UNITED STATES.

CONGRESS OF THE UNITED STATES.

House of Representatives, February 1, 1830.

COMMERCE AND NAVIGATION.

Mr. CAMBRELENG, from the Committee of Commerce, submitted the following REPORT:

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The policy of this country must be regulated in some measure by the commercial laws of our great maritime rival. Our commerce with Great Britain and her dependencies is far more important to us than that with any other country; and the trade with the United States is, in a commercial point of view, the most valuable branch of the foreign commerce of Great Britain. There are no two countries so deeply interested in securing and preserving the most friendly and liberal reciprocity. The interest of both, however, has been hitherto, and we fear may be hereafter, sacrificed to those political jealousies, which are too apt to influence the councils of countries naturally rivals for naval ascendency. We should, however, in our foreign policy, avoid such influences, and cultivate, with an indiscriminating and just equality, the most friendly intercourse with all nations. But, in inviting this reciprocal commerce, without anticipating the probability of future conflicts with any Power, it is among our highest obligations vigilantly to superintend our means of national defence, and, with a wise foresight, to prepare for any emergency. It will be discovered on examination, that, while we have been for fifteen years wasting our energies and resources in crude and speculative experiments, other nations have kept a vigilent eye on the growth of their commercial marine. The Ministers of Great Britain, France and Russia, know, since the discovery and independence of a new world, on what theatre the relative power and dominion of nations must be hereafter adjusted. It will be fortunate for us, if we do not learn when too late, to appreciate the importance of this knowledge. We have certainly, not conformed our policy since the war, either to our own, or to the present condition of the world. We have neither counteracted the policy of our great maritime rival, increased our resources, or added to our commercial marine. It will be a source of extreme and national regret to find that we have pursued a course fatal to the future ascendancy of our country. The committee were fully aware that our measures would be ultimately destructive to our navigation; but they had not supposed it possible that any system could, in the short space of fifteen years, effectually repress the growing wealth and power of a country so rich in resources, so young and full of native enterprise. But when the present and past condition of our navigation are contrasted, when we compare the increase of British and American tonnage, before and since the war, and show the rapid growth of the commerce of the British North American possessions, we shall learn to comprehend the advantages of a system of free trade, and we shall, perhaps, feel no small degree of alarm, lest our fatal restrictions should have already driven us too far in the rear of all our rivals for national power and naval ascendency.

