tleman would inform them.

Mr. Clarke said it was pretty well understood, that was not the whole information he possessed; but if he were to give it otherwise than on paper, what he said would be liable to criticism or misquotation. Mr. C. said it would be proper for him to know whether he could adduce evidence in support of the information he might give, for he might otherwise be called a calumniator. It could not be supposed that he had with him proofs in writing on this subject. When he left home he had not expected to be called upon for evidence. He could state where evidence might be had, and the persons who knew more than himself on the subject. If the House insisted, however, he would give what information he possessed.

A motion was made by Mr. *Taylor*, that the resolution at present under consideration lie on the table; but which was afterwards withdrawn and renewed by Mr. Milner.

A debate took place on this motion in which Messrs. Lloyd, Milnor, and Gardenier supported it, and Messrss. Crowninshield, W. Alston, Rowan, Findley, and Smilie opposed it. [Debate hereafter.]

Mr. Clark now stated that he conceived that he could prepare his information by Monday.

The postponement was agreed to, 70 to 32.

Mr. Crowninshield moved to discharge the committee of the whole from the further consideration of the resolution which he had offered respecting telegraphs, and to refer the resolution to the select committee appointed on this subject. Agreed.

Mr. Holmes, from the committee of Claims, made a favorable report on the petition of Mary Barclay, which was referred to a committee of the whole.

Mr. Masters moved that the House take up the amendments this day received from the Senate, to the bill supplementary to the act laying an embargo.

Mr. Quincy moved that the consideration of this subject be postponed till Monday next. Negatived Ayes 20.

Mr. Quincy then moved a postponement till to-morrow. As he did insist that the people should know who were in the habit of hurrying through business without consideration, he called for the yeas and nays upon the motion.

Mr. Newton said that he too wished for the yeas and nays, that the people might know who were in the habit of delaying business. That gentleman had taken up at least as great a portion of time in the discussion of the bill as any gentleman in the House. He hoped the House would not be trifled with in this way.

The motion for postponement was advocated by Messrs. Quincy, Livermore, Upham, Barker, Dana, Lyon, and Ely, on the ground that no time had been allowed to consider the amendments; and opposed by Messrs. Taylor, Newton, Basset, and Masters, for the reason that it was necessary to pass on this bill with all dispatch to secure more firmly the provisions of the former law—and negatived by yeas and nays—58 to 39.

The amendments were then taken up and severally agreed to without a division.

This bill therefore only awaits the sanction of the President to become a law.

SATURDAY, JANUARY 9.

The Speaker laid before the House a report from the Post-Master-General favorable to the petition of Samuel Whiting. Referred to a select committee, with leave to report by bill.

Mr. Wilbour presented a petition from sundry citizens of Rhode-Island, praying for the erection of a light-house at point Referred to the committee of Commerce and Manufactures.

Mr. M. D. Williams, from the committee to whom the subject was referred, reported a bill making further compensation to the marshals of the districts of North-Carolina and New-Jersey. Read twice and referred to a committee of the whole.

Mr. Dana begged leave to state to the House a proposition which had for its object the encouragement and the security of the seamen of the United States; by this expression he meant all who belonged to the national family, whether by birth or regular adoption. The proposition which he meant to offer contemplated a measure of permanent policy, to which the United States might adhere in either alternative of peace or war. The adoption of the measure could not interfere with any stipulation which might be made in any treaty between the United States and any foreign power, or with any negociation pending or expected; it did not propose to renounce any claim ever made by the government of the United States. It proposed no national degradation or acknowledgment of inferiority to any power whatever. Yet the proposition was of such a nature that he apprehended it would, if adopted, essentially diminish the range of controversy as respected seamen; and might be carried to such an extent as to annihilate it altogether. When he said this, he spoke as to those seamen who did in fact belong to the United States. The proposition proposed a marked distinction between our own seamen and those who were aliens to our country and our laws, and gave a preference to our own over any other. It proposed that they should have better and more employment, that they should be known to a certainty and firmly protected. If he should be asked what this proposition was, it would be evident that it was a plain measure; it exhibited nothing of the magnificence of a learned and abstract disquisition; it was a proposition which addressed itself to the interest of the merchant and to the heart of the Amercan seaman. That the House might understand how it was intended to accomplish this object, he would call their attention first to the revenue laws, and then to the navigation laws of the U. States.

