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ART. I.—CONSULAR SYSTEM OF THE UNITED STATES.

ORIGIN OF CONSULS—POWERS AND DUTIES OF CONSULS—FEES—IMPERFECTIONS OF THE SYSTEM—PROPOSED IMPROVEMENTS.

THE institution of consuls is said to have had its origin about the 12th century, in the exigences of the commercial states of Italy. The active trade carried on by Venice and Genoa with every part of the then known world, demanded the surveillance and protection of public commercial agents resident in the barbarous and semi-civilized parts of the Mediterranean, and a regular consular system was soon universally established. As early as the thirteenth century all the mercantile communities of the Mediterranean had consuls resident in the ports to which they traded, but it was not until several years later that the institution was adopted into the commercial system of the northern nations of Europe. Macpherson in his "Annals of Commerce" asserts that the earliest notice of the office of consul, in any English record, is dated 1346, but it was probably much later that it was generally established, as it is said by Warden, in his "Consular Establishments," that in the catalogue of the offices bestowed in the year 1633, the name of John Stare is mentioned as having been appointed consul-general for the kingdom of Portugal, which is the first instance of that office in Portugal to be found. At the commencement of our government, we adopted the then consular system of the mother country, which, with a few slight modifications in the consular duties and powers, has been with all its faults and imperfections continued to the present time.

The institution of consuls is one of most extensive utility. In fact when we consider the number of such offices and the important functions which they perform, it is not too much to assert that they form by far the most important part of the means by which the relations of our people with other countries are maintained. Deputed to watch over the commercial rights and privileges of the nation, the consular corps has intrusted to it the highest interests, and exercises a more important influence upon our mercantile prosperity—the basis of our national greatness—than those agents of the government who are more strictly styled the *corps diplomatique*. They are also pre-eminently the representatives of our national

character and manners. Scattered throughout the whole world, occupying an eminent social position in all the mercantile cities of every nation, and performing duties which more or less bring them into collision with the people among whom they reside, it is to be expected that they will exert an influence upon the opinions formed of us and our government, and by their conduct and manners very much add to or detract from the national dignity of the country they represent. Many important duties other than those of a mere commercial agent, frequently demand their attention. They are by their position the protectors and advisers of American citizens of all classes and conditions; and it may be asserted, without fear of contradiction, that there has been no American traveller in foreign countries who has not been indebted to consuls, if not for services, at least for useful and gratifying civilities. It is their duty, also, to furnish our government with statistical and other information, to discover and point out any obstacles to our trade, and to suggest any thing whereby it may be increased.

In view of the important functions performed by the consular corps, it may reasonably be asked, whether the present system is the best that could be adopted? Whether it is fitted to carry out to the fullest extent all the purposes for which it was intended? The question has been repeatedly asked, and universally answered in the negative, but nothing has hitherto been done to remedy the glaring defects. In 1833, the attention of congress was called to the subject in an able report by Edward Livingston, then secretary of state, but without effect. Since then the subject has been repeatedly broached in and out of congress, but it does not seem to attract the attention it deserves. It is especially singular in this case that some action has not been had, not because the evils to be removed have been long known to exist, and the expediency of some modification has been universally acknowledged, but because there are none of those petty interests which so commonly impede legislation in the way of the desired reformation. The defects and imperfections to which we allude, and the remedies which have been suggested, we will speak of more in detail after the following summary of the powers and duties of consuls, as laid down in acts of congress, and in the "*general instructions to consuls and commercial agents of the United States.*"

A consul having received notice of his appointment, is required to execute a bond, with sureties, who shall be certified to be sufficient by the district attorney of the United States, for the district in which he resides. This bond he has to forward to the department of state, when, if he receives no notice that any further security is required of him, he takes up his commission and departs for the port allotted to him, giving notice to the department of the time of departure and the vessel in which he embarks.

Arrived at his destined port, he must transmit his commission to the minister of the United States to the government under which he resides, in order to obtain the usual exequatur. He then takes possession of the consular seal and archives, making a minute inventory of all the papers and property which comes into his possession, and apprising the department, and other United States consuls in the same country, of his having entered upon the duties of his office.

The books required to be kept in each consulate, are a letter-book, in which are to be copied all official notes and letters other than those addressed to the department of state; a book of correspondence with the de-

partment of state; and a record-book, for protests and all other consular acts. The letters to the department are directed to be plainly written upon foolscap paper, having an inch margin all round, and to be enclosed in an envelope. These rules are essential for the proper preservation and binding of the despatches in the department of state. Accounts are transmitted in communications devoted exclusively to such accounts, and all despatches are required to be numbered from the commencement.

Upon the arrival of an American vessel at any foreign port, it is the duty of the master of the vessel to deliver up his register and sea letter to the consul, who shall deposit them in a safe place until the vessel has obtained her clearance, when they are to be returned to the master. For a non-compliance with this regulation the master is liable to a fine of five hundred dollars; and it is made the duty of the consul, in case the master neglects to deliver up his ship papers, to apprise him of the necessity of so doing, by showing him the law that requires it, and prescribes the penalty in case of his refusal or neglect. The master is not to receive his papers again, if he refuses to comply with the provisions of the law which requires him, if any seamen are discharged, to pay three months' wages to such of them as appear by the shipping articles to be American citizens; or if there are any destitute seamen in the port, and the vessel is returning to the United States, the master must take such seamen on board as he shall be requested to by the consul, not exceeding two seamen for every hundred tons burden of the vessel, and on terms not exceeding ten dollars each man. The consul has also a right to retain the ship's papers in default of the payment of his fees for authenticating, under the consular seal, any act whatever which may be made by the master, or at his request, for the concerns of the vessel or its owners, and also for granting a certificate of the discharge of a seaman. These are the only two instances in which, for the payment of fees, he is authorized to detain a ship's papers. For all other dues the consul may require payment at the time the service is performed.

It is the duty of consuls to provide for destitute American sailors who may be found within their districts, and to procure for them a passage to the United States. The relief provided is at the expense of the United States, and includes board, lodging, and medical attendance, and clothing when necessary; all to be on the most reasonable scale, consistent with the comfort and proper support of the individual.

In case of the death of an American citizen, without any legal representative, any partner in trade, or trustee to take care of his effects, it is the duty of the consul to take possession of his property, dispose of such parts as are of a perishable nature, or are necessary to pay his debts, and within one year after the death of the intestate transmit the residue of the estate unsold, and the balance in money, after paying all debts and charges, to the treasury of the United States, to be holden in trust for the legal claimants, they not having in the mean time made their demands upon the consul himself. In the performance of his duties in the case of persons dying intestate, a number of minor rules and regulations in relation to inventories and appraisements of property, sales by auction, and the transmission of accounts and moneys, have been established by congress, but which it is useless here to particularize.

In the case of wrecks, congress has ordered that consuls "shall, as far as the laws of the country permit, take proper measures as well for saving

such vessels, their cargoes and appurtenances, as for storing and securing the merchandise saved, and for taking an inventory and inventories thereof; and the merchandise and effects saved, with the inventory and inventories, shall, after deducting therefrom the expense, be delivered to the owner or owners." This duty however is to be performed only in those cases where the master, owner, or consignee are not present or able to take charge of the property.

A duty that consuls are not unfrequently called upon to perform, is to grant passports to American citizens under their signature and consular seal. To grant such a passport to a person not an American citizen, knowing him to be so, is an offence punishable by a fine of one hundred dollars and deprivation of office. For granting certificates that property known by the consul to belong to aliens, is property of citizens of the United States, a much higher penalty is incurred. The offence is punishable with a fine not exceeding ten thousand dollars and three years imprisonment.

Besides these specific duties as prescribed by statute, there are a great many others incidental to their position and the relation in which they are placed to the authorities and people of the place in which they reside, or which arise from general custom of the establishment, or the instructions of the state and treasury departments: such as the obligation to collect and forward to the government any information that will facilitate commerce; to refrain from any unnecessary disputes with their own countrymen, or the authorities of the country; to support their countrymen against oppression and injustice, but to refrain from giving them aid when wilfully guilty of an infraction of the laws, &c.

The fees allowed for consular services, as established by law, are as follows:

"For authenticating under the consular seal every protest, declaration, deposition, or other act which captains, masters, marines, seamen, passengers, merchants or others, as are citizens of the United States, may respectively choose to make, the sum of two dollars.

"For taking into possession, inventorying and finally settling and paying, or transmitting according to law, the balance due the personal estate of any citizen who shall die within the limits of a consulate, five per cent upon the gross amount of such estate. If part of such estate shall be delivered over before a final settlement, two and a half per cent is allowed on the part so delivered as is not in money, and five per cent on the gross amount of the residue.

"For granting a certificate of the delivery of merchandise under the revenue laws, one dollar; and for administering the oath, twenty-five cents.

"For every verification and certificate of an invoice, two dollars. But every shipper shall have a right to include all articles shipped by him, in the same invoice.

"For every certificate of discharge of any seaman in a foreign port, fifty cents.

"And for receiving and paying the amount of wages due on such discharge, two and a half per cent.

"On the deposit of a ship's papers, the consul gives a certificate thereof under seal, and on returning them a like certificate, for which he is entitled to two dollars each; making the whole of the fees for the deposit and delivery of the papers, four dollars."

No other fees are allowed for the services enumerated, but if American citizens or others require other services, they may be charged at the rate allowed to notaries in the same place for the same services.

From the foregoing summary it will be readily perceived that the office of consul is one of the highest responsibility; that the duties are diversified and frequently onerous, and that they require for their performance much judgment, industry, observation, temper, and general as well as judicial knowledge. But it is impossible to obtain these qualities to any great extent under the present system. For a very large portion of the consulates, the government has not the power of choosing among competent men, who have no inducement to accept offices the fees of which are not half adequate to a decent living. The defects of the system are, as we have before said, obvious, and have been frequently pointed out. They are also easily remedied, and it is to be hoped that congress will before long take the subject into consideration, and effect the proposed reformations, which will more than double the efficiency of the establishment, and render it subservient, not merely to the little details of mercantile operations, but to the higher interests of our world-covering commerce.

One of the most glaring faults of our system is the appointment of merchants engaged in business in the ports where they reside, to the office. The greater part of the United States consuls are commission merchants, actively employed in the engrossing competition of trade. Looking upon the office that they fill only as a means of facilitating and increasing their business, it is impossible that its duties should be properly performed. In the words of the secretary's report, to which we have alluded, "in many, perhaps in the greater number of cases, the place is sought for chiefly for the advantages and the influence it will give to extend the commercial affairs of the officer. Can it be believed that this influence will always be properly exercised? Where it is, will not contrary suspicions be entertained? This must create jealousy, detraction, and all the arts that rivalship will exercise and provoke, amidst which the dignity of the public officer is degraded, and his influence with the foreign functionaries lost.

It may perhaps be that the commercial consul, rising superior to the petty interests of his business, will conduct himself with sufficient energy and impartiality in the daily details of his official functions; but it cannot be expected that he should have either time or inclination for the higher duties of his station. He may certify ships' papers, authenticate protests, and grant passports, but that jealous superintendence so much desired, of the general interests of commerce, cannot be looked for. The instructions from the department of state, for the general conduct of consuls, require that in their correspondence they will note all events that bear upon the commerce of the country with the United States, and of our navigation; the establishment of new branches of industry in the extent of their consulate, and the increase and decline of those before established; that they will make such suggestions as in their opinion may lead to the increase of our commerce or navigation, and point out those which have a contrary effect, with the means that appear proper for avoiding them. Samples of manufactures, and specimens of produce, which appear to be valuable articles either of export or import, if not too bulky, should be sent with the consular letters—and if too bulky, may be addressed to the collectors of some of our principal ports; also seeds of plants and grain which might be cultivated to advantage in the United States.

How can it be expected that a merchant will attend to instructions that would in many cases have a direct tendency to injure the business in which he is engaged? His knowledge of the sources and facilities of trade are a part, and a most valuable part, of his capital. If his observation and experience qualify him to make those suggestions which the department requires, his interests will strongly dictate his silence; and the information which, if generally diffused, would be available to many, will be sacrificed to subserve the narrow purposes of a few. The position of a consul, particularly in the ports of semi-civilized nations, makes him frequently the only possible correspondent of our merchants at home. It is often the case that our enterprising commercial men, anxious to extend their business, to find out other channels, or open new sources of trade, seek the necessary information of the consuls who are upon the spot, or who are nearest to the proposed scene of action; of course they are entirely at the mercy of an interested man. If engaged in the same business, is it at all likely that he will encourage the interference of a stranger—that he will freely communicate correct information as to the nature and prospects of the proposed trade—the kind and quality of goods proper for the market, and the best methods of conducting the business? It is not necessary that he should state any thing that is positively false. The sensitiveness of capital is proverbial. Like the well-known plant which folds its leaves at the lightest touch, it shrinks and contracts beneath even the slightest breath of discouragement. The determination to the adventure is perhaps but half formed. There is a disposition to do something, modified by a general idea of its practicability, and profound ignorance of its details. An answer is received from the consul; no one statement in it is perhaps incorrect, but the prospects of profit are touched upon lightly, and the difficulties and obstacles forcibly depicted. The general tone of the answer is against the proposed investment, and the scheme, which perhaps if carried into effect might have been eminently successful, is dropped. The experience of a number of our merchants at home will verify the truth of this remark, and the experience of our consuls abroad could furnish countless instances. We think it not too much to assert that fully one half of them have had opportunities—we do not say that they have improved them—to increase their own business, or that of the house for whom they act as agent, at the expense of the general interests of the country; to exercise the influence of their office in obstructing the establishment of rivals, and to nip in the bud the shoots of commercial enterprise, which if suffered to take root and to spread forth their branches, might in the end overshadow the little shrubs which they have themselves planted.

Another and a sufficient reason for debarring consuls from engaging in business, and for confining them to the duties of their consulate, is, that these last, when properly performed, are fully sufficient to occupy the whole of their time and attention. Government would then have a right to insist upon the rigid performance of the general duties of the consulate. The corps might then reasonably be expected to make itself master of a complete knowledge of the countries through which it is distributed. Every department of physical science could be placed within the scope of its observation. Natural history in all its branches, geography, meteorology, agriculture, manufactures, commercial customs and laws, peculiar features of political and social institutions, character of the people, and in fact every

thing that, however remotely, can have the slightest bearing upon any of the great interests of our country. What a mass of well-digested information could thus be collected, available to the government of the United States, both in conduct of its foreign relations, and in its domestic legislation, and useful to the whole people! Consuls would be foreign agents of public instruction, as well as guardians of commerce. The results of their observation and industry could be rapidly disseminated, and their collections and illustrations in time adorn the museums and laboratories of every college and school in the country. The French are deriving in this way the greatest possible advantage from their consular establishment. Their consuls are salaried agents, confined to the duties of their office, which are diversified, onerous, and rigidly performed. The English have also long since perceived the imperfections of their former system, and no longer allow persons filling consular offices to engage in other pursuits.

This last observation suggests another objection to a combination of the business of consul and merchant. It is the loss of that respect and consideration which attaches to the consulates of other powers. In this particular we are compelled to take the notions of foreigners as we find them. We must yield to what we cannot alter. The consuls of other nations, supported by salaries from their governments and rendered independent of trade with its ceaseless turmoils and vexatious details, consider themselves to have greater dignity, and have conceded to them by the authorities of the country in which they reside, a higher official elevation and more social consideration than is given to the American members of the corps. It must be acknowledged that there is something very undignified and incongruous in the position of our consuls. One hour strutting in municipal processions, or flourishing at diplomatic dinners and levees, in all the glories of chapeau, epaulettes, and small-sword, and the next fighting with some obdurate Yankee skipper for his miserable fees; now defending the cause of an injured American citizen, and anon interrupted to dispose of a piece of sheeting or a barrel of sugar.

Should this great reformation in our consular system be effected, it will be essential that the method of compensation by fees should be changed. In more than one half of the ports where it is necessary to have consuls, the fees are insufficient to furnish a bare subsistence, while in a few others they reach an amount far beyond a proper support or a fair remuneration for the labor for which they are collected. The whole plan is fraught with the most injurious consequences. Upon this point Mr. Livingston strongly expresses himself. He says, "the subject is one that has engaged my close attention since I have had the direction of the department, and I have no hesitation in giving a decided opinion that the exaction of fees has been the source of misunderstandings between our consuls and masters of vessels, injurious to the reputation of the country—that it is degrading to the officer who is obliged to wrangle for them—is unequal in its operations—oppressive to our commerce, and ought either to be wholly abolished or so modified as to make the operation of the system more equal, by apportioning the amount to the size of the vessel, or if possible to the value of the cargo."

All consular fees are taxes upon commerce, and the question is justly asked, why such taxes are imposed? Are they just? Are they equal? Are they easily collected? Why should commerce, which already bears a great proportion of the expense of government, be taxed for the support of

a particular set of officers? To this last the report to which we have alluded conclusively replies, that it is no answer that those who derive the benefit should pay the expense. "It is not for the sole benefit of the ships which touch at a consular port that the consular office is created, the whole country is interested in the establishment. The concerns of its general commerce, the protection of its citizens abroad, its reputation is concerned. But the principle itself is a false one. Public offices are established for the general good, and though particular individuals may have more occasion for the exercise of these functions than others, yet those who are under the necessity of applying for their interposition never can with justice be exclusively taxed for the expense of the department which is organized for their protection. The judge receives a salary, yet not one tenth of the community are suitors in his court. So of all the salaried offices of government. All the exceptions to the rule are abuses. The evils of such a system are apparent. The question of compensation varies according to the place and circumstances of the time. It can rarely be accurately known. The collection gives rise to illegal exactions and oppressions, to disputes, to the loss of official dignity, to the suspicion of bad motives where even they do not exist. In no case are these evils more apparent than in the case of consuls. At a distance from all superintendence, they have greater opportunities for illegal exactions, and that very circumstance makes them more liable to suspicion."

An argument may perhaps be drawn in favor of the continuance of the exaction of fees, from the wants of the treasury. When the change was so strenuously urged by the secretary, the receipts of the customhouse were fully sufficient to defray the expenses of the government; now with an empty treasury, many who would otherwise advocate the measure, might object to add to the burdens of the government the comparatively trifling sum of two hundred thousand dollars—the sum which would be required to support an efficient consular establishment. This argument, which is of but temporary importance, can however have no influence upon the question of prohibiting consuls from engaging in business, and of compensating them by regular salaries. If the government, in its necessities, is compelled to continue these exactions upon commerce, let them be collected and paid into the treasury. The consular fees will more than balance the expenses of a salaried corps, and the government will be able to pocket something by the change.

We have not the means at hand of knowing the precise number of consuls employed. As our commerce expands itself, the number must of course be increased. At the time of Mr. Livingston's report, their number was stated at one hundred and fifty-six, and it was proposed to classify them as follows:

Thirty consuls, with salaries averaging $2,000 . .	$60,000
One hundred and twenty-six vice-consuls and commercial agents, with salaries averaging $1,000 . .	126,000

A hasty calculation convinces us that forty consuls would be none too many. They should be divided into three classes as to their pay, which should be regulated partly by the general importance of their stations, but principally by the expenses of living. The first class might receive $2,500; the second $2,000; and the last $1,500. Twenty-five hundred dollars in Liverpool or London may be considered nearly an equivalent to two thousand in Havana and Marseilles, or fifteen hundred in Malaga or

Cadiz. In case the fees that are now exacted are continued, the consul might in addition be allowed a small per centage upon his collections, in no case to exceed $5.00. Thus, while independent of the fees, he would have an inducement to collect them for the government, and his pay would in a slight degree depend upon a portion of the actual labor performed.

The office of vice-consul, now we believe unknown to our laws, ought to be created, and its powers and duties, as in the case of consuls, accurately defined. Their salaries might vary with propriety from eight to twelve hundred dollars, with a small per centage upon their collections.

Commercial agents would form a third class. They should be regularly commissioned upon the nomination of the head of the consulate within whose bounds they reside, and their duties and rank in relation to consuls and vice-consuls established by law. Their compensation might be from two to five hundred dollars, without prohibition of other business.

It strikes us that a novel feature might also be added to the system which would very much increase its efficiency, in the appointment of two or three officers, who might be styled consular superintendents. They would be the mere agents of the department of state, or the consular bureau, for collection of information in relation to the true state of the various consulates; a means by which the government could exercise that surveillance over its officers abroad that it does over its officers at home. Consuls are much less under the eye of the appointing power—much less under the *espionage* of the public press and party jealousy, and consequently much more exposed to temptations to official misconduct than officers who reside at home. They are more free to neglect their duties or abuse their powers. The superintendents should have power to enter the consulates, examine the records and accounts, ferret out abuses, inquire into charges of misconduct, and report in full the result of their investigations to the department. A thousand instances of irregularity or neglect, which never come to the knowledge of the government, would be prevented by this supervision. It would also have a good effect upon personal as well as official conduct. Four such superintendents, or perhaps three, would be all that would be necessary to visit every consulate once a year; and as the visits would be irregular and at uncertain times, the consular offices would be kept constantly ready for their reception. We are convinced that some such plan would be eminently useful, and that it is required.

No one can doubt that a consular establishment, founded upon the plans which we have considered, would be far more efficient and creditable to the country than the present very imperfect system. Reformation is imperiously demanded by the wants of commerce, the general interests of the country, the character of our people, and the dignity of our government. Should the change ever be effected, we may, in the language of Mr. Livingston, "then expect to see these important offices filled, as they should be, by men of talent, education, and respectability of character, who would be the protectors, not the rivals, of our merchants; who would command the respect of the functionaries of the ports in which they reside, do honor to our national character, and whose whole time would be devoted to the duties of their office." We can also then insist upon it, that a consul shall be a representative of American manners and feelings; that he shall combine simplicity with a proper degree of refinement, and give the lie in his own person, to the oft asserted connection between democracy and disgusting insolence or boorish vulgarity.

Art. II.—THE OREGON TERRITORY.

It was long after the discovery of this continent by Christopher Columbus, before it became known in its full extent to the civilized portion of mankind. In the year 1513, Vasco Nunez de Balboa, who was at that time the governor of a colony of Spain, located at Darien, on the coast of the Atlantic ocean, while directing a march across the mountains in that vicinity, found his progress interrupted by an immense sea stretching off into the western horizon. The publication of this discovery led at once to the conjecture that this was the great Southern ocean, the search for which had so long inspired and baffled the zeal of navigators. From its juxtaposition to the Atlantic, it was supposed that the two seas were connected with each other, and the aim thereafter was to discover the spot where their waters intermingled. It was calculated by the Spanish adventurers that this point must lie somewhere in the neighborhood of the Isthmus of Darien, and their researches were mostly directed towards that region. In the mean while Fernando Magellan, a distinguished Portuguese navigator, having in vain importuned his own government, lent himself to the service of Spain; and in the year 1519 made a voyage to the East Indies, through the strait which now bears his name. This important discovery was regarded as demonstrating the practicability of circumnavigating the globe. But the route which it opened to the East Indies was found to be long and perilous, and the advantages resulting, hardly compensated for the difficulties encountered in prosecuting the trade through this line of communication. A still more interesting and important discovery was made in the year 1517, which revealed to the astonished world the extensive and flourishing empire of Mexico. It was subsequently conquered by Hernan Cortez, who marched to its capital, dethroned its monarch, struck terror into the hearts of his subjects, and reduced his magnificent kingdom to the dominion of Spain. Having firmly established his authority, he immediately commenced exploring the seas and country adjacent. By his splendid and fortunate enterprises having discovered that the interior country was unoccupied by any powerful tribes, and that the two great oceans were wholly separated from each other, he directed his expeditions toward the northwest, whither he penetrated as far as the southern entrance to the Peninsula of California, which he supposed to be an island. Hurtado, Mendoza, Ulloa, Coronado and others, successively pushed on these researches until their discoveries included the whole of New Spain. They accomplished no further laudable results, however, than to explode the idea of the existence of the magnificent and opulent cities of Cibola, which had so long fascinated and bewildered the imaginations of adventurers. The descriptions given of these voyages and discoveries, are very obscure and imperfect. They were generally written by persons who were unacquainted with the geography of the earth, who knew nothing of the advantages derived to navigation from astronomical observations, and who seem to have paid no regard to latitude or longitude. These circumstances have caused a great degree of inaccuracy in their statements, and render it almost impossible to determine the localities of the places they pretend to describe, or the actual extent of their discoveries. We are left almost entirely to conjecture in supplying these deficiencies, till we come down to the narratives given of the voyages of Juan de Fuca, in the year 1592.

It is supposed that he penetrated as far north as Vancouver's Island, inasmuch as his description of what was then supposed to be the northwest passage is perfectly in accordance with those subsequently given of the straits which separate that island from the main land. He passed through these straits, and, with an air of triumph, turned his course again to the southward, as if he had solved this great question. The representation that this grand discovery had been made, and that the country beyond was inhabited by affluent and powerful nations, induced the Spanish government to institute a more particular investigation of the subject. An expedition was accordingly fitted out for this purpose, under the direction of Sebastian Viscaino, which sailed from Acapulco on the 5th May, 1602. After having reached the western side of California, and surveyed and examined the coast and the territory adjoining, Viscaino proceeded still further northward, and is said to have entered the mouth of a large river, in about the 42–43d deg. of latitude; which has never yet been sufficiently identified. He subsequently returned to Spain, where, upon relating the success of his adventures, he obtained from Philip III., orders for carrying out some plans which he had projected for establishing trading settlements on the coast. His death, which occurred in Mexico, in 1606, prevented the execution of these designs, and suspended the adventures of the Spaniards in that region for a period of about one hundred and sixty years. The subsequent most important and interesting discoveries connected with this portion of our continent, were made by Russia in about the beginning of the eighteenth century. The conquests which she had obtained over Kamschatcha, and the country which intervened between that and Europe, inspired the desire still further to extend her dominions. Ambitious to establish the sway of his sceptre beyond those barriers, the Czar became anxious to discover whether the waters which laved the shores of Kamschatcha communicated directly with those of the Pacific ocean. To the result of the several expeditions fitted out for this purpose, under the direction successively of Behring, Tchiricoff, and Spangberg, is Russia indebted for her possessions in North America. These were followed by the government of Great Britain, which thereafter became deeply interested in the controversy respecting the existence of a northwest passage between the two oceans. She despatched two several expeditions for the purpose of solving the question, one of which was directed to Baffin's Bay, under Clerke; and the other to the Pacific, under Capt. Cook. We derive from the narratives of Capt. Cook the most complete and accurate account of the northwest coast of America that had yet been given. He was followed by Meares in 1788, and Vancouver in 1792, who were sent out by the same government. To the discoveries of these navigators the government of Great Britain refers their title to the countries watered by the Columbia; the justice of which will be hereafter developed. But we are indebted to the more daring and active enterprise of our own New England traders, for those more full and accurate accounts of the territory and resources of the Oregon, which render it an object of interesting speculation at the present day. In the year 1791 several vessels arrived in the waters of the North Pacific ocean, among which was the Columbia, under the command of Captain Gray from Boston. This enterprising adventurer had before visited these seas in the years 1787–8, under the direction of a company of merchants of that city, formed with a view to participate in the advantages of the fur trade of that region. He then made many important observations and dis-

coveries, and extensively unfolded the commercial capabilities and resources of the country. He sailed from Boston on this last expedition in May, 1790; and reached the coast of North America in the year following, a little northward of Cape Mendocino, and sailed along the coast towards Nootka. In about latitude 46 deg. 16 min. Capt. Gray descried an inlet, which he attempted to enter. But the outflowing current was so strong as to baffle all his efforts to effect an entrance, although he spent nine days in endeavoring to do so. He at length pursued his voyage northward, and on the fifth of June he anchored in the harbor of Clyoquot, near Nootka. From this point he sailed for Queen Charlotte's Island, and on the 15th of August he observed an opening under the parallel of 54½ deg., which he entered, and sailed to the distance of more than eighty miles in a northeasterly direction. The channel was discovered to be exceedingly broad and deep, and the stream seemed to extend far beyond the distance already traversed in the same direction. He returned again to Clyoquot without pursuing the adventure any further, and under the persuasion that this was the *Rio de los Royes*, which was represented to be the route through which Admiral Fonté pursued his way to the Atlantic in 1640. It has been since called the Portland Canal. Capt. Gray wintered at Clyoquot, in a fortification which he erected on the shore and called Fort Defiance. He also here built and launched a schooner, which he called "The Enterprise," and which was the first American vessel built on these shores. In the month of August, in this same year, Captain Kendrick, (who had accompanied Captain Gray in his first expedition, and had remained in these seas with the Washington, during Gray's return to Boston,) was anchored in Nootka Sound. Having reason to apprehend hostility from the Spaniards, and supposing that an opening might exist at the northwestern extremity of the harbor, he determined to make his escape to the sea in that direction. In this he was successful, and he named the channel thus discovered Massachusett's Sound. He also purchased from several of the native chiefs large tracts of land near Nootka, which were transferred by deeds *marked* by the chiefs, witnessed by several of the officers and crew of the Washington, and authenticated by a notary at Macao. In 1840 an application was pending in congress, made by the representatives of the owners and captain of the Washington, to confirm this title to these lands. After making this purchase Kendrick sailed for the Sandwich Islands.

In April, 1792, Captain Gray sailed from his winter-quarters at Clyoquot, when he fell in with the English navigator Vancouver, at the entrance of the Strait of Fuca. He informed Vancouver that he had entered an inlet to the northward in latitude 54½ deg., into which he had sailed as far as the 56th deg. of latitude, without discovering its termination. That he had also stood off the mouth of a river, in the latitude of 46 deg. 10 min., whose current was so strong that it presented an effectual bar to his entrance, although he had spent nine days in the effort. Vancouver supposed this to be an opening which he represented that he himself had passed, on the forenoon of the 27th April, and which he declared was *apparently* inaccessible, not from the current, but owing to the breakers which extended across its entrance.

In his narrative, under date of April 30th, 1792, Captain Vancouver says, "we have now explored a part of the American continent, extending nearly two hundred and fifteen leagues, under the most fortunate and fa-

vorable circumstances of wind and weather. So minutely has this extensive coast been inspected, that the surf has been constantly seen to break on its shores from the mast head; and it was but in a few small intervals only, where our distance precluded its being visible from the deck. It must be considered as a very singular circumstance, that, in so great an extent of sea coast, we should not *until now* have seen the appearance of any opening in its shores, which presented any certain prospect of affording shelter; the whole coast forming one compact, solid, and nearly straight barrier against the sea. The river mentioned by Mr. Gray, should, from the latitude he assigned to it, have existed in the bay south of Cape Disappointment. This we *passed* in the forenoon of the 27th, and, as I then observed, if any inlet or river *should be found* it must be a very intricate one, and inaccessible to vessels of our burthen, owing to the reefs and broken water which then appeared in its neighborhood. Mr. Gray stated that he had been several days attempting to enter it, which at length he was unable to effect on account of a very strong outset. This is a phenomenon difficult to account for, as in most cases, where there are outsets of such strength on a sea-coast, there are corresponding tides setting in. Be that, however, as it may, I was thoroughly convinced, as were also most persons of observation on board, that we could not possibly have passed any safe, navigable opening, harbor, or place of security for shipping, on this coast, from Cape Mendocino to the promontory of Classet, (Cape Flattery,) nor had we any reason to alter our opinions, notwithstanding that theoretical geographers have thought proper to assert in that space the existence of arms of the ocean communicating with a mediterranean sea and extensive rivers, with safe and convenient ports." Whatever may have been the motives which prevented Vancouver from placing any reliance on the accounts of Capt. Gray, it is evident at least from this extract, that no discoveries of the kind had been made upon this coast by the English navigators, at this date. Captain Gray, however, was not contented to leave the matter thus undecided. After parting with Vancouver he proceeded southward along the coast till the 7th May, when the record in his log-book proceeds as follows.

A. M. Being within six miles of the land, saw an entrance in the same, which had a very good appearance of a harbor; lowered away the jolly-boat, and went in search of an anchoring place, the ship standing to and fro, with a very strong weather-current. At 1 P. M. the boat returned, having found no place where the ship could anchor with safety—made a sail on the ship—stood in for the shore. We soon saw, from our mast head, a passage in between the sand-bars. At half past three bore away and run in northeast by east, having from four to eight fathoms, sandy bottom; and as we drew in nearer between the bars, had from ten to thirteen fathoms, having a very strong tide of ebb to stem. Many canoes alongside. *At* 5 *P. M.* came to in five fathoms water, sandy bottom, in a safe harbor, well sheltered from the sea by long sand-bars and spits. Our latitude observed this day was 46 deg. 58 min. north.

May 10*th.* Fresh breezes and pleasant weather—many natives alongside. At noon all the canoes left us. *At* 1 *P. M.* began to unmoor; took up the best bower-anchor, and hove short on the small bower-anchor. At half past four, being high-water, hove up the anchor, and came to sail, and a beating down the harbor.

May 11th. At half past seven we were out clear of the bars, and

directed our course to the southward along shore. At 8 P. M. the entrance of Bulfinch's harbor bore north, distance four miles; the southern extremity of the land bore south-southeast half east, and the northern north-northwest. Sent up the main top-gallant yard and set all sail. *At 4 P. M.* saw the entrance of our desired port bearing east-southeast, distance six leagues; in steering-sails, and hauled our wind in shore. At 8 P. M., being a little to windward of the entrance of the harbor, bore away and run in east-northeast between the breakers, having from five to seven fathoms of water. When we were over the bar, we found this to be a large river of fresh water, up which we steered. Many canoes came alongside. At 1 P. M. came to with the small bower in ten fathoms, black and white sand. The entrance between the bars bore west-southwest, distant ten miles. The north side of the river a half a mile distant from the ship, the south side of the same two and a half miles distant. A village on the north side of the river, west by north, distant three quarters of a mile. Vast numbers of natives came alongside. People employed in pumping the salt water out of our water-casks in order to fill with fresh, while the ship floated in. So ends.

May 12. Fresh winds and rainy weather. Many natives alongside. Hove up the best bower-anchor. Seamen and tradesmen at their various departments.

May 14. Fresh gales and cloudy; many natives alongside. At noon weighed and came to sail; standing up the river northeast by east we found the channel very narrow. At 4 P. M. we had sailed upwards of twelve or fifteen miles, when the channel was so very narrow that it was almost impossible to keep in it, having from three to eighteen fathoms water, sandy bottom. At half past four the ship took ground, but she did not stay long before she came off, without any assistance. We backed her off stern foremost into three fathoms, and let go the small bower, and moored ship with hedge and hawser. The jolly-boat was sent to sound the channel out, but found it not navigable any further up; so of course we must have taken the wrong channel. So ends, with rainy weather; many natives alongside.

Tuesday, May 15. Light airs and pleasant weather; many natives from different tribes came alongside. At 10 A. M. unmoored and dropped down with the tide to a better anchoring place. Smiths and other tradesmen constantly employed. In the afternoon Capt. Gray and Mr. Hoskins, in the jolly-boat, went on shore to take a short view of the country.

