

JOINT RESOLUTIONS

OF THE

Mayor, Recorder, Aldermen, and Common Council,

OF THE

Borough of Norfolk,

PASSED THE 17th DAY OF DECEMBER, 1821;

AND

MEMORIAL

Of sundry Citizens of the same place.

JANUARY 11, 1822.

Read, and referred to the Committee on Commerce.

WASHINGTON:

PRINTED BY GALES & BEATON.

1822.

JOINT RESOLUTIONS

Of the Mayor, Recorder, Aldermen, and Common Council, of the borough of Norfolk, passed the 17th day of December, 1821.

Resolved, unanimously, That the act of Congress entitled "An act concerning navigation," passed on the 18th of April, 1818, and the act of Congress entitled "An act supplementary to an act, entitled an act concerning navigation," passed on the 15th of May, 1820, which establish the restrictive system by which British ships are prohibited from bringing the productions of the British colonies into our ports and taking away the agricultural productions of our state and other staples of our commerce, in return, are highly injurious to the interests of this borough and district, and contrary to the true policy of the United States.

Whereas it is understood that the general sentiment of the citizens of this borough is in accordance with the foregoing resolution,

Resolved, unanimously, That the good people of this borough be, and they are hereby, recommended to hold a public meeting, at the town hall, on Friday next, at 11 o'clock, A. M. for the purpose of adopting such measures as may be deemed expedient to procure the repeal of the said acts and system.

Ordered, That the foregoing resolutions be published in the newspapers of this borough.

JNO. E. HOLT, *Mayor.*

Teste,
WM. SHARP, C. C.

At a meeting of the citizens of the borough of Norfolk, held according to notice, at the town hall, on Friday, the 21st day of December, 1821, JOHN E. HOLT, mayor, was appointed chairman, WILLIAM SHARP, secretary.

The following resolutions were adopted, the first with only two dissenting voices, the others unanimously.

1st. *Resolved,* That the act of Congress entitled "An act concerning navigation," passed the 18th of April, 1818, and the act of Congress entitled "An act supplementary to an act entitled an act concerning navigation," passed the 15th of May, 1820, establishing the restrictive system by which British vessels are prohibited from bringing the productions of the British colonies into our ports and taking away those of our country in return, are highly pernicious to this

borough and district, destroying our commerce, and injuring all classes of our citizens; while at the same time they are contrary to the true policy of the United States, operating most unequally and partially upon different sections and portions of the Union, burdening the products of agriculture in a fruitless attempt to promote the shipping interest, diminishing the revenue, and threatening, in the issue, to produce many great and lasting evils to the whole nation.

2d. *Resolved*, That the Hon. Thomas Newton, the Representative in Congress for this district, be, and he is hereby, respectfully instructed, (the good people of the other parts of the district concurring in this instruction,) to use his vote and best exertions to procure a repeal of the said acts of Congress.

3d. *Resolved*, That Richard E. Parker, James Johnson, William Sharp, Robert B. Stark, George W. Camp, Robert Archer, and Albert Allmand, be a committee to correspond with the good people of the other parts of the district, and invite their concurrence in the foregoing resolutions; and also to correspond with the good people of Richmond, Petersburg, Fredericksburg, and other towns without this district, and invite them to unite and co-operate with their fellow-citizens of this borough and district, in our efforts to procure a repeal of the said acts of Congress.

4th. *Resolved*, That Littleton W. Tazewell, Richard E. Parker, George Newton, Robert B. Taylor, John Tabb, Benjamin Pollard, and William Maxwell, be a committee to prepare a memorial to Congress, in behalf of the citizens of this borough, against the said acts of Congress, and forward the same to the Honorable Thomas Newton, to be laid before that body.

5th. *Resolved*, That the before named committee have authority to convene another meeting of the freeholders and voters of this borough, to whom the said memorial shall be submitted, or to obtain their signatures to the same, as to them shall appear most expedient.

Ordered, That the foregoing resolutions be published in the newspapers of this borough.

And the meeting adjourned.

JNO. E. HOLT, *Mayor*.

WM. SHARP, *Secretary*.

