

then become gentlemen to reflect on the consequences which would result from the establishment of a precedent, which would go to the invalidation of all the final settlements which had been made.

Mr. Sedgwick said, gentlemen had supported the claim of the applicants from a supposed analogy of their circumstances, to those of the gentlemen of the army. He said there was the difference which arose from the circumstance already mentioned—The commutation was founded in contract, the present claim was destitute of that support. There were also other material circumstances which very widely differed the two cases. The officers of the army were called from pursuits by which they were enabled to support and provide for their families, and to abandon their prospects of establishments by the business to which they had been educated. On the other hand, the gentlemen of the navy were promised handsome wages for continuing in that business to which they had been educated, and for which they were best, if not only qualified; and this too, at a time when, by the destruction of our commerce, many of them otherwise must have wanted employment. They had likewise additional encouragement from a participation in the avails of prizes, while the army derived no emolument from any such source.

That the report of the select committee being unsupported either on the ground of contract, or the principles on which the grant to the officers of the army was made, the application was merely to the generosity of the government. He said it was a principle from which he professed himself determined never to depart, not to dissipate that property in idle or visionary projects of generosity, which is necessary to the performance of justice. That the arduous scenes in which we had been engaged, had imposed the necessity of practising a rigid economy. That the conduct which we might under present embarrassments pursue, it would be improper hereafter to consider as a precedent. That it would indeed be a noble and generous sentiment to compensate all those losses which our friends had sustained by the war. But he asked if such would not be a vain attempt? Can we compensate all the desolation of fire and wanton depredation, provoked from the enemy by the patriotism of particular districts in this country? Can we retribute the sufferings which have been caused by the depreciation of our currency? Or the ruin of thousands and thousands by our delays of payment, and the consequent depreciation of our securities? Can we administer to the relief of the vast number of widows and orphans, who from those circumstances, have been reduced from affluence to want and beggary? Remember too, he said, the sages, who in the hour of danger watched over your security—and who, in their best days, abstracted themselves from every lucrative pursuit, and devoted all their time and talents to the service of their country. These patriots, now in the evening of life, are the most meritorious objects of the generosity of the government, yet they would nobly disdain to ask, or to receive the aid of the government, however necessary to them, until efficient provision was made for the performance of those contracts, which we are under the most solemn obligation, if in our power, to fulfil. And he concluded by observing that when the improving resources of our country should enable the government generously to compensate the sufferings of those several descriptions of persons, then and not till then, might we extend to the memorialists the relief which they now sought for.

Mr. Jackson supported the claim of the officers. He observed that if the country had not derived so extensive advantages from the exertions of the navy, it must be imputed to peculiar circumstances, and not to any deficiency in the officers and sailors—so far as their abilities could be exerted, no men distinguished themselves more. Had ours been a maritime, instead of an agricultural country, the importance of a navy would have struck us more forcibly. Their claims he considered as founded in the strictest justice, and he had no doubt that if they had applied to the old Congress, they would have granted their request—but restrained by a consideration of the embarrassments of the United States, they did not obtrude their petitions upon them—and now this very circumstance is urged as a reason for not granting their petition.—In my opinion this did them great honor—since that time they have been scattered through all parts of the Union—this and other circumstances have delayed their application to this time—but has not lessened the equity of it.—He added many other observations, and concluded by saying, that he was fully in favor of the report.

Mr. Gerry was in favor of the report under certain conditions—which were, that the same be so constructed, as to ascertain the amount of prize money received by the officers, and that the allowance should be extended only to such, as continued in the public service to the end of the war.—He adverted to the case of prizes, in which it had been said, the officers had suffered thro the frauds of their agents.—If this is fact, it was

a subject which called for redress—and on principles of equity an investigation ought to take place.

Several other gentlemen spake on the occasion. Mr. Page, Mr. Hartley, and Mr. Seney in favor—and Mr. Goodhue, and Mr. Sherman against the report.

On Mr. Fitzsimons' moving in the House, that the report should be re-committed.

Mr. Boudinot said he was opposed to the re-commitment, as he did not conceive that the relief proposed could be granted under this report. From the reasoning which he had heard on the subject this day, he was convinced, that if the commutation is extended to the memorialists, Congress will have to extend it to above 1000 officers of different descriptions.—It must be extended to the Staff officers, in several departments.—He enlarged on the unpopularity of half-pay and commutation—and said, that if injustice had been done to the memorialists, every instance ought to be enquired into, and determined on its own merits. He was therefore in favor of rejecting the report—and still leaving the memorial open to an enquiry as to the particular cases which may require an investigation.

MONDAY, JUNE 28, 1790.

THE bill to regulate seamen in the merchants service, was brought in, engrossed, read the third time, and passed.

