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HUNT'S  
MERCHANTS' MAGAZINE.

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JULY, 1845.

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ART. I.—THE FAITH OF GOVERNMENT IN MATTERS OF CONTRACT  
AND OTHER OBLIGATIONS.

THERE are, to the eye of a steady observer, strange inconsistencies in the practices of governments, as there are in those of individuals, in respect to matters of pecuniary obligations. The moral sense of the former, and that of the latter, are apt to be the same, on the debtor side of all pecuniary transactions—that is, most sensitive, and, indeed, quite sensitive, only at points where self-interest and convenience, would be immediately exposed to hazard by the indulgence of a delinquent or dilatory spirit of indemnity. Where no such hazard is impending, each is inclined to be indifferent and tardy; and, frequently, without any very decisive manifestations of conscious responsibility to moral influences, however great the sufferings or sacrifice thereby occasioned to others, may become. Illustrative of this truth, in its bearing upon governments no less than upon individuals, the examples of several states of our Union spring up to our remembrance, with startling effect upon the pride of all sister states who have not given in to the iniquitous doctrine of repudiation. But, every government ought to be the perfection of honor, as well as of reason, in all its pecuniary undertakings. It is physically impossible for every individual in society to become so, and it is but charitable to tolerate inconsistency and weaknesses in the latter, where no excuse whatever ought to be allowed in the relations of a government.

Having adverted to the repudiation of their pecuniary obligations by some of the United States, we ought, perhaps, to explain our understanding of their condition so far as to remark, that the want of moral sensibility and principle may not be clearly chargeable upon them in the naked act of repudiation, as fraud in the incipient construction, as well as in the after progress of the obligations which they disclaim, are alleged by them in excuse, and as vitiating the whole spirit and frame work of those obligations. But, is not the want of moral sense and principle made most

manifest, in the total absence, on the part of those states, of all willingness, and provision, to bring to a fair, judicial test, the plea of fraud, upon which repudiation is made to rest? *Sic volo, sic jubeo*, is, at best, the axiom of a despot, and cannot, of itself, be a satisfactory response to one who complains of an existing wrong. So to make one's self sole and final judge in his own case against another, merely because he has the power of doing so, is both arbitrary and unjust, and indicates a determination to continue so, to the general abhorrence of mankind.

The truly consistent and perfect character, whether in a government or individual, is alike even and prompt to a sense of his obligations, under all circumstances; and, without stopping to count either the advantages or losses that may be incident to a sluggish or indifferent course of proceeding, nor to inquire whether he has the power, or not, to practise it with impunity.

While this stern principle of *fiat justitia*, is wanting to a government, or while the stern process and forms of exerting it in practice to meet every emergency are wanting, their absence is proof positive that the head and hands of the reformer are needed in its councils, and that, however fascinating the frame work of such a government may be, it is defective in its administration, and oppressive in its bearings upon individual rights and relations—a despotism in effect, though a republic it may be in name.

The punctilious exactitude of our national government, in all its demands growing out of pecuniary obligations with other governments, is a matter of history. It is not, perhaps, less punctilious in fulfilling all its engagements, of this character, with foreign governments. But, it is humiliating to suppose this to be less owing to an inherent sense of moral obligation, than to a knowledge that all the world is looking on, and alike ready to note, with disapprobation, the quiescent spirit of the nation that acquiesces in, and of the nation that inflicts, the guilt of delinquency. It is not complimentary to suppose that national pride can add a spur to the national sense, where the naked principle of moral obligation would fail of effect. Besides, in cases of national delinquency, the injured party has both acknowledged legal right, and certain opportunity, of prompt indemnity, by the process of reprisals upon the property of the citizens of the debtor government, wherever found. Our relations with France, a few years since, furnish a memorable exemplification of the sensitive morality to which we, as a nation, profess to hold on the subject of national faith, in our intercourse with other nations, on matters of contract, and of the established remedy of nations in cases of violated faith.