From 1789 to 1807, we enjoyed an almost uninterrupted commerce, under rates of import so moderate, that they were scarcely felt or perceptible. From that time till 1815, we were driven through political necessity, into a train of measures which disturbed our intercourse with foreign nations. From 1815 to the present time, our commerce, though uninterrupted, has been depressed by immoderate import on consumption, and restrictions on our foreign trade. The annual statement, No. 3, will show the astonishing march of that branch of our navigation, in the first eighteen years under our present constitution, contrasted with its condition in the last fifteen years. In the former term, the increase was a little less than one million of tons. Since the war our foreign navigation has actually declined, as will be seen by examining that statement. It would exhibit a much greater decline, were it confined to the foreign navigation of the old thirteen states. The mere increase of our foreign tonnage, prior to 1807, exceeds the whole amount of our navigation now employed in our intercourse between the whole Union and all nations, nearly 130,000 tons! It is a common impression that our early maritime prosperity was owing to the wars growing out of the French Revolution, which enabled the United States and Great Britain to monopolize the carrying trade. Those who think so, take but a superficial view of the causes which gave a strong impulse to our navigation at that early period. There were our rich and increasing agricultural resources; the removal of all the countervailing laws of the States; our commercial enterprise, and a foreign commerce without restrictions. Our navigation grew more rapidly before the continental war, when we had nothing to carry but our own produce, than it did at any period afterwards. In three years, from 1789 to '92, see No. 3, the increase was near 300,000 tons; from 1793 to '96, it ought to have increased a greater amount, but it was not much over 200,000 tons—showing clearly a more rapid increase, both in ratio and amount, before, than after the war broke out. If that war had never occurred, our navigation would have continued to increase more rapidly; for the increased consumption and commerce of the world in peace, are in the aggregate, more than equivalent to all the fluctuating advantages that any commercial nation can transiently enjoy from the wars of other countries.—Our prosperity then grew out of plain causes. The States had each limited its commerce to its own little circle, and had depressed their own resources by multifarious restrictions on the commerce of each other, and of each with Europe; these little circles of restriction were swept away by our new constitution, and the prosperity that followed was the mere result of enlarging the circle of free trade, which stimulated our industry and gave an astonishing impulse to our resources. The influence of the carrying trade on our commerce, generally, has ever been much over-rated. But, conceding all its advantages to our navigation before 1807, our own cotton, which has been substituted since the war for the colonial produce which formerly employed our ships, is of infinitely greater importance to our navigation. Had we possessed before 1807, as now, a million of bales of cotton, worth, at the prices of that time, seventy millions of dollars, more than equal to the whole of our exports, either foreign or domestic—had we had that item to swell the channels of our commerce with Europe, we might profitably have spared all the carrying trade we ever enjoyed. Besides this vast addition to the mass of our agricultural produce, we have more than doubled our population—Europe has increased here; and there ought now to be a much larger intercourse between the two continents, whose means of consumption have been enlarged by fifteen years of undisturbed commerce and industry. We have had, since the war, other and powerful advantages. The vast American dominions of Spain have been liberated from Colonial bondage, and their trade is now open to foreign nations. We have, besides, enlarged our resources, by adding the commerce of Florida and Louisiana, for the latter contributed little or nothing to navigation before 1807. Yet, with all these powerful advantages, our own tonnage, entering from abroad, (the best criterion of trade) in 1828, was actually 265,095 tons less than entered in 1807. (See No. 3.) We had, moreover, in the first eighteen years of our commercial prosperity, to contend with the most powerful maritime nation in the world; one who had swept all her enemies from the ocean, and who was not shut out from Europe, till Prussia was *forced*, in 1806, and Russia, in 1807, to join in the continental system. It is at this period we terminate the tonnage table in question.

There is an apparent *increase* in the coasting tonnage since the war; but unfortunately it is only in appearance. It grows out of additions to our territory, a steam boat navigation of 40,197 tons, principally employed on the Lakes, the Mississippi, Missouri, and Ohio, the coasting trade with Florida and Louisiana, and a portion of the tonnage which is merely nominal. (See No. 4.) When commerce is active, as it was from 1789 to 1807, some reliance may be placed on our tables of coasting tonnage; but when trade is dull, we know not what portion of our vessels, enrolled and licensed, is actually employed. From 1789 to 1807, our coasting tonnage increased 242,578 tons. In comparing that increase with the increase of enrolled and licensed vessels of the same States, as nearly as it can be estimated, the actual augmentation since the war, is only 26,617 tons. In 1807, the commerce of Georgia and Maine was trifling, and we had little or no cotton to employ our coasting vessels. A just and accurate statement, if it could be made, in 1828, of the tonnage, in the same commercial circle which existed in 1807, would show an actual decline since the war. The foreign and coasting trade of every country furnish mutual employment to each other; and unless, under peculiar circumstances, such as grow out of embargoes, &c. on foreign trade, they will uniformly rise and decline together.—Taking into view our increase of population, and the large addition to our territory, and to our agricultural produce, we ought now to have at least two millions of tons employed in our coasting trade; and considering the emancipation of Spanish America, and the enlarged commerce of the world, we ought by this time to have an equal amount of navigation in the foreign trade. We shall see, when we notice the tonnage of Great Britain, how her coasting and foreign commerce have gone on regularly advancing since the war. Our coasting tonnage is less than it should have been, by more than a million of tons; and our foreign navigation, entering from abroad, in 1828 is actually less than the returns for the year 1801!—The unparallelled growth of our navigation, anterior to 1807, is the best evidence of the influence of free trade and moderate duties, on national prosperity; its present stationary, or declining condition, the saddest commentary, on the policy of restrictions.