It would be sufficient to observe, as respected the revenue system, that the law of the U. S. marked a strong distinction between vessels of the U. S. and all others. The term vessel of the U. States denoted a title to peculiar benefits and privileges, an exemption from the extraordinary duty on tonnage, and an exemption from a duty of 10 per cent on all articles imported, this being levied as a discriminating duty, in addition to the ordinary impost, on all goods imported in foreign vessels. This duty was nearly equal to the average expence of freight across the Atlantic; so that it gave a decided preference, and of course a greater employment to American vessels. It was proposed to avail ourselves of the same principle for American seamen; making it requisite that a portion of the seamen should be Americans, thereby ensuring them employment by this duty of ten per cent. to be incurred by the employment of foreign seamen in preference.

If the House would advert to the navigation law of the U. S. they would see how the principle recognized by that could be applied to American seamen. That act speaks of certain qualifications which should entitle vessels to be named vessels of the U. S. The qualifications are three. The first, for the encouragement of American ship building, requires that a vessel shall be built in the U. S.—American construction. The next, that this vessel shall be owned by American citizens—American construction and American property. The next, that a vessel shall not enjoy the privilege of American vessels, longer than commanded by an American captain—American construction, property, and commander. These three qualifications were necessary for a registered vessel.

The addition which Mr. D. proposed to these qualifications, was, that these vessels should be navigated by a proportion of American mariners; this was the proposition which he should submit. As soon as the proposition was stated, its operation would be instantly seen. If it were adopted, American seamen would of course in preference be employed; it would give them a more comfortable means of subsistence. The merchant would be compelled to employ them, if his vessels could not otherwise enjoy the privilege of American vessels; and all his exertions to procure American seamen would be more than compensated by the diminution of duty in consequence of their employment. It would then be the interest as well as duty of American seamen to point out imposters, as they might be kept out of employ by false swearing of seamen not citizens. In adopting this principle into our navigation law, Mr. D. felt perfectly willing to renounce the whole system of certificates & protections. He did not wish American seamen to carry protections while on board our ships; he wished that their being on board an American ship should be a sufficient protection; and if this peaceable means of protection will not answer, said Mr. D. let us take stronger measures. But in giving a man this protection with merely documentary proof, in giving him the complete protection of the American flag, it would be perceived that he would enjoy it no longer than he was faithful to his duty. In order to entitle a vessel to the character of a registered vessel it would be necessary that it should appear that she had on board a proportion of American seamen. It would be a plain regulation, no acknowledgement of inferiority, and its adoption would not interfere with any existing treaty or negociation.

There was a reason why he felt disposed to have this subject considered at the present time. The operation of the embargo would no doubt throw out of employment a great many seamen; among them might be foreign subjects. Thrown out of employ by the embargo, and a portion of them being called home by the proclamation of his Britannic majesty, Mr. D. should suppose it probable that foreign seamen might be induced to go into other service. He wished to hold out to American seamen, to our own citizens, the inducement of employment in preference to others, thereby giving them some cause to hope for brighter prospects and better times than the present. With these views he offered the following resolution:

Resolved, That for the encouragement and security of seamen of the United States, it is expedient to make provision, that registered ships or vessels, after a time to be limited by law, shall not continue to enjoy the benefits and privileges appertaining to ships or vessels of the United States, unless some proportion of the mariners on board the same shall be citizens of the United States.

Mr. D. moved that it be referred to a committee of the whole on Wednesday next, that its principle might be fully discussed.—Agreed.

Mr. Dana said it would be recollected that the Secretary of the Treasury had reported a statement of the tonnage in the United States; this document he deemed very interesting, and it might have an important bearing on the subject just referred. It was also important to know how many seamen were registered in the United States as American that the House might judge how the seamen were proportioned to the tonnage. He was not certain that the Secretary of State could give all the information desired; but all that he had Mr. D. wished to procure, and therefore submitted the following resolution, which was adopted.

Resolved, That the Secretary of State be directed to lay before this House a statement of the respective numbers of citizens of the United States, registered as American seamen, and now belonging to the several districts of the customs, according to the returns made by the collectors, in pursuance of the law relative to the relief and protection of American seamen.

On motion of Mr. *Basset*, the House went into a committee of the whole on the bill incorporating a church at Alexandria; and after some time, the committee rose and obtained leave to sit again.