*To the Honorable the Senate and
House of Representatives of the United States:*

The memorial of the citizens of the borough of Norfolk,

RESPECTFULLY REPRESENTS:

For some time after the last peace with Great Britain, a very profitable commerce was carried on with the British colonies, in British vessels, from this port. The productions of this district indeed, and of some parts of North Carolina, and of our own state, which commonly centre here, such as timber, lumber, corn, flour, and tobacco, are the very articles which are most wanting for the supply of those colonies; and naturally drew their vessels to our harbor. This trade accordingly furnished employment and the means of living to many of our citizens, farmers, merchants, dealers in timber and lumber, and others; and contributed, in various ways, to promote the prosperity of the district and country. The articles imported, such as rum, sugar and molasses, not only supplied our own wants, but furnished us with new materials of export for foreign markets. The sale of our produce, also, brought specie into the country, (for the balance of the trade was in our favor,) and gave us the means of remittance in coin or bills, for the purchase of manufactures abroad. At the same time, the duties on tonnage and imports drew revenue into the treasury, and thus virtually taxed foreigners for the benefit of our own nation. It may be added, that this trade was constantly increasing; and the completion of the canal, and the improvement of the Roanoke, now about to be effected, promised still further to extend its profits.

In this state of things, an act of Congress was passed, on the 18th of April, 1818, entitled "An act concerning navigation," which prohibited all commercial intercourse with the colonies of Great Britain, in vessels of that nation, so long as her laws should continue to forbid it in our own. And some time afterwards, another act was passed, on the 15th of May, 1820, entitled "An act supplementary to an act, entitled an act concerning navigation;" which was designed to enforce and secure the policy of the first. Now, your memorialists cannot doubt for a moment, that these acts were passed by your honorable body from the best motives, and with honest desires to promote the true interests of our country. But experience, they think, has fully proved that their real effect is entirely different. In this district at least, it is both seen and felt, (and has been for some time past,) that their influence is absolutely pernicious. Under their operation, the valuable trade with the British colonies already mentioned, is banished from our port. Our farmers, our merchants, our dealers in timber and lumber, in fact all classes of our citizens, are deprived in a great measure of their former resources, and are many of them burdened with debts which they are unac-

ble to pay. Specie is no longer brought into our vaults, tribute is no longer paid at our custom-house; and bills for remittance can only be purchased at a very great advance. In short, our commerce is nearly gone; our agriculture naturally suffers with it; and our canal and other public improvements, attended with so much expense, appear to have been made almost in vain.

Now, if this sacrifice of our interests could in any manner promote the welfare of the Union, your memorialists might find some consolation for their own sufferings, in the general prosperity of the nation. As members of a great community, indeed, they cannot expect or wish that their local interests should be regarded, except in their just relation to the advantage of the whole. And they may appeal with confidence, they trust, to their past history, for ample proof of their readiness at all times to bear their full proportion of those burdens, which are necessary to maintain the rights and honor of our country. But, with all due deference to the wisdom of Congress, they cannot perceive that these acts which fall so heavily on themselves, are at all likely to benefit the United States.

The object of the restrictive system which they established, your memorialists understand, is to promote the shipping interest of the country, by increasing the employment for our vessels and seamen. It is not discovered, however, that it now produces, or can ever produce this effect. On the contrary, as far as the direct trade with the British colonies is concerned, it is obvious that the expulsion of British ships from our ports does not create any new demand for our own; and we only lose the sale of our produce without any equivalent. And as to the indirect trade, which it promised to open with the British West Indies through other islands, this is found to be fettered with so many embarrassments, from circuities of dealings, and additions of charges, as to be altogether unworthy of our pursuit.

But we are to be indemnified, it is said, for our present loss by some future gain; that is, when our laws shall have driven Great Britain to abandon her colonial system, and admit our vessels to share with her own in the trade with her colonies. But, for themselves, your memorialists can see no ground to hope for such a result. That colonial system, it is well understood, has been deliberately adopted by that nation, maintained for a long course of years, and become an essential part of her policy, inwoven in the very texture of her laws, and intertwined with all the habitual feelings and reasonings of her statesmen. She has, accordingly, often and openly avowed her determination not to abandon it but with her existence; and all her pride, as well as all her power, stands pledged before the world for its support. After this, it is quite clear, your memorialists conceive, that she can only be driven from it by actual force. And is it then in the power of this country to apply that force?