But let us compare British with American navigation, in the foreign trade, from 1789 to 1807, during which term her policy was prohibitory, and our free. Her tonnage through the whole eighteen years, was stationary; nay, worse; it actually declined from 1,348,696 to 1,284,108 tons, while ours mounted, with astonishing celerity, from 127,389, to 1,089,876 tons! (See No. 5.) It is true, Great Britain was at war; but that was nothing to a nation who controlled the commerce of the world. Besides, it was not till after 1806 and 1807 that her commerce was interrupted with that part of Europe at all material to her navigating interest. But what was the effect upon her navigation after 1807, when the whole commercial world, in Europe and America united against her in a non intercourse war? That navigation, which, in 1807, was reduced to 1,372,810, mounted regularly, till it had reached, in 1815, 2,088,029 tons.—(See No. 5.) This war of restrictions, like every other experiment of the kind, whether tried in peace or war, paralyzed the resources of all the nations who commenced it, and operated as a general bounty on the industry of Great Britain. Her imports, which had, for four years previous, ranged from 28 to 30, rose, in four years after 1807, to 41 millions; her exports, from 34 to 45 and 50 millions sterling. The absolute restrictions of other nations upon themselves neutralized all the bad effects of her own system, and gave a new impulse to her wealth and power.

But there is an inquiry still more interesting to us—one which the committee persuade themselves must have its influence on the minds of all who cherish a proper regard for our national honor and safety.—How has our commercial marine, the basis of our naval power, kept pace with the navigation of other countries since the war? This is an important inquiry, and the committee accordingly endeavored to obtain accurate information of the commerce and navigation of the principal European Powers, for the purpose of comparing their progress with our own. They have not found it practicable to obtain any tables of Russian or French navigation. The former, however, is not important, as that Government still adheres, in some measure, to prohibitory duties, and denies to Russia that intercourse with other nations without which their resources must be comparatively stationary, and their navigation depressed. Her naval power can never be formidable under such a system, whatever may be the number or description of her ships of war. Since 1815 her imports have risen from 199 to 452 millions of francs, and her exports from 397 to 511 millions of francs. There is, however, little probability of our having, with either France or Russia, any collision of a character so serious as to involve us in a war.

The committee have been more successful in obtaining complete and accurate statements of the navigation of Great Britain and her dominions—documents far more interesting to us, considering the magnitude of our commercial and political relations with that great maritime power. However injurious we had supposed our policy to be, we were not prepared to expect that these statements would exhibit, as they do, a more rapid increase in British than in American tonnage. We had not supposed that a young, rising, and naturally commercial country, whose population and agriculture are growing with unequalled rapidity, could, under any policy, be outstripped in the race, by a nation whose navigation was presumed to have reached its maximum, and whose naval power was supposed to be at least stationary in its meridian, if it was not already on its decline. But Great Britain has granted commercial liberty to her vast empire, at home and abroad, and has taken a new start in the race of nations; while we, on the other hand, professing to be free, have restricted our own citizens in their intercourse with all the world.