On motion of *Mr. G. W. Campbell*, the House went into a committee of the whole on the report of the committee of Ways & Means on the petition of Edward Weld and Samuel Beebee; after a short time spent, the committee rose and reported their agreement to the report in favor of their petition which was referred to the committee of Ways & Means to bring in a bill in pursuance thereof.

On motion of *Mr. G. W. Campbell*, the House went into committee of the whole on the bill authorising the payment of certain expences attending the impeachment of Samuel Chase. The committee rose in a few minutes and reported their agreement to the bill, which was ordered to be engrossed for a third reading.

Mr. Van Horn offered the following resolution which he conceived to embrace information connected with the resolution this day proposed by Mr. Dana:

Resolved, That the Secretary of the Treasury be requested to lay before this House a statement shewing the amount of tonnage employed in the U. S. in the exportation of articles of the produce or manufacture of the U. States.—Agreed to.

The report of the committee of Claims unfavorable to the petition of Peter Landais was taken up and concurred with.

The House went into a committee of the whole on the bill to remit the duties payable on the monument imported by the naval officers of the U. S. when Mr. *Milner* moved to add a new section to the bill to appropriate a sum of money for railing in and covering the monument. After some debate on this, in which Messrs. Milner, Lyon and Witherell supported, and Messrs. Stanford, Macon, and Smilie opposed it, the committee rose without deciding on it, and obtained leave to sit again.

Mr. Blackledge laid before the House a resolution of the legislature of N. Carolina, requesting the representatives of that state to use their endeavors to procure the erection of a fortification or defence near Beaufort in that state, which was not contemplated in the report of the Secretary of War, made to the House.

After some discussion as to the proper mode of disposing of it, the House agreed, 60 to 17, to transmit it to the President of the U. S. in order that due provision might be made for the defence of that port.

WASHINGTON CITY.

MONDAY, JANUARY 11.

[*For the continuation of the Gun-Boat Debate, see last page.*]

COMMUNICATION.

DR. LE BARON, a gentleman lately from Michillimakinac, and who has resided there for the last five years, has lately left this city for Philadelphia, New York and Boston, for the very laudable purpose of forming a company of American Merchants from those cities to embark in the *Fur Trade* of our Northwestern frontiers. We hope the enterprize of Dr. Le Baron may be crowned with every possible success in this important object. It is the only means by which the current of that valuable & lucrative trade can be diverted from Canada to the United States, and it is the only way to acquire such an ascendency over the savage mind, as to ensure a pacific disposition on the part of the Indian Tribes. We are happy to learn, that every disposition has been manifested on the part of the government to encourage and support this important object.

Extract of a letter from a member of the Assembly of Virginia, to his friend at this place, dated January 6, 1808.

"We have been engaged during the present day, on a resolution, and the preamble, principally going to the effect, of pledging the energies of the Commonwealth, in support of the measures of the general government against our enemies, and approving of the embargo: declaring our willingness to meet with pleasure any privations that might ensue.

"The preamble to the resolution was lengthy, and contained the statement relative to the embargo. The resolution was carried unanimously, and thirteen only opposed to the preamble."

Wheeling, (Ohio) December 3.

The celebrated Gen. Moreau left this place yesterday morning. He is descending the river to New Orleans.

New York, January 5.

English Blockading Decree.—We have seen a Cork paper of November 19, which says—"A proclamation has been signed by his majesty, declaring France and every other country under her control in a state of blockade, prohibiting all intercourse with them, and forbidding all ships to enter their harbors, except such as have cleared last from a port in the United Kingdom, or a port in the British Colonies."

AN ACT

Supplementary to the act, entitled "An act laying an embargo on all ships and vessels in the ports and harbors of the United States."

BE *it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled*, That during the continuance of the act to which this act is a supplement, no vessel licensed for the coasting trade shall be allowed to depart from any port of the United States, or shall receive a clearance, until the owner, consignee, agent or factor, shall, with the master, give bond with one or more sureties to the United States, in a sum double the value of the vessel and cargo, that the vessel shall not proceed to any foreign port or place, and that the cargo shall be relanded in some port of the United States.

SEC. 2. *And be it further enacted*, That the owner, or owners of all vessels licensed for fisheries, or those bound on a whaling voyage, and having no other cargo than sea stores, salt, and the usual fishing tackling and apparel, shall give a general bond, in four times the value of the vessel and cargo, that they will not, during the continuance of the abovementioned act, proceed to any foreign port or place; and will return with their fishing fare to some port or place within the United States: *Provided*, That it shall be lawful and shall be sufficient in the case of any licensed vessel, whose employment has uniformly been confined to rivers, bays and sounds, within the jurisdiction of the United States, to give bond, in an amount equal to three hundred dollars for each ton of said vessel, with condition, that such vessel shall not be employed in any foreign trade during the time limited in the condition of the bond.