May 16. Light airs and cloudy. At 4 P. M. hove up the anchor and towed down about three miles, with the last of the ebb tide. Came into six fathoms, sandy bottom, the jolly-boat sounding the channel. At 10 A. M. a fresh breeze came up the river. With the first of the ebb-tide we got under way and went down the river. At 1, (from its being very squally,) we came to, about two miles from the village, (Chinouk,) which bore west-southwest; many natives alongside. Fresh gales and squally.

May 17. Fresh winds and squally; many canoes alongside. Calkers calking the pinnace. Seamen paying the ship's sides with tar; painter painting ship, smiths and carpenters at their departments.

May 18. Pleasant weather. At four in the morning began to heave a-head; at half-past came to sail, standing down the river with the ebb-tide; at seven (being slack water and the wind fluttering) we came to in five fathoms, sandy bottom. The entrance between the bars bore southwest

by west, distance three miles. The north point of the harbor bore northwest, distant two miles. The south bore southeast, distant three and a half miles. At nine a breeze sprung up from the eastward—took up the anchor and came to sail, but the wind soon came fluttering again; came to with the kedge and hawser—reeved out fifty fathoms. Noon pleasant. Latitude observed 46 deg. 17 min. north. At one came to sail with the first of the ebb-tide, and drifted down broadside, with light airs and strong tide. At three quarters past, a fresh wind came from the northward; wore ship and stood into the river again. At four came to in six fathoms. Good holding ground about six or seven miles up. Many canoes alongside.

May 19. Fresh wind and clear weather. Early a number of canoes came alongside. Seamen and tradesmen employed in their various departments.

May 20. Gentle breezes and pleasant weather. At one, P. M. (being full sea,) took up the anchor and made sail, standing down the river. At two the wind left us, we being on the bar, with a very strong tide, which set on the breakers. It was now not possible to get out without a breeze to shoot her across the tide, so we were obliged to bring up in three and a half fathoms, the tide running five knots. At three quarters past two, a fresh wind came in from seaward. We immediately came to sail, and beat over the bar, having from five to seven fathoms water in the channel. At five, P. M., we were out clear of all the bars, and in twenty fathoms water. A breeze came from the southward. We bore away to the northward; set all sail to the best advantage. At eight, Cape Hancock bore southeast, distant three leagues; the northern extremity of the land in sight bore north by west. At nine, in steering and top-gallant sails. Midnight, light airs.

May 21. At six, A. M., the nearest land in sight bore east-southeast, distant eight leagues. At seven, top-gallant sails and light stay-sails. At eleven, steering-sails fore and aft. Noon, pleasant, agreeable weather. The entrance to Bulfinch's harbor bore southeast by east-half-east, distant five leagues.

Before leaving this river, Captain Gray bestowed upon it the name of his ship, the Columbia. The southern side of its entrance he named Cape Adams, and the north side Cape Hancock. This point had been previously named Cape Disappointment, by Captain Meares, in 1788, as indicative of the point where his own researches terminated, without any successful result. The territory watered by this river and its tributaries, has since been called the Oregon Territory, from a tradition, said to have prevailed among the Indians near Lake Superior, of the existence of a mighty river rising in that vicinity, and emptying its waters into the Pacific, and which was supposed to be the Columbia. But to this expedition of Gray we must refer its first discovery, and the first accurate and satisfactory account which we have of this part of the coast of the North Pacific. In the month of October of the same year, Captain Broughton was despatched by Vancouver, and succeeded in effecting an entrance up the same river to the distance of about 72 miles. This expedition of Captain Broughton, with the narrative given of his adventures by Meares, in 1788, are made the basis of the claim of the English government to the territory of Oregon. In order to give a clear exposition of the nature of this claim, we need but quote a brief extract from the narrative of Meares, and compare it with

those of Vancouver and Gray, already cited. Sailing in a southerly direction from about latitude 46 deg. and 47 min. he rounded a promontory, after which he says—"a large bay, as we had imagined, opened to our view, that bore a very promising appearance, and into which we steered with every encouraging expectation. The high land that formed the boundaries of the bay was at a great distance, and a flat, level country occupied the intervening space; the bay itself took rather a westerly direction. As we steered in, the water shoaled to nine, eight, and seven fathoms, when breakers were seen from the deck, right ahead; and from the mast-head they were observed to extend across the bay. We therefore hauled out, and directed our course to the opposite shore, to see if there was any channel, or if we could discover any port. The name of Cape Disappointment was given to the promontory, and the bay received the name of *Deception Bay*. By an indifferent meridian observation, it lies in the latitude of 46 deg. 10 min. north, and in the computed longitude of 235 deg. 34 min. east. We can now with safety assert that there is no such river as that of Saint Roc exists, as laid down in the Spanish charts." It appears, therefore, that Captain Meares made no discovery of any such inlet or river. The idea of its existence seemed to him to have been satisfactorily disproved by his own observations of the coast. Vancouver's narrative, as we have seen, is still stronger. He scouts at the descriptions of all previous adventurers, as the idle and unfounded "assertions of theoretical geographers;" and claims, with an evident air of self-gratulation, the honor of having demonstrated the absurdity of the supposition. He avers, that he had *minutely explored this part of the coast, under the most fortunate and favorable circumstances of wind and weather;* and then positively insists upon the impossibility of examining or even approaching its shores. With these facts and circumstances before us, it cannot be questioned for a moment, that to Captain Gray belongs the honor of having first penetrated the waters of the Columbia; and that, consequently, the claim of the United States is prior to that of Great Britain. The question of right, however, is still mooted, though measures are now in progress which may eventuate in securing to the United States its undisputed possession.

From this period the shores of the North Pacific gradually became more and more familiar to all navigators. Voyages for trade and exploration were pursued until the year 1796, when the declaration of war between Great Britain and Spain withdrew the attention of those nations from the subject, and they became thereafter too much engrossed in more important interests at home, to care for the progress of discovery in these seas. For nearly twenty years from this date the trade between this coast and China was carried on solely by United States vessels, or under our own flag. The East India Company prohibited the trade to the English merchants, and Russian vessels were excluded from the ports of China, so that few other than American ships floated on the waters of the North Pacific. The commerce was prosecuted by vessels from the United States, or from Europe, to this coast, which were laden with sugar, spirits, wine, tobacco, gunpowder, iron, fire-arms, and various coarse articles of woollen manufacture. These were here exchanged for furs with the natives, or at the Russian settlements, and were transported hence to China, where their proceeds were invested in articles of merchandise intended for our own or European markets. Up to this time no settlement had been made on

the coast by the United States, and but little was known of the resources of the interior country. The vast multitudes of its native population which thronged around its shores for the purposes of traffic, and the imperfect and confused accounts which they gave of the neighboring country, were calculated to bewilder the fancy of the adventurers and give an unlimited range to the wildest vagaries. But as the imagination wandered over the immense territory lying between the coast of the Pacific and the banks of the Mississippi, the mind grew more credulous of its suggestions. Science with her abstruse calculations, philosophy with her thousand speculations, and curiosity with her endless conjectures, were busy, restless, and unsatisfied; but the hope of gain and aggrandizement alone stimulated the enterprise which first penetrated those unbroken solitudes, and attempted to explore those unknown regions. In the years 1788–92, Alexander Mackenzie was employed for this purpose by the North West Company, a fur-trading association of Canada, whose settlements had already extended nearly to the fifty-ninth parallel, about 800 miles beyond Lake Superior. Mackenzie spent some time in exploring a river which was then supposed to be the Columbia, but which has since been discovered to empty its waters into the Strait of Fuca, and is called *Frazer's river*. The result of his expeditions was given to the public, in London, in 1802, together with a sketch of the Canada fur trade, accompanied with suggestions as to the most advisable mode of regulating the intercourse between this part of America and China, so as to secure to Great Britain its commercial advantages, which, it was represented, were entirely under the control of "adventurers from the United States."

We allude to these expeditions of Mackenzie, merely as originating that spirit of enterprise and inquiry which drew the attention of rival powers to this portion of our continent. In January, 1803, the then President of the United States addressed a confidential message to congress, recommending the immediate adoption of measures to explore it. Captain Merriweather Lewis and William Clarke were subsequently commissioned to execute the proposed undertaking. They were instructed "to explore the river Missouri and its principal branches to their sources; and then to seek and trace to its termination in the Pacific, some stream, whether the Columbia, the Oregon, the Colorado, or any other, which might offer the most direct and practicable water communication across the continent, for the purposes of commerce." On the 14th of May, 1804, Messrs. Lewis and Clarke, in pursuance of these instructions, launched their bark on the waters of the Missouri. The course of this river was then scarcely known; its shores were occupied by numerous and hostile tribes of Indians, while many difficulties and privations, arising from other sources, embarrassed their progress. Towards the end of October, however, they had reached to about 1600 miles from the mouth of the river, where they remained until April, 1805. In the summer succeeding they arrived at its head-waters, which took their rise among the Rocky Mountains. After a tedious march over the great dividing ridge, a new and inviting scene of adventure opened before them. We can hardly conceive of any thing equal to the delight they must have experienced, as they descended from these rugged heights to a plain of country wholly unknown to the world which they had left behind them, and whose luxuriant wildness was now for the first time gazed upon by the eye of civilized man. They must have trod its soil with a sacred awe as they penetrated its deep solitudes,

and hesitated long, before they launched their frail barks, to disturb the serenity which had for untold ages reigned over its quiet waters. On the 7th of October they fell in with a stream upon which they embarked in their canoes. Borne along on its gentle current, they were wafted into a nobler river, stretching and widening in its course, and swelling with the waters of many beautiful tributaries, till it bore them onward into the broad bosom of the Pacific ocean. The stream on which they at first embarked was discovered to be a branch of the Columbia river, which they named Lewis river. After a few days they reached its confluence with another great branch, which they called Clarke river. These two united to form the Columbia, through which, on the 15th of November, they arrived at Cape Disappointment, the northern side of its entrance into the Pacific, and about 4000 miles from the place of their departure. They formed an encampment near the mouth of the Columbia which they called *Fort Clatsop*, where they spent the succeeding winter. They found the natives already too well accustomed to the presence of white men to be disturbed by their appearance among them, and easily supplied themselves with the necessary appliances for comfort and subsistence. On the 13th of March, 1806, they commenced their return. They rowed their canoes up the Columbia till they reached its falls, about 125 miles from its mouth; whence they prosecuted their journey together by land till they reached the Rocky Mountains. Here they divided into two parties, one of which struck directly eastward for the Missouri, while the other took a southerly direction toward the Yellow Stone, through which they reached the Missouri. The two parties met again at a short distance below the point where these two streams are united, and arrived at St. Louis on the 23d of September following. The narrative of these two skilful and scientific adventurers furnishes the first accurate knowledge we have of the territory of Oregon. It was not published till the year 1814. But long before this period the results of their researches had become generally known, and had caused both the English and American merchants to take a lively and more active interest in the vast resources which were thus opened to the speculations of commercial enterprise. The first attempt to establish a settlement in the territory was made by *The Missouri Fur Company* of St. Louis, in 1808. This company planted several posts on the Upper Missouri, and one on the head-waters of the Lewis river, beyond the Rocky Mountains, for the purpose of establishing a regular trade, which is said to have been the first settlement ever made by white men in the territory watered by the Columbia and its tributaries. The project however met with much opposition and hostility from the natives, and lingered in a feeble condition till the year 1810, when it was abandoned.

At this time the *Pacific Fur Company* was established in the city of New York, under the auspices and control of John Jacob Astor, a German merchant, possessing an immense capital, and great commercial sagacity. He proposed to establish a post or settlement at the mouth of the Columbia, which should be the grand depository for furs collected at minor posts to be established at various points along the shores of the Pacific, the branches of the Columbia, and the head-waters of the Missouri. Ships were to be sent annually from New York to this grand depot, where they were to discharge their cargoes, were then laden with the furs, with which they were to proceed to China, where these were to be exchanged at a high rate for teas, silks, and other articles of merchandise destined

for the New York market. This splendid project was no sooner conceived by Mr. Astor, than, availing himself of his ample means, he at once undertook to carry it into execution. With this view he planned two expeditions. In September, 1810, he despatched a party on board of the ship Tonquin, which sailed from New York for the Columbia, under the direction of Captain Thorne. Soon after her arrival at the mouth of the Columbia, in March, 1811, the Tonquin sailed towards the north in search of furs. A spot had previously been marked out for the principal depot, on the south side of the Columbia, about eight miles from its mouth, which, in compliment to the principal patron and projector of this scheme, was called Astoria. The capital at his command furnishing the necessary materials, commodious buildings were erected, gardens were planted, a vessel was built and launched, a traffic was carried on with the natives in such a manner as to conciliate their prejudices, and before the summer passed away Astoria presented all the appearances of a thriving and prosperous settlement.

In the spring of the succeeding year they were joined by the other party, which, under the direction of Mr. W. P. Hunt, of New Jersey, had taken the route across the continent. They took their departure from St. Louis in January, 1811. Entering the Missouri, they adventurously and cautiously pushed their way through the hostile tribes on its banks, now passing under towering bluffs, and anon through level plains, which stretched far away into the horizon, till they reached the Great Bend of the river, whence they pursued their journey by land to the Rocky Mountains. Passing over the ridge, in about latitude 46°, they came to the Salmon, a branch of the Lewis river, where they again took to their canoes, and reached Astoria in the spring of 1812. Soon after their arrival, intelligence was received that the Tonquin, with her whole crew, had been destroyed by the Indians near Nootka Sound. The various causes of vexation and discouragement experienced from the hostile dispositions of the natives, and the losses and misfortunes occasioned by the perils of the ocean, might indeed have daunted a less efficient spirit. But his large pecuniary resources enabled Mr. Astor to overcome these hindrances; and it is difficult to say to what extent his plans might have been consummated, had they not been frustrated by more formidable obstacles. Upon the declaration of war between the United States and Great Britain, *all the establishments, furs, and property* of the Pacific Fur Company were transferred to the North West Company; Astoria was taken possession of in the name of his Britannic majesty, and "rebaptized by the name of Fort George."

Such was the termination of the truly splendid project of Mr. Astor, occasioned, as we have seen, by events and circumstances which were beyond his calculation or control. It must be observed, however, that a very large proportion of those associated with him, and employed in this enterprise, were British subjects. They were bound by no ties of birth, citizenship, or sympathy, to American interests; and on discovering the hostile attitude in which they would be placed to their native sovereign in defending these settlements, they readily withdrew and ranked themselves on the side of Great Britain. This fatal result cannot but be a subject of deep regret, inasmuch as the maintenance of this post till after the war, would have insured the success of the project, and secured to the United States all the advantages arising from an undisputed possession of the

territory watered by the Columbia river and its branches. Although Astoria was subsequently delivered to the "re-occupation of the United States," under the direction of the government of Great Britain, in 1818, she still maintained that she had a right to extend her jurisdiction over the territory, and insisted that the settlement made at Astoria was an encroachment on our part. The question has since undergone much discussion in the diplomatic correspondence carried on between the two nations, and is hardly yet definitively adjusted.

Upon the failure of the scheme of Mr. Astor, the North West Company, and subsequently the Hudson's Bay Company, severally established their settlements in different parts of the territory. They removed the principal post from the mouth of the river, and established it at Vancouver, on the Wallamet, about 20 miles from its confluence with the Columbia. We hear nothing more of any American adventurers in this region, till the year 1823, when General Ashley, of St. Louis, fitted out an expedition for the country beyond the Rocky Mountains. The daring exploits of this enterprising adventurer have been the frequent theme of admiration on the western frontier. He had previously established trading posts on this side of the mountains, by his individual enterprise. He now crossed the mountains, between the sources of the Platte and the Colorado, near the 42d degree of latitude, and succeeded in collecting a large quantity of furs, which he transported to St. Louis. In the following year he sent out a large band of trappers and hunters, and in the space of three years, collected furs amounting to about $180,000 in value. In 1827, sixty men were sent out under his direction, who marched as far as *Lake Youta*, beyond the mountains; and, in less than eight months, returned laden with a rich supply of furs. In these expeditions pack-horses were used to transport the goods. Mr. Ashley at length sold out his establishments and interest in the trade to an association formed at St. Louis, called *The Rocky Mountain Fur Company*, who established a regular trade with the countries of the Colorado and the Columbia rivers. This company sent out an expedition with wagons, in the year 1829, the following account of which we quote, as it will give an accurate idea of the course now generally pursued, and may be useful to future adventurers to the country beyond the mountains: "On the 20th of April we set out from St. Louis, with eighty-one men, all mounted on mules; ten wagons, each drawn by five mules, and two dearborns, (light carriages or carts,) each drawn by one mule. Our route was nearly due west to the western limits of the state of Missouri, and thence along the Santa Fé trail, about 40 miles from which the course was for some degrees north of west, across the waters of the Kansas, and up the Great Platte to the Rocky Mountains, and to the head of Wind river, where it issues from the mountains. This took us until the 16th of July, and was as far as we wished the wagons to go, as the furs to be brought in were to be collected at this place, which is, or was this year, (1829,) the great rendezvous of the persons engaged in that business. Here the wagons could easily have crossed the Rocky mountains, it being what is called the *Southern Pass*, had it been desirable for them to do so; which it was not, for the reason stated. For our support, at leaving the Missouri settlements, until we should get into the buffalo country, we drove twelve head of cattle, besides a milch cow. Eight of these only being required for use before we got to the buffaloes, the others went on to the head of Wind river. We began to fall in with

the buffaloes on the Platte, about 350 miles from the white settlements; and from that time lived on buffaloes, the quantity being infinitely beyond what we needed. On the 4th of August, the wagons being in the mean time loaded with the furs which had been previously taken, we set out on the return to St. Louis. All the high points of the mountains then in view were white with snow; but the passes, and valleys, and all the level country, were green with grass. Our route back was over the same ground nearly as in going out, and we arrived at St. Louis on the 10th of October, bringing back the ten wagons, the dearborns being left behind; four of the oxen, and the milch cow, were also brought back to the settlements in Missouri, as we did not need them for provision. Our men were all healthy during the whole time; we suffered nothing by the Indians, and had no accident but the death of one man, being buried under a bank of earth that fell upon him, and another being crippled at the same time. Of the mules we lost but one by fatigue, and two horses stolen by the Kansas Indians; the grass being, along the whole route, going and coming, sufficient for the support of horses and mules. The usual weight in the wagons was about one thousand eight hundred pounds. The usual progress of the wagons was from fifteen to twenty-five miles per day. The country being almost all open, level, and prairie, the chief obstructions were ravines and creeks, the banks of which required cutting down; and for this purpose a few pioneers were generally kept ahead of the caravan. This is the first time that wagons ever went to the Rocky Mountains, and the ease and safety with which it was done prove the facility of communicating over-land with the Pacific ocean; the route from the *Southern Pass*, where the wagons stopped, to the Great Falls of the Columbia, being easier and better than on this side of the mountains, with grass enough for horses and mules, but a scarcity of game for the support of man."

The North American Fur Company, at the head of which was Mr. Astor, had hitherto confined its operations principally to the neighborhood of the great lakes, the head-waters of the Mississippi, and the lower part of the Missouri rivers. In the year 1822, it became united with another company, under the name of *The Columbia Fur Company*, when its operations were extended to the head-waters of the Missouri, and along the sources of the Yellow Stone. The more enterprising and successful operations of the traders at St. Louis, now stimulated this company to push their expeditions beyond the Rocky Mountains. They confined themselves, however, exclusively to the objects of trade about the waters of the Columbia, and seldom penetrated into the interior of the country. In 1832, Captain Bonneville, of the United States army, then stationed at one of the posts on our western frontier, having obtained a furlough, with some assistance from the city of New York, left Missouri for the Oregon Territory. He was accompanied with a band of about one hundred men, twenty wagons, and a number of mules and horses, laden with goods, and the necessary provisions, and utensils for hunting and trapping. He was the first who crossed the Rocky Mountains with wagons. Pursuing the usual route along the course of the Platte, he arrived at the mountains so early in the season, as to furnish the opportunity of pursuing his enterprise under the most favorable circumstances. Descending into the vale on the opposite side, he struck Lewis river near its source. He planted a station near the Colorado, where his

party were employed in trading, hunting, and trapping. Captain Bonneville made several excursions over the country, but it does not appear that he reached as far as the Pacific. After an absence of about two years, he returned again to St. Louis with the most interesting accounts of the country he had visited. At about this time, (1834,) a plan was projected by Mr. Nathaniel Wyeth, of Massachusetts, to establish a direct trade between the ports of New England and the waters of the Columbia. In prosecution of his plan, he sent a vessel to the coast, and himself made two expeditions across the continent. He erected a trading post near the confluence of the *Portneuf* and *Lewis* rivers, in the southeast corner of Oregon, which he called *Fort Hall*; and another at the entrance of the *Wallamet* into the Columbia, on *Wappatoo Island*, about 160 miles from the ocean. His plan was similar to that of Mr. Astor. Having observed that the waters in this region abounded in salmon, he calculated that the supply of these would be ample enough to meet all the expenses of an expedition, thus leaving a clear profit on the furs. We are indebted to the narrative of Mr. Wyeth for the most interesting and accurate account which has yet been furnished us of the nature, capabilities, and resources of Oregon. His plan for founding settlements was well contrived, and in its dawning operations bid fair to establish an enterprising American colony upon the coast of the North Pacific. The ample supplies which could have been provided to meet the demands of commercial speculation, must have led to an increase of its population, and its consequent permanency and prosperity. But the hopes which it had inspired were blasted by the hostility of the Hudson's Bay Company. The existence of this company has always been adverse to colonization in Oregon, and but one settlement has been made under its auspices, west of the Rocky Mountains. This is on the Wallamet, and is composed of low Canadians who have intermarried with the natives, and families of the half-breed. All its buildings and appliances are subordinate to the uses and interests of the company, and no inducements are held out to encourage a better class of settlers.

There is however another class of adventurers, (if we may be permitted to call them such,) whose operations are not unworthy our interested attention. The spirit of Christian philanthropy suggested the first expedition to this territory which was unconnected with any objects of trade or gain. A small band were sent out for missionary purposes by the American Baptist Society in 1832. These were followed, in 1835, by another party, under the direction of the Methodist Episcopal Society, which planted a station on the banks of the Wallamet, about seventy miles from its month. Since that time their number has been gradually increasing. It is stated in a recent report of this society, that on the ninth of October, 1839, a company of fifty persons, including adults and minors, male and female, left New York for Oregon. These included six missionaries with their wives and children; one physician, wife and child; a missionary steward, wife and two children; two farmers, wives and children; a cabinet maker; two carpenters, and a blacksmith, their wives and children; and five single female teachers. On their arrival at the station on the Wallamet, the number of settlers amounted to about sixty-eight persons. The station, it is stated in the report, was well stocked with cattle, under a fine state of cultivation, and had already become "so productive as to furnish the mission family with abundance." The

American Board have stations at Kamiah, in the country of the Nes Perces Indians, on the Kooskoos-ke, a branch of the Lewis river; at Willatpoo, on the Walla Walla, near the great bend of the Columbia, and also on the Clear Water river. At the latter of which a printing press is in successful operation. It is said, in their last annual report, that "a sawmill and grainmill have been put in operation at Clear Water, and a grainmill at Waületpu." Accessions have recently been made to all of these several settlements by emigrants from New York and other places, and they are generally represented to be in a very thriving and prosperous condition.

We cannot but regard these settlements as the precursors of incalculable good as regards the future prospects and condition of this territory. It is now a serious question how far its possession and settlement may be an object of interest on account of the fur trade. The extent to which it has been carried on, and the unceasing avidity with which it has been pursued, have caused the disappearance of most of the animals whose skins and furs were an object of enterprise. The Hudson's Bay Company have found it necessary to restrain the trade, at certain seasons, in order to prevent their entire extinction; and the time is probably not far distant when some other mode of employing capital in that region must be resorted to; while what is now known of the resources of the country affords but little hope of a very speedy return to any other than what has been hitherto the usual mode of investment. The further investigations of science may perhaps give greater accuracy to existing descriptions and localities, but it can develop no new sources of wealth or aggrandizement. The general characteristic features of the country are well understood. Its territory has been traversed, its rivers have been explored, and its mountains have been scaled by the chemist, the botanist, the geologist, the hunter, and the trapper; and the lover of romance and adventure has delineated the variegated attractions of its natural scenery. We must now regard it as presenting no other allurements to the adventurer than such as may be found in a rich and luxuriant soil, a temperate and salubrious climate, and vast commercial capabilities. The ordinary occupations of commerce, agriculture, trade, and manufactures, with industry, frugality, and enterprise, will yield at once an ample, and in time an affluent recompense. And what more could be desired? What more (aside from the religious principle, how much less) was it that encouraged our forefathers to encounter the sturdy forests and rigorous climate of New England? What more was it that has covered the banks of the Ohio with opulent cities, and made the valley of the Mississippi to teem with a flourishing and happy population? What more was it that has made our whole country the abode of prosperity, civilization, and refinement? They who are accustomed to estimate the progress of mankind by the slow and languid growth of ancient nations, may smile at the prediction; but let the existing difficulties be removed; let the interposition of the general government settle the claims of the United States to this territory; let it render the way thither easy and accessible, by establishing permanent posts at convenient distances on the route; let it establish a military post at the mouth of the Columbia to protect the lives, the property, and the interests of its citizens, and Oregon will soon be covered with permanent settlements, the history of whose growth and prosperity shall at least equal that of any of the states now composing our republic.

Art. III.—BRITISH IMPORT DUTIES.

CONCLUSION OF THE EVIDENCE GIVEN BEFORE THE COMMITTEE OF THE HOUSE OF COMMONS ON IMPORT DUTIES.*

The next important witness examined by the committee was James Deacon Hume, Esq., who had been in the customs thirty-eight years, and nearly eleven years afterward in the board of trade.

Mr. Hume expressed as his opinion, in speaking of the abolition of all protective duties, that no general measure could be more beneficial to the country than a removal of all protections, prohibitions, and restrictions. He could not conceive that a country exporting forty millions' worth of its industry in the year, could effectually and beneficially, for any length of time, protect any partial interest whatever. If the protection is effectual, it can only be so in consequence of the prosperity of the country arising from other means; but if the country should cease to be prosperous, in consequence of being unable to find markets abroad for this enormous amount of exportation, then the parties making those goods that had before been exported would apply themselves to the manufacture of the protected articles, and thus bring them down to their own level very quickly. Spitalfields was invaded by Manchester before it was by Lyons. During the war, and for a number of years, while the cotton trade entirely or nearly was confined to the British, there was little attempt to make silk goods in the British provincial manufacturing towns, and Spitalfields had the trade nearly to itself. But the first distresses of Spitalfields, after the war closed, arose from home competition, and not from the importation of foreign goods. During the period of total prohibition, and before Manchester adopted the manufacture, the periods of distress in Spitalfields must have arisen from changes of demand in a confined market. Manchester devoted itself to the manufacture of silk goods as soon as the cotton trade began to fail them in some degree, and the profits of the manufactories in Spitalfields were reduced. There was an interval of very considerable distress in the cotton manufacture between the high prices of the war and the settling down of the trade to its own level, and then Manchester began to think of the silk trade.

Mr. Hume, in the course of his examination, stated that he could not conceive any circumstances under which a protective duty could confer a permanent and general benefit upon the community. While it operates in favor of the party intended to be protected, it is a tax upon the community, and there is always the risk of its not being able to support itself by its own natural strength; and the protection may some day fail of keeping it up. The real question at issue is, said he, "Do we propose to serve the nation or to serve particular individuals?"

Mr. Hume was persuaded that, from all he had noticed and heard, every protection in some degree lessens the efforts of the party protected to meet his competitors in the market, and that it had, in a most peculiar degree, that operation upon the human mind. "It is rather before my own positive recollection," he said, "but in conversations long ago, with older men

* For an abstract of the report of the committee of the House of Commons, on import duties, and the evidence of John M'Gregor and John Bowring, see Merchants' Magazine for August and November, Vol. V. pp. 145 and 422.

in the woollen trade, I have learnt that at the time of Mr. Pitt's commercial treaty with France, the great import which came upon us was the French broadcloths. Previous to that, our own ordinary cloths were entirely protected by the prohibition of the other. They were of a uniform and very inferior character. In the first instance, the French cloths had a very great sale in this country; the habit was always to order a coat of French cloth; and no tailor thought of making out a bill without putting the words, 'Coat of French cloth;' and my informant assured me that that habit of so charging, lasted many years after there was scarcely a piece of French cloth come into the country. The manufacturers of this country, feeling the stimulus of a competition, soon set themselves seriously to work, to see whether they could not make cloth as good as the French; and the result has been, that, up to a certain point, short of some very exquisite productions, such as are hardly ever required in use, the English make cloths better for the price than the French do, and consequently they have retained the trade to themselves."

Mr. Hume believed that all foreign countries, in imposing their duties, have been led by the example of the English. They imagine that England has risen to its present state of prosperity through the system of protection, and that they have only to adopt the same system in order to succeed in a like manner. He felt the strongest confidence that if the English were to give up their protective system altogether, it would be impossible for other countries to retain theirs much longer. Hence, he would remove the British protection without any other foreign country removing theirs, and this, even without asking them. "For," continued he, "I dislike treating with foreign countries upon any subject except navigation, and that for this reason, that there would be waste in the matter of carriage between different countries; it would end in the ship always going empty one way on both sides: this would be an enormous waste, from which every country would suffer in its commerce. And, again, a ship in one place is a ship in another; there is no difficulty in the comparison, but there is a difficulty in comparing one description of goods which one country makes with a totally different description made in another, and equal terms can hardly be made; but I feel quite confident if we were entirely to drop our system of protection, in a very little time it would be a race with other countries which should be first, or rather, which should avoid to be the last, to come in for the benefit of that trade which we would then open. I should make our laws according to what I deemed best, which would certainly be to give the freest possible introduction of the goods of other nations into our country, and I should leave others to take advantage of it, or not, as they thought fit. There can be no doubt that if we imported from any country any considerable quantity of goods, and the manufactures of that country were protected, the producers of those goods which we took would very soon find the great difficulty they had in getting their returns; and instead of our soliciting the governments of those countries to admit our goods, our advocates for that admission would be in the country itself; they would arise from the exporters of the goods which we received. I think that we should settle our commerce better by ourselves than by attempting to make arrangements with other countries. We make proposals to them; they do not agree to those. We then after that feel a repugnance to doing that which we ought perhaps in the first

instance to have done of our own accord; and I go upon the principle that it is impossible for us to import too much, that we may be quite sure that the export will follow in some form or other, and that the making of the articles to be so exported will be an employment infinitely more beneficial to this country than that which may be thus superseded. I feel perfectly confident that the country is amply capable of devoting itself to profitable trades, so that the general prosperity of the country should be increased; although, in the earlier stages of the removal of those duties, some few branches might be distressed, and some lost."

In expressing his views in relation to articles of food in Great Britain, Mr. Hume said that they are the first things upon which he would remove the prohibitive and protective duties. "It is clear," continued he, "that this country stands in need of a vast deal of agricultural produce beyond its production, which is not to be measured merely by the quantity of corn which we occasionly import, because we habitually import very largely of those articles that are the produce of the land, and suited to be raised in this country, besides corn, and which shows that the power of supply is very much strained. Although we view it chiefly in the article of corn, we import a very large quantity of other commodities, commonly and habitually, such as are the produce of our own soil, or fit to be so; and this proves clearly that we want more than we can produce. The exclusion of supply in such a case is cruel privation."

It was the opinion of Mr. Hume, that all those protective duties are in fact a direct tax upon the community, by raising the price of every one of those articles to the consumer. "I cannot analyze the charge," said he, "which I pay in any other way, than that part of it is the price of the commodity, and part is a duty, though it goes out of my private pocket into another private pocket, instead of that of the public, which cannot add to the wealth of the country, because it is clear that we consume commodities at a greater price than is the necessary price; and consequently we waste labor and capital in the production, and waste can never ultimately do good, at least to a nation, although some individuals may thrive upon it."

Mr. Hume maintained, that if there is any difference in the cost of living in Great Britain and in other countries, or that the British are under disadvantages in competition with them, it chiefly arises from the protective system. "With our great command of trade," said he, "our navigation, our capital, and our geographical position, if trade in this country was perfectly free, and we were enabled to obtain in the cheapest markets, upon even terms, all the commodities we want, I can see no reason why this should not be one of the cheapest countries to live in that any civilized populous country can be. There are many matters in which density of population leads to cheapness."

Mr. Hume was in favor of a total abolition of the corn laws. He could not see any ground whatever for any countervailing tax upon corn, nor any thing in the principle of protection that is peculiar to corn. "British corn," said he, "does not contribute to the public revenue; there is, therefore, no charge upon it to be countervailed."

It has often been asserted by those in favor of the existing corn laws of Great Britain, that if those laws were totally abolished, and consequently that part of the provisions and food consumed in that country were brought in

from abroad, a great deal of land would be thrown out of cultivation. In reference to this assertion, Mr. Hume said, "By throwing land out of cultivation, I presume is meant converting arable land into grass land. It is a wrong term, I think, to use, though I know it is a common term. I believe that much land would be thrown out of arable cultivation, and I believe that one of the great evils of our agriculture is, the misappropriation of the soil; I believe there is a great deal too large a proportion of land under the plough and too small a portion under grass. The difficulty of raising lean stock in this country for the purpose of fattening is so great, that it is the chief cause of the high prices of meat; and I am quite persuaded that if a very large breadth of that arable land which can scarcely be cultivated to advantage were turned back to grass, the effect would be, to reduce the quantity of corn produced in this country so much, as to make it impossible for the foreigner to fill the vacuum at a low price, and that the general result would be, that it would produce a lower price of meat, there being a power of increased consumption in the present state of the country in the article of meat that is almost immeasurable. When we reflect upon the extremely small portion of meat eaten every day by the most robust laborers in the country, who are of course by far the most numerous portion of the population, if we were only to suppose them to have every day a fair moderate meal of meat, the increase of demand for meat, and for inferior meat—for cattle not fatted to the highest pitch of perfection, such as would be suitable to the produce of land of inferior qualities—would be so great, that there would be no want of good employment for any of the land that we possess within our boundaries. I think that the corn laws have had a tendency to bring the poor lands into cultivation, and to break up land which had better have remained in grass. If the question means waste land, there can be no doubt that the demand for produce has led to the breaking up of commons, and so far that is a great benefit; but it by no means follows that it should be kept permanently under the plough when there is a much greater demand for grass. With regard to the effect of the protection on our corn, that can hardly be said to have been the cause of the breaking up of so much land, because I believe it is in the knowledge of most people that the era in which the lands were chiefly broken up was during the period of the war, and that corn was being imported without any restraint whatever through the whole of that period. I believe that many parties have since repented that they have broken up their lands."

Mr. Hume attributed the increase in the price of land in Great Britain to the start in manufactures which took place in that country towards the end of the last century. He stated that "the war led in the first instance to what may be said to have been a wasteful consumption of food; a large portion of people who were subsisting at home with the greatest economy, were converted into soldiers and sailors, and were supported at the public expense; but the great peculiarity of that period was the commencement of the great increase of our manufactures, the bringing to perfection of Mr. Arkwright's system, the introduction of steam power, and the vast improvement of machinery. We were the first to adopt those improvements, and from the circumstance of the rest of the world being so much more disadvantageously placed in the war of that time, they were then unable to follow us; but time and peace have altered the case much, and

we cannot expect to reap the same benefit after a certain period from any new discovery, however great it may be, that we did in the earlier stages. The cause of the increase in the value of land was the start in manufactures; but we kept the start the longer in reason of the war."