These statements furnish incontrovertible evidence of the consequences to the navigation of the two nations, resulting from a simultaneous change of policy in both countries. The document No. 6, shows us, in double contrast, the former and present rates of duty in Great Britain and the United States. It will be seen, all the declarations to the contrary notwithstanding, that, as fast as it has been practicable, Great-Britain has been retrograding from prohibitions to moderate duties, while we have been substituting restrictions for free trade.—The statement No. 5 exhibits, in one view, American tonnage entering from abroad, in each year, from 1815 to 1828 inclusive; and that which is denominated the foreign tonnage of Great-Britain, for the same years, omitting 1828, which we have not been able to obtain. While our navigation has remained at best stationary, that of our rival advanced, from 1815 to 1827, 741,840 tons; the mere increase alone, in British foreign navigation, amounting nearly to the whole foreign tonnage of the United States. Of the coasting tonnage of Great-Britain, there was no account authorised till 1823; in that year, it stood at 7,527,827; in 1827, it was 8,648,868 tons. Part of this increase is owing to the inclusion of the Irish tonnage; but it is principally to the rapid increase of her navigation in the coasting trade. The mere increase in her coasting tonnage, for five years, is more than equal to the whole enrolled and licensed tonnage of the United States, whether employed on our coast, on the Mississippi, Missouri, Ohio, on our northern lakes, or in the fisheries. The document, No. 7, exhibits the navigation of Great-Britain, employed in the trade, with all parts of the world, from 1814 to 1828 inclusive; and the aggregate amount of the foreign tonnage of the U. States, from 1815 to 1828 inclusive. It will be seen by this statement, that, with the exception of the whale fishery, British navigation has increased in every branch of trade; and that her ratio of tonnage in each branch, has been uniformly more and more favorable to her. She is even overhauling our own navigation, in the direct trade with that country; the American tonnage commenced, averaging 1815 and 1816, with 119,294 tons; and closed, averaging 1827 and 1828, with 171,834 tons; British navigation averaged, in the two former years, 41,735, and the two latter 76,681 tons. But the most important change occurred soon after she began to remove her prohibitory duties, and we commenced augmenting ours. In 1820 we had 159,418 tons in the trade with Great-Britain, and in 1828 only 138,174 tons; decline 22,244 tons. She had in the same trade, in 1820, 29,190 tons; in 1828, 80,158 tons; increase, 50,668 tons! The same table (No. 7,) shows, that, taking the average of the two first and two last years, from 1814 to 1828, the tonnage of all foreign vessels trading with Great-Britain had increased about 20,000 tons, or 3 per cent.; while British navigation had augmented 660,000 tons, or about 50 per cent.! The foreign tonnage, trading with Great-Britain, had remained nearly stationary; while, comparing the two first with the two last years, British tonnage had increased from 1,331,178 to 2,090,627 tons. Commencing, also, with our tonnage in 1820, when our new policy began to operate, the foreign tonnage trading with the United States was 79,204 tons, in 1828 it was 149,435 tons; increase, 70,231 tons, or a fraction less than 89 per cent. Our own tonnage in the foreign trade was, in 1820, 801,253; in 1828, 824,781 tons; increase, 23,528 tons, or a fraction less than 3 per cent.! Since our new system of Government has been in full operation the change is becoming annually and rapidly more unfavourable to our navigation. The proportion of foreign to American tonnage was, in 1824, 9 6-100; in 1825, 10 6-100; in 1826, 11 7-100; in 1827, 14 4-100; and in 1828, 15 3-100 per cent. While such is the retrograding condition of our navigation, our rival is beating all her competitors, and adding millions to her tonnage. Such is the condition of the coasting and foreign trade of the little island of Great-Britain, with all its taxation, excise, and national debt; and such are the relative prospects of navigation in an old nation, where commerce is regulated by liberal laws; and in a young and aspiring country, under a narrow, monopolizing and despotic policy.

The navigation with Great-Britain has increased with every nation, and in every branch, at home and abroad, except the deep sea or whale fishery. But what exhibits, in the clearest light, the dangerous tendency of our late measures, is the extraordinary increase of her tonnage in the trade with her North American possessions. The statement No. 8, shows the progress of that trade since the war. The present condition of those colonies, since their commercial emancipation, resembles ours, when we enjoyed foreign trade with very moderate imports: their duties being, on the whole, rather below our rates in 1789. The population of these provinces in 1825 was 873,453; and of this country at the same time, about eleven millions. While the whole foreign trade of the United States, with every part of the world, has remained stationary for fifteen years, the navigation of these colonies, with the mother country alone, has increased from 88,247 to 400,841 tons. But this is not the extent of their comparative prosperity; had we the returns of all the tonnage of these possessions, the disparity would be still more unfavorable for us. We have, however, the whole tonnage of Nova Scotia for 1828, by which it will be seen, that the trade with Great-Britain employs but a small portion of the navigation trading with that Province in that year.

In her trade with Great-Britain, she had employed	27,162 tons.
the West Indies,	27,714
the United States	16,058
Brazil first permitted in 1826,	1,354
Foreign Europe opened at the same time	1,638
Coasting tonnage,	58,925
Total,	132,045 tons.

Such is the prosperous condition of the tonnage of this small Island, with a population of about 125,000 inhabitants. But this is not the extent of the trade we have transferred to our Northern neighbours, by our own blind and voluntary restrictions on our intercourse with foreign nations.