On this point, it is sometimes asserted, that our articles of commerce, and, especially, our bread-stuffs, are indispensable to the very existence of the British colonies. Your memorialists, however, are by no means satisfied that this opinion is correct. On the con-

trary, it may be assumed, they think, as a maxim, that no nation is of so much consequence in the world as that her commerce is absolutely essential to the support of any other. Indeed, it is clear, from history, that all the various nations of the globe have existed, and not uncomfotably, at least, without those actual commercial connexions which are of comparatively modern origin. And our own former restrictive measures, it is believed, have gone far to shew the fallacy of the opinion on which they were founded. If the acts in question, therefore, could have a full and perfect operation according to their spirit, they would probably only drive those colonies to find out new sources of supply for their wants. And thus we might teach them, against our true policy, to clear their woods, plant their fields, and look out for other markets for their produce.

But allow that our articles, our bread-stuffs at least, are indispensable to the British colonies; may they not continue to draw them from us in spite of our laws, and in a manner less favorable to our interests? It is well known, at least, and experience is now proving, every day, that flour, and even lumber, may be taken from this country to Great Britain, and thence conveyed to her colonies in her own ships. But this new course of the trade, it is manifest, can only operate to favor British shipping, and not ours, by giving them a double freight instead of a single one. And, at the same time, it is well known, that no small quantities of flour are constantly finding their way into Canada, for the more convenient supply of the West Indies from that quarter.

It is clear, then, your memorialists conceive, that our restrictive system will never compel Great Britain to give us any share of her colonial trade. And, if so, in what other way can it operate to increase the employment for our ships and seamen? Why, it is conjectured, it seems, that it may stimulate the enterprize of our citizens to find out new markets for our produce; and it cannot be denied this event is possible enough. But will the new markets be better than the old, than those which are now open to our sails? And is it certain that we shall obtain a larger share of the trade of the globe than that which we now enjoy? The truth is, it is evidently impossible to say what course the commerce of the world may take, when it is thus forcibly expelled from its present channels, and made to flow in new and strange directions. And what portion of the general trade of nations may fall to our share, in the novel arrangements of rival interests and jealous competitions to which our system may lead, is obviously beyond all political sagacity to divine. And, are we not, then, encountering a present and certain loss, for the mere prospect of a future and most uncertain gain?

And, in the mean time, it ought to be considered, that the great weight of this loss is falling, most unequally and injuriously, upon two or three of the United States. It is the agriculture of Maryland, Virginia, and North Carolina, in fact, that is virtually, and almost exclusively, taxed, in its depreciated value, to maintain a commercial experiment, which, it is supposed, may redound to the benefit

of all the nation. But this, your memorialists conceive, is directly contrary to the spirit of the constitution, and the very object for which the Union was formed. It is, indeed, a principle, they think, involved in the very nature of our federal compact, that all measures for a national object, should operate as equally as possible on all parts of the country. To cast the whole burden, therefore, of this restrictive system, upon the states already mentioned, is, substantially and essentially, as unjust as it would be to make them bear the whole brunt and weight of a foreign war.

But, it is said, that our restrictive system will promote the manufactures, and, at the same time, increase the coasting trade of the United States; and, it is not denied, that it may have some tendency to produce this effect. But still it must be taken into the account, that we cannot increase a demand for our own manufactures without diminishing that for foreign; and, in doing this, we must, of course, part with some of our old customers, who will not buy when they cannot sell. Nor is it at all desirable, your memorialists suppose, to favor our manufactures beyond the encouragement which they have already received. In a country like ours, indeed, abounding in vast regions of fertile land, it would seem that the cultivation of the soil is the best kind of industry in which our citizens can engage. To bring this restrictive system, therefore, to the aid of our manufactures, is to give them an additional encouragement, which they cannot fairly require; and, it is to do this too by laying new burdens upon our agriculture, already sufficiently depressed by the state of commerce in the world.

In answer to all this, however, it is said that nothing can be more just than the policy of this restrictive system, which proceeds altogether upon the principle of a perfect equality of rights, and reciprocity of commercial regulations among all the nations of the earth. But, is this any thing more than a specious fallacy? For, has not every nation a clear right to regulate the trade of foreign vessels with her own soil? And has she not the same right to regulate their trade with her colonies, which are, indeed, only parts of her own soil?