In speaking of the distinction between the colonial and the home produce, Mr. Hume contended that the planter in Jamaica looks as much to his protection as the manufacturer in Spitalfields and Manchester does; the effect to him would be the same. He said, "I conceive that the protective system ought properly to be removed entirely, and not partially; that one of the greatest burdens upon our industry is the protective system, and that if you were to leave that in ninety-nine articles, and take it off in the hundredth, the party having it taken off in the hundredth would be aggrieved. The protection on corn here affects the cost of produce even in Jamaica." "I am strongly of opinion," continued he, "that all our colonies would be able to compete with the world, and to become exceedingly prosperous, if they themselves had free trade offered to them; and, having granted that boon to them, I think it would be wholly unnecessary to support them by any protection in their commodities in this country. At the same time I must be understood, that they must be colonies that are placed in all respects upon an equal footing with those countries which produce similar commodities. I cannot conceive, that having thirty years ago abolished the slave trade, and now abolished slavery itself, that any question of free trade can arise between Jamaica and Cuba; Cuba, with abundance of rich and fresh soil, not only having the advantage of employing slaves, whatever that may be, but notoriously importing the enormous amount of 40,000 or 50,000 slaves every year: they have, in fact, the slave trade and slavery; and as the laws of this country have deprived the planter in Jamaica of that means of raising his produce, I conceive that that is the question, like several others, that are taken entirely out of the category of free trade. I consider, for instance, that our navigation is interfered with by the laws which are made for the support of the commercial marine, for the benefit of the state marine, and therefore I conceive that the navigation question is not, except beyond a certain point, a question of free trade. I think, also, upon the subject of the health of the country, the quarantine laws or regulations, whatever impediments they may throw in the way of trade, assuming that it is only by those regulations we avoid the plague, (however doubtful that may be,) still as long as those measures are employed, that is not a question for free trade. There are therefore the cases of national defence, the health of the country, and free labor, involving matters of security and morality, which are taken out of the class of free trade, because they are by the law interfered with, for purposes independent of trade. If the British West India Islands could be placed either the one way or the other upon an equal footing, on general principles, with Cuba, Brazil, Porto Rico, and the foreign producers generally of the same commodities, I can entertain no doubt that they would be able to compete with them upon equal terms; and the reason I have for thinking so is, that till a few years ago this country was the mart for sugar and coffee and rum. We produced very largely beyond our consumption, and we were the chief suppliers of other markets. Therefore, I conceive that the duties upon timber, shingles, oak staves, and headings, and other kinds of timber, as well as on beef, pork, and pro-

visions of all kinds should be entirely taken away. I believe that they are not levied much for the purposes of revenue; of course where finance interfered, another question would arise; but if the colony could get its revenue from other sources, those necessary supplies for what were termed the stores of the estates, and food for the negro population, ought, I conceive, to be the last articles to be taxed."

On being asked what course he would recommend as respects those protective duties and high duties existing in the British tariff, both as to number and amount, Mr. Hume replied, "I conceive that very great amendment might be made in what I would term the scheme of the tariff. I think that a very large number of commodities might be placed together at some exceedingly low and nominal duty without any injury to the revenue, and with great benefit to the parties importing them, because it would relieve them in many instances from the necessity of warehousing. I think that for the like purpose a reduction of duties might also be made on more productive articles, without much loss; but if it should be held that the revenue could not bear the loss, an exceedingly small increase, and which could hardly be objected to, upon a few great articles, would very easily make up the sum. If, for instance, you require £200,000 or £300,000 a year in the customs' duties, with a view of accomplishing a more perfect scheme of collection, and that that sum could not be spared, it is very readily seen how easily that might be raised by a halfpenny a pound upon tea, a penny a gallon on wine; a few trifling charges of that kind upon some of the great articles would give the money requisite."

We conclude by inserting the following from the evidence of Mr. John Benjamin Smith, president of the chamber of commerce of Manchester, consisting of merchants, bankers, manufacturers, and traders of the town and neighborhood, and representing generally the commercial opinion of the town. He gave several instances in which the opinions of the chamber had been given in favor of free trade. In March, 1824, the chamber passed the following resolution—"Resolved unanimously, That in the progress which ministers and parliament are making towards a revision and liberalization of our commercial system, this meeting think it necessary to request the directors of the Manchester Chamber of Commerce to call their attention to the overwhelming restriction under which the commercial interests of this country are placed by the present state of the corn laws, which not only tends to give a factitious value to the most important article of human food, but to throw obstacles in the way of mercantile operations by materially augmenting the difficulty of procuring returns."

In 1838, there was a petition of the president, vice-president, and directors of the chamber of commerce of Manchester, for the repeal of the corn laws, with this prayer—That condemning as injurious all monopolies, whether agricultural or commercial, and convinced that the general good will be best promoted by an unobstructed interchange of all commodities with every nation, your petitioners, while they acknowledge the necessity of imposing duties upon importations, for the purpose of raising a revenue to meet the necessary expenses of the state, do not recognise the wisdom or justice of levying restrictive duties upon any one article for the protection of a particular interest; but on the contrary, they desire to see, both in manufactures and in agriculture, the principles of free trade fully established, and they therefore pray your honorable house to repeal the

existing laws relating to the importation of foreign corn, and to take such measures as will gradually but steadily remove all existing impediments to the free employment of industry and capital.

In November, 1839, resolutions were passed unanimously—"That this meeting having heard with the deepest interest the able address just delivered by Dr. Bowring upon the subject of our commercial relations with the states composing the German League, earnestly invites public attention to the incontrovertible evidence thus afforded, that the governments and people of Germany are desirous of exchanging their productions for the commodities of this country, proving from undoubted authority that we are prevented solely by our restrictive laws from embracing the manifold advantages thus offered to us. Whilst this meeting is of opinion that the welfare both of the capitalists and laborers composing the manufacturing community imperatively calls for the removal of all legislative restraints upon the trade of the country, it earnestly desires the abolition or modification of the import duties on the productions of Germany, and that a liberal commercial intercourse may be established with a people whose institutions, common origin, and character, peculiarly adapt them to become the friends and allies of Great Britain."—"That this meeting regards the present as the proper occasion for reiterating its adherence to the opinion so often declared by this chamber, that the prosperity, peace, and happiness of the people of this and other nations can be alone promoted by the adoption of those just principles of trade which shall secure to all the right of a free interchange of their respective productions; and this meeting, on behalf of the great community whose interests it represents, feels especially called upon to declare its disapprobation of all those restrictive laws which, whether intended for the protection of the manufacturing or agricultural classes, must, in so far as they are operative, be injurious to the rest of the nation, unjust to the world at large, and in direct hostility to the beneficent designs of Providence."

Art. IV.—THE BRITISH CORN LAWS.

In the number of the Merchants' Magazine for December, 1841, we gave a short general outline of the origin, history, operation, and effect of the corn laws of Great Britain. At the conclusion of that article we remarked, that it would be interesting to consider the effect the repeal of the corn laws would have on the trade between this country and England. Other engagements have prevented an earlier preparation of this paper; but it will perhaps be now interesting to the general reader, for whom this article, like the last, is particularly intended, to examine the statements here given, in a form as condensed as possible.

Great Britain and the United States are intimately connected in their commercial relations. Our trade with England is much larger than with any other nation, as may be seen by the following statement, comprising, first, the total imports into the United States; secondly, the proportion of the same coming from Great Britain; thirdly, amount of exports to Great Britain.

Year.	*Total imports into the U. S.*	*From G. Britain.*	*Exports to G. Britain.*
1831	$103,191,134	$24,539,214	$26,329,352
1832	101,129,266	36,921,265	30,810,975
1833	108,118,311	37,845,824	32,363,450
1834	126,521,332	47,242,807	44,212,097
1835	149,895,742	61,249,527	52,180,977
1836	189,980,835	78,645,968	57,875,213
1837	140,989,217	44,886,943	54,683,797
1838	113,717,404	44,861,973	52,176,610
1839	157,609,560	65,964,588	59,986,212

A glance at the foregoing statement is sufficient to show the magnitude of our trade with England. Great as it is it might be largely increased, and to the mutual advantage of the two nations, were it not for her restrictions upon the importation of bread-stuffs, which are the staple productions of a great section of this country.

We import from England now to the full amount of the products which England receives from us; and the greatest proportion of what she does receive from us is the single article cotton. We very frequently find ourselves in debt for a balance of trade, and heavy shipments of specie are required to discharge it. This causes frequent and sudden contractions of our currency, and our money markets are often subjected to a most uncomfortable pressure. Indeed it may well be doubted whether there can ever be much steadiness to the trade between the two countries so long as we are kept dependent for the means of paying for our imports on a single article of produce.

The balance of trade may be suddenly thrown against us by causes which we cannot foresee, and over which we have no control. A few weeks bad weather in July or August may injure the English harvest so as to cause a heavy demand for foreign grain. The nearest ports on the continent are resorted to, and the Bank of England finds the country suddenly and alarmingly in debt. The contraction which follows depresses prices, and among others our great article of export, cotton; and we in our turn may suddenly find ourselves in debt to England. Were our bread-stuffs admitted, subject to duties and regulations of a permanent character, and free from the complicated machinery of the present system, we should be in a measure free from these sudden drains upon our specie; as the fall in the price of cotton would in some degree be counterbalanced by a rise in the price of bread-stuffs. And even should the balance of trade turn against us, our flour would be a good substitute for our gold in discharging it.

There cannot be a regular export of flour from this country to England until there is a radical change in her tariff of duties. In 1829, the price of corn in England was 71s. 6d. per quarter, on the 6th of August, at which price the duty on flour would be about 97 cents per barrel. Had a merchant in New York acted upon this intelligence, and made a shipment of flour, to arrive out about the end of September, it would have found the price of corn reduced to 55s. 4d., and the duty payable on the flour four dollars and seventy-six cents. At the distance we are from market such operations are too dangerous for prudent men to engage in.*

But with free trade, or a moderate permanent fixed duty, large quanti-

* See note at the end of this article.

ties of bread-stuffs could be exported to England with a profit, as may be seen by the following statement showing the comparative prices of flour in England and the United States for fifteen years, from 1826 to 1840, inclusive; the price of flour in England being calculated from the annual averages, and expressed in federal money at $4.80 to the pound sterling, for convenience in making comparison; and the prices for the United States taken from the average as indicated by the Philadelphia price current—viz:

Year.	*Price of barrel of flour in Eng.*	*Price of barrel of flour in U. S.*
1826	about $8.40	$4.65
1827	" 8.10	5.23
1828	" 8.64	5.60
1829	" 9.60	6.33
1830	" 9.24	4.83
Average in 5 yrs.	$8.80	$5.33
1831	about $9.60	5.67
1832	" 8.40	5.72
1833	" 7.68	5.63
1834	" 6.90	5.17
1835	" 5.76	5.88
Average in 5 yrs.	$7.67	$5.61
1836	about $6.96	$7.99
1837	" 8.04	9.37
1838	" 9.36	7.79
1839	" 10.44	6.50
1840	not much under 1839	5.00
Average in 4 yrs.	$8.70	In 5 years $7.33

The harvest in England was considered as follows: The years 1833, '34, '35 and '36 were years producing a large crop; 1826, '27, '32 and '40, an average crop; 1829, '30, '31, '37 and '39, short of average; and 1828 and '38, years of scarcity. But at no period has England produced enough for her own consumption, but is constantly importing from abroad; although she contrives to keep the time the supply will be required very uncertain. The following table will show the quantity of wheat imported into England for consumption, from 1828 to 1839, inclusive; and a comparison of the quantities in each year, with the prices in the table above, shows how completely the corn law system excludes every bushel not indispensably necessary to save the nation from famine.

Year.	*Quantity of wheat imported into Great Britain, (bushels.)*	*Year.*	*Quantity of wheat imported into Great Britain, (bushels.)*
1828	6,700,000	1834	507,000
1829	11,000,000	1835	200,000
1830	13,700,000	1836	250,000
1831	12,000,000	1837	2,100,000
1832	2,500,000	1838	15,000,000
1833	658,000	1839	22,000,000

The total consumption of wheat in Great Britain is estimated at 104 millions of bushels. It appears therefore from the statement above, that in four years only, out of the twelve, has she nearly supplied herself; in two years out of three she is compelled to import quantities varying from two and a half to twenty per cent of her whole consumption.

The quantity of land under cultivation in England is nearly 80 per cent of the whole surface of the country. About ten per cent of the remainder is supposed to be capable of being cultivated, and the residue is of little value. The proportions in Scotland and Ireland are less; but in all Great Britain the quantity of land under cultivation is more than three fourths of the whole quantity capable of being improved, and of course much the best proportion. The remaining part being much of it inferior land, the production of wheat in Great Britain cannot be much increased.

The extravagant prices of grain have brought into cultivation much land not well adapted to the cultivation of wheat, and which might be more profitably employed for grazing, under a different system. Mr. J. D. Hume states, as the result of fifty years' observation, his belief that too large a proportion of the lands in England are under the plough, and too small a proportion under grass. Under a system admitting the regular importation of grain, a considerable quantity of the land under cultivation would be turned into grazing land, the home supply of wheat consequently diminished, and a larger quantity wanted from abroad.

If Great Britain maintains her present superiority over other nations in her manufactures, a repeal of the corn laws, by reducing the price of bread, and extending the market for her manufactured goods, will cause a great increase in the consumption of bread, especially among the manufacturing population.

It does not therefore seem unreasonable to suppose that Great Britain must hereafter be a large customer to other nations for bread-stuffs. Under the present system, so great is our distance from her, we do not reap the benefit of the demand she occasionally makes; but under a steady system of trade in corn, it can be shown that our trade with her may be largely increased.

As before remarked, the present consumption of wheat in Great Britain is about 104 million bushels annually. Owing to the present corn laws, even this consumption is not so great as it would be if bread was not, by their operation, raised far above its natural price. At the same rate of consumption with the United States, the quantity needed for her annual consumption would be at least 130 million bushels; and allowing her annual production to average 95 millions, she would require a supply from foreign sources of 35 million bushels per annum, without allowing for any decrease in her production in consequence of poor lands being turned back to grass, on account of not paying the cost of cultivating wheat at reduced prices.

The consumption of other descriptions of grain—viz, barley, rye, oats, peas, beans, &c., amount to 300 million bushels annually; of which, according to Mr. Colquhoun, about 45 per cent, or 135 millions, are consumed by man. It is fair to expect an increased consumption of all these descriptions of grain, but we have not the data at hand on which to base any thing like an accurate estimate. There is however reasonable ground

for the expectation that, with free trade, or at a moderate fixed duty, Great Britain would afford a market for bread-stuffs to an amount equal annually to the value of the cotton she now receives from us.

The question then arises, From what part of the world would she get this supply? We answer, from this country. First, because we can supply it cheaper; and secondly, we can open a market, almost unlimited, for her manufactures of linen, worsted, cotton, woollen, hardware, earthenware, &c., if she will receive our grain in exchange.

The following are the prices of wheat in Dantzic, (the principal port for the shipment of that article to England,) from 1829 to 1838—viz:

Year.		*Lowest.*		*Highest.*		
1829	from	30s. 8d.	to	60s.	per	quarter.
1830	"	29s. 9d.	"	48s. 2d.	"	"
1831	"	40s. 2d.	"	49s. 6d.	"	"
1832	"	28s. 10d.	"	42s. 6d.	"	"
1833	"	26s. 4d.	"	32s.	"	"
1834	"	23s. 2d.	"	28s. 6d.	"	"
1835	"	20s. 1d.	"	24s. 11d.	"	"
1836	"	21s. 10d.	"	34s. 10d.	"	"
1837	"	23s. 2d.	"	33s. 11d.	"	"
1838	"	24s. 1d.	"	61s. 2d.	"	"

This list of prices exhibits some degree of correspondence to the prices in England; the prices for 1834, '35 and '36 being very low, and in other years carried up to a rate more or less extravagant, according to the prices in the English market.

Mr. Jacob has pretty conclusively shown, that 28s. to 30s. per quarter is the lowest price at which any considerable quantity of wheat can be permanently provided for exportation from Poland. To this price must be added the freight and other charges to Dantzic; loss by pilfering and sprouting, commission, warehousing, and other expenses at Dantzic; freight, insurance, and shipping charges to London—amounting in all to 20s. per quarter; and making the cost of the wheat in London 48s. duty free, which is equal to about seven dollars per barrel for flour, delivered at London from on board ship, and without duty—being about the price of 1834, and below which it would not fall, excepting in time of an excessive supply.

At this rate, after paying freight, insurance, &c., there would remain a price that would more than remunerate the wheat-grower in this country; and, if the foregoing estimate of Mr. Jacob is correct, there can be little doubt but bread-stuffs of all kinds may be shipped from this country to England, cheaper than from any other part of the world.

To our ability to produce grain there seems to be no limit, as may be seen by the following statement:

		Acres.
The quantity of land in England is, in round numbers,		32,300,000
do.	Wales, ...	4,800,000
do.	Scotland, ...	19,700,000
do.	Ireland, ...	19,500,000
do.	various islands, . . .	1,100,000
	Total number of acres,	77,400,000

And the total production of wheat before estimated as averaging 95 million bushels.

Leaving out of view New York, Pennsylvania, and other wheat-growing sections of the country, we take the six northwestern states and territories, viz:

	Total quantity of Land.	*Acres sold.*	*Production of wheat in* 1839.
Ohio,	24,800,000	13,000,000	16,300,000 bushels.
Indiana,	23,450,000	15,300,000	4,150,000 "
Illinois,	36,000,000	11,750,000	2,750,000 "
Michigan,	40,000,000	9,200,000	2,000,000 "
Wiskonsin,	47,300,000	2,000,000	—
Iowa,	7,050,000	1,050,000	150,000 "
	178,600,000	52,300,000*	25,350,000 "

Here then is a territory, to which channels of communication are now opened, already producing twenty-five of the eighty-four million bushels of wheat now raised in the United States, and capable of producing the quantity requisite for the consumption of fifty millions of people; into which a constant stream of emigration is now flowing—whose inhabitants are now only deterred from increasing the production of grain largely, by the want of a market; and who, should the corn laws of Great Britain be repealed, would consume any amount of English manufactures for which their great staple would be taken in exchange.

We see, then, how great would be the effect of the opening of the English market to our grain: a great increase of trade with England—a mighty impulse given to western industry—a great increase of wealth in these states, enabling them to consume largely of foreign and domestic manufactures, and to liquidate the load of debt which they now have not the means to discharge; also a great increase of business in the Atlantic cities.

There is every reason to believe that the repeal or modification of the corn laws is the only thing to prevent our trade with England from *diminishing* rapidly. Great efforts are making by her to produce a supply of cotton in her Indian possessions; and if these efforts are successful, as there is every reason to believe they will be,† her exports to this country must diminish to as great an extent as does her demand for our cotton—it being an axiom in political economy, that no nation can regularly sell that does not buy in return.

Our trade with Great Britain has not increased for several years past. Even an increased production of cotton, the great article she takes from us, seems to be counterbalanced by a decline in price to an equal extent. This is made apparent by the following statement, which also shows conclusively that our trade with Great Britain must diminish, if her demand for our cotton falls off, unless some other article of export can be substituted for it.

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* A large quantity of the land sold is yet uncultivated.

† Calculations have recently been made, showing that cotton may be profitably imported into this country from India, at a duty of 20 per cent.

Year.	*Total crop of cotton in the United States. Bags.*	*Quantity shipped to England. Bags.*	*Estimated price per bag, from the Mobile Price Current.*	*Total amount of cotton exported to England.*	*Total amount of all exports to England.*
1835	1,254,328	763,238	$55 00	41,978,090	52,180,977
1836	1,360,728	765,236	58 00	44,383,768	57,875,213
1837	1,422,980	845,118	50 00	42,255,900	54,683,797
1838	1,801,497	1,124,192	40 00	44,967,680	52,176,610
1839	1,360,522	813,225	52 00	42,318,900	59,986,212
1840	2,177,835	1,245,007	35 00	43,575,246	

It is often remarked that a repeal of the corn laws in England would not increase our trade with that country, as our market vibrates upward or downward according to the prices in England. That this is the fact, under the present system, there can be no doubt. At present we have no market there, and consequently are not prepared to supply a demand from thence. Let there be a permanent open market, and the quantity needed will be produced, be it more or less. The same reasoning would prove that Great Britain cannot get a supply from any quarter. The market in Dantzic, as before shown, under the demand from England, rose in 1838 from 24s. 1d. to 61s. 2d. The French, on a failure of the English harvest, have closed their ports and prevented the exportation of corn at any price. All that is wanted for this country, is an open market and a fixed duty, or free importation, and we can furnish any quantity that may be required.

A feeling of self-interest as well as of philanthropy, may lead us to hope that the day is not distant when the corn laws of England will be repealed. The success of the conservatives at the late election by no means settles the question, the result having been brought about by a union of parties diametrically opposed in their principles, and agreeing only in a single point—opposition to the Melbourne ministry. The influence enlisted in favor of a repeal is already so great, that action on the part of the new ministry cannot much longer be postponed or evaded. The people of England are crying out for *repeal*, and their cry must be heard.

Note.—As a further illustration of the risk attending shipments of flour to England, we give the following quotations from a speech of Wm. Cripps, Esq. of Nottingham, at a great meeting held in Derby a few months since:

"Last year, by way of making returns to this country, his house in New York purchased 12000 barrels flour."—"He paid duty on 1949 barrels, viz, £801, and sold 4675 barrels in bond. If he had paid duty upon that also at the time he imported it, which was between the 18th of April and 15th of May last, the duty would then have been £2,729. But if he had waited till the last week in August, the duty would have been only £520. The first week in October the duty on the same lot would have been £4,112; the first week in November it would have been £4,719; and the first week in December £5,133!

"Such was the risk a merchant runs in importing flour from the United States."—"He had once imported flour, but he should deserve to be branded as a gambler, and have his credit destroyed, if he were to venture again upon a like experiment."

ART. V.—MICHIGAN: ITS COMMERCE AND RESOURCES.

THE young but improving state of Michigan exhibits, in the extent and fertility of its territory, as well as in the lake navigation by which it is surrounded, extraordinary agricultural and commercial advantages. With a territorial domain embracing an area of about sixty-five thousand square miles, it presents a soil of unequal quality, but the greater part is favorable to cultivation. The two grand divisions of the state are the upper and lower peninsula: the upper, a comparatively cold, rocky, barren, primitive and mountainous region, stretching along the shores of Lake Superior; and the lower, a more level and alluvial soil, distinguished for its agricultural production.

The lower peninsula consists of several species of soil, and in its different parts is distinguished by a marked difference in its scenery. Along the borders of the lakes the land is low and level, stretching in a belt from eight to fifteen miles broad upon their shores, and is covered with dense masses of forest, which in summer, when the vegetation is in full bloom, cast upon the earth an almost continual twilight. The soil composing this species of land is a deep-brown clay, which is productive of the ordinary crops that may be found in this latitude, or of a deep and black vegetable mould that yields abundant harvests. As we advance across the belt before described, we arrive upon a more undulating and picturesque region, not broken so frequently as the low tracts which we have mentioned by marshes and creeks, but extending in sweeping undulations over a dark sandy soil that changes into black on exposure to the sun when turned up by the plough. Here and there a grove of dense forest is sprinkled over the face of the scenery, which in some districts extends through nearly entire counties; but the larger portion of the soil is composed of what are termed "oak openings," that consist of scattered oaks, separated by the distance of between ten and a hundred feet, the landscape being occasionally variegated by rivers, small streams, and little lakes, which dot the country at frequent points, and constitute a beautiful feature in its aspect. In those parts of the territory last described the soil is dry, presenting in the openings generally excellent roads, while in summer a gorgeous carpet of purple flowers covers the whole surface of the earth. In passing through the interior we not unfrequently come upon a different species of land covered with burr-oaks, situated from ten to fifty feet a part, which are denominated burr-oak plains. These tracts are generally esteemed by the farmers as of the greatest value, inasmuch as the soil, consisting of a deep-brown sand, is highly productive of wheat crops, and may without difficulty be cleared, from the small size of the scattered trees by which they are covered. The kind of soil to which we last alluded sometimes borders on other species of land which is entirely distinct from any that we have mentioned, and which is denominated "prairies," that are either wet or dry. The dry prairies are deemed the most valuable species of soil, being generally preferred by the farmers for cultivation, free from trees, and composed of a deep jet-black vegetable mould. This kind of land is without doubt the most productive of any soil that can be found in the state, yielding very large crops of corn and other grains; the wheat which it produces, however, being less clean than that which is found in the timbered lands and oak openings. Another species of land is

termed barrens, and is composed of a rolling country, with a dry and sandy soil, covered with a thin layer of stunted oaks or bushes, which produces very good, although not the largest crops. These different species of soil, while they present to the traveller a beautiful configuration of scenery, and afford a variety of products, cause the territory to be impressed with much greater interest on that account.

Of the upper peninsula, much cannot be said in favor of its agricultural advantages. The soil is cold and primitive, broken by mountain chains and rugged cliffs; yet its mineral resources are said to be considerable, particularly the production of copper, a rock of that metal of many thousand pounds weight, now lying within its boundaries upon the shores of Lake Superior, at the mouth of the Ontonayon river. Although from recent geological investigations there appears to be no doubt that it is possessed of very great mineral wealth, still it will be probably a long time before its shores will be permanently colonized. Even now among the loose stones found along the Lake Superior coast, the different minerals of prase, jaspar, carnelian, agate, sardonyx, and others of some value, are discovered.

The mineral resources of the state are as yet but partially developed. The soil of the lower peninsula, as has been before remarked, is of alluvial formation, and ledges of sandstone are perceived in the counties of Hillsdale, Jackson, Calhoun, Kalamazoo, Livingston, Eaton, Barry, Shiawassee, and Clinton, besides other portions of the state. A species of slate of a green color is also perceived upon the shore of Lake Huron, and indications of coal are apparent in the counties of Ingham, Eaton, and Shiawassee, and gray limestone abounds in different parts of the state. Beds of gypsum or plaster occur upon the banks of the Grand river, near the Grand Rapids, which will prove of importance to the state in future time, while salt springs for the manufacture of salt are scattered through a considerable portion of that part of the territory upon the banks of this river, as well as in various parts of the interior. Bog iron ore, clay, marl, and sand, besides numerous springs, tinctured with mineral qualities, are discovered in the eastern counties. Among those that may be mentioned are sulphur springs, which are found not only in the eastern portion of the peninsula, but also in the interior.

We have alluded to the streams that abound in the interior, which, although tending to adorn the scenery, and furnishing water-power for the propulsion of sawmills, gristmills, and other establishments worked by machinery, are not generally favorable for navigation. Among those which may be mentioned as the most prominent, are the Raisin, the Grand river, the Kalamazoo, the St. Joseph, the Huron, the Clinton, the Saginaw, and the Ontonayon. The Detroit, the St. Clair, and the St. Mary's, may be properly termed straits, which connect the eastern and more level portion of the state. In the eastern part of the state, or that portion which is generally level and low, the streams and rivers run slow and sluggish; but as we advance into the interior portion, where hill and dale abound, the streams course more rapidly over their beds of clay and sand. Among the most beautiful streams of the interior is the St. Joseph, which, though shallow, is transparent, and watering banks of great fertility, comprised of oak lands and prairies, flows into Lake Michigan. The Kalamazoo is also a streamlet, narrow, although of considerable transparency and beauty, which, watering some of the richest portions of the state, empties

into the same lake. But the largest river in the interior of the state is the Grand river, which affords not only a convenient channel of navigation for a considerable distance from its mouth, but also extensive manufacturing advantages that are now partially improved.

The feature which peculiarly distinguishes the state from any of those of the west, and renders it most favorable for inland commerce, are the great lakes which wash its shores, we mean Lake Erie, St. Clair, Huron, Michigan, and Superior. Constituting a vast chain of inland communication, embracing not only Michigan, but Ohio, Illinois, and Indiana, they afford a line of inland sea-board which is probably unexampled in any country, extending for thousands of miles from the remotest forests upon the borders of Lake Superior to the western boundaries of New York, and will doubtless in future time be the grand commercial avenue between this portion of the northwest and the eastern markets. With the gradual advance of emigration into this portion of the west, the light canoe of the Indian is giving place to the fleets of vessels and steamships that now dot their surfaces.

The larger lakes, as well as the interior waters of the state, abound in fish, some of them of the most valuable sorts, which are now taken in Lake Superior during the summer by the American Fur Company, whose traders are found scattered at widely separated points along its shores. Among those of a superior sort are the Mackinaw trout, the white fish, sturgeon, salmon trout, muskalunjeh, pickerel, pike, perch, herring, the rock bass, the white and black bass, catfish, trout, and gar, which constituted, during the earlier condition of the country, a very valuable article of food, as they do now of commerce. Among the most prominent of these are the white fish, which are not only peculiar to the lakes, but from the first colonization of the territory by the French explorers, have been highly celebrated; large quantities of trout, as well as the white fish, are taken upon the lakes and shipped to Ohio, New York, and Pennsylvania.

The subjoined statement derived from the Detroit Daily Advertiser, exhibits the progress of the lake fisheries at different periods, from 1835 to 1840:

"With the immense business which is destined to be done on the western lakes, that of the fisheries should not be overlooked, as it has already become a considerable *item* of *exports*. The number and varieties of fish taken, are worthy of notice, and it is stated that no fresh waters known, can, in any respect, bear a comparison.

"From the earliest period of the settlement on the shores of the lakes, fishing has been carried on to supply the inhabitants with a part of their food, but not until the past five years has fish become an article of export. Since that time, the business has rapidly increased. The number of barrels taken, so far as information can be gathered, in 1835, was 8,000, and in 1840 it reached 32,005 barrels.

"The weight to which some of the fish attain is unparalelled except in the Mississippi—as follows:

Names of Fish.	*Greatest weight*	*Average.*
Sturgeon, ...	120 *lbs.*	70 *lbs.*
Trout, ...	60 "	10 to 20 "
Muskelunjeh, . . .	40 "	10 " 15 "
Pickerel, . . .	15 "	5 " 6 "
Mullet, ...	10 "	3 " 6 "

Names of Fish.	*Greatest weight.*	*Average.*
White fish, ...		2 to 3 *lbs.*
At the Sault Ste. Marie,		4 " 5 "
Perch, ...	1 "	
Roach, ...	1 "	
Black Bass, ...		2 " 3 "
Bill fish, ...		6 " 8 "
Catfish, ...		10 " 20 "
Sisquoelle, ...		8 " 10 "

" The varieties usually taken for pickling are, trout, pickerel, white fish, and Sisquoelle ; the latter, however, is to be found only in Lake Superior.

" Since the projected canal at the Sault Ste. Marie has been suspended, Yankee enterprise, at great expense, in the absence of artificial locks, has surmounted the difficulty of getting over the falls leading from Lake Michigan to Lake Superior, and within the two past years, two vessels, by means of slides, rollers, &c., have reached the upper lake.

" Three vessels have also been built on Lake Superior by the American Fur Company. The two former vessels will hereafter be engaged in the fishing trade, in freighting salt, provisions, &c., to various points on the lakes, and returning with fish. Heretofore the American Fur Company have monopolized the trade. This will open a new era in the upper lake fisheries, as they are said to be inexhaustible.

" From the following table, of the amount of fish barreled, which was obtained from various sources, the rapid increase of the business will be seen :

	1836.	1837.	1840.
Lake Superior,	2,000	5,500	10,000
Mackinac,	1,200	800	4,000
Sault Ste. Marie,	300	600	2,555
Green Bay,	600		
Various points on Lake Huron,	500		
Fort Gratiot,	3,100	4,100	3,000
Shores of Lake Huron,	500	600	
On Detroit River,	4,000	2,500	3,550
Shores of Sanilac County, ...			500
St. Clair River, ...			1,000
Drummond's Island, ...			800
Twin Rivers, ...			1,500
Mouth of Mannistee River, ...			1,000
do. Sheboygan River, ...			275
Racine River, ...			225
Saginaw Bay, ...			500
Thunder Bay, ...			500
Beaver Island, ...			500
South Saginaw Bay, ...			500
Number of barrels,	12,200	14,100	35,005

" The average price of fish per barrel, for the five past years in Detroit, is 8 dollars, which gives a total value of the business in 1840, at two hundred fifty-six thousand and forty dollars. Thus, in its infancy, it adds this large amount annually to the wealth of Michigan ; gives employ-

ment to a great number of persons; and allowing 600 barrels as freight for a vessel, it would require *fifty-four* to transport the article to market. Its importance in augmenting the wealth of the west, particularly in a few years, when the business is more extensively pursued, is not surpassed by any other species of traffic, and presents a marked example of productive labor.

"There is one article in connection with it, that should be removed. The British side of the lake, also, abounds in fine fishing-grounds, but in consequence of a duty of one dollar per barrel, which our government impose on fish taken in British waters, but little has been done. It is to be hoped our senators and representatives in congress will bring forward the subject at the present session, and allow American fishermen, in American bottoms, to enter American ports, free of duty."

As we have alluded to the fish that abound in the lake waters, it may be proper to mention the names of some of the wild animals which are found in the interior of the state. It is very clear that the mammoth once roamed through its forests, for its skeleton is now discovered below the surface. The buffalo was seen cropping the herbage upon the shores of Lake Erie during the time of Charlevoix, one hundred and twenty years since, but these have been driven by the progress of colonization to the bases of the Rocky Mountains. The elk and the moose were formerly found in its eastern portion, but have now retired to the more unsettled part of the state. The wolverine, the black or brown bear, the wolf, the elk, the deer, moose, lynx, wildcat, panther, fox, martin, racoon, porcupine, opossum, weasel, gopher, the black, red, gray, and striped squirrel, as well as various other animals, are discovered in the interior. It is well known that the fur trade, which, during the possession of the country by the French, as well as since that period by the English, and also since it came into the possession of the United States, constituted the principal occupation of the settlers, as well as the temporary explorers of the region around the lakes, derived its main profits from the beaver, the otter, the mink, the deer, and the buffalo, which formerly roamed through its vast solitudes, or inhabited the banks of the rivers and small streams of the interior. The smaller birds that are found in the same latitudes at the east, abound also in its forests. The grouse, or prairie hen, is often seen upon the prairies, and the wild turkey and the partridge take shelter in the woods. During particular seasons of the year the pigeon is seen in large flocks, filling the wilderness, and almost darkening the sun by their numbers. The eagle and the brant, the buzzard and the vulture of different kinds, the heron, the crow, the raven, and various species of owl, are also found; while the streams and shores of the lakes abound in various species of the wild duck, which feed upon the marshes that fringe them; and the wild goose and the swan are often startled from the rice swamps of the northern lakes.

We have briefly alluded to these general products of Michigan, as facts of considerable interest connected with the state, which, although they have but an indirect bearing upon its commerce, yet are directly connected with its resources.