The navigation employed in the commerce between Nova Scotia and Great-Britain, is little more than one fifth of the whole. If the tonnage of the other Provinces bear any thing like the same proportion, the foreign navigation of these colonies must actually be more than equal to the whole foreign tonnage of the United States. These colonies are now enjoying all the advantages of free trade, and are flourishing as our country did under the same system from 1789 to 1807; their navigation is in like manner advancing with astonishing rapidity. We have lately seen a statistical account of these Provinces, compiled from documents in the colonial department. From that account, it appears that while our exports and imports of 1828 are, in amount, little, if any thing, above the value in 1806 and 1807, and while our foreign navigation is less than it was in 1807, the commerce of these colonies with Great Britain has advanced astonishingly. We have the returns only for the years 1806 and 1825, which are reduced to dollars, viz:

Imports into Great Britain in 1806, 1,714,720; in 1825, 5,835,160.

Exports to the colonies in 1806, 4,338,034; in 1825, 9,983,213.

Tonnage entering Great-Britain from the colonies in 1806, 56,242; in 1825, 469,098.

The population of these provinces was, in 1805, 409,412; and 1825, 873,453. The population of all New England, estimated according to the census taken in 1800, 10, and 20, was, in 1806, about 1,375,000; and in 1825, 1,750,000. New-England increased, in 19 years, about 27 per cent., the British Provinces in the same term, more than 113 per cent! The exports of the colonies have been almost quadrupled in amount, and the imports augmented from four to ten millions, while our exports and imports of 1828 are about the same in amount as they were in 1807, when our foreign commerce was first interrupted. These extraordinary comparative results are readily explained, when we reflect that, from 1807 to the present time, our foreign trade has been embarrassed with restrictions, while these colonies have enjoyed uninterrupted free trade with Great-Britain from that to the present time. We may learn to appreciate the advantages of a reciprocal and free intercourse with Europe, when we witness such results in the commerce of a country, comparatively so deficient in natural resources, so diminutive in population, & whose navigation is suspended by an unfriendly climate for four or five months in every year.

The prosperity of the colonies proves, not only that we have aided Great Britain in her plans to enlarge her commercial marine, but that, by the extraordinary folly of our own laws, we have assisted her in opening a new and indirect channel for the illicit introduction of her manufactures to the consumption of North America.—Such is the extraordinary manner in which we have been for fifteen years countervailing the Policy of Great-Britain! We need not apprehend her retaliation while we persist in a policy, so admirably calculated to destroy ourselves, and to encourage the growth of her colonies. She may put an end to our commercial treaty, which one of her late ministers told us, he renewed conditionally, for the express purpose of resorting to that expedient, if they "could not terminate that system of commercial hostility, which England was not the first to begin, but the first to lament." Whether she executes this threat or not is immaterial. She carried into full operation, in 1825, a policy in relation to her North American possessions, which, if we persevere in our prohibitory system, must inevitably place the finances and navigation of the U. States in the worst possible condition. The resources of no country were ever placed, by the folly of its own Government, in such peril, so entirely at the discretion of the very Power whose maritime strength she has most and just reasons to apprehend. The Ministers of Great-Britain well understand their advantages over us, and how to use them. Knowing that the trade with their colonies would be more profitable as they might enlarge their intercourse with other countries, and perceiving how effectually they would counteract the policy we were blindly pursuing, they continued from time to time to grant new privileges to their Northern possessions on our frontier. Our tariff of 1824 had scarce become a law, when Parliament adopted, in June and July, 1825, those liberating measures, which went into operation on the 5th January, 1826. By these acts they granted to the Canadas, Nova Scotia and New-Brunswick, substantially all the commercial privileges of an independant nation; and they not only imposed more moderate duties than are charged upon the consumption of any country, but they placed the revenue at the discretion of their local legislatures, for the use of the colonies. The statement (No. 9) exhibits, in a contrasted form, the duties imposed by Parliament on our Northern neighbours, to be applied to their own uses, and those levied on the People of these free States by their own Representatives. We submit this important document to the candid consideration of the House.