But, allow the principle to be ever so just in theory, it is certainly erroneous in fact. It cannot be doubted, at least, that, in the actual state of things, and according to the law and usage of nations, Great Britain has what may be called the physical right to regulate the trade of her colonies in her own way. It cannot be doubted, that she has a right to appropriate the whole of that trade to herself. And do not all nations, holding colonies, claim and exercise the same right? And do not the United States themselves maintain the monopoly of their coasting trade? And is not the trade of Great Britain with her colonies in effect her coasting trade? Indeed, it is not denied, that she may exclude our articles of commerce and our vessels altogether. But surely the greater power includes the less; and, if she may exclude our goods in our ships, she may yet admit them in her own. It is true, at the same time, the United States have an equal right to counteract her policy so far as it affects their interests, by countervailing regulations in their own favor, if they choose to adopt them. Whether they will or not, is a question, not of right, or principle, or duty, but of mere expediency alone.

After this, it will not be said, your memorialists indulge the hope, (as it is sometimes weakly insinuated,) that there is any want of patriotism in contesting the policy of this restrictive system. On the contrary, they look upon it, as they have always done, in the light of a mere experiment, whose virtue was to be tried by experience; and, they only believe, that experience has now decided against it. As long as its efficacy was upon its trial, notwithstanding its most heavy and afflictive pressure upon themselves, they were anxious, as became good citizens, to give it all the advantage of apparent unanimity and concert to ensure its success—and they forbore to complain. But now that it has failed, notoriously and palpably, to realize the hopes of its friends, they owe it, they think, to the nation as well as to themselves, to remonstrate against its continuance.

With these feelings and convictions, your memorialists, accordingly, now come before your honorable body, with that profound respect which is due to the great council of their country, and they do most humbly pray you to repeal the said acts of Congress establishing the restrictive system, as the interests of this borough and district, and of the whole nation, appear to require.

LITTLETON W. TAZEWELL.

RICHARD E. PARKER.

JOHN TABB.

GEORGE NEWTON.

WILLIAM MAXWELL.

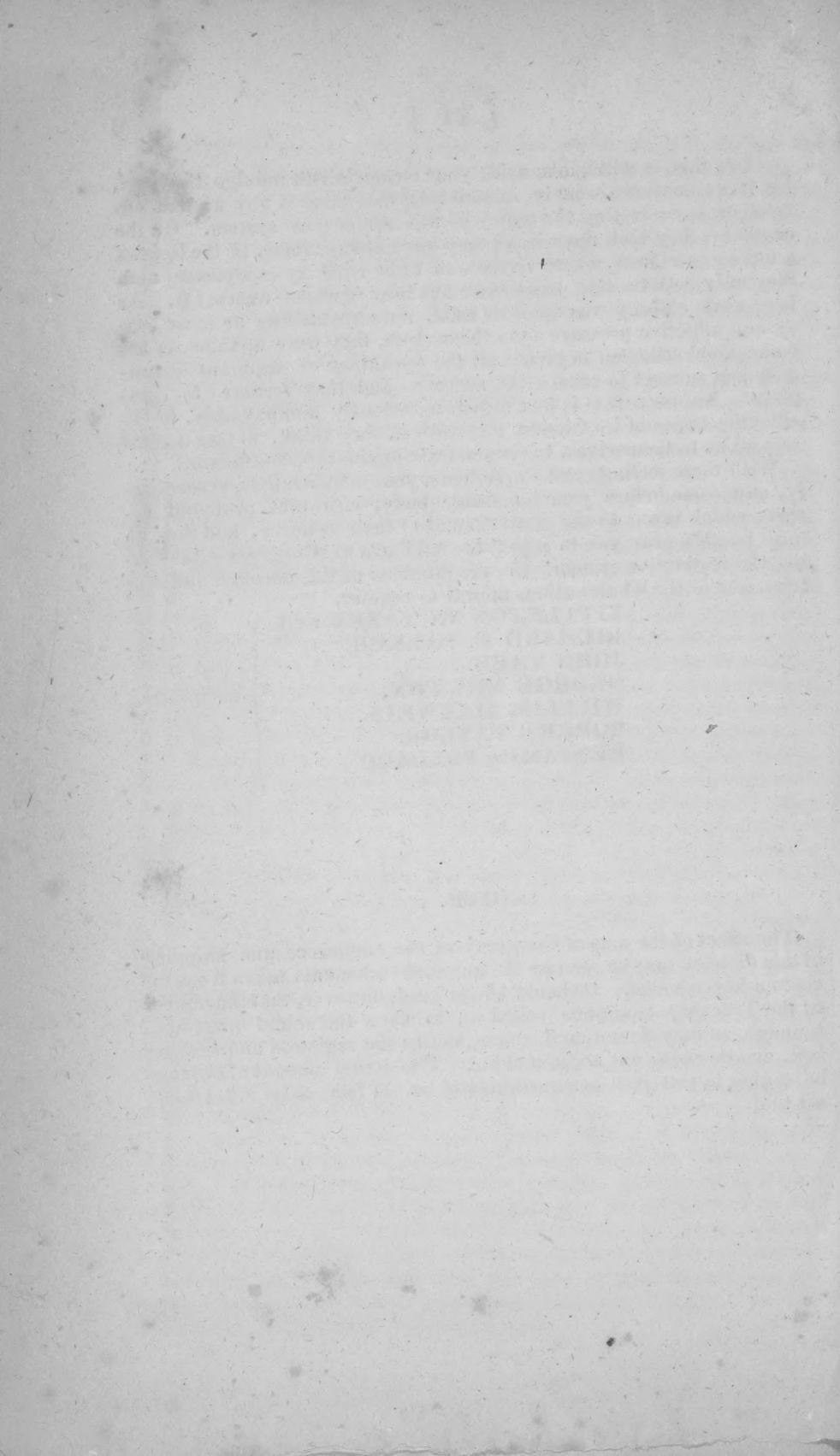
ROBERT TAYLOR.