It is somewhat extraordinary, that notwithstanding the long period since the state was originally colonized, the first permanent settlement having been made within it as early as 1701, under French auspices, by Antoine

de la Motte Cudillac, who in July of that year laid the foundation of Detroit; and although it continued for a century afterward to be the principal ranging ground of the northwestern fur trade; yet there is scarcely a monument of the existence of the early French settlers, excepting a scattered hut of a Frenchman, or the mouldering beams of some half-decayed chapel, to show us that the cross of the Catholic church has been upborne in these forests, even before the waters of Lake Erie had ever been ruffled by a single vessel. It is somewhat singular, also, that the early French engineers, at the head of whom was Robert de la Salle, should have selected their positions with so great skill and judgment, at those very points that were afterward the depots of whatever settlements were afforded by the country, and that they now constitute the most prominent points of settlement upon the northern lakes, and are destined to be the principal marts of its future trade.

It is only since the territory came into the hands of the United States, and the facilities of communication by the Erie canal, as well as by steam navigation, furnished the means of travel into the interior, that the state has advanced to any considerable importance. These two improvements, the establishment of the Erie canal, as well as navigation by steam, tended to furnish the means and motives not only for travel into the interior, but for the transportation of products, which at once brought the most valuable points of the territory into settlement and partial cultivation. As new explorations were made into the interior, new resources were laid open, and what was at first supposed by the credulous people of some of our eastern states as mere marsh and swamp, was discovered to present beautiful tracts of the most fertile soil, which required nothing but the plough and the husbandman to cause it to yield the most abundant harvests of wheat and corn, oats, rye, buckwheat, and all the products of this latitude.

In examining therefore the resources of the state of Michigan, we regard the fertility and beauty of its territory, the variety of its soil, as well as the extraordinary commercial advantages afforded by the chain of lake navigation that extends nearly around its entire boundaries, and reaching eastward to the state of New York, together with its proximity to the eastern markets, as constituting some of its principal advantages over many of the western states. The measure of its agricultural production is now considerable, and is likely to be much increased, as new tracts are brought under cultivation. Its wheat lands are not exceeded in value by those of any states of the west, and the farmer who gathers in his harvests in the interior, may now, with very little inconvenience, transport it in a few hours by the railroad, which is in full operation from Detroit to Jackson, to one of those elegant steamships which ply during the season of navigation from Detroit to Buffalo, the prominent western seaport of the empire state.

While upon the subject of internal improvement, it may perhaps be well to trace out those lines of transportation that have been projected through the interior of the state. There are three tracks of railroad proposed to be constructed across the peninsular portion, the northern, the middle, and the southern track. The northern is to commence at Palmer, on the St. Clair, and is designed to terminate at the Grand Rapids, in Kent county. The southern, starting from Monroe, and running through the

county of Monroe, westward, is designed to end at New Buffalo, upon Lake Michigan. The middle line is proposed to commence at Detroit, and running through the counties of Wayne, Washtenaw, Jackson, Calhoun, Kalamazoo, and Berrien, is designed to terminate at the mouth of the St. Joseph, upon Lake Michigan. As has been before remarked, this last track has been completed from Detroit to the village of Jackson, and the railroad cars are now in full operation. Besides these railroads, a canal, designed to commence at Mt. Clemens, and to terminate at Naples, upon the Kalamazoo river, has also been proposed, as well as the establishment of a ship canal around the Sault de Ste. Mary, to connect the navigation of the lakes. When we take into view the agricultural resources of the state, and its very valuable commercial advantages, sixty-one steamships, besides numerous sail vessels, plying to its principal port, Detroit, during the season of navigation, there appears nothing to prevent its future advance in wealth and importance.

The following statement, furnished to us by Josiah Snow, Esq., of Detroit, contains as fresh and interesting intelligence of the resources, exports, and imports of Michigan, as can be obtained. The facts were collected with apparent care, and originally appeared in the "Western Farmer" and "Detroit Advertiser."

PRODUCTS OF THE STATE.

In order to get a starting point, Mr. Snow examined the state census of 1837, in the secretary of states' office, and the census of the United States, of 1840, in the clerk's office of the district court of the United States.

It must be recollected that the last census was taken in June, and therefore gives the amount of agricultural products of 1839.

BREAD-STUFFS.

	State census of 1837. *Bushels.*	*U. S. census of* 1839. *Bushels.*	*Estimate of* 1841. *Bushels.*
Wheat,	1,014,896	2,345,283	3,100,000
Corn,	791,427	2,215,787	2,700,000
Rye,	21,944	31,080	36,000
Buckwheat,	64,022	89,184	100,000
Oats,	1,116,910	3,717,177	4,000,000
Barley,	—	101,045	120,000
Total of grain,	3,009,199	8,499,556	10,116,000

Here it will be observed that the increase of grain of all kinds, between 1837 and 1839, two years, is 5,490,357 bushels; and of wheat 1,331,387 bushels. Mr. Snow puts down the increase for the two past years (to 1841) of all kinds of grain, at 1,516,440 bushels, which is but about one third of the increase as exhibited the two years previous to 1839; of this amount 755,717 bushels is placed to the credit of wheat, it being only about one half of the amount of increase from 1837 to 1839.

VALUE OF AGRICULTURAL PRODUCTS—1841.

The average price of wheat Mr. S. puts at 70 cents, as nearly the whole shipped before the close of navigation ranged from 75 cents to $1.10.

The whole number engaged in agriculture in 1840 was 56,521.

Wheat,	3,000,000	bushels at	70 cents	$2,100,000
Corn,	2,700,000	"	30 "	710,000
Rye,	36,000	"	40 "	14,400
Buckwheat,	100,000	"	50 "	50,000
Oats,	4,000,000	"	20 "	800,000
Barley,	120,000	"	35 "	42,000
Potatoes	2,051,339	"	15 "	307,700
Value of the products of the dairy,				300,000
Value of home-made goods,				100,000
Maple-sugar,	1,190,738	lbs. at	7 "	83,151
Pickled fish,	32,005	bbls.	6 "	192,000
Value of furs of this state and Lake Superior,				425,000
Potashes, 500 tons, at $90				45,000
Whiskey, and high wines, 2,000,000 galls. at 20 cents,				400,000
Wool, 200,000 lbs. at 35 cents,				70,000
Hops, 16,000 " 30 "				4,800
Tons of hay, 150,000, at $5,				750,000
Hogs, 600,000, average 75 lbs., at 2 cents per lb.,				900,000
				$7,894,051

FARM STOCK IN 1837 AND 1839.

	Census—1837.	1840.	*Increase in 2 years.*
Horses,	14,059	26,151	12,092
Cattle,	89,610	175,120	85,510
Sheep,	22,684	89,934	67,250
Swine,	109,096	342,920	233,824
	235,449	634,125	398,676

SHIPPING OWNED IN THE STATE.

In 1819, the shipping owned in the territory was about 600 tons.

From 1830 to the present time, we find the following aggregate tonnage registered, as belonging to the Detroit district:

Year.	*Tons.*	*Year.*	*Tons.*
1830	995	1836	5,066
1831	1,105	1837	6,994
1832	2,740	1838	
1833	2,575	1839	
1834	4,009	1840	11,942

In 1817, there was *imported* into Detroit—

3,501 bbls. flour,	2,843 bbls. salt,
1,948 " whiskey,	888 " pork,
295 " fish,	693 firkins butter,
5,062 bushels of corn,	1,042 head of beef cattle,
	1,435 fat hogs.

There was *exported* the same year, to military stations on lakes Huron and Michigan—

2,024 bbls. flour,	1,282 bbls. salt,
753 " cider,	105 " pork,
394 " beef,	453 " whiskey,
153 firkins butter,	1,280 bushels corn.

EXPORTS OF MICHIGAN FROM 1818 TO 1841.

In 1818, the value of exports of the state, exclusive of furs, was—		$69,330
In 1829, furs exported,	$325,000	
Other articles,	75,000	
		400,000
From 1830 to 1835, the furs aver. annually,	$400,000	
Other articles,	100,000	
		500,000
1836 to 1837, including furs, each year,		550,000
1840, estimate from returns,		1,551,500
1841, see various ports below,		3,484,278 65

EXPORTS OF DETROIT—1841.

180,000 bbls. flour, averaging $5	$900,000	
13,000 " pork " 9	117,000	
200,000 lbs. bacon " 6	12,000	
2,000 bbls. seed " 7	14,000	
500 casks ashes " 20	10,000	
50,000 bushels wheat " 1	50,000	
475 packs furs and peltries,	125,000	
2,000,000 staves, (pipes and hhds.)	60,000	
Lard and butter,	30,000	
Fish,	50,000	
Hides, wool, &c.	50,000	
500 casks high wines,	2,500	
Shingles and lumber,	75,000	
12,000 bbls. whiskey,	7,800	
312 " cranberries,	938	
500 boxes glass,	1,500	
12,000 " pig lead,	600	
28 bbls. beef,	896	
200 bales paper rags,	2,000	
300 bbls. white beans,	900	
Wood to steamboats,	8,000	
Articles not enumerated above,	100,000	
		$1,618,134

IMPORTED BY THE MERCHANTS OF DETROIT—1841.

Dry goods,	$644,000
Groceries,	345,000
Hardware,	170,000
Drugs, &c.,	120,000
Books and stationery, printing apparatus, paper, ink, &c.,	90,000
Ready-made clothing,	65,000
Shoes,	50,000
Jewelry,	15,000
Saddlery,	25,000
Fur stores,	30,000
Amount carried forward,	$1,554,000

Amount brought forward,	$1,554,000	
Leather,	35,000	
Crockery,	39,000	
Hatters,	24,000	
Cabinet ware,	20,000	
Marble,	2,000	
Mill stone bolting cloths,	2,000	
		1,676,000

EXPORTS FROM THE MOUTH ST. JOSEPH RIVER.

68,600 bbls. flour,	$343,000	
90,612 bushels wheat,	90,612	
5,197 bbls. pork,	46,773	
312 " lard,	6,240	
190 packs furs,	25,000	
5,312 casks whiskey,	58,432	
2,100 casks high wines,	23,100	
812 tons pig iron,	60,000	
210 " castings,	16,800	
21,102 lbs. hides,	1,050	
Butter,	4,000	
Grass seed,	2,000	
Wool,	700	
Beans,	86	
Articles not enumerated above,	10,000	
		687,793

TOLEDO—PRODUCTS OF MICHIGAN.

127,888 bushels of wheat,	$120,000	
45,784 bbls. flour,	228,920	
1,308 casks potashes,	26,060	
7,063 bbls. pork,	63,599	
440 firkins of butter and lard,	3,000	
520 bbls. grass seed,	3,640	
350 " beans and walnuts,	1,050	
2,180 dry hides,	15,460	
350 packs furs,	60,000	
Wool,	4,000	
Articles not enumerated above,	5,500	
		531,229

ST. CLAIR RIVER.

Wood, lumber, shingles, spars, fish, &c., from Port Huron, Palmer, Newport, Algonac, and Fort Gratiot,		100,000

MONROE.

9,302 bbls. flour,	$46,500	
570 " pork,	5,500	
285 casks ashes,	7,500	
150 firkins butter,	900	
Amount carried forward,	$60,400	

Amount brought forward,		$60,400	
23,015 bushels of wheat,		23,015	
140 " barley,		52 50	
134 " corn,		50 25	
3,000 " oats,		750	
56 " grass seed,		70	
47 " beans,		35 25	
75 doz. brooms,		112 50	
570 hides,		1,012	
84,923 staves,		4,216 15	
			89,713 65

MACKINAC.

60,000 lbs. maple sugar,	$4,200	
650 furs and peltries,	150,000	
4,000 bbls. fish,	28,000	
		182,200

SAULT DE STE. MARIE.

12,000 bbls. fish,	$72,000	
40 " oil,	800	
40,000 lbs. maple sugar,	2,800	
500 packs furs,	100,000	
		175,600

MT. CLEMENS.

1,000,000 staves,	25,000	
Agricultural products,	20,000	
		45,000

MOUTH OF KALAMAZOO RIVER.

10,000 bbls. flour,	$50,000	
900 " pork,	8,000	
250 " whiskey,	2,500	
Grass seed, beans and lard, &c.,	2,000	
1,200,000 feet pine lumber, for Chicago,	12,000	
		74,500

TOTAL OF EXPORTS FOR 1841, AS ABOVE.

Port of Detroit,	$1,608,134	
Mouth of St. Joseph River,	687,794	
Toledo, products of this state,	520,729	
On St. Clair River,	100,000	
Monroe,	90,321 65	
Mackinac,	182,280	
Sault Ste. Marie,	175,600	
Mt. Clemens,	45,000	
Mouth of Kalamazoo River,	74,500	
		$3,484,358 65

AGGREGATES OF THE PRINCIPAL ARTICLES.

Port.	*Barrels of flour.*	*Value.*
Detroit,	180,000	$900,000
St. Joseph,	68,600	343,000
Carried forward,	248,600	$1,243,000

Brought forward,	248,600	$1,243,000
Toledo,	45,784	228,920
Monroe,	9,302	46,500
Mt. Clemens,	1,000	5,000
Kalamazoo harbor,	10,000	50,000
Barrels,	314,686	$1,573,420

	Bushels of wheat.	*Value.*
Detroit,	50,000	$50,000
St. Joseph,	90,612	90,612
Toledo,	127,888	120,000
Monroe,	23,015	23,015
Mt. Clemens,	3,000	3,000
	294,515	$286,627

	Pork.	*Value.*
Detroit,	13,000	$117,000
St. Joseph,	5,197	46,773
Toledo,	6,063	63,599
Monroe,	570	5,500
Kalamazoo river,	900	8,000
	25,730	$240,872

	Casks of Ashes.	*Value.*
Detroit,	500	$10,000
Toledo,	1,308	26,060
Monroe,	285	7,500
	2,093	$43,560

	Bales Furs and Peltries.	*Value.*
Detroit,	600	$125,000
St. Joseph,	190	25,000
Toledo,	350	50,000
Mackinac,	650	150,000
Sault Ste. Marie,	500	100,000
	2,290	$450,000

	Whiskey and High Wines.	*Value.*
Detroit, (high wines)	500	$2,500
" whiskey,	1,200	7,800
St. Joseph, (high wines)	2,100	23,100
" whiskey,	5,312	58,432
Kalamazoo river, do	250	2,500
	9,362	$94,332

	Barrels and Firkins, Lard and Butter.	*Value.*
Detroit,		$30,000
St. Joseph,	490	10,240
Carried forward,	490	$40,240

Brought forward,	490	$40,240
Toledo,	440	3,000
Monroe,	150	900
Kalamazoo river,	300	2,000
	1,380	$46,140

	Lumber, feet.	*Value.*
Kalamazoo river, for Chicago,	1,200,000	$12,000
St. Clair river, for Ohio, shingles, lumber, spars, &c.,		80,000
		$92,000

	Staves.	*Value.*
Detroit,	2,000,000	$60,000
Mt. Clemens,	1,000,000	25,000
Monroe,	84,928	4,216
	3,084,928	$89,216

RECAPITULATION OF PRINCIPAL ARTICLES EXPORTED—1841.

314,686	barrels of flour,	$1,573,420
294,515	bushels wheat,	286,627
26,730	barrels pork,	240,876
2,093	casks of ashes,	43,560
2,290	packs furs and peltries,	450,000
8,862	barrels of whiskey and high wines,	94,332
	Butter and lard,	46,140
	Lumber,	92,000
3,084,928	staves, (pipes and hhds.)	89,216
	Grass seed,	19,810
	Hides and wool,	61,512
	Castings and pig iron from St. Joseph,	76,000
	Fish from various ports,	140,000
	Other articles not enumerated, such as beans, hams, cranberries, corn, oats, &c. &c.	270,784 65
		$3,484,277 65

EXPORTS OF FLOUR AND WHEAT DURING THE TWO PAST YEARS.

1841—314,686 barrels. 1840—196,896
" 294,515 bushels wheat.

ESTIMATED AMOUNT OF SURPLUS WHEAT NOW IN THE STATE.

		Bushels.
Raised in 1841, wheat,		3,100,000
Flour shipped 314,686 barrels, or in bushels,	1,257,764	
Wheat do, bushels,	294,515	
		1,552,279
	Carried foward,	1,547,721

Brought forward,	1,547,721
Consumption of the state, each inhabitant five bushels, say the population is 212,000,	1,060,000
Surplus to go forward in the spring, say about 100,000 barrels, or	487,721

TOTAL SURPLUS OF WHEAT OF MICHIGAN, 1841.

314,686 barrels of flour already shipped,	$1,573,420
294,555 bushels wheat do.,	286,627
100,000 barrels (estimated) to go forward,	425,000
	$2,285,047

AMOUNT OF SURPLUS PORK.

In 1836, Michigan imported immense quantities of pork from Ohio. In January, 1837, Mr. Snow called at the various storehouses of Detroit, to get the amount imported into the state the previous year, and found it to be 34,000 barrels, at an average price of $20 per barrel. Total cost $680,000.

In 1837, the state census was taken, and the number of hogs, then in the state, was 109,096. The census of 1840 gave 342,920, being an increase in two years of 232,534, or about 100,000 a year. It is a fair estimate, that at the commencement of slaughtering the past fall, there were 700,000 *grunters* in the state.

	Barrels Exported.		*Value.*
	1840.	1841.	
Detroit,	251	13,000	
St. Joseph,	1,000	5,197	
Toledo,	1,675	7,063	
Monroe,		570	
Kalamazoo river,		900	
	2,926	26,730	$240,876

The exports of 1840, was the pork put up in 1839, and that of 1841, the surplus of 1840. Within two years great attention has been given to this branch of agriculture, and every farmer has more than doubled his stock. Mr. Snow estimates the number of hogs at 700,000, or three and a quarter to each inhabitant of the state. Mr. S. thinks they can spare two of them; averaging their weight at only seventy-five pounds, and they have a surplus of 31,800,000 pounds, which, at two cents a pound, amounts to $636,000. This to go forward in the spring; and the next year we shall find it the second article in amount of our exports. We may put down of agricultural products of 1841 to go in the spring, from the foregoing calculations,

100,000 barrels of flour at $4 25,	$425,000
31,800,000 pounds of pork at 2 cents,	636,000
Add the exports of 1841,	3,484,278 65
Which gives a surplus for 1841 of	$4,545,278 65

WOOL.

In addition to the articles heretofore exported from Michigan, that of wool will form a considerable item the coming season. In 1837 about 22,684 sheep were enumerated. In 1840, there were 89,934. It is estimated there were 75,000 sheep brought into the state the two past years, which, with the increase to be calculated in 1840, it is a fair estimate to put the present number down at near 300,000. The average wool may be put down at 2½ pounds, which gives a total of 700,000 pounds, which at the lowest price, 30 cts., is $210,000.

GYPSUM OR PLASTER OF PARIS.

Rising 1,000 tons of this article was imported into Detroit the past year. The recent discovery of several beds of the purest quality, and mills for grinding the same having been erected, hereafter Michigan will be able to supply itself and export large quantities to Illinois, Indiana, and Wiskonsin.

SALT.

At least 100,000 barrels of salt are annually imported into the state, at a cost of $160,000. Mr. Lyon at Grand Rapids has his arrangements completed so far as to commence its manufacture in the spring. He has erected a building 250 feet long, and the two arches that support the caldrons are 130 feet; exceeding in span any ever before constructed for this purpose in our country. One hundred and thirty gallons of salt water discharges a minute. He is also boring other wells; but from the one finished he will be able to manufacture, *daily*, 339 barrels, or upwards of 120,000 a year.

The number of gallons of water required to give a bushel of salt, at the various works in this country, is—

At the best salt wells in New York,	41 to 45
salt wells of Kennawha, Va., (average)	70
best salt wells on Muskingum river, O.,	50
springs on Grand river, Arkansas,	80
Lyon's salt well, Grand river, Michigan, at 661 feet, (fresh water not separated,)	82½
State salt well, Grand river, Michigan, depth 239 feet, (fresh water not separated,)	110½
State salt wells, Tittabawassa river, Michigan, earth boring, 139 feet,	221½
Conemaugh, Penn.,	300
Nantucket, sea water,	350

The following calculations, founded on the recent census, were made by Bela Hubbard, Esq., editor of the Western Farmer:

Out of the whole population, those engaged in agriculture, in proportion to those engaged in all the other departments of industry, are in

New England, as	1½ to 1
New York,	2 to 1
Ohio,	3 to 1
Illinois,	5½ to 1
Indiana,	5½ to 1
Michigan,	6½ to 1

That we may see whether the soil of Michigan bears a favorable pro-

portion of the cereal grains (wheat, barley, oats, rye, buckwheat, and Indian corn) we give the following comparison of the number of bushels to each inhabitant, in this and other states:

Michigan produced, in 1840, $38\frac{1}{2}$ bushels to each inhabitant.
New York, " $21\frac{1}{7}$ " " "
Recent census of England and Wales, $16\frac{3}{5}$ " " "

Extending the result to other wheat-growing states, the number of bushels of *wheat* raised, is as follows:

New England raised $5\frac{1}{4}$ bushels to each one engaged in agriculture,
New York, " 26 " " " "
Illinois, " 26 " " " "
Indiana, " 28 " " " "
Michigan, " $33\frac{2}{3}$ " " " "
Ohio, " $29\frac{2}{3}$ " " " "

We cannot more properly conclude this article than by adverting to the very extraordinary advantages that are held out by the soil and commercial facilities of this state for colonization. Spreading out ample tracts of fertile land, whose agricultural products find a ready market at the east, endowed with a picturesque scenery, and encircled by a chain of mediterranean seas that open a wide field to commerce, there is no part of the country that furnishes stronger inducements to settlement by agriculturists. The farmer can, without much labor, supply himself and his family with an independent freehold, yielding a comfortable subsistence, which is not liable to be subverted by the fluctuations of the currency and the uncertain mutations of trade; and while reaping his harvests from his own fields, he cannot but feel proud in the conviction that he is engaged in an honorable pursuit, more adapted to the spirit of our government perhaps than any other, and that he is thus enabled to leave the same advantages to his children. Of its advance hitherto, we are enabled to judge by the fact, that in 1810 the entire population of the territory was but four thousand seven hundred and sixty-two, and that the last census of 1840, exhibits it to have increased to two hundred and twelve thousand two hundred and sixty-seven. From its present position and past progress, we doubt not that it is destined ultimately to take its place among the most opulent states of the Union.

FREE TRADE.

God's laws, creation's laws, proclaim and teach
Mutual advantage each should reap from each;
That busy barks should glide from shore to shore
Their varied freights of interchange to pour,
The heralds of prosperity and peace,
To bid all hatred and contention cease.
No more should war's red banner be unfurled
To slay and devastate: but the wide world,
Bound in one chain of brotherhood, should be
The mighty BOND OF RECIPROCITY.

ART. VI.—WRECKS, WRECKING, WRECKERS, AND WRECKEES, ON FLORIDA REEF.

—— "There be land-rats and water-rats, land-thieves and water-thieves, * * * And then there is the peril of the waters, winds, and rocks."—*Merchant of Venice.*

THERE is no portion of the American coast more dangerous to the mariner, or where more property is annually wrecked, than on the Florida Reef. Its contiguity to the gulf stream, and forming a sort of Scylla to that Charybdis, the Bahama Islands, are the main causes which make it so dangerous to, and so much dreaded by, seamen. Lying in the way, as it does, of much important commerce, many ships of the largest class are compelled to encounter its dangers, and run the risk of an inhospitable reception upon its rocky shores and sunken coral reefs.

There is, on an average, annually wrecked upon the Florida coast, about fifty vessels, a very great proportion of which are New Orleans, Mobile, or other packets. The great destruction of property consequent upon this state of things, and the hope of gain, have induced a settlement at Key West, where, to adjudicate upon the wrecked property, a court of admiralty has been established. A large number of vessels, from 20 to 30, are annually engaged as wreckers, lying about this coast to "help the unfortunate," and to help themselves. These vessels are in many instances owned in whole or in part by the merchants of Key West; the same merchant frequently acts in the quadruple capacity of owner of the wrecker, agent for the wreckers, consignee of the captain, and *agent for the underwriters*. Whose business he transacts with most assiduity, his own, or that of others, may be readily inferred.

A residence of a few years on the Florida reef, enables me to speak with some knowledge of the manner in which business is usually conducted about those parts; and to a community suffering as much as this does, I think a statement of facts may prove useful. The commercial world need then no longer remain inactive in seeking a redress of grievances in consequence of an ignorance of their existence.

I am sure the manner in which wrecked property is saved and adjudicated upon in Key West, cannot be known to the underwriters, or they would take some measures to put an end to many of the evils they endure under the present state of things.

The whole coast, from near Cape Carnaveral to the Tortuga, is strewed with small wrecking vessels, either sloops or schooners, that anchor inside of the reef, *out of sight* from vessels at sea, because if they were seen by the unfortunate vessel who is making unconsciously too near an approach to the shore, they would apprise her of her danger, so that she would stand off to sea, and thus the victim would not be sacrificed. That the wrecker hails with delight the wreck of a vessel, is not to be wondered at. His gains are enormous; it is his business, and his interests are so much at stake that all the softer feelings of humanity soon die away in his bosom, and he hails the stranding of the unfortunate vessel with delight. It is not to be supposed, then, that he will, seeing a vessel coming ashore, sail for her and make known to her the danger she is encountering, but rather that he will endeavor by every means in his power, if not to allure her, at least not to caution her. To the praise of the wreckers be it said, that

they never have refused to listen to the calls of humanity, even when doing so has often been to their loss. The cases are numerous where they have left their wrecking ground, and carried wrecked passengers upwards of a hundred miles, furnishing the passengers with food and passage free of charge. The wreckers have been accused of raising false lights to deceive vessels at sea. As a general rule I do not believe this charge is true, and the strongest reason I have for disbelieving it is, that it is not to their interest to do so. As soon as a vessel sees a light on Florida shore, she knows she is as near to land, if not nearer than she ought to be, and of course would immediately haul off from the danger. The practice of the wreckers is quite the reverse. No lights are allowed to be burning in their vessels except in the binnacle, and this light is most cautiously guarded, lest vessels at sea should descry it, and thereby discover their proximity to land. Every morning at break of day, the whole of the reef is scoured by some one or the other of the vessels, in search of "a prize," that may have come on the rocks at night. If a vessel is discovered on shore, and two wreckers descry her at the same time, every stitch of canvass is set, in order to be the first to board her and relieve her; if it is calm, the small-boats are manned, and they pull as if for life. This looks charitable, but the charity begins at home. The captain of the wrecker jumps on board the unfortunate vessel, and inquires for her captain; and now commences a series of impositions upon the underwriters. "Captain," says the wrecker, "are you insured?" "Yes; well—to the full amount." "I suppose you know," says the wrecker, "that if you go into Key West to get repaired, that the expenses are enormous, and your owners will be obliged, according to the rules of the underwriters, to pay *one third* of the repairs; *whereas, if the vessel should be so unfortunate as to be a total loss*, the insurers pay all, and that makes a clean and short business of it." "Certainly," says the wrecked captain, "that is very true, but I am bound to do the best I can." "All right, sir, but what can you do? you are hard and fast—the tide is at its height, (probably it is then dead low-water,) and you had better let me take full charge, for if not got off this tide, she'll bilge the next. I am a licensed wrecker." The license is produced, signed by the *judge of the admiralty court*, at Key West. Of course this is all right, at least so the wrecked captain thinks, or pretends to think. "But," continues the *unfortunate* captain, "if my vessel earns no freight, I earn no wages." "Very true," answers the complacent wrecker, "and I pity your unfortunate case; it is truly deplorable that such injustice is done to such a worthy class of men, and as I shall make something handsome by saving this property, if you give me and my consorts* the full business of wrecking the vessel, I could afford to pay you your wages, and make you a handsome present of three or four thousand dollars." "But will this all be right?" asks the wrecked captain. "Certainly; *you can if you please hand the three or four thousand dollars to the underwriters*—that is left to yourself; if you say nothing about it, of course I shan't—I dare not—I should lose my salvage if I did." Enough. The bargain is fixed, the captain has an order on the merchant for the cash, the stranded vessel is in the command of the wrecker, and there need not now be any fear that

* Consorting is for several vessels to go shares, and station themselves on different parts of the reef, and when one gets a wreck, he sends to the others to come and help.

the owners will have to pay *one third* for repairs—the vessel will soon be beyond repair. As to the underwriters, they have seen all they will of the bonus paid the captain. An appearance of an effort to get the vessel off, must be kept up among the passengers and the crew, who have heard none of the foregoing conversation, which generally takes place in the captain's private state-room. "Come, boys," cries the wrecker captain to his crew, "we must go to work as soon as the tide serves to get her off;" in the mean time, all hands turn to, to lighten her. By all hands is meant all the wrecker's crew. Some of them have already charitably informed the sailors that they have lost their wages by the loss of the vessel, and of course they work no more. The hatches are opened, and the articles taken out till she lightens. By this process she is driven still further on the reef; and when by lightening her she has got so far on that it is impossible to back her off, an attempt is made "*to pull her over.*" To this effect an anchor or two is carried off from her bows, and dropped on the reef; the windlass is then manned, and all hands put to work to drag her over, aided by her sails. It is soon found that is impossible, and she is now in the middle of the reef, beyond hope of getting forward or backward, and here she bilges.

In unloading, one would suppose it was to the interest of all parties to save the property in as good a condition as possible—but it is not; the wreckers' interest is to have it a little wetted, inasmuch as a very large per centage as salvage is given on property saved wet, compared to that on the dry—50 per cent, sometimes, on wet, and 7 to 10 on dry. And although the property is taken dry from the stranded vessel, some of it gets damaged on board the wrecker; a great quantity being put upon the decks of these small vessels, for each puts on board as much as he can, as they are paid by the quantity of goods saved and their value, and not by the number of loads. The passage from the wrecked vessel to Key West, is frequently boisterous, and always dangerous.

The goods when they are landed at Key West, are consigned to some merchant—probably, as before stated, the owner of the wrecker. The captains of the wrecked and the wrecker are now of course "hail fellows, well met." The latter recommends his own merchant to the former, as his consignee; the merchant invites the captain to his house, makes no charge for his stay, and the captain, in the next paper, publishes a card of thanks for the merchant's "*disinterested hospitality.*"

All now is going on swimmingly. The marshal advertises the goods, (and here let me say, that the *present* marshal discharges his duty like a man and a christian,) the auction sale comes on, and thirty to forty thousand dollars worth of goods are sold on an island containing about five or six merchants, nearly a hundred miles from any inhabited land. Who is to blame? Not the marshal—the law points out his duty, and he pursues it. The advertisement generally consists of publication in a paper, the subscribers of which number about three hundred, nearly all wreckers, owned and supported by the merchants of the Key; and a few written advertisements stuck up around *the island*, added to this, completes the publication. The marshal can do no better; it is not that it is an unfair sale that is to be complained of, but the whole system is to be reprobated.

The day of sale arrives. Who are the bidders? The aforesaid five merchants! How easily *might* these merchants agree not to run the

one the other on his bid, and thus a whole cargo, worth thirty thousand dollars, might be divided among them at the cost of about two thousand dollars each, or less. It is true, sometimes advertisements are sent to the Havana; but sometimes also the sales take place before the merchants from there have a chance to get over to Key West, and *sometimes* this may be known when the advertisement is sent; but then the sending to Havana will have a good appearance when represented to underwriters and absent owners.

Methinks I hear the reader asking, where, all this while, is the captain of the wrecked vessel, and what is he about during this interesting epoch? I have often asked the same question, and found him sometimes in one of the grog-shops, or busily engaged in getting rid of his bonus by card-playing.

I have known purchases made of valuable goods at these auctions, where the top was a little wet, and all the rest perfectly dry; they were bought by the wrecker, who knew how far the wet extended, because he brought them up on the deck of his vessel, and one end of the box lay by accident in the lea-scuppers. A package of beautiful ready-made clothing of this kind, I saw once sell for about $150 or $200, and before it was removed from the ground, one third was retailed out at $250. The profits on the whole must have been enormous.

The captain of the wrecked vessel often employs a proctor in the court of admiralty to defend absent underwriters and owners, and so cripples the proctor by compelling him (by so instructing him) to admit the wreckers' libel, that no justice can be done those abroad, because they are trusting to a captain who is already bought up, and who is actually fighting against their interest, though seemingly for it.

The whole system from beginning to end is manifestly wrong, and ought to be changed. Underwriters are imposed upon by their own agents the captains, and then they blame the wreckers and people of Key West. The latter, living as they do upon wrecks, and every one on the island being dependent upon them more or less as a means of subsistence, naturally work for their own interests in preference to that of others. And for this the wreckers are blamed. It must be remembered they are men; and tempted as they are, I often wonder they do not act worse than they do. They have very large sums invested generally, and are at a great expense; is it natural then that they should frighten away the bird when she is about to light in their net? As regards the merchants there, they live by buying cheap and selling dear, and they must make hay while the sun shines.

He who censures a law or practice ought to be prepared to point out some mode of redress. I will conclude this article by doing so.

In the first place, the underwriters should have a vessel or two on the reef, or a small steamboat would answer better. These crafts should be constantly going from one end of the reef to the other, and while one was scouring the lower portion, the other should be on the upper. They should all have lights at night at their mast-heads, which could be distinguished from the light-houses, when not under way; their moving when sailing would be a sufficient notice that they were other lights than that of the beacon; in cases of fog, let them toll a bell or fire guns occasionally. The expense of a steamboat is raised as an objection to its employment. This is indeed penny wise and pound foolish. The ribs of many a noble ship would not now be lying in "Rotten Row," at Key West, could a steam-

boat have been procured to haul her off when she was but slightly on the rocks. *Nine times out of ten* ships and cargoes that are made total losses, might be saved by a steamboat taking off her deck load, and hauling her off by her steam-power. Again; in cases of wrecks, the steamboat, if strongly constructed, could lay alongside as well as a sloop or schooner, if not better, and she might take off her cargo and carry it on shore six times where a wrecker could once; and in case a vessel was ashore in a calm, then the steamboat could go when no sail vessel could. A wrecker when he gets a load starts with it for *Key West*, a distance often of upwards of a hundred miles, and it is a week ere he returns. Small warehouses might be built on the islands, about five miles apart, where the goods could be safely stowed till all were out of the vessel, and then it need not be carried to Key West, as there is no necessity of adjudicating upon it; thus all this expense and sacrifice of property, which is very great, might be saved. A steamboat, or two, would save in this way to the underwriters annually from two to three or four hundred thousand dollars, and the cost would be a mere trifle compared with the expense of others, as the best of wood all along the coast is to be had for the cutting. Captain Housman, who resided on, and owned most of Indian Key, intended to have a steamboat as a wrecker, and had engaged with a builder to contract for one for him, but heavy losses deterred him at that time from pursuing what to him was a favorite plan, and his death subsequently put an end to the scheme.

The captains of the steamers, when they missed a wreck, (which would seldom happen,) could see after the goods and act as agent for the underwriters, or get some one who could and would attend to it for them faithfully, and not leave it to a bought-up captain. No doubt the underwriters who read this will say they have tried this plan to a certain extent. It is true they appointed *the owner of wreckers*, a merchant in Key West, their agent, *without pay*, and bought a wrecker to be put under his charge. The result was, he converted her into a wrecker, and claimed salvage for all she saved. Cheap work is generally badly done—so this turned out. If underwriters want an agent in Key West, they must pay him well, and then their business will be well attended to.

