 31st December, 1787, $8,123,124 55.1.

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, it would, in a short time, admit the different periods of time from which the several parts of the domestic debt bear interest, and therefore 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 4,768,634 20.7.

And leaves an average, on the 31st December, 1787, of $8,123,124 55.

If to this sum of $8,123,124 55, arrearages above mentioned, two years interest, becoming due 1st January, 1790, be added, $3,996,581 43.7.

The total due on the 1st January, 1790, is increased to $11,519,646 09.6.

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 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.

<table>
<thead>
<tr>
<th>STATES</th>
<th>The gross am't of impost</th>
<th>A deduction for a discount of 10 per cent. of the duties on imports, by American vessels.</th>
<th>A deduction of one per cent. for collectors, inspectors, and other incidental charges made from the impost, after the ten per cent is deducted.</th>
<th>A drawback estimated from the returns of the exports of the several States.</th>
<th>Nett produce of the impost.</th>
<th>Gross amount of the tonnage duty.</th>
<th>Deduction for per centage, which will probably amount to three-fifths of one per cent.</th>
<th>Nett amount of tonnage duty.</th>
<th>Total amount of the nett produce of impost and tonnage.</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Hampshire</td>
<td>22,177 97</td>
<td>1,756 38</td>
<td>304 91</td>
<td>26,317 48</td>
<td>1,289 04</td>
<td>7 69</td>
<td>1,274 35</td>
<td>21,491 83</td>
<td></td>
</tr>
<tr>
<td>Massachusetts</td>
<td>216,366 34</td>
<td>17,519 63</td>
<td>1,985 40</td>
<td>169,133 69</td>
<td>10,169 08</td>
<td>61 13</td>
<td>10,107 15</td>
<td>199,361 04</td>
<td></td>
</tr>
<tr>
<td>Connecticut</td>
<td>76,824 69</td>
<td>6,844 41</td>
<td>699 86</td>
<td>69,825 73</td>
<td>3,101 73</td>
<td>19 38</td>
<td>3,082 44</td>
<td>72,909 17</td>
<td></td>
</tr>
<tr>
<td>New York</td>
<td>245,165 17</td>
<td>12,450 18</td>
<td>2,927 15</td>
<td>226,237 84</td>
<td>15,019 24</td>
<td>90 12</td>
<td>14,929 12</td>
<td>245,316 96</td>
<td></td>
</tr>
<tr>
<td>New Jersey</td>
<td>11,336 70</td>
<td>957 39</td>
<td>103 79</td>
<td>10,237 50</td>
<td>240 36</td>
<td>1 44</td>
<td>239 04</td>
<td>10,474 44</td>
<td></td>
</tr>
<tr>
<td>Pennsylvania</td>
<td>376,941 06</td>
<td>16,031 25</td>
<td>3,009 90</td>
<td>343,909 56</td>
<td>18,008 69</td>
<td>198 02</td>
<td>17,806 67</td>
<td>351,635 34</td>
<td></td>
</tr>
<tr>
<td>Delaware</td>
<td>5,692 66</td>
<td>435 87</td>
<td>52 66</td>
<td>5,211 05</td>
<td>443 55</td>
<td>2 66</td>
<td>441 20</td>
<td>5,654 94</td>
<td></td>
</tr>
<tr>
<td>Maryland</td>
<td>225,650 79</td>
<td>11,594 49</td>
<td>2,110 38</td>
<td>214,537 61</td>
<td>17,054 78</td>
<td>193 23</td>
<td>16,865 45</td>
<td>231,699 53</td>
<td></td>
</tr>
<tr>
<td>Virginia</td>
<td>176,185 81</td>
<td>6,594 61</td>
<td>1,025 91</td>
<td>167,699 19</td>
<td>15,650 06</td>
<td>112 12</td>
<td>15,538 94</td>
<td>186,470 94</td>
<td></td>
</tr>
<tr>
<td>South Carolina</td>
<td>137,697 69</td>
<td>6,088 62</td>
<td>1,317 98</td>
<td>130,609 39</td>
<td>14,466 28</td>
<td>86 68</td>
<td>14,380 60</td>
<td>144,059 83</td>
<td></td>
</tr>
<tr>
<td>Georgia</td>
<td>3,713 91</td>
<td>761 96</td>
<td>35 90</td>
<td>3,578 45</td>
<td>4,014 65</td>
<td>27 69</td>
<td>4,036 97</td>
<td>4,114 42</td>
<td></td>
</tr>
<tr>
<td><strong>Dollars</strong></td>
<td><strong>1,495,810 94</strong></td>
<td><strong>81,104 74</strong></td>
<td><strong>14,147 08</strong></td>
<td><strong>1,504,511 62</strong></td>
<td><strong>103,195 57</strong></td>
<td><strong>619 16</strong></td>
<td><strong>105,774 41</strong></td>
<td><strong>1,467,086 03</strong></td>
<td></td>
</tr>
</tbody>
</table>

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 | - | - | - | - | - | - | - | - | - | $688,946 50 |
| The tonnage, to | - | - | - | - | - | - | - | - | - | 30,465 40 |
| **Total amount,** | - | - | - | - | - | - | - | - | - | **$719,411 90** |

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.