subject, I saw, as clearly as I now do, the prospect and the necessity of this nation becoming a great maritime power. I saw that the industry of the nation, and her first interest, I mean the agricultural interest, would be best promoted by providing for the defence of the general commercial enterprise of our fellow citizens, who ventured to build vessels and embark their property on the ocean; I voted accordingly, under the former administration, until I found the land was to be taxed to build ships of war. I thought it time then to pursue a different course; and although we have now an administration in whom I place the most unbounded confidence, and my geographical situation is changed to a part of the U. S. by far the most interested of any in the protection of the commercial enterprise of the nation, (as I shall hereafter shew,) I would not vote for money for the navy which is to be drawn from a land tax, or which is wanted to fulfil the engagements of the government for the payment of the national debt. To the other class of gentlemen who look upon this subject in a light different from me, and who live on or near the sea coast, in the middle and southern states, let me be permited to observe, that seldom seeing the want of shipping to carry away the produce of their lands, I fear they feel but little for those who are differently situated. I have often heard these gentlemen say, that "we as a nation, have no business on the ocean; there are foreigners enough who wish to carry our produce to their own countries, let them do so, we have employ enough for our people on the land; let them till the ground." But, sir, the western people cannot say that foreigners will carry away their produce; and as for our eastern brethren, who have not the most productive soil, they are blessed with industrious hands and prolific wives, they have already a plentiful population, whose adventrous and enterprising genius has led them to be familiar with the seas, from the neighborhood of the north to that of the south pole; to the northwest coast of America they are nostrangers; Kamschatka, Japan, China, and the Indian seas are nearly as familiar to them as the Mediterranean, the Baltic, the Bays of Biscay or of Fundy. In the construction of ships they stand behind no people on earth. They claim a right peaceably to navigate the seas in all their lawful and honest pursuits; they have a claim on the nation for every reasonable support of that right. It is enough, sir, that they have to encounter the danger of the boisterous element, on which they toil for our comfort and accommodation. It is too much for us tamely to suffer to be added to those dangers, the depredations of robbers and free-booters. We ought surely to be prepared to protect them on our own coasts. In the mouths of our own harbors our fellow citizens have been robbed of their hard earned pittance, and within a few hours travel of their wives and their families, the very men to whom we are indebted for having procured the luxuries, and I may say, the necessaries with which our tables are provided, have been dragged by a cruel banditti, into the service and compelled to fight the battles of those whose tender mercies are cruelties—the very nation whose soul burns with envy at the prospect of the rising glory of this. How long is all this to be borne with? How long ought it to be borne with, sir? On the other hand I may be asked, how is it to be remedied? In that case I will answer, it may be long before it can be completely remedied; in the mean time, every reasonable effort in our power is due from us. Some gentlemen say, let us defend our commerce by treaties, we will refuse our custom to Britain, we will not receive her unnecessary manufactures, unless she will give up our seamen and recognise our rights. I also say, treat, sir, I say punish those who invade your rights by non-importation laws, as far as that will go, but with all the treaties we can make, I should like to see a demand made by a commander of an American ship of superior force, on our coast, on a commander of a British ship, for the surrender of the American citizens on board his ship who had not voluntarily enlisted. In that case, with a treaty on your side, you might look for a compliance. Some gentlemen, who place their confidence in treaties, expect that Bonaparte, having reduced the British pride by his conquests in Germany, the British court will be obliged to acknowledge the principle of free ships making free goods. I have heard talk of a convention of the ambassadors of the powers whose commerce is endangered by the pernicious principles and the powerful grasp of Britain, and that this nation ought to have a representation in that convention, which are to force on Britain the principles of the armed neutrality of 1780. If ever there is to be such a convention it must consist of those nations who can compose an armed neutrality. If the legislature of this country set their faces against the increase of their naval strength, what pretensions can we have to a representation in the convention sitting for the purpose of agreeing on and demanding the principles of the armed neutrality? I confess in that case I see none. But, sir, let it be known that you have determined to increase your naval strength, with the increase of your means, and your representative will stand on a very respectable footing in such a convention, if there should be any such. I have but little hope of such a convention. I believe Bonaparte thirsts for universal dominion, now he has got the way open for such a convention we hear nothing of it. I believe he will let conventions talk while he acts, and I believe he will attempt to possess himself of the British navy, by seizing on their masters in London; and should he, under the smiles of fortune, who has hitherto proved his friend, be able to get possession of that navy, he will, in defiance of conventions and armed neutralities, dictate to the nations of the earth terms more severe, than that nation now does, who claims to be mistress of the ocean. But, sir, this is taking up the time of the committee with mere conjecture; I will talk of reality. It is really well understood at this day, that treaties unsupported by power are no longer regarded by the nations who make them, than they comport with their interest. Either party will break them when interest dictates; how many evidences have we had of the truth of this position during the little time this nation has existed? The very statute book on your table contains a law of the U. S. entitled, "an act to declare the treaties heretofore concluded with France, no longer obligatory on the U. S." Has it not during this session, been proposed to repeal the British treaty? If it has not been proposed in due form, it has been much talked about, and if I mistake not, by a gentleman who was one of those who sanctioned that treaty, by a vote for the appropriations necessary to give it effect.