Another remedy I would point out for the existing evils, is to make more ports of entry along the reef, and thus break up the Key West monopoly. One port might be made at Cayo Biscayno, and another at Indian Key. This would create competition, and one would watch the other with a jealous eye, and expose any improper conduct.

Again, the judge of the court of admiralty should not be selected from among the lawyers of Key West, who have been for years acting for the wreckers, and received large fees from them. The connection is too close between them, and the underwriters do not stand quite so good a chance.

Never let your captains leave cases to arbitration on Key West; for ten to one the persons selected will be part secret owners of the wrecking vessels to whom they are going to award salvage; if not, then probably they have the supply of them, or they are otherwise too much interested to decide impartially.

Establish an honest agent at Key West—send him there with a good salary, or else allow him a good per centage on the amount of all goods saved, after expenses are deducted; this will make it to his interest as

well as his duty to oppose unnecessary expenses. Let there be established a board of underwriters, in case he has a salary to pay him, and let each insurance office pay the board in proportion to the losses they suffer.

There is annually paid by the insurance offices about $6000 for proctors' fees among the *several* lawyers. Concentrate this in *one*, and make him act as agent, then you will have an agent and no additional expense. I proposed this plan years ago to the underwriters, but they did not seem to regard it.

Have no property sold in Key West except perishable. Have it shipped to Havana, Mobile, New Orleans, Texas, Charleston, Savannah, or wherever it may bring the most by a fair competition.

Let the judge of the admiralty court reverse his practice, and give high salvage where a vessel is got off without damage to her and her goods, and low in proportion to the bad state they are saved in. This will make it to the interest of the wreckers to save vessel and cargo in as sound a condition as possible.

Let the underwriters abolish the system of making owners pay for one third repairs—this loses many a noble vessel that would otherwise be saved. Pay captains their wages, wreck or no wreck, where they have done their duty. Don't leave them to choose between starvation of their family and the wrecker's "bonus." So also with the sailors, dont cut off their wages, and so lose their services when most wanted. This is most miserable policy.

An immense deal of merchandise which is saved wet, if it could be immediately washed and dried, would be comparatively but little injured. Whereas by the present mode it is stowed away, much of it in the hold of the vessel, in a hot tropical clime, there to sweat on a voyage of one hundred miles, where it is not uncommon for calms to make it several days. To thus wash and dry the goods, these houses on the shores I have recommended would be very useful. The sweating of the goods entirely rots them, so as to make them almost valueless.

The present system of paying salvage according to the value of the goods saved works unjustly, because all are entitled to the same protection of their property under these circumstances. But whether to remedy this evil would not work a greater, I will not pretend to say.

MERCANTILE LAW DEPARTMENT.

RECENT DECISIONS IN THE UNITED STATES COURTS.

PROCEEDINGS IN BANKRUPTCY.

Judge Sprague, of the United States District Court for the District of Massachusetts, had a hearing of the first *batch* of those who had petitioned to be declared bankrupts, on Tuesday, the 1st of March, 1842. At the opening of the court, Judge Sprague laid down certain rules which were to be observed in these proceedings, of which the following report is given in the Daily Advertiser:—

1. Proof was to be taken in each case, that the proper public notice of the petition had been made. In the course of the proceedings, the Judge decided that the proper evidence of notice was the newspapers in which notice had been published. In one or

two instances a certificate of the publishers (out of the city) was offered, but it was held to be insufficient.

2. Whenever a petition is answered to, or opposed, the appearance of the respondent must be entered on the docket; and an answer must be filed within four days, unless, for cause shown, the time be extended by the court. For the sake of uniformity, a form for the commencement of the answer is prescribed by the court.

3. When there is no appearance, the case will be called by the crier, and an entry thereof made, in the nature of a default.

Each petition and schedule will then be submitted to a commissioner residing in Boston for examination, who is to certify whether the same is correct in point of form or not. If certified to be correct and no person appears to object, the petitioner will be deemed to be a bankrupt. If certified to be incorrect, the errors will be pointed out and must be corrected by a supplemental statement, sworn to before a commissioner, but the original petition and schedule must not be altered by erasures or interlineations. After being corrected, they will be again referred to the commissioner who made the first examination, who will re-examine and return them, and, if certified to be correct in form, and no person appear to object, the petitioner will be deemed to be a bankrupt.

A question being put to the Judge in respect to the appointment of assignees of bankrupts, he said he should not adopt the practice which obtained in some states of appointing general assignees, although this course would doubtless save him much trouble. But he thought it better to appoint an assignee in each case, although he should undoubtedly appoint the same persons in many different cases.

BANKRUPTS PRIVILEGED FROM ARREST ON EXECUTION FOR DEBT.

Judge Irwin, of the United States District Court, for the Western District of Pennsylvania, has decided that an applicant for the benefits of the bankrupt law cannot be arrested on an execution for debt. He says:

"By the English statutes of bankruptcy, the bankrupt is free from arrest or imprisonment by any creditor during the time allowed for examination, provided he was not in custody at the time of the surrender, and, if arrested, is entitled to be discharged; and the surrender, if voluntary, protects him from all arrests till his final examination is passed. Our statute of bankruptcy does not expressly confer this privilege on the bankrupt, but it was not necessary to be so conferred. The person and property of the bankrupt are, by the law, brought within the jurisdiction of the district court, and the court possesses an inherent power in all cases of which it has jurisdiction, to cause its orders and decrees to be respected and obeyed, and to protect its suitors from arrest."

UNITED STATES BANKRUPT LAWS AND STATE INSOLVENCY LAWS.

A decision was recently made by the court of common pleas, (Philadelphia,) in reference to the operation of the general bankrupt law, which seems to settle an important principle. A citizen was arrested for debt and filed a bond to take the benefit of the insolvent laws of the state. He gave unexceptionable security to the prothonotary of the court, and received the usual certificate of discharge. This was presented to the sheriff, but he refused to release the defendant under it, alleging that the bankrupt law had superseded the insolvent laws of the Commonwealth, and that the only way in which the defendant could be released was to apply for the benefit of the former. In order to test this point, and to try the question whether a man could be thus compelled to become a voluntary bankrupt, when his debts do not amount to $2,000, a habeas corpus was immediately sued out, and returned before the judges of the court of common pleas. The questions were fully and ably discussed by C. Fallon, for the Sheriff, and B. H. Brewster, for the defendant—when the court decided that the bankrupt law

of the United States does not supersede the state laws on insolvency, but that both may exist together, and applications be made for the benefit of either voluntarily, at the choice of the debtor.

DIGEST OF RECENT ENGLISH CASES.

BILLS AND NOTES.

1. An instrument was in the following terms: "I undertake to pay to R. I. the sum of 6*l.* 4*s.* for a suit of, ordered by D. P." *Held*, that it was not a promissory note, but good as a guarantee, as the consideration could be collected by necessary inference from the instrument itself. *Jarvis* v. *Wilkins.*

2. A bill of exchange having been drawn upon A. B., was accepted by him, and was afterwards indorsed by the drawer to the plaintiffs, who indorsed it to the Birmingham and Midland Counties' Bank, who indorsed it to one W. The bill having been dishonored when due, W. gave notice of it to the bank, who gave notice to the plaintiffs, one of whom wrote the following letter to the drawer: "Dear Sir.—To my surprise I have received an intimation from the Birmingham and Midland Counties' Bank, that your draft on A. B. is dishonored, and I have requested them to proceed on the same." *Held*, that if there was more than one bill to which the letter could apply, it lay upon the defendant to prove that fact, in order to show its uncertainty. *Held*, also, that the letter was a good notice of dishonor. *Shelton* v. *Braithwaite.*

3. In an action by the indorsee against the drawer of a bill of exchange, it is enough for the plaintiff to show, to the satisfaction of the jury, that the letter containing the notice of dishonor was posted in such time as that, by the due and usual course of the post, it would be delivered on the proper day. The post-office mark is not conclusive of the time when the letter is posted. *Stocken* v. *Collin.*

4. In an action on a bill of exchange, alleged in the declaration to have been indorsed by M. to the plaintiff; the defendant pleaded, that the bill was drawn and accepted without value, and that there never was any consideration for indorsing the bill by any of the parties, nor for the indorsement by M., nor for M. paying the amount. Replication, that the indorsement by M. was in blank, and that R., who appeared to be, and whom the plaintiff believed to be, the lawful holder, of the bill, indorsed it to the plaintiff for value, to wit, &c. Special demurrer, for want of a statement of consideration for the drawing and accepting of the bill, and for departure, as to the allegation of the indorsement to the plaintiff. *Held*, that the replication was good, as the plaintiff, against whom there was no allegation of fraud, sufficiently established his own title by alleging an indorsement to him for value by a person whom he believed to be the lawful holder of the bill. *Ashbourn* v. *Anderson.*

PRINCIPAL AND AGENT.

A club was formed, by the regulations of which the members paid entrance-money and an annual subscription, and cash was paid for provisions supplied to the house. The funds of the club were deposited at a banker's, and a committee was appointed to manage the affairs of the club, and to administer the funds, but no member of the committee had authority to draw cheques, except three who were chosen for that purpose, and whose signatures were countersigned by the secretary. *Held*, in an action brought against two of the committee by a tradesman who had supplied wine on credit, ordered by a member of the committee for the use of the club, that the tradesman was not entitled to recover without proving either that the defendants were privy to the contract, or that the dealing on credit was in furtherance of the common object and purposes of the club. *Todd* v. *Emly.*

STATISTICS OF THE UNITED STATES.

We have received from William A. Weaver, Esq., the superintending clerk of the sixth census at the department of state, an official copy of the "Aggregate of the Statistics of the United States on the 1st of June, 1840, taken by the marshals, in pursuance of an Act of Congress passed the 3d of March, 1839." In the February number we gave a summary view of the total results of that statement, and now proceed to lay before our readers the entire document, embracing a complete tabular recapitulation of the aggregate value and produce, (and the number of persons employed,) in mines, agriculture, commerce, manufactures, &c., exhibiting a full view of the pursuits, industry, and resources of the several states and territories of the United States. Its great length necessarily excludes from our pages the usual variety of mercantile miscellanies and statistics; but we preferred, for the convenience of future reference, to present it in a connected form rather than continuing it from one number to another until the whole had been completed. The tables exhibit in bold relief the immense wealth and vast resources of our great national domain; and yet it is more than probable that the actual industrial and productive riches of the nation exceed the statements here given by at least 20 per cent.

MINES.—IRON.

STATES AND TERRITORIES.	CAST IRON.		BAR IRON.		*Tons of Fuel Consumed.*	*Men Empl'd, including mining operations.*	*Capital Invested.*
	Number of Furnaces.	*Tons Produced.*	*Bloomies, Forges, & Roll. Mills*	*Tons Produced.*			
Maine,	16	6,122	1	.....	285	48	$185,950
New Hampshire,	15	1,320	2	125	2,104	121	98,200
Massachusetts,	48	9,332	67	6,004	199,252	1,097	1,232,875
Rhode Island,	5	4,126	.....	.....	227	29	22,250
Connecticut,	28	6,495	44	3,623	16,933	895	577,300
Vermont,	26	6,743	14	655	388,407	788	664,150
New York,	186	29,088	120	53,693	123,677	3,456	2,103,418
New Jersey,	26	11,114	80	7,171	27,425	2,056	1,721,820
Pennsylvania,	213	98,395	169	87,244	355,903	11,522	7,781,471
Delaware,	2	17	5	449	971	28	36,200
Maryland,	12	8,876	17	7,900	24,422	1,782	795,650
Virginia,	42	18,810½	52	5,886	36,588	1,742	1,246,650
North Carolina,	8	968	43	963	11,598	468	94,961
South Carolina,	4	1,250	9	1,165	6,334	248	113,300
Georgia,	14	494	29	.....	630	41	24,000
Alabama,	1	30	5	75	157	30	9,500
Mississippi,	.....	.....	.....	.....	.....	.....	.....
Louisiana,	6	1,400	2	1,366	4,152	145	357,000
Tennessee,	34	16,128½	99	9,673	187,453	2,266	1,514,736
Kentucky,	17	29,206	13	3,637	35,501	1,108	449,000
Ohio,	72	35,236	19	7,466	104,312	2,268	1,161,900
Indiana,	7	810	1	20	787	103	57,700
Illinois,	4	158	.....	.....	240	74	40,300
Missouri,	2	180	4	118	300	80	79,000
Arkansas,	.....	.....	.....	.....	.....	.....	.....
Michigan,	15	601	.....	.....	451	99	60,800
Florida,	.....	.....	.....	.....	.....	.....	.....
Wiskonsin,	1	3	.....	.....	1	3	4,000
Iowa,	.....	.....	.....	.....	.....	.....	.....
District of Columbia,	.....	.....	.....	.....	.....	.....	.....
TOTAL,	804	286,903	795	197,233	1,528,110	30,497	20,432,131

MINES.—LEAD—GOLD—OTHER METALS.

STATES AND TERRITORIES.	LEAD.				GOLD.			
	Smelting Houses, or Fires.	*Pounds Produced.*	*Men Employed.*	*Capital Invested.*	*Smelting Houses.*	*Value Produced.*	*Men Employed.*	*Capital Invested.*
Maine,								
New Hampshire,	1	1,000	2	$500				
Massachusetts,								
Rhode Island,								
Connecticut,								
Vermont,								
New York,	9	670,000	333	221,000				
New Jersey,								
Pennsylvania,								
Delaware,								
Maryland,								
Virginia,	5	878,648	73	21,500	11	$51,758	131	$103,650
North Carolina,	2	10,000	30	50,000	10	255,618	389	9,832
South Carolina,					5	37,418	69	40,000
Georgia,					130	121,881	405	79,343
Alabama,						61,230	47	1,000
Mississippi,								
Louisiana,								
Tennessee,	2		4	350		1,500	4	400
Kentucky,								
Ohio,								
Indiana,								
Illinois,	20	8,755,000	73	114,500	1	200	1	100
Missouri,	21	5,295,455	252	235,806				
Arkansas,								
Michigan,								
Florida,								
Wiskonsin,	49	15,129,350	220	664,600				
Iowa,	11	500,000	30	38,500				
Dist. of Columbia,								
TOTAL,	120	31,239,453	1,017	1,346,756	157	$529,605	1,046	$234,325

MINES, ETC.—*Continued.*

STATES AND TERRIT'RIES.	OTHER METALS.			STATES AND TERRIT'RIES.	OTHER METALS.		
	Val. Produced.	*Men Employed.*	*Capital Invested.*		*Val. Produced.*	*Men Employed.*	*Capital Invested.*
Maine,	$1,600	4	$1,000	Mississippi,			
N. Hampsh.	10,300	11	9,500	Louisiana,			
Massachu's,	2,500	14	1,200	Tennessee,			
Rhode Isl'd,				Kentucky,			
Connectic't,				Ohio,	16,000	1	$500
Vermont,	70,500	156	92,500	Indiana,			
New York,	84,564	119	42,930	Illinois,		2	
New Jers'y,	39,550	33	15,000	Missouri,	15,600	25	9,150
Pennsylv'a,	100,200	285	62,200	Arkansas,			
Delaware,				Michigan,			
Maryland,	28,800	73	5,000	Florida,			
Virginia,				Wiskonsin,			
N. Carolina,	1,000	5		Iowa,			
S. Carolina,				Dist. of Col.			
Georgia,							
Alabama,				TOTAL,	$370,614	728	$238,980

MINES.—COAL—SALT—GRANITE, MARBLE, AND OTHER STONE.

STATES AND TERRITORIES.	ANTHRACITE COAL.			BITUMINOUS COAL.			DOMESTIC SALT.			GRANITE, MARBLE, ETC.		
	Tons (28 bush. each) Raised.	*Men Employed.*	*Capital Invested.*	*Bushels Raised.*	*Men Employed.*	*Capital Invested.*	*Bushels Produced.*	*Men Employed.*	*Capital Invested.*	*Value Produced.*	*Men Employed.*	*Capital Invested.*
Maine,	.....	.....	.....	.....	.....	.....	50,000	15	$25,000	$107,506	305	$160,360
New Hampshire,	.....	.....	.....	29,920	.....	.....	1,200	1	2,500	16,038	43	5,714
Massachusetts,	.....	.....	.....	.....	.....	.....	376,596	463	502,980	790,855	970	608,130
Rhode Island,	1,000	27	$6,000	.....	.....	.....	.....	.....	.....	17,800	29	7,500
Connecticut,	.....	.....	.....	38,000	6	.....	1,500	2	3,000	313,469	692	332,275
Vermont,	.....	.....	.....	.....	.....	.....	.....	.....	.....	33,855	104	18,270
New York,	.....	.....	.....	.....	.....	.....	2,867,884	332	5,601,000	1,541,480	3,649	1,002,555
New Jersey,	.....	.....	.....	.....	.....	.....	500	1	1,500	35,721	118	10,600
Pennsylvania,	859,686	2,977	4,334,102	11,620,654	1,798	$300,416	549,478	255	191,435	238,831	540	172,272
Delaware,	.....	.....	.....	.....	.....	.....	1,160	17	200	16,000	46	5,000
Maryland,	.....	.....	.....	222,000	23	4,470	1,200	3	100	22,750	61	17,200
Virginia,	200	2	100	10,622,345	995	1,301,855	1,745,618	624	300,560	84,489	233	49,290
North Carolina,	50	4	.....	75	1	.....	4,493	8	7,090	3,350	14	930
South Carolina,	.....	.....	.....	.....	.....	.....	2,250	7	1,500	3,000	4	500
Georgia,	.....	.....	.....	.....	.....	.....	.....	.....	.....	51,990	199	36,300
Alabama,	.....	.....	.....	23,650	.....	.....	.....	.....	.....	13,700	22	10,000
Mississippi,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Louisiana,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tennessee,	.....	.....	.....	13,942	21	.....	.....	.....	.....	30,100	73	15,860
Kentucky,	2,125	27	14,150	588,167	213	76,627	219,695	291	163,585	19,592	100	6,212
Ohio,	296	4	1,250	3,513,409	434	45,525	297,350	240	113,195	195,831	296	27,496
Indiana,	.....	.....	.....	242,040	47	9,300	6,400	19	20,050	35,021	105	6,750
Illinois,	132	2	.....	424,187	152	120,076	20,000	22	10,000	74,228	142	14,020
Missouri,	.....	.....	.....	249,302	69	9,488	13,150	36	3,550	28,110	33	15,025
Arkansas,	.....	.....	.....	5,500	7	605	8,700	25	20,800	15,500	30	.....
Michigan,	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,700	4	3,000
Florida,	.....	.....	.....	.....	.....	.....	12,000	4	30,000	2,650	30	14,500
Wiskonsin,	.....	.....	.....	.....	.....	.....	.....	.....	.....	968	17	400
Iowa,	.....	.....	.....	10,000	2	500	.....	.....	.....	350	.....	.....
Dist. of Columbia,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
TOTAL,	863,489	3,043	4,355,602	27,603,191	3,768	1,868,862	6,179,174	2,365	6,998,045	3,695,884	7,859	2,540,159

STATES AND TERRITORIES.	LIVE STOCK.					CEREAL GRAINS.					
	Horses & Mules.	*Neat Cattle.*	*Sheep.*	*Swine.*	*Estim. Val. of Poultry.*	*Bushels of Wheat.*	*Bush. of Barley.*	*Bushels of Oats.*	*Bushels of Rye.*	*Bush. of Buckw't.*	*Bushels of Ind'n Corn*
Maine,	59,208	327,255	649,264	117,386	$123,171	848,166	355,161	1,076,409	137,941	51,543	950,528
New Hampshire,	43,892	275,562	617,390	121,671	107,092	422,124	121,899	1,296,114	308,148	105,103	1,162,572
Massachusetts,	61,484	282,574	378,226	143,221	178,157	157,923	165,319	1,319,680	536,014	87,000	1,809,192
Rhode Island,	8,024	36,891	90,146	30,659	61,702	3,098	66,490	171,517	34,521	2,979	450,498
Connecticut,	34,650	238,650	403,462	131,961	176,629	87,009	33,759	1,453,262	737,424	303,043	1,500,441
Vermont,	62,402	384,341	1,681,819	203,800	131,578	495,800	54,781	2,222,584	230,993	228,416	1,119,678
New York,	474,543	1,911,244	5,118,777	1,900,065	1,153,413	12,286,418	2,520,068	20,675,847	2,979,323	2,287,885	10,972,286
New Jersey,	70,502	220,202	219,285	261,443	336,953	774,203	12,501	3,083,524	1,665,820	856,117	4,361,975
Pennsylvania,	365,129	1,172,665	1,767,620	1,503,964	685,801	13,213,077	209,893	20,641,819	6,613,873	2,113,742	14,240,022
Delaware,	14,421	53,883	39,247	74,228	47,265	315,165	5,260	927,405	33,546	11,299	2,099,359
Maryland,	92,220	225,714	257,922	416,943	218,765	3,345,783	3,594	3,534,211	723,577	73,606	8,233,086
Virginia,	326,438	1,024,148	1,293,772	1,992,155	754,698	10,109,716	87,430	13,451,062	1,482,799	243,822	34,577,591
North Carolina,	166,608	617,371	538,279	1,649,716	544,125	1,960,855	3,574	3,193,941	213,971	15,391	23,893,763
South Carolina,	129,921	572,608	232,981	878,532	396,364	968,354	3,967	1,486,208	44,738	72	14,722,805
Georgia,	157,540	884,414	267,107	1,457,755	449,623	1,801,830	12,979	1,610,030	60,693	141	20,905,122
Alabama,	143,147	668,018	163,243	1,423,873	404,994	828,052	7,692	1,406,353	51,008	58	20,947,004
Mississippi,	109,227	623,197	128,367	1,001,209	369,482	196,626	1,654	668,624	11,444	61	13,161,237
Louisiana,	99,888	381,248	98,072	323,220	283,559	60	.....	107,353	1,812	.....	5,952,912
Tennessee,	341,409	822,851	741,593	2,926,607	606,969	4,569,692	4,809	7,035,678	304,320	17,118	44,986,188
Kentucky,	395,853	787,098	1,008,240	2,310,533	536,439	4,803,152	17,491	7,155,974	1,321,373	8,169	39,847,120
Ohio,	430,527	1,217,874	2,028,401	2,099,746	551,193	16,571,661	212,440	14,393,103	814,205	633,139	33,668,144
Indiana,	241,036	619,980	675,982	1,623,608	357,594	4,049,375	28,015	5,981,605	129,621	49,019	28,155,887
Illinois,	199,235	626,274	395,672	1,495,254	309,204	3,335,393	82,251	4,988,008	88,197	57,884	22,634,211
Missouri,	196,032	433,875	348,018	1,271,161	270,647	1,037,386	9,801	2,234,947	68,608	15,318	17,332,524
Arkansas,	51,472	188,786	42,151	393,058	109,468	105,878	760	189,553	6,219	88	4,846,632
Michigan,	30,144	185,190	99,618	295,890	82,730	2,157,108	127,802	2,114,051	34,236	113,592	2,277,039
Florida,	12,043	118,081	7,198	92,680	61,007	412	30	13,829	305	.....	898,974
Wiskonsin,	5,735	30,269	3,462	51,383	16,167	212,116	11,062	406,514	1,965	10,654	379,359
Iowa,	10,794	38,049	15,354	104,899	16,529	154,693	728	216,385	3,792	6,212	1,406,241
District of Columbia,	2,145	3,274	706	4,673	3,092	12,147	294	15,751	5,081	272	39,485
TOTAL,	4,335,669	14,971,586	19,311,374	26,301,293	9,344,410	84,823,272	4,161,504	123,071,341	18,645,567	7,291,743	377,531,875

AGRICULTURE.—VARIOUS CROPS.

WOOL—HOPS—WAX—POTATOES—HAY—HEMP AND FLAX.

STATES AND TERRITORIES.	*Wool. Pounds.*	*Hops. Pounds.*	*Wax. Pounds.*	*Potatoes. Bushels.*	*Hay. Tons.*	*Hemp & Flax.*
Maine,	1,465,551	36,940	3,723½	10,392,280	691,358	*Tons* 38
New Hampshire,	1,260,517	243,425	1,345	6,206,606	496,107	26½
Massachusetts,	941,906	254,795	1,196	5,385,652	569,395	2¼
Rhode Island,	183,830	113	165	911,973	63,449	¼
Connecticut,	889,870	4,573	3,897	3,414,238	426,704	41¾
Vermont,	3,699,235	48,137	4,660	8,869,751	836,739	29½
New York,	9,845,295	447,250	52,795	30,123,614	3,127,047	1,130⅝
New Jersey,	397,207	4,531	10,061	2,072,069	334,861	2,165¾
Pennsylvania,	3,048,564	49,481	33,107	9,535,663	1,311,643	2,649¾
Delaware,	64,404	746	1,088	200,712	22,483	52¾
Maryland,	488,201	2,357	3,674	1,036,433	106,687½	488
Virginia,	2,538,374	10,597	65,020	2,944,660	364,708½	25,594¼
North Carolina,	625,044	1,063	118,923	2,609,239	101,369	9,879½
South Carolina,	299,170	93	15,857	2,698,313	24,618	.....
Georgia,	371,303	773	19,799	1,291,366	16,969¾	10¾
Alabama,	220,353	825	25,226	1,708,356	12,718	5
Mississippi,	175,196	154	6,835	1,630,100	171	16
Louisiana,	49,283	115	1,012	834,341	24,651	.....
Tennessee,	1,060,332	850	50,907	1,904,370	31,233	3,344½
Kentucky,	1,786,847	742	38,445	1,055,085	88,306	9,992¼
Ohio,	3,685,315	62,195	38,950	5,805,021	1,022,037	9,080¼
Indiana,	1,237,919	38,591	30,647	1,525,794	178,029	8,605½
Illinois,	650,007	17,742	29,173	2,025,520	164,932	1,976¼
Missouri,	562,265	789	56,461	783,768	49,083	18,010¾
Arkansas,	64,943	.....	7,079	293,608	586	1,039½
Michigan,	153,375	11,381	4,533	2,109,205	130,805	755¼
Florida,	7,285	.....	75	264,617	1,197	2
Wiskonsin,	6,777	133	1,474	419,608	30,938	2
Iowa,	23,039	83	2,132	234,063	17,953	313¼
District of Columbia,	707	28	44	12,035	1,331	.....
TOTAL,	35,802,114	1,238,502	628,303½	108,298,060	10,248,108¾	95,251¾

AGRICULTURE.—VARIOUS CROPS, ETC.—*Continued.*

TOBACCO—RICE—COTTON.

STATES, ETC.	*Tobacco Gathered. Pounds.*	*Rice. Pounds.*	*Cotton Gathered. Pounds.*	STATES, ETC.	*Tobacco Gathered. Pounds.*	*Rice. Pounds.*	*Cotton Gathered. Pounds.*
Me...	30	.....	.....	Miss...	83,471	777,195	193,401,577
N. H.	115	.....	.....	La.....	119,824	3,604,534	152,555,368
Mass.	64,955	.....	.....	Tenn...	29,550,432	7,977	27,701,277
R. I...	317	.....	.....	Ky.....	53,436,909	16,376	691,456
Conn.	471,657	.....	.....	Ohio,...	5,942,275	.....	.....
Verm.	585	.....	.....	Ind.....	1,820,306	.....	180
N. Y.	744	.....	.....	Illin....	564,326	460	200,947
N. J...	1,922	.....	.....	Mo.....	9,067,913	50	121,122
Penn.	325,018	.....	.....	Ark....	148,439	5,454	6,028,642
Del...	272	.....	334	Mich...	1,602	.....	.....
Md...	24,816,012	.....	5,673	Fa.....	75,274	481,420	12,110,533
Va....	75,347,106	2,956	3,494,483	Wisk...	115	.....	.....
N. C..	16,772,359	2,820,388	51,926,190	Iowa,..	8,076	.....	.....
S. C...	51,519	60,590,861	61,710,274	D. of C.	55,550	.....	.....
Geo...	162,894	12,384,732	163,392,396				
Ala...	273,302	149,019	117,138,823	TOTAL,	219,163,319	80,841,422	790,479,275

AGRICULTURE.—SILK—SUGAR—WOOD—DAIRIES—ORCHARDS—WINE—FAMILY GOODS, Etc.

STATES AND TERRITORIES.	*Silk Cocoons. Pounds.*	*Sugar Made. Pounds.*	*Wood Sold. Cords.*	*Dairy Products. Value.*	*Orchard Products. Value.*	*Wine Made. Gallons.*	*Family Goods. Value.*
Maine,.....	211	257,464	205,011	$1,496,902	$149,384	2,236	$804,397
N. Hampshi.	419⅞	1,162,368	116,266	1,638,543	239,979	94	538,303
Massachus's,	1,741	579,227	278,069	2,373,299	389,177	193	231,942
Rhode Isl'nd,	458	50	48,666	223,229	32,098	803	51,180
Connecticut,	17,538	51,764	159,062	1,376,534	296,232	2,666	226,162
Vermont,.....	4,286	4,647,934	96,399	2,008,737	213,944	94	674,548
New York,...	1,735¾	10,048,109	1,058,923	10,496,021	1,701,935	6,799	4,636,547
New Jersey,.	1,966	56	340,602	1,328,032	464,006	9,416	201,625
Pennsylv'nia,	7,262½	2,265,755	269,516	3,187,292	618,179	14,328	1,303,093
Delaware,....	1,458¾	.....	67,864	113,828	28,211	322	62,116
Maryland,...	2,290½	36,266	178,181	457,466	105,740	7,585	176,050
Virginia,.....	3,191	1,541,833	403,590	1,480,488	705,765	13,911	2,441,672
Nr. Carolina,	3,014	7,163	40,034	674,349	386,006	28,752	1,413,242
Sh. Carolina,	2,080	30,000	171,451	577,810	52,275	643	930,703
Georgia, ...	2,992¼	329,744	57,459	605,172	156,122	8,647	1,467,630
Alabama, ...	1,592½	10,143	60,955	265,200	55,240	177	1,656,119
Mississippi,...	91	77	118,423	359,585	14,458	12	682,945
Louisiana, ...	317	119,947,720	202,867	153,069	11,769	2,884	65,190
Tennessee,...	1,217	258,073	104,014	472,141	367,105	653	2,886,661
Kentucky, ...	737	1,377,835	264,222	931,363	434,935	2,209	2,622,462
Ohio,.....	4,317½	6,363,386	272,527	1,848,869	475,271	11,524	1,853,937
Indiana,.....	379	3,727,795	183,712	742,269	110,055	10,265	1,289,802
Illinois,.....	1,150	399,813	134,549	428,175	126,756	474	993,567
Missouri, ...	70	274,853	81,981	100,432	90,878	22	1,149,544
Arkansas,....	95	1,542	78,606	59,205	10,680	.....	489,750
Michigan,....	266	1,329,784	54,498	301,052	16,075	.....	113,955
Florida,.....	124¾	275,317	9,943	23,094	1,035	.....	20,205
Wiskonsin,...	½	135,288	22,910	35,677	37	.....	12,567
Iowa,.....	.....	41,450	7,304	23,609	50	.....	25,966
D. of Colum.	651	.....	1,287	5,566	3,507	25	1,500
TOTAL,.....	61,552½	155,100,809	5,088,891	33,787,008	7,256,904	124,734	29,023,380

HORTICULTURE.—GARDENS—NURSERIES.

STATES AND TERRITORIES.	GARDENS.		NURSERIES.		STATES AND TERRITORIES.	GARDENS.		NURSERIES.	
	Market Produce. Value.	*Nursery Prod'ce. Value.*	*Men Emp'd.*	*Capital Invested.*		*Market Produce. Value.*	*Nursery Prod'ce. Value.*	*Men Emp'd.*	*Capital Invested.*
Me.....	$51,579	$460	689	$84,774	Miss...	$42,896	$499	66	$43,060
N. H...	18,085	35	21	1,460	La.....	240,042	32,415	349	359,711
Mass...	283,904	111,814	292	43,170	Tenn..	19,812	71,100	34	10,760
R. I....	67,741	12,604	207	240,274	Ky.. ...	125,071	6,226	350	108,597
Conn...	61,936	18,114	202	126,346	Ohio,...	97,606	19,707	149	31,400
Ver.	16,276	5,600	48	6,677	Ind.....	61,212	17,231	309	73,628
N. Y...	499,126	75,980	525	258,558	Illin....	71,911	22,990	77	17,515
N. J...	249,613	26,167	1,233	125,116	Mo.....	37,181	6,205	97	37,075
Penn...	232,912	50,127	1,156	857,475	Ark....	2,736	415	8	6,036
Del.....	4,035	1,120	9	1,100	Mich...	4,051	6,307	37	24,273
Md.....	133,197	10,591	619	48,841	Fa.....	11,758	10	60	6,500
Va.....	92,359	38,799	173	19,900	Wisk ..	3,106	1,025	89	85,616
N. C....	28,475	48,581	20	4,663	Iowa,..	2,170	4,200	10	1,698
S. C.....	38,187	2,139	1,058	210,980	D. of C.	52,895	850	163	42,933
Geo....	19,346	1,853	418	9,213					
Ala.....	31,978	370	85	58,425	TOTAL.,	2,601,196	593,534	8,553	2,945,774

STATES AND TERRITORIES.	*Commer'l Houses in Fo. Tr'de.*	*Commission Houses.*	*Capital Invested.*	*Ret'l Dryg'ds, Grocery, and other stores.*	*Capital Invested.*	*Lumber Trade. Yards.*	*Capital Invested.*	*Men Employed.*	*Internal Transp'n. Men Em.*	*Butchers, Pack's, &c. Employed.*	*Capital Invested.*
Maine,	70	14	$1,646,926	2,220	$3,973,593	68	$305,850	2,068	123	56	$95,150
New Hampshire,	18	6	1,330,600	1,075	2,602,422	9	29,000	626	117	38	54,120
Massachusetts,	241	123	13,881,517	3,625	12,705,038	137	1,022,360	3,432	799	480	407,830
Rhode Island,	44	57	2,043,750	930	2,810,125	41	254,900	262	58	83	71,050
Connecticut,	10	13	565,000	1,630	6,687,636	57	438,425	582	293	76	162,065
Vermont,	.....	.....	.....	747	2,964,060	14	45,506	321	183	11	26,090
New York,	469	1,044	49,583,001	12,207	42,135,795	414	2,694,170	9,592	7,593	804	2,833,916
New Jersey,	2	8	99,000	1,504	4,113,247	86	410,570	1,280	423	30	204,900
Pennsylvania,	194	178	3,662,811	6,534	35,741,770	284	2,241,040	5,064	2,146	466	727,850
Delaware,	.....	.....	.....	327	967,750	22	83,280	140	23	6	13,800
Maryland,	70	117	4,414,000	2,562	9,246,170	48	307,300	1,330	103	211	28,880
Virginia,	31	64	4,299,500	2,736	16,684,413	41	113,210	1,454	931	103	100,680
North Carolina,	4	46	151,300	1,068	5,082,835	20	46,000	432	213	24	9,000
South Carolina,	41	41	3,668,050	1,253	6,648,736	14	100,000	1,057	125	46	112,900
Georgia,	4	82	1,543,500	1,716	7,361,838	26	75,730	442	194	17	12,885
Alabama,	51	101	3,355,012	899	5,642,885	9	1,800	73	49	57	93,370
Mississippi,	7	67	673,900	755	5,004,420	11	132,175	228	40	15	4,250
Louisiana,	24	381	16,770,000	2,465	14,301,024	121	260,045	597	3	291	144,523
Tennessee,	13	52	1,495,100	1,032	7,357,300	9	6,700	1,126	31	5	98,811
Kentucky,	5	50	620,700	1,685	9,411,826	95	105,925	571	101	183	183,850
Ohio,	53	241	5,928,200	4,605	21,282,225	78	373,268	2,891	854	1,061	4,617,570
Indiana,	11	26	1,207,400	1,801	5,664,687	37	90,374	767	2,705	237	582,165
Illinois,	2	51	333,800	1,348	4,904,125	39	93,350	405	117	268	642,425
Missouri,	3	39	746,500	1,107	8,158,802	45	318,029	345	79	128	173,650
Arkansas,	10	10	91,000	263	1,578,719	9	12,220	263	.....	3	600
Michigan,	.....	26	177,500	612	2,228,988	15	45,600	312	142	4	39,200
Florida,	23	21	542,000	239	1,240,380	16	64,050	92	87	32	12,200
Wiskonsin,	1	7	63,000	178	661,550	14	21,180	133	62	3	14,100
Iowa,	.....	14	92,300	157	437,550	3	16,250	29	.....	.....	.....
Dist. of Columbia,	7	2	310,000	285	2,701,890	11	140,000	49	.....	70	59,100
TOTAL,	1,408	2,881	119,295,367	57,565	250,301,799	1,793	9,848,307	35,963	17,594	4,808	11,526,950

FISHERIES, AND PRODUCTS OF THE FOREST.