We have not yet realized the fatal consequences that are to result from the permanent operation of two such tariffs, on the North American continent. The illicit trade, actually existing, however extensive it may be is nothing, when compared with that which is to come, should we unwisely persist in an attempt to enforce our present high duties. The free trade policy of G. Britain was not made complete in her Northern colonies, till 1826. It is our duty to anticipate and prevent, by timely measures, the consequences which must result from two systems of Government, as opposite in character, but so harmonious in their tendency, to destroy our navigation and revenue. These Provinces consume the produce and manufactures of Great-Britain and her dominions, almost free of duty; they enjoy the commerce of the East India Company, of Europe, and North and South America, charged with duties, averaging not more than ten per cent; while the voluntary taxes of the United States, on the primary necessaries of life, average 100 per cent. ad valorem. What can Great-Britain desire more, if she wishes to see our resources paralysed and exhausted, and that we should continue the policy we have pursued since the war? But, a few more privileges to her northern possessions, and another fifteen years of restrictions, and this legislative war will be closed, with little honor to those who have been intrusted by the people with the direction of our national concerns. With New-Brunswick, Nova Scotia, and the Canadas on the north; with Burmuda, the Bahamas, her West Indies, and the Spanish Island of Cuba on the south; with restrictions on our side, and free trade on theirs, what must, in time, become of our revenue and navigation? What would become of the commerce of the Middle States, whose interests have been so much trumpeted, in the last fifteen years? Great-Britain has already perceived the advantages to her, of this indirect trade through her colonies, by destroying our navigation employed in the direct trade. She has long imported through Canada much of the produce of the United States, at a less duty than the same could be imported direct. Immediately after the passage of our late tariff, she carried this policy one step further, by the act of August, 1828, admitting cotton, when imported from any British province, at 4d or seven cents on 112 pounds; and charging 6 per cent. ad valorem, when imported direct. Let Great-Britain admit the produce of the United States, free of duty, through all her possessions, Northern and Southern; let her levy a discriminating duty, when imported direct, equal to the freight; let her open the navigation of the St. Lawrence, as wide as law can make it; let American property pass freely to and fro, through her northern colonies, and we shall soon see how completely we have placed the resources of our country in the power of the Ministers of that rival nation, whose measures we are pretending to countervail. These northern colonies stand in a peculiar and dangerous relation to us. A free trade on that frontier, must affect our finances and navigation, as sensibly as if Louisiana were to set our revenue laws at defiance, and proclaim the port of New Orleans open to all the world. It is even worse. Our navy might blockade the mouths of the Mississippi, and we might take the chances of involving ourselves in war, by intercepting the vessels of foreign powers; but we have not even that security, dangerous as it might be, against importations through the northern colonies. They are not under the dominion of our laws, nor can we blockade their ports; neither have we any right to complain, if they enjoy commerce without taxation or restriction. It is not their fault if our colonized neighbours are treated more liberally and more indulgently by Parliament, than we are by our own Representatives. There is, indeed, little consolation in the prospect before us. If we wish to gratify Great-Britain, and promote her interests, by injuring ourselves, and increasing her navigation, we shall keep our laws in their present condition, or make them worse, by piling new restrictions on trade; if we mean to save our revenue, and protect our resources, we must adopt some wiser plan to countervail the policy of our maritime rival. Her naval ascendancy gives her in war, all the advantages of free trade, by her dominion over the commerce of the world; in peace, she secures all its privileges, by abolishing restrictions, and opening, as far as she can, by her own laws, every avenue of trade. While she has thus been animating old, and creating new channels of commerce; while she has added millions to her tonnage, and thousands to her commercial marine, we have been searching for a market for our surplus productions, by excluding ourselves from an intercourse with the world, and endeavouring to make ourselves independant of nations, by enlarging the navigation of our rival, destroying our own marine, and reducing our country to the degrading necessity of soliciting, in a future war, the alliance of some maritime power, to vindicate our national rights, and to protect our shores.

MIGHTY EFFECTS OF STEAM.—It was mentioned by Professor Renwick, in his lecture last evening, that during the great European struggle, England employed about 400,000 persons in and about steam engines, and that these engines turned out finished work, equal in quantity to what the labor of *two hundred millions* of human beings could have effected; that is, equal to the sum of the industry of all the active population of the whole globe.

It was through the mighty agency and miraculous effects of the steam engine, that England was enabled to sustain herself triumphantly in that long and terrible struggle against the power of Napoleon—and that she found the means of stirring up and subsidizing other nations, until, in the language of the lecturer, "the greatest captain the world ever saw, discomfited and overthrown, was obliged to bow before the genius of WATT."—*New York American.*

Steam.—From Cincinnati to Pittsburgh is a distance of 500 miles; the boat voyage and return, from one place to the other, formerly took from 60 to 70 days—it is now performed by steam-boats in 9 days.