He, I believe, has suggested that it might be repealed—I say, make treaties, sir, but after making treaties, the sure way to have them respected is to be able in some degree, to enforce them. It is certainly in our power to give that protection to our commerce on our coast and in the neighboring seas, which can suppress and keep in awe all pirates and robbers, let their ships be large or small. I am far from expecting that this young nation can meet the whole British force on the element they have long called their own; but I wish the legislatuture to dispose of a considerable share of the present and the future increasing surplus of the revenue in providing for that defence which our commerce stands in so much need of; but some gentlemen say if we build 74 gun ships, we build them for the British—have we not built frigates without building them for the British? Have we not safe harbors for our ships to retire to whenever a superior fleet of any nation visits our coast? Visit it, is all they can do, and while they are uncomfortable abroad our naval force may be comfortable at home, and out again when the superior force retires. Can we be excused in doing nothing at all, because we cannot do every thing, because we are not able immediately to create a fleet superior to that of any other nation. Shall we sit down with folded hands, determined to bear every insult, every injury, and every degradation that shall be offered. No, sir, I hope not. I believe this nation is destined, at some future day, to wrest the trident from the very same hand that now holds it. It is my wish to see my coadjutors of this day possessed of a share of that patriotic enthusiasm which will prepare the way, and lead to the speedy completion of that glorious event. But, sir, it has been often said that the maintenance of a naval force is impracticable in a free country, that impressments must be resorted to, and impressments constitute slavery.

Are not many of the principles of our constitution new, as they respect ancient or modern republics? Has not our own experience and progress in the business of government been a constant contradiction to theories and theorists? Are you not told at this day that a republican form of government cannot be supported in Europe, notwithstanding the example of this nation before their eyes?

Because Britain is obliged to make use of a press gang to man her fleet, which goes abroad in pursuit of conquests, in which the lives of poor fellows are sported away, who have no interest in the issue, shall it be said that we shall be obliged to press our gallant, our patriotic seamen.—No, sir—Our sailors are the children, not the outcasts of the nation; they will volunteer to cruize in the neighboring seas to defend their own gallant comrads, and the property of the men who give them employ. No, sir, we can never have occasion to press sailors. The same fisheries which has long been the boasted nursery for British sailors lie at your door, and will always give employ in time of peace to our seamen—we have an immense coasting trade, which is a school for seamen—we shall find seamen as fast as we shall build ships, and so far do our seamen exceed all others, that American ships are navigated with about half the hands that are employed by any other nation to navigate ships of equal burthen. But suppose, sir, that all the American seamen should be regularly registered and arranged into divisions and sub-divisions on a well regulated marine militia system, subject to be called upon to do their respective tours of duty as the land militia are. For my part I wish this may be done—no man can doubt the justice or practicability of such a measure.—if this should be called impressment, then ordering out the land militia may be called impressment. If it is a hardship for a sailor to be obliged to go a three or four months cruise in defence of his and his country's rights, for wages fixed on by the government, is it not also a hardship for a militia man to be ordered out and obliged to march 500 or 1000 miles in defence of his own and his country's rights. I do not pretend to be a judge with regard to what sized vessels are best for the defence of our commerce, but that we ought to attempt to defend it I most religiously believe. One reason that induces me to vote for the resolution now under consideration, is, that I incline to think it may be well to have some ships of all sizes; another is, the resolution comes before us sanctioned by the opinion of a respectable committee of this House, as well as that of the President of the U. S. in whose judgement in matters of this kind I confide more than in my own. In his communication to this House at the opening of the session, after bringing to our view the pillaged and exposed state of our commerce, he expressed himself in these words—"Considerable provision has been made under former authorities from Congress of materials for the construction of ships of 74 guns; these materials are on hand subject to the future will of the legislature. An immediate prohibition of the exportation of arms is also submitted to your determination." I am sure that no member, who considered the latter measure as recommended by the President of the U. S. can say the former clause is not also a modest recommendation of the President to use the materials and build the 74's