SMOKED AND PICKLED FISH—SPERM AND WHALE OIL—WHALEBONE, Etc.
LUMBER—NAVAL STORES—POT ASHES—FURS—GINSENG, Etc.

STATES AND TERRIT'RIES.	FISHERIES.							PRODUCTS OF THE FOREST.					
	Smoked or Dri'd Fish. Quintals.	*Pickled Fish. Barrels.*	*Spermaceti Oil. Gallons.*	*Whale, and oth. F. Oil. Gallons.*	*Whalebone, & oth. Prod. Value.*	*Men Empl'd.*	*Capital Invested.*	*Lumber Produced. Value.*	*Tar, Pitch, Turp., &c. Barrels.*	*Pot & Pearl Ashes. Tons.*	*Skins and Furs. Value.*	*Ginseng, & all oth. Products—Val.*	*Men Empl'd.*
Maine,.....	279,156	54,071	1,044	117,807	$2,351	3,610	$526,967	$1,808,683	.....	260¾	$8,027	$32,271	2,892
N. Hampsh.	28,257	1,714½	.....	15,234	.....	399	59,680	433,217	.....	113½	2,230	1,929	553
Massachu's,	389,715	124,755	3,630,972	3,364,725	442,974	16,000	11,725,850	344,845	.....	6	60	31,669	174
Rhode Isl'd,	4,034	2,908	487,268	633,860	45,523	1,160	1,077,157	44,455	.....	.....	.....	155	50
Connectic't,	1,384	6,598	183,207	1,909,047	157,572	2,215	1,301,640	147,841	.....	.....	19,760	13,974	120
Vermont,...	.....	.....	.....	.....	.....	.....	.....	346,939	.....	718½	1,750	2,500	392
New York,.	5	22,224	400,251	1,269,541	344,665	1,228	949,250	3,891,302	402	7,613¾	15,556	143,332	4,664
New Jers'y,	.....	1,134	12,000	80,000	74,000	179	93,275	271,591	2,200	2	20,000	65,075	446
Pennsylv'a,.	.....	2,012	.....	.....	15,240	58	16,460	1,150,220	1,595	263	9,571	14,297	1,988
Delaware,...	.....	28,000	49,704	142,575	7,987	165	170,000	5,562	.....	.....	.....	7,557	.....
Maryland,...	.....	71,292	.....	.....	12,167	7,814	88,947	226,977	.....	.....	2,527	11,690	115
Virginia,....	.....	30,315	262	.....	4,150	556	28,383	538,092	5,809	.....	23,214	49,654	2,218
N. Carolina,	2,385	73,350	.....	2,387	23,800	1,784	213,502	506,766	593,451	.....	3,126	46,040	2,694
S. Carolina,	.....	425	.....	.....	.....	53	1,617	537,684	735	.....	1,225	9,247	508
Georgia,....	.....	14	.....	.....	.....	6	.....	114,050	153	.....	2,928	155	221
Alabama,...	2	.....	.....	.....	.....	.....	.....	169,008	197	.....	3,585	4,281	84
Mississippi,.	9	.....	.....	.....	.....	.....	.....	192,794	2,248	.....	3,382	6,873	123
Louisiana,..	.....	.....	.....	.....	.....	.....	.....	66,106	2,233	.....	1,179	.....	54
Tennessee,.	.....	97	.....	.....	.....	7	242	217,606	3,336	1	2,602	1,635	282
Kentucky,..	.....	.....	.....	.....	.....	.....	.....	130,329	700	.....	17,860	34,510	508
Ohio,.....	.....	3,506	.....	14	.....	165	12,210	262,821	5,631	6,809½	37,218	15,206	326
Indiana,.....	.....	14	.....	.....	1,150	.....	.....	420,791	.....	2	220,883	9,902	799
Illinois,.....	.....	1	.....	28	.....	.....	.....	203,666	.....	½	39,412	6,763	368
Missouri,...	.....	.....	.....	.....	.....	.....	.....	70,355	356	.....	373,121	4,015	1,134
Arkansas,...	.....	.....	.....	.....	.....	.....	.....	176,617	34	.....	37,047	3,805	343
Michigan,...	.....	16,535	.....	60	.....	453	28,640	392,325	.....	145	54,232	6,483	320
Florida,.....	69,000	73	.....	.....	6,000	67	10,000	20,346	.....	.....	7,004	.....	6
Wiskonsin,.	.....	9,021	.....	1,500	155	138	61,300	202,239	1	.....	124,776	3,562	593
Iowa,.....	.....	.....	.....	.....	.....	.....	.....	50,280	25	.....	33,594	.....	67
Dist. of Col.	.....	24,300	.....	.....	15,500	527	64,500	.....	.....	.....	.....	.....	.....
TOTAL,...	773,947	472,359½	4,764,708	7,536,778	1,153,234	36,584	16,429,620	12,943,507	619,106	15,935½	1,065,869	526,580	22,042

MANUFACTURES.—MACHINERY—HARDWARE—FIRE ARMS—METALS—GRANITE, MARBLE, Etc.

STATES AND TERRITORIES.	MACHINERY.		HARDWARE, ETC.		FIRE ARMS, ETC.			PREC'S METALS.		VARI'S METALS.		GRANITE, ETC.	
	Value.	*Men Employed.*	*Cutlery, &c. Value.*	*Men Employed.*	*Cannon.*	*Small Arms.*	*Men Emp'd.*	*Value.*	*Men Emp'd.*	*Value.*	*Men Emp'd.*	*Value.*	*Men Emp'd.*
Maine,	$69,752	339	$65,555	119	.....	152	4	.....	.....	$56,512	51	$98,720	280
New Hampshire,	106,814	191	124,460	197	.....	425	7	$8,040	11	136,334	224	21,918	55
Massachusetts,	926,975	913	1,881,163	1,109	50	22,652	397	92,045	61	1,773,758	1,042	217,180	274
Rhode Island,	437,100	534	138,720	164	.....	.....	.....	283,500	179	147,550	138	36,202	43
Connecticut,	319,680	335	1,114,725	1,109	.....	12,832	148	199,100	126	1,733,044	1,095	50,866	55
Vermont,	101,354	87	16,650	33	.....	1,158	42	3,000	8	24,900	44	62,515	116
New York,	2,895,517	3,631	1,566,974	962	112	8,308	203	1,106,203	708	2,456,792	1,713	966,220	1,447
New Jersey,	755,050	932	83,575	123	.....	2,010	71	159,302	7	405,955	130	10,000	16
Pennsylvania,	1,998,152	1,973	786,982	770	5	21,571	168	2,679,075	245	1,260,170	635	443,610	536
Delaware,	314,500	299	22,000	10	.....	.....	.....	3,500	7	10,700	18	12,000	10
Maryland,	348,165	723	15,670	36	.....	80	3	13,300	21	312,900	216	152,750	247
Virginia,	429,858	445	50,504	150	.....	9,330	262	41,000	52	128,256	219	16,652	40
North Carolina,	43,285	89	1,200	43	.....	1,085	40	875	1	16,050	24	1,083	15
South Carolina,	65,561	127	13,465	26	.....	167	7	3,000	4	.....	.....	.....	.....
Georgia,	131,238	184	7,866	19	.....	95	5	250	1	5,350	6	10,640	10
Alabama,	131,825	96	13,875	41	4	428	20	1,650	7	25,700	17	7,311	17
Mississippi,	242,225	274	.....	.....	.....	90	7	6,425	3	36,900	20	.....	.....
Louisiana,	5,000	.....	30,000	8	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tennessee,	257,704	266	57,170	142	.....	564	34	28,460	11	100,870	100	5,400	10
Kentucky,	46,074	149	22,350	30	.....	2,341	109	19,060	21	164,080	174	8,820	25
Ohio,	875,731	858	393,300	289	3	2,450	70	53,125	37	782,901	589	256,131	401
Indiana,	123,808	120	34,263	83	.....	885	47	3,500	2	14,580	26	6,720	28
Illinois,	37,720	71	9,750	20	20	238	12	2,400	7	31,200	29	16,112	26
Missouri,	190,412	191	.....	.....	.....	959	48	5,450	12	60,300	72	32,050	73
Arkansas,	14,065	51	.....	.....	.....	6	1	.....	.....	1,240	5	50	.....
Michigan,	47,000	67	1,250	7	.....	195	6	5,000	1	57,900	45	7,000	6
Florida,	5,000	8	.....	.....	.....	.....	.....	500	.....	4,000	3	.....	.....
Wiskonsin,	716	6	.....	.....	.....	12	1	.....	.....	3,500	5	.....	.....
Iowa,	.....	.....	.....	.....	.....	40	2	.....	.....	.....	.....	.....	.....
District of Columbia,	60,300	42	500	2	80	.....	30	17,200	24	28,000	37	3,000	4
TOTAL,	10,980,581	13,001	6,451,967	5,492	274	88,073	1,744	4,734,960	1,556	9,779,442	6,677	2,442,950	3,734

STATES AND TERRIT'RIES.	BRICKS & LIME.		Capital Invested in those already mentioned.	WOOL.					COTTON.					
	Value.	Men Emp'd.		F'lling Mills.	Factories.	Goods. Value.	P'rs'ns Emp'd.	Capital Invested.	Factories.	Spindles.	Dye and Print Wks.	Articles. Value.	P'rs'ns Emp'd.	Capital Invested.
Maine,.....	$621,586	864	$300,822	151	24	$412,366	532	$316,105	6	29,736	3	$970,397	1,414	$1,398,000
N. Hampsh.	63,166	236	166,003	152	66	795,784	893	740,345	58	195,173	4	4,142,304	6,991	5,523,200
Massachu's,	310,796	758	3,081,985	207	144	7,082,898	5,076	4,179,850	278	665,095	22	16,553,423	20,928	17,414,099
Rhode Isl'd,	66,000	113	639,150	45	41	842,172	961	685,350	209	518,817	17	7,116,792	12,086	7,326,000
Connectic't,	151,446	307	2,294,810	157	119	2,494,313	2,356	1,931,335	116	181,319	6	2,715,964	5,153	3,152,000
Vermont,...	402,218	224	141,385	239	95	1,331,953	1,450	1,406,950	7	7,254	.....	113,000	262	118,100
New York,.	1,198,527	3,160	4,563,188	890	323	3,537,337	4,636	3,469,349	117	211,659	12	3,640,237	7,407	4,900,772
New Jers'y,	376,805	572	1,312,510	49	31	440,710	427	314,650	43	63,744	13	2,086,104	2,408	1,722,810
Pennsylv'a,.	1,733,590	3,888	2,557,540	346	235	2,319,061	2,930	1,510,546	106	146,494	40	5,013,007	5,522	3,325,400
Delaware,...	56,536	116	92,500	3	2	104,700	83	107,000	11	24,492	.....	332,272	566	330,500
Maryland,...	409,456	1,042	426,984	39	29	235,900	388	117,630	21	41,182	3	1,150,580	2,284	1,304,400
Virginia,....	393,253	1,004	164,041	47	41	147,792	222	112,350	22	42,262	1	446,063	1,816	1,299,020
N. Carolina,	58,336	276	17,165	1	3	3,900	4	9,800	25	47,934	.....	438,900	1,219	995,300
S. Carolina,	193,408	1,281	72,445	.....	3	1,000	6	4,300	15	16,355	.....	359,000	570	617,450
Georgia,....	148,655	555	200,700	.....	1	3,000	10	2,000	19	42,589	2	304,342	779	573,835
Alabama,...	91,326	264	95,370	.....	.....	.....	.....	.....	14	1,502	.....	17,547	82	35,575
Mississippi,.	273,870	693	222,745	.....	.....	.....	.....	.....	53	318	.....	1,744	81	6,420
Louisiana,..	861,655	1,467	2,432,600	.....	.....	.....	.....	.....	2	706	.....	18,900	23	22,000
Tennessee,.	119,371	417	166,728	4	26	14,290	45	25,600	38	16,813	.....	325,719	1,542	463,240
Kentucky,..	240,919	657	148,191	5	40	151,246	200	138,000	58	12,358	5	329,380	523	316,113
Ohio,.....	712,697	1,469	677,056	206	130	685,757	935	537,985	8	13,754	.....	139,378	246	113,500
Indiana,.....	206,751	1,007	140,469	24	37	58,867	103	77,954	12	4,985	1	135,400	210	142,500
Illinois,.....	263,398	995	104,648	4	16	9,540	34	26,205	.....	.....	.....	.....	.....	.....
Missouri,...	185,234	671	256,484	.....	9	13,750	13	5,100	.....	.....	.....	.....	.....	.....
Arkansas,...	319,696	66	11,020	.....	1	129	1	12,600	2	90	.....	.....	7	2,125
Michigan,...	68,913	298	77,075	16	4	9,734	37	34,120	.....	.....	.....	.....	.....	.....
Florida,.....	37,600	136	90,900	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wiskonsin,.	6,527	43	4,355	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa,.....	13,710	39	8,200	.....	.....	800	.....	.....	.....	.....	.....	.....	.....	.....
Dist. of Col.	151,500	189	153,800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
TOTAL,...	9,736,945	22,807	20,620,869	2,585	1,420	20,696,999	21,342	15,765,124	1,240	2,284,631	129	46,350,453	72,119	51,102,359

STATES AND TERRITORIES.	SILK.					FLAX.			MIXED.			TOBACCO.		
	Reeled, & other sorts.	*Value.*	*Males Emp'd.*	*Females & Chil'n Emp.*	*Capital Invested.*	*Value.*	*P'rs'ns Emp'd.*	*Capital Invested.*	*Val. Produced.*	*P'rs'ns Emp'd.*	*Capital Invested.*	*Articles. Value.*	*P'rs'ns Emp'd.*	*Capital Invested.*
Maine,.....	*Pounds* 9½	$91	.....	1	$125	$4,000	.....	.....	$47,598	280	$7,640	$18,150	37	$6,050
N. Hampshi.	82⅞	924	5	26	865	50	1	.....	46,800	34	40,750	10,500	17	2,100
Massachus's,	4,633½	38,079	30	116	68,719	75,100	41	$30,050	1,157,035	1,101	644,525	176,264	286	90,500
Rhode Isl'nd,	16	15	.....	.....	.....	.....	.....	.....	448,044	500	167,690	71,560	123	34,900
Connecticut,.	6,901½	55,485	23	100	85,430	90	4	40	530,520	1,484	343,900	122,684	233	67,875
Vermont,.....	39	99	5	2	1,150	55	.....	.....	155,276	282	101,740	.....	.....	.....
New York,...	377⅝	2,415	35	66	8,034	46,429	90	15,000	1,497,067	2,005	675,953	831,570	669	395,530
New Jersey,.	158½	858	10	7	2,020	83,314	178	105,700	151,352	363	86,500	92,600	106	47,590
Pennsylv'nia,	2,350½	14,644	64	88	88,917	75,672	486	56,511	1,098,810	3,903	1,642,015	550,159	950	287,859
Delaware,....	15	117	.....	1	.....	.....	.....	.....	.....	.....	.....	17,000	34	5,800
Maryland,...	40	.....	2	18	5,000	.....	.....	.....	541,300	1,162	230,958	232,000	278	125,100
Virginia,.....	94¼	515	11	10	2,714	4,873	.....	.....	227,861	343	101,462	2,406,671	3,342	1,526,080
N. Carolina,..	7	55	.....	1	.....	1,866	95	.....	.....	.....	.....	189,868	482	91,065
S. Carolina,..	46	380	1	3	50	.....	.....	.....	2,450	9	.....	3,500	7	5,000
Georgia,.....	97	458	14	7	955	.....	.....	.....	225	3	120	9,563	33	6,313
Alabama,....	13	99	.....	.....	75	.....	.....	.....	705	.....	.....	2,260	2	.....
Mississippi,...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10	.....	.....
Louisiana,...	70	420	.....	3	.....	.....	.....	.....	.....	.....	.....	150,000	414	95,000
Tennessee,...	19¾	218	14	31	2,500	3,139	142	.....	9,542	24	537	89,462	259	247,475
Kentucky,...	86	819	3	11	5,467	7,519	249	444	127,875	3,142	39,803	413,585	587	230,400
Ohio,.....	652	3,740	23	27	2,290	11,737	31	242	280,293	552	183,415	212,818	187	68,810
Indiana,.....	9	94	4	1	3	6,851	261	100	46,329	596	13,145	65,659	88	24,706
Illinois,.....	17	235	.....	1	10	1,480	50	.....	11,711	49	8,233	10,139	24	3,093
Missouri,.....	.....	.....	.....	.....	.....	.....	.....	.....	11,115	40	4,885	89,996	188	51,755
Arkansas,....	.....	.....	.....	.....	.....	.....	.....	.....	585	.....	.....	750	3	250
Michigan,....	8	34	2	.....	50	30	.....	.....	.....	.....	.....	5,000	12	1,750
Florida,.....	1½	15	.....	.....	.....	.....	.....	.....	.....	.....	.....	10,480	21	5,240
Wiskonsin,...	1	5	.....	1	.....	.....	.....	.....	1,500	4	550	.....	.....	.....
Iowa,.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40	2	.....
D. of Colum.	.....	.....	.....	.....	.....	.....	.....	.....	151,510	29	75,350	37,280	.....	16,950
TOTAL,.....	15,745⅓	119,814	246	521	274,374	322,205	1,628	208,087	6,545,503	15,905	4,368,991	5,819,568	8,384	3,437,191

MANUFACTURES.—HATS, CAPS, BONNETS, Etc.—LEATHER, TANNERIES, SADDLERIES, Etc.

STATES AND TERRITORIES.	HATS, CAPS, BONNETS, ETC.				LEATHER, TANNERIES, SADDLERIES, ETC.							
	Hats and Caps, &c.	*Straw Bonnets.*	*P'rs'ns Emp'd.*	*Capital Invested.*	*Tanneries.*	*Sole. Tanned.*	*Upper. Tanned.*	*Men Emp'd.*	*Capital Invested.*	*All other Fact'ries.*	*Articles. Value.*	*Capital Invested.*
Maine,	*Value* $74,174	*Value* $8,807	212	$28,050	395	*Sides* 123,747	*Sides* 85,856	754	$571,793	530	$443,846	$191,717
New Hampshire,	190,526	9,379	2,048	48,852	251	42,396	122,514	776	386,402	2,131	712,151	230,649
Massachusetts,	918,438	821,646	6,656	602,292	355	212,844	391,608	2,446	1,024,699	1,532	10,553,826	3,318,544
Rhode Island,	92,465	86,106	411	66,427	27	1,534	50,860	89	72,000	44	182,110	70,675
Connecticut,	649,580	236,730	1,814	350,823	197	33,081	126,867	1,359	494,477	408	2,017,931	829,267
Vermont,	62,432	2,819	126	32,875	261	102,763	102,937	509	403,093	399	361,468	168,090
New York,	2,914,117	160,248	3,880	1,676,559	1,216	1,252,890	827,993	5,579	3,907,348	2,849	6,232,924	2,743,765
New Jersey,	1,181,562	23,220	957	332,029	159	57,590	86,764	1,090	415,728	478	1,582,746	637,621
Pennsylvania,	820,331	80,512	1,470	449,407	1,170	415,655	405,933	3,445	2,783,636	2,223	3,482,793	1,255,738
Delaware,	15,300	450	35	9,075	18	20,648	22,075	66	89,300	75	166,037	161,630
Maryland,	153,456	13,200	205	76,620	161	190,065	191,867	1,035	713,655	408	1,050,275	434,127
Virginia,	155,778	14,700	340	85,640	660	135,782	206,216	1,422	838,141	982	826,597	341,957
North Carolina,	38,167	1,700	142	13,141	353	62,050	89,032	645	271,797	238	185,387	76,163
South Carolina,	3,750	.....	20	315	97	68,018	89,586	281	212,020	243	109,472	45,662
Georgia,	22,761	.....	55	7,950	132	55,066	71,280	437	127,739	102	123,701	60,932
Alabama,	8,210	.....	31	4,045	142	36,705	42,777	300	147,463	137	180,152	58,332
Mississippi,	5,140	.....	13	8,100	128	15,332	15,093	149	70,870	42	118,167	41,945
Louisiana,	.....	.....	.....	.....	25	12,760	13,705	88	132,025	7	108,500	89,550
Tennessee,	104,949	.....	177	49,215	454	133,547	171,329	909	484,114	374	359,050	154,540
Kentucky,	201,310	4,483	194	118,850	387	107,676	155,465	978	567,954	548	732,646	369,835
Ohio,	728,513	3,028	963	369,637	812	161,630	234,037	1,790	957,383	1,160	1,986,146	917,245
Indiana,	122,844	2,048	183	69,018	428	122,780	157,581	978	399,627	579	730,001	247,549
Illinois,	28,395	1,570	68	12,918	155	28,383	34,654	305	155,679	626	247,217	98,503
Missouri,	111,620	100	82	30,195	155	31,959	55,186	325	208,936	340	298,345	179,527
Arkansas,	1,400	.....	3	400	37	9,263	9,811	70	43,510	545	17,400	8,830
Michigan,	30,463	659	42	20,007	38	7,017	9,832	99	70,240	101	192,190	69,202
Florida,	1,500	.....	.....	750	3	5,250	1,250	15	14,500	10	6,200	4,250
Wiskonsin,	61	.....	1	10	1	150	150	3	2,000	13	11,800	7,002
Iowa,	19,900	5,100	.....	.....	3	340	410	4	4,400	5	4,875	1,645
District of Columbia,	47,200	.....	48	22,100	9	16,690	9,200	72	80,400	7	110,450	66,750
TOTAL,	8,704,342	1,476,505	20,176	4,485,300	8,229	3,463,611	3,781,868	26,018	15,650,929	17,136	33,134,403	12,881,262

MANUFACTURES.—SOAP AND CANDLES—DISTILLED AND FERMENTED LIQUORS.

STATES AND TERRITORIES.	SOAP AND CANDLES.					DISTILLED AND FERMENTED LIQUORS.					
	Soap. Pounds.	*Tallow Candles.*	*Spermaceti & Wax Candles.*	*Men Employed.*	*Capital Invested.*	*Distilleries.*	*Gallons Produced.*	*Breweries.*	*Gallons Produced.*	*Men Emp'd.*	*Capital Invested.*
Maine,	85,455	Pounds 213,898	Pounds 3,023	23	$19,500	3	190,000	.....	.....	7	$29,000
New Hampshire,	10,900	28,845	50,000	20	13,550	5	51,244	1	3,000	7	15,998
Massachusetts,	12,560,400	1,257,465	2,162,710	403	873,956	37	5,177,910	7	429,800	154	963,100
Rhode Island,	1,237,050	157,250	264,500	57	252,628	4	855,000	3	89,600	42	139,000
Connecticut,	337,000	440,790	20,002	39	46,000	70	215,892	.....	.....	42	50,380
Vermont,	50,300	28,687	.....	2	.....	2	3,500	1	12,800	5	8,850
New York,	11,939,834	4,029,783	353,000	489	618,875	212	11,973,815	83	6,059,122	1,486	3,107,066
New Jersey,	483,229	372,546	.....	27	38,400	219	334,017	6	206,375	394	230,870
Pennsylvania,	5,097,690	2,316,843	5,002	353	294,442	1,010	6,240,193	87	12,765,974	1,607	1,589,471
Delaware,	367,240	159,834	.....	9	24,000	.....	.....	3	39,500	9	8,000
Maryland,	1,865,240	731,446	35,000	93	98,600	73	366,213	11	828,140	199	185,790
Virginia,	1,200,308	463,525	837	126	28,881	1,454	865,725	5	32,960	1,631	187,212
North Carolina,	1,612,825	148,546	335	367	4,754	2,802	1,051,979	.....	17,431	1,422	180,200
South Carolina,	586,327	68,011	.....	168	300	251	102,288	.....	.....	219	14,342
Georgia,	764,528	111,066	75	2,633	27,126	393	126,746	22	.....	218	28,606
Alabama,	219,024	23,047	621	2	3,500	188	127,230	7	200	220	34,212
Mississippi,	312,084	31,957	97	.....	.....	14	3,150	2	132	12	910
Louisiana,	2,202,200	3,500,030	40,000	75	115,500	5	285,520	1	2,400	27	110,000
Tennessee,	594,289	65,388	.....	2	6,000	1,426	1,109,107	6	1,835	1,341	218,182
Kentucky,	2,282,426	563,635	315	516	28,765	889	1,763,685	50	214,589	1,092	315,308
Ohio,	3,603,036	2,318,456	151	105	186,780	390	6,329,467	59	1,422,584	798	893,119
Indiana,	1,135,560	228,938	111	30	13,039	323	1,787,108	20	188,392	500	292,316
Illinois,	519,673	117,698	42	25	17,345	150	1,551,684	11	90,300	233	138,155
Missouri,	138,000	243,000	.....	15	16,700	293	508,368	7	374,700	365	189,976
Arkansas,	142,775	16,541	632	32	200	53	26,415	.....	.....	38	10,205
Michigan,	78,100	57,975	.....	6	6,000	34	337,761	10	308,696	116	124,200
Florida,	10,887	2,812	168	.....	.....	.....	.....	.....	.....	.....	.....
Wiskonsin,	64,317	12,909	48	5	3,432	3	8,300	3	14,200	11	14,400
Iowa,	9,740	4,436	282	1	.....	2	4,310	.....	.....	3	1,500
District of Columbia,	310,060	189,150	.....	18	19,000	1	6,000	1	165,000	25	67,000
TOTAL,	49,820,497	17,904,507	2,936,951	5,641	2,757,273	10,306	41,402,627	406	23,267,730	12,223	9,147,368

MANUFACTURES.—GLASS, EARTHENWARE, Etc.—SUGAR REFINERIES, CHOCOLATE, Etc.

STATES AND TERRITORIES.	GLASS, EARTHENWARE, ETC.									SUGAR REFINERIES, CHOCOLATE, ETC.					
	Glass-houses.	*Cut'g Sh'ps.*	*Men Emp.*	*Articles, incl'd'g Mirrors.*	*Capital Invested.*	*Pot-teries.*	*Articles. Value.*	*Men Emp'd.*	*Capital Invested.*	*Refin-eries.*	*Value Produced.*	*Choc'late. Value.*	*Confect'ry. Value.*	*Men Emp'd.*	*Capital Invested.*
Me.....	.....	.....	.....	*Value*	.....	21	$20,850	31	$11,353	.....	.....	.....	$16,900	18	$6,000
N. H...	3	.....	85	$47,000	$44,000	14	19,100	29	6,840	.....	.....	.....	11,200	10	3,100
Mass...	4	1	372	471,000	277,000	20	44,450	71	27,975	2	$1,025,000	$37,500	137,300	220	374,300
R. I....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14,500	15	4,500
Conn...	2	.....	64	32,000	32,000	14	40,850	44	31,880	.....	.....	.....	31,800	16	12,800
Ver....	2	.....	70	55,000	35,000	8	23,000	30	10,350	.....	.....	.....	.....	.....	.....
N. Y...	13	11	498	411,371	204,700	47	159,292	197	88,450	7	385,000	5,000	386,142	416	474,656
N. J...	23	4	1,075	904,700	589,800	22	256,807	122	135,850	.....	.....	.....	1,000	2	500
Penn...	28	15	835	772,400	714,100	182	157,902	322	75,562	20	891,200	14,000	227,050	197	272,450
Del.....	.....	.....	.....	.....	.....	2	4,300	9	1,100	.....	.....	.....	6,500	9	2,500
Md.....	1	.....	37	40,000	30,000	23	60,240	90	25,120	6	176,000	11,400	73,450	102	104,370
Va.....	4	2	164	146,500	132,000	33	31,380	64	10,225	1	.....	.....	43,850	15	16,200
N. C....	.....	.....	.....	.....	.....	16	6,260	21	1,531	.....	.....	.....	3,300	1	1,000
S. C....	.....	.....	.....	.....	.....	8	19,300	49	12,950	.....	.....	.....	29,333	112	87,200
Geo....	.....	.....	.....	.....	.....	6	2,050	12	790	1	500	5,000	3,100	12	5,500
Ala.....	.....	.....	.....	.....	.....	7	8,300	13	11,250	.....	.....	.....	13,800	15	6,120
Miss...	.....	.....	.....	.....	.....	1	1,200	2	200	.....	.....	.....	10,500	2	.....
La.....	.....	.....	.....	.....	.....	1	1,000	18	3,000	5	770,000	7,000	20,000	101	351,000
Tenn..	.....	.....	.....	.....	.....	29	51,600	50	7,300	.....	.....	.....	.....	.....	.....
Ky.....	.....	1	2	3,000	500	16	24,090	51	9,670	.....	.....	.....	36,050	28	14,250
Ohio,...	.....	.....	.....	.....	.....	99	89,754	199	43,450	1	3,000	.....	60,450	43	26,800
Ind.....	.....	.....	.....	.....	.....	45	35,835	79	13,685	.....	.....	.....	4,000	3	1,000
Illin....	.....	.....	.....	.....	.....	23	26,740	56	10,225	.....	.....	.....	2,240	3	825
Mo.....	.....	.....	.....	.....	.....	12	12,175	33	7,250	.....	.....	.....	1,000	1	500
Ark....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mich...	1	.....	34	7,322	25,000	3	1,100	4	625	.....	.....	.....	3,000	3	1,200
Fa.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wisk ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa,...	.....	.....	.....	.....	.....	4	1,050	7	350	.....	.....	.....	.....	.....	.....
D. of C.	.....	.....	.....	.....	.....	3	6,200	9	4,450	.....	.....	.....	7,500	11	2,800
TOTAL,	81	34	3,236	2,890,293	2,084,100	659	1,104,825	1,612	551,431	43	3,250,700	79,900	1,143,965	1,355	1,769,571

STATES AND TERRITORIES.	PAPER.					PRINTING AND BINDING.							
	Factories.	*Value Produced.*	*All other fabrics of Paper—Cards, &c.*	*Men Emp'd.*	*Capital Invested.*	*Prin'g Offices.*	*Bind-eries.*	*Daily Papers*	*We'kly Papers*	*Semi and Tri-w'kly*	*Peri-odicals.*	*Men Emp'd.*	*Capital Invested.*
Maine,	6	$84,000	.....	89	$20,600	34	14	3	30	3	5	196	$68,200
New Hampshire,	13	150,600	*Value* $1,500	111	104,300	36	22	.....	27	.....	6	256	110,850
Massachusetts,	82	1,659,930	56,700	967	1,082,800	104	72	10	67	14	14	922	416,200
Rhode Island,	2	25,000	8,500	15	45,000	16	8	2	10	4	2	122	35,700
Connecticut,	36	596,500	64,000	454	653,800	36	17	2	27	4	11	368	217,075
Vermont,	17	179,720	35,000	195	216,500	29	14	2	26	2	3	156	194,200
New York,	77	673,121	89,637	749	703,550	321	107	34	198	13	57	3,231	1,876,540
New Jersey,	41	562,200	7,000	400	460,100	40	20	4	31	1	4	198	104,900
Pennsylvania,	87	792,335	95,500	794	581,800	224	46	12	165	10	42	1,709	681,740
Delaware,	1	20,800	1,500	15	16,200	6	2	.....	3	3	2	33	11,450
Maryland,	17	195,100	3,000	171	95,400	48	15	7	28	7	7	376	159,100
Virginia,	12	216,245	1,260	181	287,750	50	13	4	35	12	5	310	168,850
North Carolina,	2	8,785	.....	6	5,000	26	4	.....	26	1	2	103	55,400
South Carolina,	1	20,000	.....	30	30,000	16	7	3	12	2	4	164	131,300
Georgia,	.....	.....	.....	.....	.....	24	5	5	24	5	6	157	134,400
Alabama,	.....	.....	.....	.....	.....	22	1	3	24	1	.....	105	98,100
Mississippi,	.....	.....	.....	.....	.....	28	1	2	28	1	.....	94	83,510
Louisiana,	.....	.....	.....	.....	.....	35	5	11	21	2	3	392	193,700
Tennessee,	5	46,000	14,000	87	93,000	41	5	2	38	6	10	191	112,500
Kentucky,	7	44,000	.....	47	47,500	34	3	5	26	7	8	226	86,325
Ohio,	14	270,202	80,000	305	208,200	159	41	9	107	7	20	1,175	446,720
Indiana,	3	86,457	54,000	100	68,739	69	6	.....	69	4	3	211	58,505
Illinois,	1	2,000	.....	.....	.....	45	5	3	38	2	9	175	71,300
Missouri,	.....	.....	.....	.....	.....	40	.....	6	24	5	.....	143	79,350
Arkansas,	.....	.....	.....	.....	.....	9	1	.....	6	3	.....	37	13,100
Michigan,	1	7,000	.....	6	20,000	28	2	6	26	.....	1	119	62,900
Florida,	.....	.....	.....	.....	.....	10	1	.....	10	.....	.....	39	35,200
Wiskonsin,	.....	.....	.....	.....	.....	6	.....	.....	6	.....	.....	24	10,300
Iowa,	.....	.....	.....	.....	.....	4	.....	.....	4	.....	.....	15	5,700
District of Columbia,	1	1,500	.....	4	5,000	12	10	3	5	6	3	276	150,700
TOTAL,	426	5,641,495	511,597	4,726	4,745,239	1,552	447	138	1,141	227	227	11,523	5,873,815

STATES AND TERRITORIES.	POWDER MILLS.				DRUGS AND MEDICINES, PAINTS AND DYES.				CORDAGE.			
	Po'der Mills.	*Powder. Pounds.*	*Men Emp'd.*	*Capital Invested.*	*Medicinal Drugs, Paints, Dyes, &c.*	*Turpentine & Varnish.*	*Men Emp'd.*	*Capital Invested.*	*Rope-walks.*	*Value Produced.*	*Men Emp'd.*	*Capital Invested.*
Maine,	1	150,000	3	$7,500	Value $9,200	Value $700	12	$3,280	4	$32,660	34	$23,000
New Hampshire,	7	185,000	11	58,000	10,039	2,289	9	3,589	1	15,000	10	6,000
Massachusetts,	14	2,315,215	69	255,000	405,725	25,820	85	224,700	51	852,200	672	555,100
Rhode Island,	.....	.....	.....	.....	40,000	5,000	17	30,000	9	49,700	45	28,300
Connecticut,	8	662,500	26	77,000	55,400	19,000	22	67,300	16	150,775	107	85,700
Vermont,	.....	.....	.....	.....	38,475	.....	32	25,950	2	4,000	9	3,800
New York,	8	1,185,000	41	81,500	877,816	431,467	677	1,267,835	46	792,910	597	242,180
New Jersey,	.....	.....	.....	.....	127,400	43,000	70	140,800	8	93,075	60	37,305
Pennsylvania,	30	1,184,225	58	66,800	2,100,074	7,865	519	2,179,625	39	274,120	272	136,070
Delaware,	27	2,100,000	145	220,000	350	100	5	9,500	1	2,500	7	1,000
Maryland,	5	669,125	47	46,000	80,100	100	52	85,100	13	141,050	198	70,550
Virginia,	10	2,850	11	805	66,633	25	36	61,727	9	37,320	60	32,753
North Carolina,	1	200	.....	30	8,635	116,750	73	152,275	.....	.....	.....	.....
South Carolina,	.....	.....	.....	.....	4,100	.....	6	2,100	.....	.....	.....	.....
Georgia,	.....	.....	.....	.....	38,525	.....	28	35,885	.....	.....	.....	.....
Alabama,	.....	.....	.....	.....	16,600	.....	4	16,000	.....	.....	.....	.....
Mississippi,	.....	.....	.....	.....	3,125	.....	4	500	.....	.....	.....	.....
Louisiana,	.....	.....	.....	.....	42,000	.....	10	6,000	.....	.....	.....	.....
Tennessee,	10	10,333	11	1,490	3,337	1,485	15	3,360	28	132,630	258	84,230
Kentucky,	11	282,500	58	42,000	26,994	2,000	25	16,630	111	1,292,276	1,888	1,023,130
Ohio,	2	222,500	13	18,000	101,880	200	70	126,335	21	89,750	66	37,675
Indiana,	1	.....	1	.....	47,720	26	26	17,984	5	5,850	11	2,270
Illinois,	.....	.....	.....	.....	19,001	5,000	20	13,350	.....	.....	.....	.....
Missouri,	1	7,500	2	1,050	13,500	.....	8	7,000	21	98,490	139	71,589
Arkansas,	1	400	.....	700	400	.....	.....	.....	.....	.....	.....	.....
Michigan,	.....	.....	.....	.....	1,580	.....	3	650	.....	.....	.....	.....
Florida,	.....	.....	.....	.....	200	.....	1	500	.....	.....	.....	.....
Wiskonsin,	.....	.....	.....	.....	250	.....	.....	.....	.....	.....	.....	.....
Iowa,	.....	.....	.....	.....	2,340	.....	7	.....	.....	.....	.....	.....
District of Columbia,	.....	.....	.....	.....	10,500	.....	12	9,700	3	14,000	31	24,925
TOTAL,	137	8,977,348	496	875,875	4,151,899	660,827	1,848	4,507,675	388	4,078,306	4,464	2,465,577

MANUFACTURES.—CARRIAGES AND WAGONS—MILLS, AND THE ARTICLES PRODUCED.