SEC. 3. *And be it further enacted*, That if any ship or vessel shall, during the continuance of the act to which this act is a supplement, depart from any port of the United States without a clearance or permit, or if any ship or vessel shall, contrary to the provisions of this act, or of the act to which this act is a supplement, proceed to a foreign port or place, or trade with or put on board of any other ship or vessel, any goods, wares, or merchandize, of foreign or domestic growth or manufacture, such ships or vessels, goods, wares or mercandize shall be wholly forfeited, and if the same shall not be seized, the owner or owners, agent, freighter, or factors of any such ship or vessel, shall for every such offence, forfeit and pay a sum equal to double the value of the ship or vessel and cargo, and shall never thereafter be allowed a credit for duties on any goods, wares, or merchandize, imported by him or them into any of the ports of the United States. And the master or commander of such ship or vessel, as well as all other persons who shall knowingly be concerned in such prohibited foreign voyage, shall each respectively forfeit and pay a sum not exceeding twenty thousand, nor less than one thousand dollars, for every such offence, whether the vessel be seized and condemned or not. And the oath or affirmation of any master or commander, knowingly offending against the provisions of this section, shall ever thereafter be inadmissible before any collector of the customs of the United States.

SEC. 4. *And be it further enacted*, That the exception made by the act to which this act is a supplement, in favor of armed vessels possessing public commissions from foreign powers, shall apply only to public armed vessels, and shall not be construed to embrace either privateers, vessels having letters of marque, or any other private armed vessels; but such private armed vessels shall be permitted to depart in the same manner and on the same conditions as is provided for other private foreign ships or vessels.

SEC. 5. *And be it further enacted*, That if any foreign ship or vessel shall, during the continuance of the act to which this act is a supplement, take on board any specie or any goods, wares or merchandize, other than the provisions and sea stores necessary for the voyage, such ship or vessel, and the specie and cargo on board shall be wholly forfeited, and may be seized and condemned in any court of the United States having competent jurisdiction, and every person concerned in such unlawful shipment, shall forfeit and pay a sum not exceeding twenty thousand dollars, nor less than one thousand dollars, for every such offence.

SEC. 6. *And be it further enacted*, That all penalties and forfeitures incurred by force of this act, shall be sued for, recovered, distributed, and accounted for in the manner prescribed by the act, entitled "An act to regulate the collection of duties on imports and tonnage," passed the second day of March, one thousand seven hundred and ninety-nine, and may be mitigated or remitted in the manner prescribed by the act, entitled "An act to provide for mitigating or remitting the forfeitures, penalties and disabilities accruing in certain cases therein mentioned," passed the third day of March, one thousand seven hundred and ninety-seven, and made perpetual by an act passed the eleventh of February, one thousand eight hundred.

SEC. 7. *And be it further enacted*, That the time during which the act to which this act is a supplement, shall continue in force, shall not be computed as making part of the term of twelve calendar months, during which goods, wares or merchandize, imported into the United States, must be re-exported in order to be entitled to a drawback of the duties paid on the importation thereof.

J. B. VARNUM,
Speaker of the House of Representatives.

GEO: CLINTON,
Vice-President of the United States, and President of the Senate.

January 9, 1808.
APPROVED,
TH: JEFFERSON.

FRESH GARDEN SEEDS, &c.

THE Subscriber having recently received a supply of *European Garden Seeds*, &c. which added to the various sorts saved by him the last summer, makes his assortment extensive and which are for sale at his Nursery Garden, Eastern Branch and at Dr. OTT's Medicine Store, George town.

THEO: HOLT.

Washington city, Jan. [illegible]

PUBLIC SALE.

WILL positively be sold at public auction on Saturday the 23d inst. at 3 o'clock in the afternoon at Rhodes's tavern, a lot of ground situate in square No. 974, in the city of Washington, fronting on South I street, 20 feet, and running 150 feet back of that breadth. This lot is adjoining Mr. King's near the Navy Yard.

Terms of sale a negociable note of sixty days.

SAMUEL SPEAKE, Auct.

January 11——3t