Reports of the Secretary at war on sundry petitions were read, which together with a report of a committee on the petition of Col. Meuzes, were referred to a committee appointed to bring in a bill concerning disabled soldiers, &c.

Mr. Wadsworth, from the joint committee who were to consider and report the business necessary to be finished previous to an adjournment, also to report when it would be proper to adjourn, reported, that in their opinion the business necessary to be acted upon may be completed by the 15th day of July next, and that an adjournment of the present session should take place by that time. The report was laid on the table.

The proposed amendment to the bill for extending the enumeration law to the State of Rhode-Island, were taken into consideration and disagreed to. The bill was then ordered to be engrossed.

Mr. Goodhue reported on the petition of E. H. Darby, which was read and laid on the table.

Mr. Ames presented a petition from the inspectors of the ports of Bolton, and Charlestown, which was read and referred to the committee appointed to bring in a bill for the amendment of the revenue laws.

Mr. Parker of the committee, to whom the report of the Secretary at War on the petition of Dr. B. Middleton, was committed, presented a report, which was in favor of the petition.—Laid on the table.

On motion of Mr. Thatcher, the report of the Secretary at War, on the petitions of James Berry and were read and accepted by the House: These with some other reports of the Secretary, were referred to a committee, who were ordered to bring in bills pursuant thereto.

The House went into a committee of the whole on the report of a select committee, respecting the Virginia cession, and appointed a committee to bring in a bill, for issuing the reservation made by that State in said cession. Adjourned.

TUESDAY, JUNE 29.

Mr. Gilman of the joint committee of both Houses, reported, that they had examined the following bills and found them duly enrolled—viz. An Act providing the means of intercourse between the United States and Foreign Nations—An Act for satisfying the claims of John McCord, and An Act for the relief of Nathaniel Twining. The Speaker affixed his signature to the same.

A message was received from the Senate informing that they have passed an Act, authorizing the purchase of a tract of land at West Point.

The bill for extending the enumeration Law to the State of Rhode-Island, having been engrossed, was read the third time, and passed.

Mr. Fitzsimons, of the select Committee on the bill providing the means of paying the interest on the debt of the United States, brought in a report, which was read—and made the order of the day to-morrow.

The report of the committee on the petition of E. H. Darby, was on motion of Mr. Goodhue, taken into consideration; the substance of this report is in favor of extending the time allowed by law for payment of the duties on teas from six, to twelve months; this report was accepted, and referred to the committee appointed to prepare amendments to the collection law.

Mr. Jackson moved that the committee of the whole should be discharged from any further proceedings on the bill concerning the trade and navigation of the United States—this motion after a lengthy debate was negative.

Mr. Jackson then moved that the House should immediately resolve itself into a committee of the whole on this bill, which being carried after a short debate,

Mr. Boudinot took the Chair.

This bill contained the discrimination in the duty on foreign tonnage; the first clause being rejected, the substance of the following propositions, moved by Mr. Fitzsimons, was adopted in lieu thereof, viz.

That from and after the day of next, there shall be paid and collected on all ships and vessels not built, or registered in the United States, a duty of per ton.

That on all ships or vessels arriving in any part of the United States, from places at which the United States are not permitted to trade, the sum of per ton.

The remaining clauses of the bill being disagreed to—the committee rose and reported progress. Mr. Heister of the committee appointed for the purpose, reported a bill making further provision for paying the invalid pensioners.—Adjourned.

LONDON, June 6. INDIA STOCK.

THE public cannot be too often reminded of the obligation they are laid under to the unwearied attention and solicitude of Mr. Hully and Mr. Tiernay, whose virtue and perseverance have at length obtained that information which the public have so long in vain endeavoured to procure. The motions of those gentlemen have brought before the House of Commons such plain intelligible statements of the affairs of the company, as can no longer admit of the smallest doubt but they are ruinous beyond any retrieval. The House have fortunately ordered the accounts to be printed, a correspondent has furnished us with them, and we are enabled thereby to state to our readers the following authentic facts, deduced from these papers, all signed by the Accountant-General of the company.

In the paper, No. VI. it is emphatically acknowledged, that on the 1st of February, 1789, the Company were worse than they were on the 1st of February, 1781, by 12,255,558l.

In the paper, No. III. it is declared, that on the 1st of March 1785 [soon after the Board of Control were appointed,] their goods in warehouse unfold were worth 2,037,894l. whereas on the 1st of March, 1790, their unfold goods amounted only to 772,239l. And by No. V. it is confessed, that their effects are insufficient to pay their debts by 4,762,543l. and by adding 3,700,000l to make their capital stock equal to its market price, and 1,178,291l. the amount of the last six items of their effects, which it is presumed are desperate, or at least very dubious, the deficiency will be increased to 9,640,834l. to answer which the Company have nothing to reckon upon but what is called their dead stock; which though it has since 1702 cost the company 8,222,970l. (being in truth little more than the accumulated aggregate of all their charges for erecting Forts and Houses of trade,) was, in 1783 admitted to be capable of producing very little, if any thing, on a sale. And yet to serve, no doubt, party purposes, we have seen the Company's stock rarified by stratagem to its present enormous price of 175l. per cent.

