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Hereby the Collectors are deputed to be viceroys over commerce in the spheres they occupy under the supremacy of the President. As we shall meet with an analogous provision in a subsequent paragraph, I at present wave further remarks on the dangerous policy of vesting the President with such enormous powers.

The fifth section treats of the trade uniformly carried on in rivers, bays, sounds and lakes. It is there enacted, that the Collectors of the customs be, and they are hereby authorized to grant, under such general instructions as the President of the United States may give to that effect, a general permission to ships, vessels, or boats, whose employment has uniformly been confined to the navigation of bays, sounds, rivers, or lakes within the jurisdiction of the United States, when it can be done without danger of the embargo being violated, to take on board at any time such articles of domestic or foreign growth as may be designated in such general permission or permissions, bond with one or more sureties being previously given to the U. S. by the owner, owners, consignee, or factors of such ship, vessel, or boat, and by the master thereof, in an amount equal to three hundred dollars for each ton of the said vessel, that such vessel shall not, during the time limited in the condition of the bond, depart from any district of the United States without having previously obtained a clearance, nor until the master or commander shall have delivered to the collector or surveyor of the port of departure a manifest of the whole cargo on board, that the said vessel shall not during the time above mentioned, proceed to any other port than that mentioned in her clearance, or put any article on board of any other vessel, or be employed in any foreign trade; and that on every voyage or trip the whole of the cargo shall be landed in a port of the United States within the bay, sound, rivers, or lakes to which the navigation of such vessel is confined.

The amount, of the bond prescribed in this clause, is three hundred dollars for each ton of the vessel; and it is not less objectionable on account of its magnitude than in the case I have just animadverted on, whether compared with the relative abilities of the two classes of coasters on whom the respective provisions operate, or the objects in view; and it is more grievous to the districts of country dependant on the trade and intimately concerned in its prosperity. The navigation of the ocean, we deny, and have long denied to our citizens; that between states is impeded: and I fear we are going on, from time to time, by piece meal, to offer up the trade between districts of the same state at the shrine of our embargo system.

The coasting trade is placed under the regulation of the president by this bill. 1st. Collectors may refuse permission to put a cargo on board of any ship vessel or boat in every case where they have their own personal suspicions, that it is intended for foreign exportation, and in every case which may be comprehended within the scope of any general instructions issued by command of the president. But there is a proviso as to coasting vessels uniformly employed in the navigation of bays, sounds, rivers, and lakes, which shall have obtained a general permission.

2d. General permissions may be granted to the last mentioned vessels, under such general instructions as the president of the United States may give, when it can be done without danger of the embargo being violated, to take on board such articles as may be designated in such general permission or permissions.

By these general instructions, the president may prescribe the kind, and quantity, of exports from, and imports into the individual states, and from and to the particular districts within a state. He may suspend them in part or in whole.

The power of issuing general instructions now proposed to be given to the president by law he exercised in the recess of congress, and in my opinion, without