STATES AND TERRITORIES.	CARRIAGES AND WAGONS.			MILLS, AND THE ARTICLES PRODUCED.							
	Value Produced.	*Men Employed.*	*Capital Invested.*	*Flouring Mills.*	*Flour Prod'd. Barrels.*	*Grist Mills.*	*Saw Mills.*	*Oil Mills.*	*Articles. Value.*	*Men Emp'd.*	*Capital Invested.*
Maine,	$174,310	779	$75,012	20	6,969	558	1,381	20	$3,161,592	3,630	$2,900,565
New Hampshire,	232,240	450	114,762	3	800	449	959	9	758,260	1,296	1,149,193
Massachusetts,	803,999	1,402	334,660	12	7,436	678	1,252	7	1,771,185	1,808	1,440,152
Rhode Island,	78,811	161	36,661	.....	.....	144	123	.....	83,683	166	152,310
Connecticut,	929,301	1,289	513,411	7	15,500	384	673	57	543,509	895	727,440
Vermont,	162,097	437	101,570	7	4,495	312	1,081	20	1,083,124	1,374	999,750
New York,	2,364,461	4,710	1,485,023	338	1,861,385	1,750	6,356	63	16,953,280	10,807	14,648,814
New Jersey,	1,397,149	1,834	644,966	64	168,797	509	597	21	3,446,895	1,288	2,641,200
Pennsylvania,	1,207,252	2,783	560,681	736	1,193,405	2,554	5,389	166	9,424,955	7,990	7,869,034
Delaware,	49,417	143	25,150	21	76,194	104	123	.....	737,971	288	294,150
Maryland,	357,622	690	154,955	189	466,708	478	430	9	3,267,250	898	1,069,671
Virginia,	647,815	1,592	311,625	764	1,041,526	2,714	1,987	61	7,855,499	3,964	5,184,669
North Carolina,	301,601	698	173,318	323	87,641	2,033	1,056	46	1,552,096	1,830	1,670,228
South Carolina,	189,270	420	132,690	164	58,458	1,016	746	19	1,201,678	2,122	1,668,804
Georgia,	249,065	461	93,820	114	55,158	1,051	677	6	1,268,715	1,581	1,491,973
Alabama,	88,891	235	49,074	51	23,664	797	524	16	1,225,425	1,386	1,413,107
Mississippi,	49,693	132	34,345	16	1,809	806	309	28	486,864	923	1,219,845
Louisiana,	23,350	51	15,780	3	.....	276	139	50	706,785	972	1,870,795
Tennessee,	219,897	518	80,878	255	67,881	1,565	977	26	1,020,664	2,100	1,310,195
Kentucky,	168,724	533	79,378	258	273,088	1,515	718	23	2,437,937	2,067	1,650,689
Ohio,	701,228	1,490	290,540	536	1,311,954	1,325	2,883	112	8,868,213	4,661	4,931,024
Indiana,	163,135	481	78,116	204	224,624	846	1,248	54	2,329,134	2,224	2,077,018
Illinois,	144,362	307	59,263	98	172,657	640	785	18	2,417,826	2,204	2,147,618
Missouri,	97,112	201	45,074	64	49,363	636	393	9	960,058	1,326	1,266,019
Arkansas,	2,675	15	1,555	10	1,430	292	88	1	330,847	400	288,257
Michigan,	20,075	59	13,150	93	202,880	97	491	.....	1,832,363	1,144	2,460,200
Florida,	11,000	15	5,900	.....	.....	62	65	2	189,650	410	488,950
Wiskonsin,	2,600	8	325	4	900	29	124	.....	350,993	850	561,650
Iowa,	1,200	3	1,400	6	4,340	37	75	.....	95,425	154	166,650
District of Columbia,	59,535	97	38,550	4	25,500	4	1	.....	183,370	30	98,500
TOTAL,	10,897,887	21,994	5,551,632	4,364	7,404,562	23,661	31,650	843	76,545,246	60,788	65,858,470

MANUFACTURES.—SHIPS AND OTHER VESSELS—HOUSEHOLD FURNITURE—HOUSES.

STATES AND TERRITORIES.	SHIPS, ETC.	HOUSEHOLD FURNITURE.			HOUSES.			
	Ships and Vessels Built.	*Furniture. Value.*	*Men Employed.*	*Capital Invested.*	*Brick and Stone Houses Built.*	*Wooden Houses Built.*	*Men Employed.*	*Cost of Construction.*
Maine,	*Value* $1,844,902	$204,875	1,435	$668,558	34	1,674	2,482	$733,067
New Hampshire,	78,000	105,827	233	59,984	90	434	935	470,715
Massachusetts,	1,343,994	1,090,008	2,424	962,494	324	1,249	2,947	2,767,134
Rhode Island,	41,500	121,131	195	83,300	6	292	887	379,010
Connecticut,	428,900	253,675	786	342,770	95	517	1,599	1,086,295
Vermont,	72,000	83,275	190	49,850	72	468	912	344,896
New York,	797,317	1,971,776	3,660	1,610,810	1,233	5,198	16,768	7,265,844
New Jersey,	344,240	176,566	517	130,525	205	861	2,086	1,092,052
Pennsylvania,	668,015	1,155,692	2,373	716,707	1,995	2,428	9,974	5,354,480
Delaware,	35,400	16,300	130	34,800	47	104	299	145,850
Maryland,	279,771	305,360	834	339,336	389	592	2,026	1,078,770
Virginia,	136,807	289,391	675	143,320	402	2,604	4,694	1,367,393
North Carolina,	62,800	35,002	223	57,980	38	1,822	1,707	410,264
South Carolina,	60,000	28,155	241	133,600	111	1,594	2,398	1,527,576
Georgia,	.....	49,780	95	29,090	38	2,591	2,274	693,116
Alabama,	.....	41,671	53	18,430	67	472	882	739,871
Mississippi,	13,925	34,450	41	28,610	144	2,247	2,487	1,175,513
Louisiana,	80,500	2,300	129	576,050	248	619	1,484	2,736,944
Tennessee,	229	79,580	203	30,650	193	1,098	1,467	427,402
Kentucky,	.....	273,350	453	139,295	485	1,757	2,883	1,039,172
Ohio,	522,855	761,146	1,928	534,317	970	2,764	6,060	3,776,823
Indiana,	107,223	211,481	564	91,022	346	4,270	5,519	1,241,312
Illinois,	39,200	84,410	244	62,223	334	4,133	5,737	2,065,255
Missouri,	.....	.....	.....	.....	413	2,202	1,966	1,441,573
Arkansas,	500	20,293	45	7,810	21	1,083	1,251	1,141,174
Michigan,	10,500	22,494	65	28,050	39	1,280	1,978	571,005
Florida,	14,100	.....	36	18,300	9	306	689	327,913
Wiskonsin,	7,159	6,945	29	5,740	7	509	644	212,085
Iowa,	.....	4,600	12	1,350	14	483	324	135,987
District of Columbia,	20,257	125,872	190	85,000	60	33	142	168,910
TOTAL,	7,016,094	7,555,405	18,003	6,989,971	8,429	45,684	85,501	41,917,401

MANUFACTURES.—MUSICAL INSTRUMENTS—ALL OTHER MANUFACTURES.

STATES AND TERRITORIES.	MUSICAL INSTRUMENTS.			ALL OTHER MANUFACTURES.		
	Musical Instruments. Value.	*Men Employed.*	*Capital Invested.*	*All those not enumerated. Value.*	*Capital Invested.*	*Total Capital Invested in Manufactures.*
Maine,.....	$3,010	4	$2,001	$1,042,927	$450,749	$7,105,620
N. Hampshi.	26,750	47	14,050	829,472	409,246	9,252,448
Massachus's,	340,085	246	243,760	6,560,234	3,287,986	41,774,446
Rhode Isl'nd,	7,200	9	6,075	1,658,193	820,450	10,696,136
Connecticut,.	6,125	8	7,050	2,266,994	1,254,576	13,669,139
Vermont,.....	2,290	6	1,750	488,796	305,487	4,326,440
New York,...	472,910	438	408,775	9,615,206	6,078,507	55,252,779
New Jersey,.	.....	.....	.....	1,999,266	1,385,208	11,517,582
Pennsylv'nia,	33,728	109	35,656	3,204,403	2,083,398	31,815,105
Delaware,....	.....	.....	.....	293,677	145,560	1,589,215
Maryland,...	16,400	15	4,000	774,071	517,818	6,450,284
Virginia,.....	1,005	2	1,000	653,417	322,439	11,360,861
N. Carolina,..	938	3	203	127,516	62,550	3,838,900
S. Carolina,..	.....	.....	.....	82,885	46,442	3,216,970
Georgia,.....	8	2	.....	141,807	71,831	2,899,565
Alabama,....	21	.....	.....	424,943	139,411	2,130,064
Mississippi,...	.....	.....	.....	144,347	79,727	1,797,727
Louisiana,...	.....	.....	.....	5,000	417,699	6,430,699
Tennessee,...	.....	.....	.....	490,671	189,846	3,731,580
Kentucky,...	4,500	6	5,000	697,029	551,762	5,945,259
Ohio,.....	8,454	11	5,000	1,549,592	5,329,734	16,905,257
Indiana,.....	.....	.....	.....	684,771	303,278	4,132,043
Illinois,.....	.....	.....	.....	427,460	206,919	3,136,512
Missouri,.....	500	2	50	230,083	282,965	2,704,405
Arkansas,....	.....	.....	.....	27,386	23,905	424,467
Michigan,....	.....	.....	.....	132,870	97,821	3,112,240
Florida,.....	.....	.....	.....	37,280	5,000	669,490
Wiskonsin,...	.....	.....	.....	51,612	26,162	635,926
Iowa,.....	.....	.....	.....	34,445	8,450	199,645
D. of Colum..	.....	.....	.....	109,000	84,800	1,005,775
TOTAL,.....	923,924	908	734,370	34,785,353	25,019,726	267,726,579

STATISTICS OF COINAGE.

MINT OF THE UNITED STATES.

We have received the annual report of R. M. Patterson, director of the national mint, as communicated by the President of the United States to the senate, February 2, 1842. It will be seen by this report that the coinage executed at the mint in Philadelphia, in 1841, amounted to $1,304,199, comprising $710,475 in gold, $577,750 in silver, and $15,073 in copper coins, and composed of 5,051,831 pieces, as follows:—gold, eagles, 63,131; half-eagles, 15,833: silver, dollars, 173,000; half-dollars, 310,000; quarter-dollars, 120,000; dimes, 1,622,500; half-dimes, 1,150,000; copper cents, 1,597,367.

The deposites of gold at Philadelphia, within the year 1841, amounted to $715,173, and those of silver to $562,446. Of the gold, $248,478 was derived from the mines of the United States, viz:—from Virginia, $25,736; North Carolina, $76,431; South Carolina, $3,440; Georgia, $139,796; Tennessee, $1,212; Alabama, $1,863. Of the gold coined at the Mint of the United States, from 1824 to 1841, $604,331 was from

mines in Virginia; $2,815,235 from North Carolina; $355,559 from South Carolina; $2,051,109 from Georgia; $15,116 from Tennessee; $6,794 from Alabama. The total amount of gold, from American mines, deposited for coinage since 1824, amounts to $6,915,142. For the first time, too, deposits of domestic silver, amounting in value to $4,198, have also been received. The ore is an argentiferous carbonate of lead, found in Davidson county, North Carolina; and the proprietors of the mine seem confident that it will be largely productive.

At the New Orleans branch mint, the coinage in 1841 amounted to $540,200, comprising $85,200 in gold, and $555,000 in silver coin, and composed of 3,693,730 pieces, of which 2,822,500 were dimes and half-dimes.

The branch mint at Charlotte received during the year deposits of gold to the value of $132,588, and its coinage amounted to $133,037½, composed of 21,467 half-eagles, and 10,281 quarter-eagles.

The branch mint at Dahlonega received deposits of gold to the value of $161,974, and coined 30,495 half-eagles, and 4,164 quarter-eagles, amounting together to $162,885.

The United States Mint was established in 1793, since which time, it and its branches up to the year 1841, inclusive, have coined 257,864,336 pieces, amounting in value to $86,331,486 76.

The principal mint and its branches have been all in good condition throughout the year, and there has been no unusual interruption in their operations; but, owing to the small supply of bullion, they have been only partially employed, so that the amount of work done by them has fallen far below what they are able to execute. The whole coinage of all the mints was less than two and a quarter millions, while the Philadelphia mint alone is capable of coining twelve millions, and in 1836 did actually coin more than seven and three quarters.

The following tables, derived from the official report, exhibit:—

1. A statement of the coinage at the Mint of the United States, Philadelphia, in the year 1841.

2. A statement of the deposits for coinage, at the Mint of the United States, in Philadelphia, in the year 1841.

3. Tabular statement of the amount of gold coined at the Mint of the United States, from the commencement of its operations until the 31st of December, 1841.

4. Tabular statement of the amount of silver coined during the same period.

5. Tabular statement of the amount of copper coined during the same period.

6. Recapitulation, showing the whole coinage in pieces and value, from 1793 to 1841.

7. Recapitulation of the coinage of the Mint of the United States and its branches, from the commencement of operations until December 31, 1841.

1.—Statement of the Coinage at the Mint of the United States, Philad., in 1841.

Denominations.	*Pieces.*	*Whole No. of Pieces.*	*Value.*	*Whole Value.*
Gold—Eagles,	63,131		$631,310	
Half-Eagles,	15,833	78,964	79,165	$710,475 00
Silver—Dollars,	173,000		173,000	
Half-Dollars,	310,000		155,000	
Quarter-Dollars,	120,000		30,000	
Dimes,	1,622,500		162,250	
Half-Dimes	1,150,000	3,375,500	57,500	577,750 00
Copper—Cents,		1,597,367		15,973 67
Total,		5,051,831		1,304,198 67

2.—Statement of the Deposits for Coinage, at the Mint of the United States, Philadelphia, in the year 1841.

DEPOSITS.	*Value.*	*Whole Value.*
Gold—From mines in the United States,	$248,478	
Coins of the United States, old standard,	5,762	
Foreign coins,	295,838	
Foreign bullion,	156,848	
Jewelry,	8,247	
Total of gold,		$715,173
Silver—Bullion from North Carolina,	4,198	
Foreign bullion,	210,546	
Mexican dollars,	272,320	
Dollars of South America,	14,292	
European coins,	55,692	
Plate,	5,398	
Total of silver,		562,446
TOTAL,		1,277,619

3.—Tabular Statement of the Amount of Gold coined at the Mint of the United States, from the commencement of its operations until December 31, 1841.

PERIODS.	*Eagles.* *Pieces.*	*Half-Eagles.* *Pieces.*	*Quarter-Eagles.* *Pieces.*	TOTAL GOLD COINAGE. *Pieces.*	*Value.*
1793					
1794	2,795	8,707	.....	11,502	$71,485 00
1795					
1796	6,934	6,196	963	14,093	102,727 50
1797	8,323	3,609	850	12,791	103,422 50
1798	7,974	24,867	614	33,455	205,610 00
1799	17,483	7,451	480	25,414	213,285 00
1800	25,965	11,622	.....	37,587	317,760 00
1801	29,254	26,006	.....	55,260	422,570 00
1802	15,090	53,176	2,612	70,878	423,310 00
1803	8,979	33,506	423	42,908	258,377 50
1804	9,795	30,475	3,327	43,597	258,642 50
1805	.....	33,183	1,781	34,964	170,367 50
1806	.....	64,093	1,616	65,709	324,505 00
1807	.....	84,093	6,812	90,905	437,495 00
1808	.....	55,578	2,710	58,288	284,665 00
1809	.....	33,875	.....	33,875	169,375 00
1810	.....	100,287	.....	100,287	501,435 00
1811	.....	99,581	.....	99,581	497,905 00
1812	.....	58,087	.....	58,087	290,435 00
1813	.....	95,428	.....	95,428	477,140 00
1814	.....	15,454	.....	15,454	77,270 00
1815	.....	635	.....	635	3,175 00
1816	.....	.....	.....	.....	.....
1817	.....	.....	.....	.....	.....
1818	.....	48,588	.....	48,588	242,940 00
1819	.....	51,723	.....	51,723	258,615 00
1820	.....	263,806	.....	263,806	1,319,030 00
1821	.....	34,641	6,448	41,089	189,325 00
1822	.....	17,796	.....	17,796	88,980 00
1823	.....	14,485	.....	14,485	72,425 00
1824	.....	17,340	2,600	19,940	93,200 00
1825	.....	29,060	4,434	33,494	156,385 00

TABLE 3.—GOLD COINAGE, ETC.—*Continued.*

PERIODS.	*Eagles.* Pieces.	*Half-Eagles.* Pieces.	*Quarter-Eagles.* Pieces.	TOTAL GOLD COINAGE.	
				Pieces.	*Value.*
1826	.....	18,069	760	18,829	92,245 00
1827	.....	24,913	2,800	27,713	131,565 00
1828	.....	28,029	.....	28,029	140,145 00
1829	.....	57,442	3,403	60,845	295,717 50
1830	.....	126,351	4,540	130,891	643,105 00
1831	.....	140,594	4,520	145,114	714,270 00
1832	.....	157,487	4,400	161,887	798,435 00
1833	.....	193,630	4,160	197,790	978,550 00
1834	.....	732,169	117,370	849,539	3,954,270 00
1835	.....	371,534	131,402	502,936	2,186,175 00
1836	.....	553,147	547,986	1,101,133	4,135,700 00
1837	.....	207,121	45,080	252,201	1,148,305 00
1838	7,200	286,588	47,030	340,818	1,622,515 00
1839	38,248	118,143	27,021	183,412	1,040,747 50
1840	47,338	137,382	18,859	203,579	1,207,437 50
1841	63,131	15,833	.....	78,964	710,475 00
TOTAL,...	288,509	4,491,780	995,010	5,775,299	27,831,515 00

4.—TABULAR STATEMENT OF THE AMOUNT OF SILVER COINED AT THE MINT OF THE UNITED STATES, FROM 1793 TO 1841.

PERIODS.	*Dollars.* Pieces.	*Half-Dollars.* Pieces.	*Quarter-Dollars.* Pieces.	*Dimes.* Pieces.	*Half-Dimes.* Pieces.	TOTAL SILVER COINAGE.	
						Pieces.	*Value.*
1793							
1794	204791	323,144	.....	.....	86,416	614,351	$370,683 80
1795							
1796	72,920	3,918	5,894	22,135	10,230	115,097	79,077 50
1797	7,776	.....	252	25,261	44,527	77,816	12,591 45
1798	327,536	.....	.....	27,550	.....	355,086	330,291 00
1799	423,515	.....	.....	.....	.....	423,515	423,515 00
1800	220,920	.....	.....	21,760	24,000	266,680	224,296 00
1801	54,454	30,289	.....	34,640	33,910	153,293	74,758 00
1802	41,650	29,890	.....	10,975	13,010	95,525	58,343 00
1803	66,064	31,715	.....	33,040	37,850	168,669	87,118 00
1804	19,570	156,519	6,738	8,265	.....	191,092	100,340 50
1805	321	211,722	121,394	120,780	15,600	469,817	149,388 50
1806	.....	839,576	206,124	.....	.....	1,045,700	471,319 00
1807	.....	1,051,576	220,643	165,000	.....	1,437,219	597,448 75
1808	.....	1,368,600	.....	.....	.....	1,368,600	684,300 00
1809	.....	1,405,810	.....	44,710	.....	1,450,520	707,376 00
1810	.....	1,276,276	.....	6,355	.....	1,282,631	638,773 50
1811	.....	1,203,644	.....	65,180	.....	1,268,824	608,340 00
1812	.....	1,628,059	.....	.....	.....	1,628,059	814,029 50
1813	.....	1,241,903	.....	.....	.....	1,241,903	620,951 50
1814	.....	1,039,075	.....	421,500	.....	1,460,575	561,687 50
1815	.....	.....	69,232	.....	.....	69,232	17,308 00
1816	.....	47,150	20,003	.....	.....	67,153	28,575 75
1817	.....	1,215,567	.....	.....	.....	1,215,567	607,783 50
1818	.....	1,960,322	361,174	.....	.....	2,321,496	1,070,454 50
1819	.....	2,208,000	144,000	.....	.....	2,352,000	1,140,000 00
1820	.....	751,122	127,444	942,587	.....	1,821,153	501,680 70
1821	.....	1,305,797	216,851	1,186,512	.....	2,709,160	825,762 45
1822	.....	1,559,573	64,080	100,000	.....	1,723,653	805,806 50
1823	.....	1,694,200	17,800	440,000	.....	2,152,000	895,550 00

TABLE 4.—SILVER COINAGE, ETC.—*Continued.*

PERIODS.	*Dollars.* *Pieces.*	*Half-Dollars.* *Pieces.*	*Quarter-Dollars.* *Pieces.*	*Dimes.* *Pieces.*	*Half-Dimes.* *Pieces.*	TOTAL SILVER COINAGE. *Pieces.*	*Value.*
1824	.....	3,504,954	.....	.....	.....	3,504,954	$1752,477 00
1825	.....	2,943,166	168,000	510,000	.....	3,621,166	1,564,583 00
1826	.....	4,004,180	.....	.....	.....	4,004,180	2,002,090 00
1827	.....	5,493,400	4,000	1,215,000	.....	6,712,400	2,869,200 00
1828	.....	3,075,200	102,000	125,000	.....	3,302,200	1,575,600 00
1829	.....	3,712,156	.....	770,000	1,230,000	5,712,156	1,994,578 00
1830	.....	4,764,800	.....	510,000	1,240,000	6,514,800	2,495,400 00
1831	.....	5,873,660	398,000	771,350	1,242,700	8,285,710	3,175,600 00
1832	.....	4,797,000	320,000	522,500	965,000	6,604,500	2,579,000 00
1833	.....	5,206,000	156,000	485,000	1,370,000	7,217,000	2,759,000 00
1834	.....	6,412,004	286,000	635,000	1,480,000	8,813,004	3,415,002 00
1835	.....	5,352,006	1,952,000	1,410,000	2,760,000	11,474,006	3,443,003 00
1836	1,000	6,546,200	472,000	1,190,000	1,900,000	10,109,200	3,606,100 00
1837	.....	3,629,820	252,400	1,042,000	2,276,000	7,200,220	2,096,010 00
1838	.....	3,546,000	832,000	1,992,500	2,255,000	8,625,500	2,293,000 00
1839	300	3,334,561	491,146	1,053,115	1,069,150	5,948,272	1,949,136 00
1840	61,005	1,435,008	188,127	1,358,580	1,344,085	4,386,805	1,028,603 00
1841	173,000	310,000	120,000	1,622,500	1,150,000	3,375,500	577,750 00
TOT.	1,673,822	96,523,562	7,323,302	18,888,795	20,547,478	144,957,959	54,683,681 90

5.—TABULAR STATEMENT OF THE AMOUNT OF COPPER COINED AT THE MINT OF THE UNITED STATES, FROM 1793 TO 1841.

PERIODS.	*Cents.* *Pieces.*	*Half-Cents.* *Pieces.*	TOTAL COPPER COINAGE. *Pieces.*	*Value*
1793.....				
1794.....	1,066,033	142,534	1,208,567	$11,373 00
1795.....				
1796.....	974,700	115,480	1,090,180	10,384 40
1797.....	897,510	107,048	1,004,558	9,510 34
1798.....	979,700	.....	979,700	9,797 00
1799.....	904,585	12,167	916,752	9,106 68
1800.....	2,822,175	211,530	3,033,705	29,279 40
1801.....	1,362,837	.....	1,362,837	13,628 37
1802.....	3,435,100	14,366	3,449,466	34,422 83
1803.....	2,471,353	97,900	2,569,253	25,203 03
1804.....	756,838	1,055,312	1,812,150	12,844 94
1805.....	941,116	814,464	1,755,580	13,483 48
1806.....	348,000	356,000	704,000	5,260 00
1807.....	727,221	476,000	1,203,221	9,652 21
1808.....	1,109,000	400,000	1,509,000	13,090 00
1809.....	222,867	1,154,572	1,377,439	8,001 53
1810.....	1,458,500	215,000	1,673,500	15,660 00
1811.....	218,025	63,140	281,165	2,495 95
1812.....	1,075,500	.....	1,075,500	10,755 00
1813.....	418,000	.....	418,000	4,180 00
1814.....	357,830	.....	357,830	3,578 30
1815.....	.....	.....	.....	.....
1816.....	2,820,982	.....	2,820,982	28,209 82
1817.....	3,948,400	.....	3,948,400	39,484 00
1818.....	3,167,000	.....	3,167,000	31,670 00
1819.....	2,671,000	.....	2,671,000	26,710 00
1820.....	4,407,550	.....	4,407,550	44,075 50
1821.....	389,000	.....	389,000	3,890 00

TABLE 5.—COPPER COINAGE.—*Continued.*

PERIODS.	*Cents.* *Pieces.*	*Half Cents.* *Pieces.*	TOTAL COPPER COINAGE. *Pieces.*	*Value.*
1822	2,072,339	.....	2,072,339	$20,723 39
1823	.....	.....	.....	.....
1824	1,262,000	.....	1,262,000	12,620 00
1825	1,461,100	63,000	1,524,100	14,926 00
1826	1,517,425	234,000	1,751,425	16,344 25
1827	2,357,732	.....	2,357,732	23,577 32
1828	2,260,624	606,000	2,866,624	25,636 24
1829	1,414,500	487,000	1,901,500	16,580 00
1830	1,711,500	.....	1,711,500	17,115 00
1831	3,359,260	2,200	3,361,460	33,603 60
1832	2,362,000	.....	2,362,000	23,620 00
1833	2,739,000	154,000	2,893,000	28,160 00
1834	1,855,100	120,000	1,975,100	19,151 00
1835	3,878,400	141,000	4,019,400	39,489 00
1836	2,111,000	398,000	2,509,000	23,100 00
1837	5,558,300	.....	5,558,300	55,583 00
1838	6,370,200	.....	6,370,200	63,702 00
1839	3,128,661	.....	3,128,661	31,286 61
1840	2,462,700	.....	2,462,700	24,627 00
1841	1,597,367	.....	1,597,367	15,973 67
TOTAL	89,430,030	7,440,713	96,870,743	931,503 86

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6.—RECAPITULATION OF THE FOREGOING FIVE TABLES, SHOWING THE WHOLE COINAGE, IN PIECES AND VALUE, FROM 1793 TO 1841.

PERIODS.	*Whole Coinage.* *Pieces.*	*Whole Coinage.* *Value.*	PERIODS.	*Whole Coinage.* *Pieces.*	*Whole Coinage.* *Value.*
1793 }			1819	5,074,723	$1,425,325 00
1794 }	1,834,420	$453,541 80	1820	6,492,509	1,864,786 20
1795 }			1821	3,139,249	1,018,977 45
1796	1,219,370	192,129 40	1822	3,813,788	915,509 89
1797	1,095,165	125,524 29	1823	2,166,485	967,975 00
1798	1,368,241	545,698 00	1824	4,786,894	1,858,297 00
1799	1,365,681	645,906 68	1825	5,178,760	1,735,894 00
1800	3,337,972	571,335 40	1826	5,774,434	2,110,679 25
1801	1,571,390	510,956 37	1827	9,097,845	3,024,342 32
1802	3,615,869	516,075 83	1828	6,196,853	1,741,381 24
1803	2,780,830	370,698 53	1829	7,674,501	2,306,875 50
1804	2,046,839	371,827 94	1830	8,357,191	3,155,620 00
1805	2,260,361	333,239 48	1831	11,792,284	3,923,473 60
1806	1,815,409	801,084 00	1832	9,128,387	3,401,055 00
1807	2,731,345	1,044,595 96	1833	10,307,790	3,765,710 00
1808	2,935,888	982,055 00	1834	11,637,643	7,388,423 00
1809	2,861,834	884,752 53	1835	15,996,342	5,668,667 00
1810	3,056,418	1,155,868 50	1836	13,719,333	7,764,900 00
1811	1,649,570	1,108,740 95	1837	13,010,721	3,299,898 00
1812	2,761,646	1,115,219 50	1838	15,336,518	3,979,217 00
1813	1,755,331	1,102,271 50	1839	9,260,345	3,021,170 11
1814	1,833,859	642,535 80	1840	7,053,084	2,260,667 50
1815	69,867	20,483 00	1841	5,051,831	1,304,198 67
1816	2,888,135	56,785 57			
1817	5,163,967	647,267 50			
1818	5,537,084	1,345,064 50	TOTAL	247,604,001	83,446,700 76

7.—Recapitulation of the Coinage at the Mint of the United States, and its Branches, from the Commencement of their Operations until Dec. 31, 1841.

Commenced Operations.	MINTS.	*Whole Coinage. Pieces.*	*Whole Coinage. Value.*
1793	United States Mint, Philadelphia,.....	247,604,001	$83,446,700 76
1838	Branch at Charlotte, North Carolina,..	125,996	507,025 00
1838	Branch at Dahlonega, Georgia,.....	114,283	517,990 00
1838	Branch at New Orleans,.....	10,020,056	1,859,693 00
	TOTAL,.....	257,864,336	86,331,408 76

GOLD AND SILVER COINS.

The following report has been submitted to congress by R. M. Patterson, director of the mint, in compliance with a resolution of the House of Representatives. It exhibits the fineness and value by weight of certain foreign gold and silver coins.

Gold coins.	*Fineness in thousandths.*	*Value per dwt.*
Great Britain, sovereign.....	915.5	94.62 c.
France, pieces of 40 and 20 francs.....	899.	92.92
Spain, doubloon and parts.....	866.	89.51
Mexico, "	866.	89.51
Peru, "	868.	89.71
Chili, "	868.	89.71
Columbia, doubloons of Bogota.....	870.	89.92
" " Popayan.....	858.	88.68
New Grenada, doubloons, 1837–'38.....	871.	90.02
Bolivia, "	870.	89.92
Central America, "	830.	85.79
La Plata, "	815. to 868.	84.24 to 89.71
Portugal, johannes and half.....	914.	94.46
" crown (of 500 reis) and half, since 1838.....	914.	94.46
Brazil, piece of 6,400 reis, of 1838.....	914.	94.46

Silver coins.	*Fineness in thousandths.*	*Value per ounce.*
Spain, dollar of the Peninsula.....	900.	116.36
" pillar dollar of Spanish America	898.	116.10
France, crown, (ceased to be coined in 1793).....	909.	117.53
" five-franc piece.....	900.	116.36
Mexico, average of various mints, and in the proportion usually presented here	897.	115.97
Peru and North and South Peru dollar	901.	116.49
Chili dollar.....	906.	117.13
Central American dollar.....	896.	115.84
Brazil, restamped dollar of 960 reis.....	898.	116.10

The value of the gold coins, as ascertained by assay, is, in nearly every case, *less* than the legal value as established by the act of 8th June, 1834. This will be seen by the following schedule:

	Value by law.	*Value by assay.*
Gold coins of Great Britain.....	94.8 cents.....	94.62 cents.
Portugal.....	94.8 "	94.46 "
Brazil.....	94.8 "	94.46 "
France.....	93.1 "	92.92 "
Spain.....	89.9 "	89.51 "
Mexico.....	89.9 "	89.51 "
Columbia, Bogota	89.9 "	89.52 "
" Popayan	89.9 "	88.68 "

The general over-valuation of foreign gold coins, (says the director,) has its origin in two circumstances; the first is, that the coins in question were assumed to reach their legal standard; an assumption not confirmed by our assays. Thus, for example, the fineness of the coins of Great Britain, Portugal, and Brazil, is estimated at 22 carats, (corresponding to 916 1-3 thousandths,) whereas our assays show the first to be but 915 1-2, and the two last but 914 thousandths. A second cause of this over-valuation originates from the fact, that by the law of January 18, 1837, the standard of our gold coins was raised from 889.225 thousandths to 900, while their weight remained unaltered; so that the pure gold in our coins is held at a somewhat less nominal value since the change of standard than it was before. A corresponding diminution was of course called for in the legal value given to the pure gold in foreign coins, but it has not yet been made.