THE CONTINENT.

It is not at all surprising that the ostensible Minister of France, M. Necker, and the General Assembly should not be on the best terms—It is the natural consequence of a free constitution. When the French were under the fetters of despotism, they durst not complain publicly, they grumbled in secret. The motions of all Ministers ought to be narrowly watched and their conduct as Ministers strictly examined into

FOR THE GAZETTE OF THE UNITED STATES.

FROM THE FRENCH.

O H, thou young Chief, FAYETTE, the good and brave, Freedom's firm friend beyond th' Atlantic wave; While Glory mentions, France repeats thy name, And Time consigns it to immortal fame! Though spots the fame of our first Heroes stain, Since chaining foes, they riveted our chain; Yet FAYETTE breaks oppression's iron rod, A Patriot deem'd, thence grows a Demigod.

NEW-YORK, JUNE 30, 1790.

APPOINTMENT.—By Authority.

The PRESIDENT of the United States has been pleased to nominate, and by and with the advice and consent of the Senate to appoint,

The SIEUR DE LA MOTTE, Vice-Consul of the United States for the port of the Havre de Grace, in the Kingdom of France.

We hear that the bill to determine the permanent, and temporary seat of government of the United States, had a second reading in the Senate yesterday—when New-York, Philadelphia, and Baltimore were negatived, as the temporary residence, and the Potomac stands in the bill as the permanent seat of Government, after ten years have elapsed. The whole subject is still open to discussion.

Extract of a letter from a gentleman in England, to his friend in America.

"SINCE I wrote you last I have been in London, about the which I informed you was detained here by the Collector; he alledging she was not navigated according to law. As you are much concerned in American vessels, I think it necessary to give you a particular account of this transaction, and also to inform you of some very alarming proceedings going forward, on this side the Atlantic, against American shipping in general. You are acquainted that the British Navigation Act, requires, that the master and three-fourths of the mariners on board all foreign vessels trading to England, be subjects of the country the ships belong to. Now it is necessary that the Captain and three-fourths of the mariners of every American vessel coming to England, should be subjects of America at the time independence was granted by England. When the arrived here, she had 14 people on board, out of which number the Captain and 10 of the people were really Americans, the remaining three were Englishmen, who had become citizens since the war—according to the present construction of the British navigation act, she had one more real American on board than the law requires, but 5 of the above number were apprentices, which the Collector would not allow to be numbered as mariners. The vessel was in consequence detained till he had the opinion of the commissioners of the customs; but this being too difficult a question for them to resolve, it was referred to the Attorney-General, and after detaining the vessel 7 weeks, with her cargo on board, he gave his opinion that she was navigated according to law. I wish to remark, that apprentices on board English vessels are always allowed to be mariners by the collector, underwriters, and every other person. When an American vessel arrives here, the collector has all the crew up to the Custom-House, and makes them swear where they were born, how old they are, how and where they have been employed, &c. in short, it is a species of inquisition which the collector has instituted against the Americans only, as he makes no such enquiry of vessels belonging to any other foreign nation, and I am sorry to add that this partial conduct of the Collector is approved of by people in power, for I saw a letter from Lord Hawkesbury, who particularly mentioned it; this letter was in answer to one wrote him by the merchants of this place, desiring something might be done for the benefit of British shipping, to counteract the 10 per cent. discount, on all goods imported into the United States in American vessels: He recommends that the merchants here should reduce the freight of their vessels, which he says would be only for a short time, and that by their exerting themselves against American vessels, and by the collector's being particularly strict with them, in a short time it must have a good effect, and that as soon as he had gained the necessary information in the business, he promised that something should be done. I have also been informed, that the merchants here have wrote out to America, giving positive orders not to ship any goods on board American vessels; and without something is done in this business, the sooner you set them on fire the better.—You will also take notice, that a British subject becoming a citizen of America since the war, cannot hold any part of an American vessel."

—The above facts are undoubted, coming from the very best authority.

ARRIVALS SINCE OUR LAST.—NEW-YORK.

- Brig Delight, Leader, St. Martins, 17 days. Schooner Patty, Lacey, Shelburne, 10 —Sally, Patterson, Shelburne, 14 Sloop New York Packet, Shaw, Rhode-Island, 3 —Polly, Godfrey, ditto, ditto, —Rambler, Carey, Peterburg, —