A gloomy picture of Boston.—If we must believe "Franklin," in the last Boston Traveller, the city is indeed on the high road to Ruin. He estimates the amount of depreciation and loss sustained during the last year, at three millions three hundred and twenty-five thousand dollars. The depreciation on real estate, 25 per cent., amounts to a million and a half. This is certainly a powerful argument in favor of some project to revive the trade of Boston.

If we dared to make a similar estimate of the depreciation and loss which our town has suffered, perhaps the result would be equally as startling.—*Salem Observer.*

In the report of the committee of the House of Representatives, at Washington, respecting the next census, the population of our Republic in 1830 is estimated thus:—free, 10,750,000; slaves, 1,950,000; total, 12,600,000.

Catholics in Boston.—It appears, from a statement published in "The Jesuit," that in the year 1790, there were but 160 Roman Catholics resident in Boston, at which period they had no church of their own in that town; in 1800 they had increased to 280; 1810, to 720; in 1820, to 2120; and in 1829, to 7040.

Robert Boughton, a steerage passenger in ship Dalhousie Castle at New-York from Liverpool, has recovered $316 and costs of Capt. Walton, for ill treatment. When nine days out, in consequence of some difference between him and another steerage passenger, the latter complained to the captain, who had Boughton confined in fetters, in the "run," where he could not stand upright, and had six of his toes frost-bitten.—*Boston Patriot.*

England, &c.

His Majesty sent one hundred guineas to the Mayor of Windsor, on Christmas-day, to be laid out in blankets, and distributed amongst the industrious and deserving poor.

It is stated that the real Capital of England is £2,200,000,000, and the debt £800,000,000, bearing 3½ per cent. interest.

The American Minister had a long conference with the Duke of Wellington, at the Treasury, on the 12th of January.

A destructive fire occurred at Sheerness on the 8th of January. Fifty-six houses were burnt—loss from 20 to £30,000.

An association of Merchants has been formed in London to watch over the British Trade with Colombia and Mexico.

In accounts respecting the merchandize exported to the East Indies and China, it appears that the Company exported in one year, books to the amount of £45 9s. 6d. while the free and privileged trade exported to the amount of £47,851 8s. Of 'carriages,' the Company did not export one; while the free traders sent out 191 carriages, value £12,939 18s.

VALUE OF OUR WEST INDIA POSSESSIONS.—It has been estimated that the amount of capital invested in their agriculture, commerce, & shipping, amounts to nearly £200,000,000 sterling; that in the short space of thirty-four years, viz. from 1793 to 1827 inclusive, British manufactures & agricultural produce, amounting in real value to £220,000,000 have there found a market. That the imports from thence into this country alone, amounted, during that period, to £400,000,000; and that a farther sum of about £175,000,000 more has been expended in freight and other charges. But without demonstrating the accuracy of these calculations, we need merely state, that the quantity of British produce and manufactures, requisite for their annual consumption, is even now estimated at nearly £4,500,000; in return for which they send us tropical produce to the value of about £9,000,000, affording a direct revenue to the amount of about £7,000,000 sterling, the duty on sugar alone being equal to £5,000,000 per annum; besides employing about sixteen hundred British ships, carrying 430,000 tons, navigated by about 24,000 seamen, embracing also the employment and subsistence of an immense body of labourers at home.—*West India Reporter.*

It is said that the sum of £120,000 was paid into the Bank of England on Monday to the account of his Grace the Duke of Wellington, who, a short time back, was the purchaser of Stock to the amount of £170,000. The repairs and refits of Apsley-house could not have cost less than £50,000, so that it would seem his Grace is beginning to know the value of money. Some years back it was whispered that he was far from affluent; but the truth we have heard is, that since his appointment to the Premiership, the noble Duke has had his hands too full of business to have any chance of spending money—his salary as First Lord of the Treasury, and his pay as Field Marshal, are more than equal to his expenditures, so that the princely income he derives from his extensive estates in this country and on the Continent, has been for some years untouched.