Considerable of those materials spoken of by the President, are unfit for any other use than 74 gun ships. This I have from the best authority.

This nation, sir, has been called a great land animal, and it has been wittily said, that she must keep out of the water lest the shark bite off her poboscis; but, sir, if I may be indulged in prophetic allegory, I will say this nation shall be like unto a grand mammoth beaver, the wisdom of her sagacious head, and the industry of her powerful claws shall raise her agriculture and manufactures to grandeur indescribable; her rivers directed into canals, flowing regularly, like the blood in the veins and arteries of a great animal, shall waft to and from the centre, and from one extreme to another; her internal commerce created and supported by her highly improved arts and manufactures; her broad back extending from the Atlantic to the Pacific, upholding 1000 fine towns and cities, painted with all the variegated colors of a landscape, shall team with all the richest productions of the globe—it shall be intersected with useful roads and most magnificent cause-ways; she shall support in a style of comfort and accommodation, heretofore unknown to any nation, one hundred millions of people, free and happy.—In those days she shall, by the exercise of her mighty and piscatory tail, sweep from the ocean the pirates of every nation, and she shall give the grateful and consenting world a commentary on the laws of nations, contained in six words, namely, man shall peaceably occupy the seas.

I believe, sir, I have as great a desire to deserve and obtain the good opinion of this House as most members in it; but unfortunately my zeal in whatever I deem important to the nation, has led some gentlemen at times to attribute to me motives which never govern me. On this occasion I will take the liberty of troubling the committee with an explanation of that high interest, which, in the outset, I observed the western country had in the question before the committee. When I have done this I will rest on the candor of every gentleman to attribute my zeal to the true motive, the interest of the people I have the honor to represent.

I neither wish nor expect to have 74 gun ships built on the western waters. The shoals at the mouth of the Mississippi will not suffer them to go to sea if they were built there; besides which, I think they ought to be built nearer to the eye of the government; but, sir, I have a more powerful motive—I mean the interest the western country has in the sale and the price of merchant ships.

It is too well known to need proof or explanation, that the western country has, for some years past, raised more produce for exportation, according to the number of working hands, than any other part of the U. S. and that exportation from that country is increasing in a ratio nearly equal to its population. It is also well known that neither foreign nor domestic shippers will come to purchase our produce at our ware houses—no, sir, we don't boast of being able to get rid of our produce with the same convenience the gentlemen from southern states can. We have to carry it ourselves many thousand miles before we can find a purchaser, and then too often to a very low market, for want of shipping at New Orleans to carry it from there.

Flat bottomed boats of fifteen tons burthen have generally been used for carrying this produce down, the average price of which is 100 dollars; five men are employed at the average price of 100 dollars each; it costs at least 100 dollars to support the hands down and to support the supercargo while at Orleans, and 100 dollars more may be set down for insurance. This is 800 dollars for the freight of 15 tons; the flat boat is set adrift, or sold for the price of fire wood at most.

Within a short time ship building has been commenced on the western waters. It is found that ten hands can navigate a ship of two or three hundred tons burthen easier, and with more safety, than five hands can navigate a flat boat of 15 tons. There is now a ship of 450 tons at the falls of Ohio; she will carry as much as thirty flat boats when navigated by 12 hands; this will save in the construction of flat boats, 3,000 dollars; she will save the wages of 138 men, which is 13,800 dollars more, besides the saving to the country of the labor of 138 men three months at least, who may be usefully employed in raising another crop. She will save 6,000 dollars in the provision for the hands and in the insurance. Suppose this ship to be loaded with 4,500 barrels of flour, and suppose we throw off from the 22,800 dollars calculated to be saved, 4,800 dollars for the extra wages of the ship's hands down and for insurance. The saving between carrying down a barrel of flour in this way and in the usual way of flat boats is four dollars at least—a very pretty saving, indeed, sir, in a country where flour has often been sold under three dollars a barrel. A proportionate saving will be made in the carriage of beef, pork, cotton, hemp, tobacco, and almost every other article that we send to market. If the government extends that protection to commerce which will hold up the price of American built ships, this saving will be continued; if that protection is withheld, this important saving must be lost to us—and although, at the outset, a considerable share of the saving goes into the pocket of the merchant, it must, if the business of ship building increases, as we would fain hope it will, it must, I say, eventually, by the enhancement of the price of produce, go into the pocket of the farmer.

