The Augusta Chronicle

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The Augusta Chronicle

And

Gazette of the State.

Freedom of the Press, and Trial by Jury, to remain inviolate forever.

Constitution of Georgia.

Augusta: Printed by John E. Smith, Painter to the State; Efforts, Articles of Intelligences, Advertisements, &c. will be gratefully received, and every kind of Printing performed.

PROCEEDINGS of CONGRESS.

In the HOUSE of REPRESENTATIVES of the UNITED STATES,

(Continued from our last.)

A REPORT was made by a committee appointing a plan for deciding on the convention of the Dr. Franklin, and the Hon. William Smith, the consideration of which was postponed.

A notice was given, that the House, in the course of the day, went into a committee on the state of the Union.

Mr. Page in the Chair.

The following duties were agreed to.

On anchors 7-½ per cent. ad valorem.

On wool cards 50 cents per doz.

On imported direct from India or China to American ships.

Bales tea per lb. 6 cents.

Souchong and black do. 25 cents.

Superior green do. 20 cents.

On all other greens do. 12 cents.

On teas imported from any other country, or in foreign ships from India or China, Bales tea per lb. 6 cents.

Souchong and black do. 25 cents.

Superior green do. 20 cents.

All other greens do. 12 cents.

The committee reported, and the House adjourned.

Monday, June 21, 1789.

Mr. Barlow, from the committee to whom was referred the petition of Dr. Ramsay, and the petition of Mr. John Churchman, reported favorably thereon.

A committee of three was appointed to bring in a bill on general principles, for the purpose of securing literature property.

The House spent some time in a committee of the whole on the state of the Union.

The following articles were exempted from any duty whatsoever: Tim in pigs, tin plates, lead, pewter, brass, copper in plates, wool, dyeing woods, dyeing drugs, (other than indigo), and havers.

On all other articles not enumerated in the bill, a duty of 5 per cent. ad valorem was agreed to.

The further prosecution of this business being postponed, the committee refered.

The House then, according to the resolution of Friday, went into a committee on the bill to the House, having the form and manner of taking the oath required by the 6th article of the Convention: and having made some provisos therein, the House adjourned.

Tuesday, June 22.

The proposed duty of 4 cents per ton, on vessels built in the United States, and being to the citizens thereof, was objected to by several Members. It was urged, that it would tend to discourage this building, that it was like taxing the implements of industry, and was an improper article of taxation. To these objections it was replied, that the design of this tax was not for the purpose of revenue, but to deter the exportation of light-houses, and incidental charges of commerce: erecting hospitals for disabled seamen, for which purposes, a tax of this kind now proposed, was the most convenient and natural revenue.

A message was received from the President of the United States, informing Congress, that the vessel, the 'Georgiana,' had been repaired, and the government, according to the calculation he had made, would amount to about 800 tons, on the freight of vessels of 200 tons.

Mr. Boudinot proposed 50 cents per ton.

Mr. Goodhue observed, that the duty on foreign ships was rendered necessary, in consequence of the heavy burden on American bottoms, must be liable to foreign parties that therefore, the duty to be laid, ought to bear some proportion to that imposition. Thirty cents he conceived, would not establish the preference, in favor of our own shipping.

Mr. Lawrence was opposed to fifty cents, as too much high, considering the present state of our shipping, which, the gentleman said, was insufficient for the exportation of our produce, this would be found to bear a duty as to discourage the shipment of our produce, which it was well known, would not bear a duty in foreign markets; it would operate as a tax on our exports, for freight in foreign vessels would be enhanced to an intolerable degree, which would embarrass, or prevent exportations, to the discouragement of shipping and industry of every kind. Mr. Lawrence concluded, by secnding the motion for thirty cents.

Mr. Goodhue proposed 35 ½ cents.

Mr. Gaillard said, that he was against any duty at all, for so to operate on the discouragement of exporting our own produce; but he thought that 5 per cent. was as much as could be mentioned, to give American vessels proper encouragement.

Mr. Franklin observed, that it had been the policy of maritime, and commercial nations, to encourage their own shipping; and to give it, if possible, a decided superiority over that of their neighbors and rivals. Hence the propriety of our giving our own navigation peculiar advantages; and there was no doubt but in time, our own ships might and would carry our own produce to market, and at a lower freight than any foreign vessels could, for that reason alone.

But in the present scarcity of vessels, he did not conceive it good policy to discourage foreigners from coming to our trade. The shipping at present employed in transporting the produce of the United States to market, was two-thirds foreign property; it would require time to bring our shipping up to a par with foreign shipping; but a decided preference to American bottoms, would induce the merchants to increase the amount of their capital, in navigation, till in time, a superiority would be obvious and felt. The gentleman added, that the objection to a small duty, as having a natural tendency to discourage the exportation of our produce, did not apply. For the most valuable of our exports, could not be obtained from any other quarter; tobacco, rice and hamburgh, could not be procured in sufficient quantities any where else; the West-Indies, as any other part of the world.

Mr. Tucker was opposed to the duty of fifty cents; he observed, that there was a great deal of produce on the continent for manufacture, which would be necessary for our own troops, and must be an encouragement to the public. This duty would be eventually paid by a few particular states; some of the states had more shipping than was necessary for their own particular employ; others, who shipped the greatest quantity of both products, were deficient in ships; the burdens would be thrown on those states, and the revenue obtained from this duty would be an additional tax on the people.

Mr. Tucker went on to say, that he opposed this duty, as it was not payable on town ships, which, he supposed, would be a sufficient objection to the building of ships in the United States.

Mr. Rusk queried as to the policy of a discrimination between the produce of foreign and United States ships.

Mr. Smith answered, that the object of these duties was, to place the American vessels upon a superior footing to foreign vessels; he feared that object would not be effected, as foreign nations had at their option full to increase the duties on our ships, in proportion to the taxes we might impose.

Mr. Adams wished to know, if there then existed good reasons for a discrimination; but doubted the eligibility of indefinitely establishing a duty on vessels, as their being, in every document, appeared at present to be a matter of negotiation. He was in favor of taking advantage, before it condescended with the public illumination upon the subject; policy and justice demanded it. France had recently treated her commercial system in favor of American vessels, and the Union should now be held in France, a subject to a duty of only five per cent. In Great-Britain, no American built vessel could be sold, nor repaired, nor were British vessels, allowed to be repaired in the United States.

From accounts it appeared, that the clipping of our allies, employed in the American trade, bore no proportion to that of the British, nor was the effect of the one as beneficial to the other nation, as it condescended with the public illumination upon the subject; policy and justice demanded it. France had recently treated her commercial system in favor of American vessels, and the Union should now be held in France, a subject to a duty of only five per cent. In Great-Britain, no American built vessel could be sold, nor repaired, nor were British vessels, allowed to be repaired in the United States. From accounts it appeared, that the clipping of our allies, employed in the American trade, bore no proportion to that of the British, nor was the effect of the one as beneficial to the other nation, as it condescended with the public illumination upon the subject; policy and justice demanded it.

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The House then took their seats, and proceeded to the reading of the preamble of the Articles of Confederation, and the adoption of the same.