BENJAMIN POLLARD.

} Committee.

NOTE.

The effect of the acts of Congress on the commerce and shipping of this district may be seen by the annexed statements taken from the custom-house books. It should be observed, however, that the returns to the Treasury cannot be relied on to shew the actual amount of tonnage, as they do not, and cannot, notice the registers and licences lost, or otherwise not accounted for. The actual amount of tonnage belonging to this port is ascertained to be, in fact, only 3,211 tons, all told.



STATEMENT of Duties on Imports and Tonnage, accruing in the District of Norfolk and Portsmouth, for the period commencing the 1st January, 1816, and ending the 30th September, 1821, and of debentures issued.

YEAR.	DESCRIPTION OF VESSELS.	DUTIES ON IMPORTS.	DUTIES ON TONNAGE INCLUDING LIGHT MONEY.	DEBENTURES ISSUED.
1816 - -	<div> <div>American - -</div> <div>Foreign - -</div> </div>	<div> <div>343,522 46</div> <div>339,028 14</div> </div>	<div> <div>1,958 88</div> <div>30,116 58</div> </div>	<div> <div>42,604 36,</div> </div>
1817 - -	<div> <div>American - -</div> <div>Foreign - -</div> </div>	<div> <div>264,873 62</div> <div>268,166 90</div> </div>	<div> <div>1,793 28</div> <div>30,215 86</div> </div>	<div> <div>26,161 60</div> </div>
1818 {	1st quarter {	<div> <div>American - -</div> <div>Foreign - -</div> </div>	<div> <div>48,325 56</div> <div>66,877 25</div> </div>	<div> <div>16,753 99</div> </div>
	2d quarter {	<div> <div>American - -</div> <div>Foreign - -</div> </div>	<div> <div>66,191 95</div> <div>81,456 70</div> </div>	
	3d quarter {	<div> <div>American - -</div> <div>Foreign - -</div> </div>	<div> <div>72,368 40</div> <div>139,630 37</div> </div>	
	4th quarter {	<div> <div>American - -</div> <div>Foreign - -</div> </div>	<div> <div>55,420 80</div> <div>3,228 02</div> </div>	
		<div> <div>American - -</div> <div>Foreign - -</div> </div>	<div> <div>1,815 81</div> <div>1,131 64</div> </div>	
		<div> <div>American - -</div> <div>Foreign - -</div> </div>	<div> <div>1,489 68</div> <div>252 91</div> </div>	
		<div> <div>American - -</div> <div>Foreign - -</div> </div>	<div> <div>1,058 02</div> <div>134 57</div> </div>	
		<div> <div>American - -</div> <div>Foreign - -</div> </div>	<div> <div>1,815 81</div> <div>1,131 64</div> </div>	
1819 - -	<div> <div>American - -</div> <div>Foreign - -</div> </div>	<div> <div>276,783 83</div> <div>15,397 50</div> </div>	<div> <div>1,815 81</div> <div>1,131 64</div> </div>	<div> <div>5,561 81</div> </div>
1820 - -	<div> <div>American - -</div> <div>Foreign - -</div> </div>	<div> <div>172,951 19</div> <div>9,010 94</div> </div>	<div> <div>1,489 68</div> <div>252 91</div> </div>	<div> <div>8,439 82</div> </div>
1821, to 30th September {	<div> <div>American - -</div> <div>Foreign - -</div> </div>	<div> <div>78,314 52</div> <div>1,828 86</div> </div>	<div> <div>1,058 02</div> <div>134 57</div> </div>	<div> <div>2,517 39</div> </div>