The state of Kentucky itself could have very conveniently spared 500,000 bushels of Indian corn last year, to be sent, at a great profit, to the Atlantic states, where it seems it was much wanted, had she had sea vessels to send it in. She could do the same this year—yet some persons who ventured to take corn down in flat boats last year to New-Orleans, could find no vessels to ship it in, and it was there sold for less than half a dollar a bushel, while in some of the Atlantic ports, it sold for more than two dollars, and many of them but little short of it. Thus some of our adventurers were ruined, and all injured in a very laudable enterprize.

The state in whose representation I have the honor of bearing a part, includes the river Ohio for near 900 miles—it borders on the Mississippi, and includes one half of that river, about 70 miles—Scarce a mile the whole length of this way but a site for a ship yard can be found, from the bosom of that state seven fine large rivers discharge themselves into the Ohio, on all which sea vessels may be built, and from thence floated into the ocean. Our white oak, walnut, mulberry, cedar and locust timber of which we have an inexhaustible supply, is exceeded by none on the continent. The timber on our best lands, which are to be speedily cultivated, will be destroyed, and no benefit derived from it, unless used within a few years. Our mountains abound in iron ore and stone coal, to which there are fine streams for water works adjacent. No state in the union at this time I believe, produces half as much hemp as Kentucky, and the culture of that article is rapidly increasing in many parts of the western country.

If, Sir, the statements I have made are correct, and I believe no one can doubt their authenticity, it must be seen that no portion of the nation is so deeply interested in the protection of its commerce, as the western people. The laws and regulations of other commercial nations not allowing American built ships to be naturalised, their subjects or citizens seldom buy our ships; the strong current of the Mississippi does not allow them to come back to us, and without the aid of government in protecting the commerce of the nation, the American merchant cannot afford to buy them—so that just as we have entered on the ship building business, and beginning to see its utility, without that aid and protection we shall be thrown back on our flat boat system, by which one half the value of our produce is expended in carrying it to a place of shipment.

In an other and more important point of view the people of the western country are more deeply interested in the nation's having some line of battle ships than any other part of the union. The produce of that whole country watered by 100 navigable rivers must empty into the bay of Mexico at one narrow pass. Any nation with whom we have a difference, possessing a single line of battle ship may block up that pass; our frigates whose timbers and whose metal are inferior to those of a 74 cannot meet her on equal terms. Thus while the nation is without ships of the line as they are called, the merchants who export the produce of the Western country are momently exposed to ruin and our produce is subject to perish on the hands of the farmer for want of a market. This argument may be said to apply to N. York or some other Atlantic port, but sir it applies in a tenfold ratio to the western country, the blocking up of one of the Atlantic ports would increase the business of another, and although there might be great injury done by such blockade, it would not ruin the whole eastern country, as must be the case with the western country in blocking up the mouth of the Mississippi.

The sunbeams of commerce have just begin to bless the western hemisphere with her genial and fascinating smiles by the introduction of ship building, but the late depredations on the commerce of this country cause a darkening cloud to hang over our prospects, and all our fond hopes are in danger of being blasted by what I call a narrow and illiberal policy. I pray God most fervently to open the hearts and eyes of gentlemen on this important subject.

FROM THE BOSTON CHRONICLE.

The following is the letter of acceptance, which the hon Levi. Lincoln, sent to the senate and house of representatives on being informed of his election as counsellor.—Such sentiments coming from such a source must have great weight with the public.

To the honorable the senate, and the honorable the house of representatives of the commonwealth of Massachusetts.