The Custom House of Dublin, which cost the public £564,362 in erecting, is on the 5th inst. to be abandoned by both Commissioners of Excise and Customs, whose Boards will on that day be dissolved, and the Revenue business relating to England, Ireland, and Scotland, be transferred to the Board in London, to whom the Collectors and Comptrollers are to report direct.—*London Free Press.*

The census of the population of Prussia, taken at the end of last year, gives an amount of 12,726,110 souls. The ratio of increase in Prussia is, we believe, as great as in any Continental State, though far behind this country. As to finances, an intelligent English writer remarks, that "a Representative Chamber alone is wanting to place Prussia in the rank which is due to an upright, frugal, and improving Government."

Dates from Paris of the 11th January, assert that the answer of the Russian Cabinet, in regard to the elevation of Leopold to the sovereignty of Greece, is evasive.

A London Correspondent of the Liverpool Mercury says, under date of London, Jan. 13:—"I am able to inform you positively that, up to 12 o'clock this day, Prince Leopold had not positively declined the sovereignty of Greece, but it is true that he has not accepted it. He has expressed his doubts as to his ability, but in the circles which he visits he is esteemed an able man. It is still thought he will be prevailed upon to accept this honor. The Duke of Wellington has the affair much at heart."

SUDDEN DEATH OF SIR THOMAS LAWRENCE.—*We regret to announce the sudden death of this distinguished artist, who expired at a late hour last night, at his house in Russell-square. Sir Thomas dined with Mr. Secretary Peel on Saturday, and then appeared to be in his usual good health and spirits. Sir Thomas, we believe, was upwards of fifty, and was elected to the Presidency of the Royal Academy on the death of the late Benjamin West. As a portrait painter, he was unrivalled for the high finish and delicacy of his likeness, which in point of expression, were by many people considered nearly, if not quite equal to the* chef d'œuvres *of Sir Joshua Reynolds.*—Sun, Jan. 8.

REMARKS ON THE PRESIDENT'S MESSAGE.

By the London Courier.

The Message of the American President to Congress reached us yesterday afternoon, and was inserted in a part of our impression, but being too late for the majority of our readers, we reprint it to-day. This we do with much satisfaction, for we have not, during many years, seen a public document more copious in information or more temperate in language. * * * *

The topic in the Speech which ranks next in interest to the Tariff, is the adjustment of the boundary line between the United States and our Colonies of New Brunswick and Canada. The last Treaty of Peace, concluded at Ghent in the end of 1814, referred the adjustment of this boundary to Commissioners to be named on both sides; and in the progress of the discussion it has been agreed, that the points remaining in dispute shall be referred to his Majesty the King of the Netherlands. The State of Maine, the most northerly of the American Union, adjoins New Brunswick and Canada; and having heard of undue pretensions being entertained by persons in that State, it is with satisfaction we see from the President's Message, that these claims are not likely to derive countenance from the General Government of the Union. * * * * *

When the election to the Presidency was in progress the year before last, the newspapers of many of the States depicted Gen. Jackson as little better than a political firebrand; as a man who, on attaining power, would foster the worst prejudices of his countrymen, and urge points of a nature to plunge his country into war. Such was the current report in regard to one whose advanced years conveyed to us, at the time, a very different impression; and who now appears to be a worthy successor to Washington in public and enlightened policy.

IMPRISONMENT FOR DEBT.—We drew the attention of the public last week to some most distressing accounts of deaths, sufferings, and privations, occasioned by imprisonment for small debts in the obscure prisons of the metropolis. In many cases, life seems to have been sacrificed for a few shillings. It is truly horrible to think that such a system of unproductive cruelty and unprofitable revenge should be suffered to disgrace our laws.

In the Superior Courts of Justice no man can be arrested for a debt under twenty pounds; but, by the judgments of the Courts of Conscience, Courts of Requests, and the many tribunals instituted for the recovery of small debts, a debtor may be immured in some of the most wretched goals of the metropolis for a few shillings. In many cases we fear that this imprisonment is inflicted by the creditor in order to extort from the relatives the debt of a brother, a father, or a son; and in others, to plunder that admirable charity (which the dreadful state of our law still requires to exist) for the discharge and relief of Small Debts.—*Bell's Messenger.*