STATEMENT of Registered and Enrolled and Licensed Tonnage belonging to the District of Norfolk and Portsmouth, at the periods stated below.

		Tons.
1818, June 30	Registered tonnage belonging to the port, as per return to the Treasury, of this date	14,766
1821 do	do do do do	10,397
1818 do	Enrolled and licensed tonnage, as per do	12,594
1821 do	do do do	12,635

STATEMENT of Domestic Produce and Foreign Merchandise, exported from the District of Norfolk and Portsmouth, for the period commencing the 1st January, 1816, and ending the 30th September, 1821; also, amount of Foreign Merchandise entitled to drawback.

Year.	Quarter.	Description of Exports.	Value.	Total Amount.	Amount entitled to drawback.	Total Amount.
1816	1st	Domestic produce - - -	\$541,568			
		Foreign merchandise - - -	21,499	- -	\$11,699	
	2d	Domestic produce - - -	799,314			
		Foreign merchandise - - -	14,555	- -	13,075	
	3d	Domestic produce - - -	595,325			
		Foreign merchandise - - -	54,496	- -	48,870	
	4th	Domestic produce - - -	317,205			
		Foreign merchandise - - -	9,589	- -	6,975	
				\$2,353,551		\$80,619
1817	1st	Domestic produce - - -	612,886			
		Foreign merchandise - - -	7,365	- -	3,116	
	2d	Domestic produce - - -	921,589			
		Foreign merchandise - - -	8,883	- -	6,286	
	3d	Domestic produce - - -	630,383			
		Foreign merchandise, none.				
	4th	Domestic produce - - -	351,623			
		Foreign merchandise - - -	45,050	2,577,779		9,402
1818	1st	Domestic produce - - -	721,181			
		Foreign merchandise - - -	12,066	- -	9,924	
	2d	Domestic produce - - -	643,974			
		Foreign merchandise - - -	1,690	- -	769	
	3d	Domestic produce - - -	765,628			
		Foreign merchandise - - -	5,585	- -	5,285	
	4th	Domestic produce - - -	520,104			
		Foreign merchandise - - -	28,883	- -	25,227	
				2,699,111		41,205
1819	1st	Domestic produce - - -	427,076			
		Foreign merchandise - - -	2,551	- -	175	
	2d	Domestic produce - - -	285,863			
		Foreign merchandise - - -	3,447	- -	170	
	3d	Domestic produce - - -	202,972			
		Foreign merchandise - - -	1,654	- -	300	
	4th	Domestic produce - - -	227,389			
		Foreign merchandise - - -	1,609	- -	366	
				1,152,561		1,011
1820	1st	Domestic produce - - -	226,404			
		Foreign merchandise - - -	1,040	- -	413	
	2d	Domestic produce - - -	209,462			
		Foreign merchandise - - -	5,465	- -	5,039	
	3d	Domestic produce - - -	127,174			
		Foreign merchandise - - -	703	- -	319	
	4th	Domestic produce - - -	75,844			
		Foreign merchandise - - -	17,084	- -	16,045	
				663,176		21,816
1821	1st	Domestic produce - - -	146,160			
		Foreign merchandise - - -	6,375	- -	493	
	2d	Domestic produce - - -	148,888			
		Foreign merchandise - - -	199			
	3d	Domestic produce - - -	7,062			
		Foreign merchandise, none.		298,684		493

RECAPITULATION.

1816	Domestic and Foreign produce exported	- - - -	\$2,353,551
1817	do do do	- - - -	2,577,779
1818	do do do	- - - -	2,699,111
1819	do do do	- - - -	1,152,561
1820	do do do	- - - -	663,176
1821	do do do	3 quarters to 30th Sept.	298,684