GENTLEMEN,

I yesterday received notice that I had been chosen by the joint ballot of both houses a counsellor of this state for the ensuing year. I should have been better pleased had the public attention been directed to some gentleman more disposed to public business, and more capable of transacting it. I am now in a situation, for which I have been sighing many years; resident at my own home, engaged in agricultural pursuits, improving the fruits of thirty years labor and fatigue; prosperous in the prosperity of our country, happy in its unrivalled happiness, my ambition is as it always has been, not offices, not their emoluments, but the humble honor of doing my duty, and serving my friends, and the public in a private station. This, with the moderate means of rural enjoyments, acomplishes all my wishes in respect to myself. For the attainment of this, I have submitted to a separation from family and near connections for more than half my life. But strong as are my motives and allurements to retirement, strengthened as they have been by observation and reflection which my own experience has furnished; fixed and devoted as have been my determination to this line of conduct, they again yield to the superior gratification promised from acting in concert with the public wish, in my native state, the harmonizing with her sister states in a dignified confidence and attachment to our national government under the administration of men, *whose integrity, ability, moderation and ceaseless and solicitous exertions for the general welfare*, especially of its illustrious head, I have individually witnessed.

My grateful acknowledgements to both houses of the legislature, for a very distinguished testimony of their esteem and confidence will be best expressed, regardless of personal considerations, by my acceptance of the office to which they have elected me, and by my greatest endeavor in the discharge of its constitutional duties, to preserve and advance what my conscience shall tell me will be the best interest of our happy country.

In two or three days, so soon as some private concerns can be disposed of, rendered indispensable by previous arrangements, I will attend the call of the public at the seat of government. I have the honor to be, gentlemen, most respectfully, your most obedient and very humble servant,

LEVI LINCOLN.

Worcester, June 15, 1806.

FROM THE NEW YORK EVENING POST.

INTERESTING EXTRACT.

"Halifax, May 31st 1806.

SIR,

"You can hardly conceive the pleasure which I feel in being released from the most unhappy situation in which I was ever placed; but thank God, I am at liberty thus far, and can write now without restraint. The tale I am about to relate is not of the pleasantest kind; but will I trust, afford you some satisfaction in knowing the particulars and hearing of my safety, although the circumstances under which it was transacted must fill the mind of every American with honest indignation." "It is surely no small disappointment to be captured unlawfully against all our expectations, within three hours sail of our much wished for port; thus, in an instant to be blasted in the joyful expectations of joining our families and friends; such has been my case, and will, I fear, be the case of many others, unless our government adopts prompt and vigorous measures."

"At the news of the proceedings in N. York, every officer was a captain Bobadil, and would destroy his 20 houses, after that 20 more, until the whole city was battered down, unless their officers who were procuring supplies, returning in safety, for which they waited five days at anchor near the Hook, and then made every preparation for proceeding to town with the ships, they however thought it most prudent first to send a flag of truce by the First Lieutenant to the commander of the fort on Governor's Island, fearing to land at the city, to know the reason of their detention, of which I suppose he was informed, and returned the following evening on board; the foraging gentlemen arrived in the night, without the intended supplies—thanks to the gentlemen who intercepted them——and the next day made sail for Halifax, where we arrived on Friday the 10th May. During our passage several vessels were overhauled, and 2 men pressed from each—one in particular after heaving too, was fired at six times, with directions each time to fire upon her; and by way of compensation, we are told, if unjustly robbed, will be indemnified for losses."—"For my part, I expect redress only in the united determinations of our citizens to support their natural rights and punish the cruel invaders of our national liberty and laws. Remonstrance is only subjecting ourselves to further insult, as all experience has plainly shewn, and the sooner it is abandoned & more energetic measures adopted, the sooner will our flag be respected and our citizens be permitted to trade unmolested and in peace. I am grieved to see so many American vessels lying here, some condemned, others waiting their trial, and new ones coming in every day. On Sunday the 15th inst. arrived the brig Romulus captain McDanit, of New-York, from Havanna, sent in by the Tartar frigate. There is also lying here the brig Mars, loaded with Mahogany belonging to Samuel Borling, of N. York, lately tried and cleared after a strong contention on the part of the captor, that beef and pork, part of her outward bound cargo came under the denomination of contraband of war; they however condemned the claimants in the costs and damages, and they are permitted to depart with their vessel almost a wreck through the misconduct of the captors. The ship John and Francis, of Charleston has also been tried and part of her cargo condemned, the remainder with