The act of June 28, 1834, is therefore erroneous and impolitic, because it stamps a greater value upon foreign gold coins than upon our own, and thus misleads the public, and prevents recoinage. It is unnecessary, because the mints of the United States are abundantly sufficient for all the gold coinage required for circulation; and it is inconvenient, because the foreign coins which it makes a legal tender do not correspond in value and denomination with our money of account. I would therefore beg leave, most respectfully, to recommend that the act in question be repealed.

The act of June 25, 1834, making Spanish American dollars a legal currency at 100 cents each, and French five-franc pieces at 93 cents each, does not lead to any injustice that I am aware of.

COINAGE OF ENGLAND.

A Statement of all Gold, Silver, and Copper Moneys coined at the British Royal Mint, from the year 1816 to 1840, inclusive.

COINS.	*Weight. Pounds.*	*Number of Pieces.*	*Value.*	*Total Value.*
Gold—				
Double Sovereigns,.....	690	16,119	£32,240	
Sovereigns,.....	1,187,124	55,468,389	55,468,396	
Half-Sovereigns,.....	91,253	8,527,681	4,263,843	
Silver—				£59,764,480
Crowns,.....	140,144	1,849,905	462,476	
Half-Crowns,.....	1,190,876	31,438,434	3,929,804	
Shillings,.....	1,540,080	101,645,280	5,082,264	
Sixpences,.....	441,852	58,324,595	1,458,114	
Fourpences,.....	52,140	10,325,320	177,062	
Maunday Money—				
Fourpences,.....	306	60,720	1,012	
Threepences,.....	270	71,368	892	
Twopences,.....	225	89,100	742	
Pence,.....	272	215,424	897	
Copper—	*Tons.*			11,108,265
Pence,.....	382¼	21,450,240	85,624	
Half-Pence,.....	257½	28,573,440	57,680	
Farthings,.....	228¼	49,093,632	51,139	
				194,443

Error Corrected.—In the Merchants' Magazine, for February, 1842, in an article on "Lake Navigation," the tonnage of Buffalo was put down at 4,196 tons. The Buffalo Commercial Advertiser has enabled us to correct this error, by furnishing the following statement of the tonnage of Buffalo, derived from the office of the collector of that port:—24 steamboats, the aggregate tonnage of which is 7,642 tons; 53 schooners, do. 5,043; 9 brigs, do. 1,662; 2 ships, do. 644; total aggregate of tonnage, 14,991 tons.

MERCANTILE MISCELLANIES.

BALTIMORE MERCANTILE LIBRARY ASSOCIATION.

We take great pleasure in laying before our readers the second annual report of the board of directors of the Mercantile Library Association of Baltimore. It exhibits gratifying evidence of the onward progress of that young and flourishing association. Eminently calculated as such institutions are, to elevate the moral and intellectual character of the future merchants of our country, their importance cannot, we think, be too highly estimated.

"With the swift revolution of another year, has been borne to us the second anniversary of our association. The progress that has been made at this early stage of its existence, and the prospects which have opened for it, are such as show that the warmest anticipations of its friends have been more than realized. The departments of the library and reading-room, of lectures and of classes for instruction in languages, all in their advancing state, promise a valuable maturity; which once attained, we shall realize through these, the poles of its magnetic influence, an hundred fold the benefits the association now confers.

"The number of our active members the first year, as in the report at its first anniversary you were informed, was an *hundred and twenty-five;* of our honorary members, *one hundred and forty-one.* The accessions to the former, during the present year, have been one hundred and fifty-eight: making, with a deduction from the whole of those who have resigned, or having become merchants, are now classed as honorary members, a total at the present time of *two hundred and sixty-two.* Much useful information in regard to the association, has been disseminated this year among the clerks of the city, chiefly by the committee some time since appointed to obtain active members; and to their efforts in part may doubtless be traced the increased popularity which it is attaining with this class. Fifty-three names are reported by them as having been obtained during the period they were engaged; over an hundred others giving notice of their intention to join at an early period.

"Our list of honorary members numbers *one hundred and fifty.* The slight diminution of numbers which the list has suffered as compared with that of last year, is attributable to the fact, that the committee appointed by the board to obtain renewals of honorary subscriptions during the present year, was able to visit only a portion of the city. The favor with which our enterprise has been heretofore looked upon by the merchants, and the liberality which they have exercised in its behalf, warrant us in anticipating a more favorable result for the ensuing year.

"Although the privileges which the institution extends to its members are, at this period of its existence, such only as few merchants need go beyond their own firesides to seek, yet we trust that it will always be remembered that no small share of the benefit resulting from its operation will, in the end, accrue to the merchants, if to them the cultivation of character, fixedness of habit, and enlarged information of those who serve them, be indeed a benefit. These our association claims to confer; its instruments are around us; and of the nightly recurring numbers who frequent the rooms, not a few, we believe, may date their preservation from frivolous and vicious associations, from the open avenues to dissipation with which even our comparatively moral city abounds, to their connection with this institution. This fact may have been before pressed upon the notice of the friends of our undertaking, but may well bear a repetition at this time, for the evidence upon which it is founded grows stronger and clearer from year to year. It should be the most ardent wish of our hearts to see its usefulness perpetuated to that period when the excellencies it shall be acknowledged to have aided to form in many, may be the proudest monument to its praise.

"As to those of our recent active members who have thus early in our history entered upon the sphere of their duties as merchants, it is to be hoped, if in aught they availed themselves of the teachings of these silent monitors around us, that their future career may not be untouched by their kindly influence. If this association is hereafter to become a great school for our incipient merchants, as there is reason to hope from other examples it may, it will prove an Alma Mater deserving of reverence in the memory of her children, far greater than that which the scholar lavishes on the classic halls of his youth. If at a period when the career of life is generally decided—when the dreams

of studious ambition, if ever indulged in, have been forever laid aside, and the young man begins to look out upon, and to feel the harder realities of life—if then, rich in all her gifts, our association shall stretch forth her fostering arms, and soothing the hours of his repose from toil, shall, if need be, clothe the nakedness of his mind, and feed the dearth of his sympathies, how worthy the claim it shall put forth on his fervent gratitude, his enduring recollection!

"The number of volumes in the library at the close of the last year was *fourteen hundred*, including some three hundred and fifty on deposite and not yet withdrawn; those now on record amount to *twenty-one hundred*, without enumerating many more complete works yet unbound. In the works thus accumulated, information sufficiently various is presented, and for our numbers an ample supply, although without that just apportionment in the various classes of knowledge which time alone can give. As will perhaps be apparent, we have aimed at a judicious combination of the entertaining with the useful, in the hope of supplanting that perverted taste, which is so prevalent in favor of superficial reading; a passion, in fact, which frequently seeks its gratification at the expense of all genuine taste and feeling, and apparently without the ability to discriminate among a large number of the indifferent productions of that much abused department of authorship—Fiction. With our readers, however, a healthy taste generally prevails—a circumstance we feel gratified to note.

"The number of deliveries of books recorded this year, is *four thousand two hundred and four.*

"In the composition of works of history, biography, travels, &c., it has been found that an attractive style is by no means inconsistent with critical taste—a fact which we rejoice it has been left to *American* scholarship especially to prove. By this we have accordingly profited, and the character of a large proportion of our individual works, no less than the general character of the whole collection, will manifest it.

"In the department of the library, we have to acknowledge a valuable donation, received a few days since from Bernard U. Campbell, Esq., of Ellicott's Mills, in the Prices Current of the Baltimore Market for *twenty-eight years*—a work invaluable for purposes of reference, and no less accurate than useful. A number of volumes have also been received of Wm. Gwynn, Esq., several of which are valuable for their historical interest. Many important documents of the late and previous sessions of Congress have been forwarded to us by the Hon. J. P. Kennedy—others were received from the Hon. Sol. Hillen, Jr. To each of these gentlemen the board returns its acknowledgments.

"We invite the attention of members to the importance of the service they, or through their influence, their friends might render the association by the presentation of books, a favor which but few of them are entirely unable to accord with convenience to themselves. The number obtained through our first efforts should be an inducement to the repetition of similar efforts; and we trust, however enlarged our means, or apparently adequate to our purposes, that to our friends occasion may never seem wanting for their kind offices in aid of an undertaking so difficult and expensive to ourselves.

"The number of periodicals subscribed for is thirty; they contain all that is at present desirable in the standard literature of this country or of Great Britain. They are as follows: weekly 10; monthly 13; quarterly 7.

"The treasurer's report shows our income to have increased this year by over a thousand dollars. A new source of profit has arisen from our lectures—the course of last winter realizing the gross amount of $1,596, or a nett profit of $821 79. Subscriptions of active and honorary members paid in during the current year, amount to $1,550, which, with a donation of $20, make up the total of gross receipts $3,319 78. This sum has been disposed of as follows: for books, periodicals, binding, &c. $880 78; all other expenses, including those of the lectures, $1587 78—making a total expenditure of $2,468 56; leaving an unexpended balance of $857 22, of which the sum of $500 was appropriated by vote of the board to the support of the lectures of the present season, which, should they not require it, will, it is hoped, be retained for the exigencies of this branch of our enterprise; this sum has accordingly been deposited in the hands of Messrs. Alexander Brown & Sons, to be called for when needed. The remaining sum of $357 22 has been passed to the credit of the new account.

"The department of lectures your board considers as of the first importance among the objects of the institution, as the above reservation renders evident. The brilliant success of the course of the last winter went far beyond the most sanguine expectation, as having been instituted less with the hope or intention of realizing profit, than with the desire of rendering a service to the members of our society and the public, which we

felt it in our power to perform, nor with this end kept constantly in view, could so fortunate a result be always anticipated. The lectures of the present season having been commenced at an earlier period than the last, we have had the pleasure during the present week of witnessing their auspicious commencement. With the miscellaneous character presented they must continue to be characterized until the process of fixing public taste in behalf of this mode of instruction is at an end, when graver labors may succeed.

"It was anticipated at the period of the last report, that some of the lectures which followed during that winter, would have touched upon matters germain to the objects of the association, but from the improbability of their interesting the larger portion of our audiences, the design was not carried out.

"No species of instruction can be found to combine so much and so varied gratification; and in a community like ours, more natural in feeling and more accessible to outward impressions than most others, we bespeak for them an interest which, if they are judiciously managed, they cannot fail to excite.

"The privilege of honorary membership by election, was conferred by the board upon all the lecturers of the past season—for whose ready compliance, particularly that of the venerable statesman whose lecture opened the course, we owe, as will ever be gratefully acknowledged, an accession of means and influence that have gone far to speed our enterprise on in its career of usefulness.

"By a clause in the new constitution, this privilege was formally created, although its evident fitness to occasions when in the opinion of the board some tribute of the kind seemed due, caused it to be previously conferred. The first of its recipients, one to whom, in common with our sister associations, we owe a debt of obligation, as the founder of the class in the establishment of the MERCANTILE LIBRARY ASSOCIATION of New York, and who has already manifested a warm interest in our success, was the zealous philanthropist WILLIAM WOOD, Esq., of Canandaigua, to whose efforts, made more than a fourth of a century since, time still fails not to garner in a rich harvest of good, cheering his declining years. Of this grateful offering, we too claim to contribute some share. To our late President, J. M. HARRIS, Esq., who has rendered the association such efficient service, the same tribute has been awarded; as also to FREEMAN HUNT, Esq., of the Merchants' Magazine, as a token of the estimation in which we hold that valuable publication under his direction, which is rendering such important service to the mercantile community.

"A new opportunity for improvement will be offered our members, in the institution of classes—a scheme found to be of infinite service to our sister association of New York. A sufficient number of names having been obtained, three or four classes in the French language will be forthwith put into operation. As occasion may exist, classes in other languages, or in departments of commercial education, will no doubt follow, until that proud position we hope for may be gained; when, as more than 'guide, philosopher, and friend,' to the young merchant, our association shall afford him an education, as well as facilities for a commercial life, which may be to him a source of future usefulness, honor, and prosperity therein. Already has it elevated itself at home, to the dignity of a household word; yet, besides this merit, which is no mean one to the thinking man, he will discover others yet unnoticed, which will afford him additional evidence of the benefit of societies, in which the zeal, the activity, and the talents of the young man, are enlisted for his own benefit. In connection with a cause which appeals to him for support, and is espoused by him with all the ardor incident to his time of life, his mind is directed to the beneficent character of the objects he is compassing; thus, while he reaps the advantage of the fellowship, and finds in it occasion for a justly approving conscience, society, which might once have appealed to him in vain, now enjoys the happiest results from his exertions.

"Before closing this report, we would call the more particular attention of members, to that clause of the constitution requiring a formal resignation for the recognisance of the board, the neglect of which in some cases has entailed no little trouble. If on leaving the city, or otherwise quitting his connection with the association, he shall omit to comply with this requisition, or to pay such dues as may be outstanding against him, he will still be held responsible as a member, and the board possesses at present no authority to dismiss the claim.

"It may be proper also to mention, that the charter adopted at the last general meeting of the association, will be presented to the legislature at the approaching session. In the mean time, the constitution, rules and regulations, adopted at the same time, will be printed for the use of members.

"The general view of the progress we have been making during the present year, will sufficiently convince you, fellow-members, that the similar rapid advances of the first were not premature. Like the goddess at whose shrine we are here votaries, we have leaped into existence with an abruptness which has startled ourselves. The enviable position we have gained, we should continue to maintain with moderation, sufficiently independent to be just, as well as generous, to all around us, but carefully avoiding such errors of personal feeling as would interrupt that *unity* in sentiment and action which should mark the deportment of members of such an association as this.

"Thus while we consult only the single spirit of the objects before us, we shall not only preserve ourselves from a poison that would gradually infect every element of our prosperity, but erect an impassable barrier against encroachments of a malicious or designing character; and provided all we profess be sincere, and our course still prove without reproach, we shall continue, as we have done, to gain the confidence and good wishes of the community.

"It will be well for our members, if they shall be guided through life by desires as honorable, and impulses as pure, as those which direct their steps hither, when evening releases them from the toils and anxieties of business.

"And if the opportunities which the association offers, for the useful employment of their leisure, be wisely and skilfully applied, the time, we think, is not far distant when our history will show that the truest prophets of the future destiny of our association, have been those who have the most highly rated the amount of its beneficial influence in the cause of moral and intellectual advancement."

METHOD OF COMPUTING INTEREST.

To the Editor of the Merchants' Magazine:

DEAR SIR—As the subject of computing interest is now before your readers, I beg to offer the following as a ready method of obtaining 7 per cent, 365 days to the year:

Example 1.

Required the interest on $587 for 182 days,

587		
528	3 ..	Product of principal × .9
10	566	last product by .02
11,25	866	interest 100 days,
9,00	6928	the above interest by $\frac{9}{10}$ or .8
22	51732	the same by $\frac{2}{100}$ or .02
Interest required	$20,49	07612

Example 2.

Required the interest on $587 for 183 days,

587	
528	3
10	56
11,25	86
9,00	64
33	75
Interest required,	20,60 25

Proof.

Interest $587,	182 days,	*Ex.* 1.	20.49		587
" "	183 "	" 2.	20.60		7
" "	365 "	"	41.09	One year, 7 per cent,	41.09

In Ex. 1, all the decimal parts have been retained, but two places to the right of the line are sufficient, as in Ex. 2.

The basis of the above computation is as follows: The interest of $100 for 100 days is 1.918, therefore if we multiply the principal ($587) by 1.918 we have the interest of that sum for 100 days, viz. $11.25; but the multiplication of four places is tedious, and

on examination we find the work can be abridged. 1st. The product by 1 is $587, which we multiply by 9, and as 9 is a factor of 18, we multiply the last product by 2, taking care to place them as $\frac{2}{100}$ of $\frac{9}{10}$. Hence, having an easy method for finding 100 days' interest on any amount, we can of course take any other number decimally; thus, if 36 days, we multiply by 3 and 6, extending the units of each product to its proper place, either as tenths or hundredths. Hence, one hundred days is, on this account, obviously preferable to 60 or any other number.

[The method of throwing out the decimal places to the right is not new, but as it conveys a more definite idea of the nature of those fractions, and is in many cases a means of abridging the operation, I think it deserves the preference in teaching. If pupils commence this way, they will never abandon it.

The abridgment obtained by the factors in the multiplier is worthy the notice of those who dislike long sums in multiplication; it is seldom used, because it requires some practice to avoid committing errors.]

PRACTICAL RULE.

To find the interest on any number of dollars for 100 days at 7 per cent (365 days) per annum.

1st. Set down the amount of principal in dollars to the left of the vertical line.

2d. Multiply by 9, and set down the units of the product one place to the right.

3d. Multiply the last product by 2, and set down the units of the product on the third place from the line. The sum of the three lines is the interest required, all on the left of the line being cents.

There is, however, an error in the above method of computation of $\frac{19}{100}$ of a cent for every $1,000 of principal. To keep this error out of the cents, it is therefore necessary to deduct this fraction, thus:

5864 for 100 days,	5864	
	5277	6.
	105	55.
	11.247	15.
Error of 5 times .19		95
True interest, 100 days,	112,46	20

It will frequently happen that this error can be thrown out by cancelling from the right of the line. This correction keeps the error less than one cent, until the principal exceeds half a million dollars.

With respect to the use of universal multipliers or divisors, may I venture a word of dissent from your ingenious contributor to the last month's number, so far as relates to his absolute denunciation of all such modes of computing 7 per cent. I trust the above is at least one example of their utility; and furthermore, I may add, that I have already prepared a table of multipliers, in which the error is always kept below a cent, and as the same table shows at a glance the number of days between any two dates within 365 days, together with a universal multiplier for 7 per cent interest, I am not without hope of bringing them into favor.

With respect to the computation of 6 per cent interest for 360 days, I would suggest the following as a practical method, as it will obviate the necessity of taxing the mind for the various combinations of aliquot parts, which, however useful as intellectual discipline, are opposed to the simplicity we aim at for practical calculations, viz. to give not only the shortest process, but the one requiring the least scientific attainments and the least mental labor.

Required the interest of $558 for 37 days,

558	÷ 6	
93	Interest 10 days	
186	" 20 "	
65	1 " 7 "	=7×93 set down as $\frac{7}{10}$.
3,44	1 " 37	

60 being the $\frac{1}{6}$ of 360, the interest for 60 days must be $\frac{1}{6}$ of 6 per cent, which is 1 per cent. Hence we have the interest of any sum for sixty days, by calling dollars cents, that being 1 per cent.

The interest then of $558 for 60 days is $5.58, which we divide by 6 to obtain the interest for 10 days. By multiplying the 10 days' interest by 2 we obtain 20 days', and multiplying the 10 days' interest by 7, placing units to the right, we obtain $\frac{7}{10}$ or 7 days'; adding together the several parts, we obtain the answer required.

When the given number of days is a factor of 60, we have only to divide by the other factor; thus, for 20 we divide by 3, and so on.

Or, if we perceive the number of days to be a multiple of 60, we may multiply by the other factor; thus for 180 days, multiply the principal by 3; but in all other cases, as a general rule, divide the principal by 6, and then the decimal computation is incomparably the simplest, and in most cases much the shortest.

I have been more particular in the explanation of some points than will be requisite for many of your readers, but in extenuation I must plead that I merely chose the safer side to err.

NewYork, March 10, 1842. THOMAS JONES.

SISAL HEMP.

To the Editor of the Merchants' Magazine:

It is perhaps not generally known that this article is the fibre of the aloe leaf. There are numerous species of the plant, which are all natives of a tropical climate, and specimens of several may be seen at Thorburn's and other botanical gardens; but the kind from which this hemp is produced, is peculiar to only a few soils. It grows spontaneously in the north part of Yucatan, and is perennial. Its abundance is such, and the inhabitants so little disposed to agricultural pursuits, that very little attention has yet been paid to its cultivation, which if it were properly done, the same number of plants might probably be made to produce double the quantity they now yield. An attempt was made some years ago, by Dr. ——, who was for some years a resident in Yucatan, to introduce its cultivation into Florida, and a grant of land was obtained from congress for that purpose, but the writer is not aware at present what has been the result of the experiment. It is gathered and dressed principally by the native Indians, and carried to market at Merida, a considerable city about forty miles in the interior, for which Sisal is the seaport; and hence the name here given to this kind of hemp, which signifies no more than the place of export. So little mechanical skill is possessed, either by the Mexicans or Indians, that no mode of dressing it has yet been invented, except by hand. The lower and longest leaves are first cut, and the remainder permitted to grow; in this way many crops are gathered from the stocks of the same plant. The leaves are three or four feet in length, and of the breadth and thickness of the hand, and their pulp of that peculiar quality that it will not rot in water until the fibre rots with it; if exposed to the air, it dries very hard, and adheres to the fibre so closely that they cannot be separated. They are therefore taken by the Indians in their green state, a single leaf at a time, and being laid over a rest, the pulp is rubbed off with a blunt-edged wood or iron knife, much as leather is curried. A single leaf produces four or five ounces of

fibre, and in this way a man can only dress twenty or thirty pounds in a day. The labor is rendered still more irksome by the juice of the pulp poisoning the hands, particularly when working in the sun; and being poorly provided with shade, the Indians often work in the night. The writer was once engaged in commerce with the Mexicans, and at that time a wealthy gentleman residing at Merida, since deceased, offered a large sum for the invention of a machine for dressing the hemp; and a quantity of the aloe leaves were sent out here for experiment. A machine that would dress a thousand pounds in a day, with the labor of a mule and one or two men, would produce any man an independent fortune in a year or two; but the difficulty of bringing the thing to the attention of machinists arises from the absence of the material to experiment upon. Any young man who can carry an inventive genius along with him, and is disposed to take a trip, may perhaps make his fortune by going out to Sisal, from whence he may proceed on the back of a mule, or the shoulders of Indians, to Merida, forty miles, where he can attend to his business, and make himself comfortable in a very healthy climate. And if he would like to satisfy himself of some of the marvels which Mr. Stephens has told us in his travels, he may take an Indian guide, and in a day's journey reach the ruins of Uxmal. P.

NAUTICAL INTELLIGENCE.

SANDWICH ISLANDS.

The following survey of a dangerous reef of rocks off the point of Kahoolawa, by Capt. Wilkes, of the United States Exploring Expedition, was done at the request of H. S. J. M. Kamehameha 3d., and by him communicated to the editor of the Polynesian:

It is rather less than two miles from the shore—has two fathoms on it at low water; is composed of a few rocks, all in about the circumference of 200 feet; its position is ascertained to be in the following bearings, viz: Lahaina High Shoal, N. by compass. Western extreme of Kahoolawa, N. 39, 39 E.; South eastern extreme, S. 63, 11 E.; South Point Lanai, (bluff,) N. 39, 45 W.; Peak on Lanai, N. 19, 27 W.

I do not consider it at all dangerous. The following are directions for avoiding it.

Ships passing through the channel between Hawaii and Maui, intending to anchor in Labiana roads, must steer so as to pass the southern point of Kahoolawa at least three miles distant, and steer for the Peak of Lanai, until the High School at Lahaina bears to the eastward of NNE, when they may haul in and steer directly for it. It will be much to their advantage to steer further over toward Lanai, as they will be favored by the sea-breeze which usually sets in from the southward between 9 and 10 o'clock, A. M. and will enable them to gain the anchorage sooner than they can by hauling immediately into the bay, besides they avoid the calms and heavy squalls to which a near approach to the shore renders them liable when the trade wind is blowing strong.

The best place to anchor in (at Lahaina) is abreast the King's Flag Staff (in front of the palace) just within range of the Western Hummock and the East Point of Molokai, in 17 fathoms water.

LIGHTHOUSES.

The estimated cost of supplying the lighthouses of the Union with oil, glasses, wicks, &c., for the year 1842, is $116,735. They embrace 2,652 lamps. Repairs and refitting lighthouses, $125,357. The salaries of 236 keepers of lighthouses, seventeen of them being charged with two lights each, and one with three, $94,038. Thirty-eight keepers of floating lights, $15,800. Seamen's wages, &c., $67,176. Cleaning and repairing, $25,499. Annual examinations, $4,000. Superintendents' commissions, $11,215 Total, $459,822.

PORTER'S PATENT BURNING FLUID.

THIS excellent article of light is, we notice, very generally adopted by masters of vessels for cabin, binnacle, and signal lights. It is used on board Collins & Co.'s Liverpool line, and in fact all the principal foreign packet-ships sailing from the port of New York. We have seen a card signed by a large number of highly respectable ship-masters, who give their "decided testimonials in favor of its superior cleanliness, beauty, and convenience over every other kind of light hitherto invented." It sheds a clear and brilliant flame, without the least trouble of trimming, snuffing, consuming the wick, or diminution during the longest night, and is perfectly free from any disagreeable odor. It is therefore recommended to the favorable notice and use of all ship-masters, owners, agents, and consignees of vessels of every description, as the best and most economical light in use. It is manufactured and sold in any quantity by W. H. Starr, 67 Beekman-street, New York.

THE BOOK TRADE.

1.—*The Life of Lorenzo de Medici.* By William Roscoe. From the Sixth London Edition, corrected. In 2 vols. Philadelphia: Carey & Hart. 1842.

A perfect American copy of this well-known English classic has long been a desideratum; and we thank these enterprising publishers that they have now supplied the want by an edition above all praise. Fairer type, better paper, and greater accuracy or taste we could not have asked: one of the most delightful books in the language, a wonder of literature, in that its author seems to have known the lore of Italy better than Italians themselves, now comes to us in a more convenient, yet more worthy form than ever before. We trust that hard times will not deprive these generous providers of a rich remuneration. No library can be complete without this splendid chapter of the revival of literature: certainly no merchant can afford to be destitute of the only memoir of the brightest ornament his profession ever had. The period itself, the beginning of the sixteenth century, is one of the most interesting and eventful in all history: he that has not studied it, mused upon and drunk in its spirit, can pretend to know nothing of modern history.

2.—*The Effinghams—or Home as* I *found it.* By the Author of the Victim of Chancery. New York.

We have not before noticed any of the works of this author; but we take pleasure in saying, that in his "Victim of Chancery," he has given us a very interesting and instructive story. Though he does not wish to be shown up as an author, and therefore maintains, except to a narrow circle of friends, a strict incognito, we may, with propriety, remark that he is a New York merchant, once in that enviable standing which success in business always confers; and that, having passed from that condition, through all the stages of misfortune, to that which compels him to take up his pen for employment, he is well versed in the scenes he has undertaken to describe. They are, indeed, matters not so much of observation as experience, and he may well use, in regard to them, the language of an ancient narrator,

"All which I saw, and part of which I was."

We trust that this work will not only be read with interest, but accomplish something in the work of reform, where all must allow it is generally needed.

The last work of this author—the Effinghams—will be read with pleasure by all those who wish to see society in this country vindicated against the attack of foreigners and others, who have aspersed it. The book is well and ably written, and the interest is maintained throughout. The author has touched upon more "Americanisms" than can be found in any other book of the kind, and he handles them with a perfect and impartial regard for truth, and with great force and humor. The book should be generally read for its honest, candid American character, and its sound and wholesome views of our national and sectional peculiarities.

3.—*Chapters on Church Yards.* By CAROLINE SOUTHEY, authoress of Solitary Hours, &c New York: Wiley & Putman. 1842.

This volume, the reappearance of Caroline Bowles in the world of literature she had graced as a poet, is not what its name would imply. After some pretty essaying, (in the fashion of the Sketch Book, though not so touchingly simple in language, and occasionally overladen with words, yet witty and pathetic by turns,) are given some as touching and profitable stories from common village life as were ever written. The 'Broken Heart' would probably be the greatest favorite. But 'Andrew Cleaves' has hardly been surpassed in truth, interest, and moral purpose. We wish the large weeklies could send it through the land; it would make a valuable Sunday School volume. No one can read it but with thrilling interest—no one can ponder upon it and not feel the danger of undue severity in education, the folly of casting away a child's confidence by cruelly punishing its first frailties, and the madness of bringing up a boy as ignorant of the world as if he had not been born—to say nothing of the absurdity of religious parents committing their lambs to the sorest temptation for the sake of gratifying afterward a merely worldly ambition. Andrew Cleaves is a tale of power, pathos, and rare utility. Again and again we solicit to it the attention of the public.

4.—*Travels in Europe and the East.* Embracing observations made during a tour through Great Britain, Ireland, France, Belgium, Holland, Prussia, Saxony, Bohemia, Austria, Bavaria, Switzerland, Lombardy, Tuscany, The Papal States, The Neapolitan Dominions, Malta, The Islands of the Archipelago, Greece, Egypt, Asia Minor, Turkey, Moldavia, Wallachia, and Hungary; in the years 1834, '35, '36, '37, '38, '39, '40, and '41. By VALENTINE MOTT, M. D., President of the Medical Faculty of the University of New York, and Professor of Surgery, &c. &c. 8vo. pp. 452. New York: Harper & Brothers. 1842.

In this volume Dr. Mott has given the result of his observations in his passage through the several countries mentioned upon its titlepage. The field of his description was rich and wide, and he appears to have availed himself of all the prominent subjects of interest, both in persons and things, that were within the circle of his view. After having witnessed the condition of affairs in those countries, he returns impressed with the superiority of our own country, and says, "I come back, if possible, a still better American than when I left, and from the comparison I have made of the condition of the population of other countries, feel still more deeply impressed with the conviction, that our own republican form of government is infinitely and immeasurably preferable to that of any other that has ever existed."

5.—*On Regimen and Longevity: comprising Alimentaria, National Dietetic Usages, and the Influence of Civilization on Health and the Duration of Life.* By JOHN BELL, M. D. 12 mo. pp. 420. Philadelphia: Haswell & Johnson. 1842.

The subjects embraced in this valuable treatise are of general and paramount interest to all classes in community; and appear to be admirably adapted to popular instruction in the philosophy of Regimen and Longevity. Although addressed chiefly to the general reader, it will doubtless prove a valuable addition to the library of the medical student. The free introduction of statistical calculations into this volume will give the reader a clearer idea of the alimentary importance and commercial value of certain substances used for food than common notices, or even any assertion of their extraordinary dietetic value would convey.

6.—*On Codification, or the Systematizing of the Law.* By J. LOUIS TELLKAMPF. Jur. Utr. Dr. of Gottingen Univ., and Professor in Union College, New York.

An article bearing the above title is to be found in the October and January numbers of the "American Jurist." In this article there are many important suggestions on the subject of the systematizing of the law, which we would recommend to the attention of those people who are interested in such a work. The author briefly exposes the basis on which all law is founded, and then considers the present state of the municipal law. After answering the objections usually urged against codification, he proposes a standing committee, for the purpose of systematizing the present laws, and for arranging and harmonizing with them the laws which shall, from time to time, be enacted. The whole work is written in a brief and concise manner, evincing a philosophic spirit.

7.—*The Vigil of Faith, and other Poems.* By C. F. Hoffman, author of Greyslaer, &c. 1 vol. 12mo. New York: S. Coleman.

We could hardly believe it possible that any thing so beautiful as this, in dress and form, actually belonged to New York. We challenge the world to surpass it in general effect. A few errors of the most venial kind excepted, errors perhaps of the author's pen, nothing more chaste and tasteful could be imagined. The Indian tale is quite pretty. The tale of one who doomed the murderer of his bride to perpetual slavery, and, instead of dispatching him to the shades, there to persecute his victim with an hateful love, confined him to the most degrading dependence, is gracefully told through some 800 octo-syllabic lines. The other poems, too, are quite graceful, and no doubt must have given exceeding pleasure to the circle of the author's friends. But Mr. H. is not born to shine as a poet. Descriptive prose appears to us his forte; and the community will better appreciate and reward his other works than the one now before us, which no mechanical execution can long save from oblivion.

8.—*Poems, Narrative and Lyrical.* By William Motherwell. Boston: William D. Ticknor.

It is truly refreshing, in this day of small things in the poetical way, to take up a volume of genuine, heart-stirring poetry. Motherwell is no mere versifyer. His poetry is the vivid expression of beautiful thought and deep feelings. His strains have also one merit which is exceedingly rare in the present day, and that is variety of expression and tone, as well as of versification. He has no mannerism—nothing which, in all his pieces, indicates a common parentage. His feelings are the natural result of the nature and characteristics of his subject, and not of some one peculiarity of his own temperament. The touching pathos of Jenny Morrison has no marks of a common origin with the stern wooing of Jarl Ergill. The volume is justly styled a literary treasure, and as such will no doubt find high favor in the eyes of our poetry-making (if not poetical) public.

9.—*A Dictionary of Science, Literature, and Art: Comprising the History, Description, and Scientific Principles of every Branch of Human Knowledge: with the Derivation and Definition of all the terms in General Use. Illustrated by engravings on wood.* Edited by W. T. Brande, F. R. S. L. and E., of Her Majesty's Mint, &c., assisted by Joseph Cauvin, Esq.

The publishers state in their prospectus that the proposed work "will contain the definition, derivation, and explanation, of the various terms in science, art, and literature, that occur in reading or in conversation. Great pains have been taken to make these definitions and explanations correct, clear, and precise. Short abstracts are also given of the principles of the most popular and important departments of Science, Literature, and Art, with notices of their rise, progress, and present state. No statement is ever made as to any unusual or doubtful matter, without referring to the authority on which it rests; and when subjects of general interest and importance are noticed, the reader is referred to the works relating to them, which embody the best and most authentic information. Not only, therefore, will those who consult this work have a guarantee for its authenticity, but they will learn the sources to which they may resort with the greatest advantage, should they wish to make farther inquiries."

10.—*A Dictionary of Arts, Manufactures, and Mines; containing a clear exposition of their principles and practice.* By Andrew Ure, M. D., F. R. S. London, &c. 8vo. New York: Le Roy Sunderland. 1842.

This valuable work is now in the course of republication in this country in semi-monthly parts, twenty-one of which will form a volume of about 1400 octavo pages. We have examined the whole work, and consider it a most valuable addition to our adopted literature. The intimate connection of the arts, manufactures, and mineral productions with the commerce of a country, render it hardly less valuable to the merchant than to the manufacturer, or man of science. The English edition costs $11, the American will be afforded at $5, without alteration or abridgment.

11.—*The New World.* James Aldrich, Esq. has become associated with Park Benjamin, Esq., in the editorial management of the New World. The well-known abilities and taste of Mr. Aldrich cannot fail to make this arrangement highly satisfactory to the readers of that popular journal.