"The idea," said President Jackson to Congress, on that occasion, "of acquiescing in the refusal by France to execute the treaty, will not, I am confident, be for a moment entertained by any branch of this government; and further negotiation upon this subject is equally out of the question."

Again—"It is my conviction that the United States ought to insist on a prompt execution of the treaty, and, in case it be refused, or longer delayed, take redress into their own hands." \* \* \* "The laws of nations provide a remedy for such occasions. It is a well settled principle of the international code, that where one nation owes another a liquidated debt, which it refuses or neglects to pay, the aggrieved party may seize

on the property belonging to the other, its citizens or subjects, sufficient to pay the debt, without giving just cause of war."

Our still more recent relations with Mexico, brought into display this same nice sense of indignation at a violation of national faith, and the same strong remedial rights of the injured party.

The whole theory and policy of our domestic national legislation on the subject of pecuniary indebtedness of individuals to the government, is founded in the same professed regard for the propriety and necessity of punctuality; and, with the remorseless tread of time and tide, it will wait for no man beyond the hour "nominated in the bond." Thus, the law provides, that where a suit has been instituted against any person indebted to the United States, the court shall give judgment, at the first term, unless the defendant shall, in open court, and in the presence of the attorney for the government, make oath or affirmation, that he is entitled equitably to offsets which had, previous to the commencement of the suit, been submitted to the accounting officers of the treasury, and rejected, and that he cannot then come safely to trial. On such an oath being made, subscribed and filed, the court may grant a continuance, and not otherwise.\* So the priority of payment secured to debts due from individuals to the government, over debts due from other individuals,† proceeds upon the principle that, in contracting with the government, an individual is dealing with a party who holds to the inviolability of contracts, and, therefore, has a right to exact the most rigorous enforcement of their observance in all cases.

Now everybody would readily appreciate the beauty, and propriety, of all this stern exactitude in the government towards other governments, and towards individuals, in matters of contract and government faith, on the supposition that there is provided a perfect reciprocity of rights and remedies in both cases. But, in the absence of this reciprocity, what must be the opinion entertained of the moral sense that lies at the bottom of such high pretensions for national faith, and of such stern enforcement of remedies by the government? Ought not everybody to exclaim, it is not right—it ought not so to be? What the government regards as a fair and proper law for itself, it should provide and extend as law for the benefit of the citizen with whom it has exchanged relations. As it would do unto others, so ought it to be willing that others should do unto itself. And as it would have others do unto itself, so ought it to be willing to do unto others. Nothing can seem to be more just, or more expedient than the establishment of a perfect reciprocity between itself and the citizen—claiming no protection that it is unwilling to afford, and asking no exemption that it desires to deny. It must, to the honest mind, appear dishonest, and even jesuitical, in the most odious sense of the term, for the government to claim for itself from others, the practise of a higher morality than it is willing to live up to in practice in its intercourse with others. We have seen that, in its relations with other nations, it does recognise and proceed upon this just principle of reciprocity of rights and remedies. And is it not a reproach that it should accord to foreign nations a measure of justice, in remedies as well as results, that it is unwilling to accord to its own citizens? And while it is so, to what must it be attributed, except to that influence which is founded in a knowledge that

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\* Act of March 3, 1797, § 3. † Act of March 2, 1799.

all the world is ready to disgrace its delinquencies towards other nations, and to a feeling of national pride, and not to one of inherent national morality? In practice, the national faith is a mere rope of sand, where the party to whom it is pledged is left without any compulsory remedy against a breach of it. But in relations where the rights and the remedies of the parties are equal and reciprocal, we see there is claimed for it the sacredness that divinity attaches to the decalogue; and wo to him who ventures to slight its requirements!

Does the feebleness of the citizen against the mighty arm of government make all this difference in his relations as creditor to the government, from the relations of another government occupying towards it that same attitude of creditor?

To the latter, having the power to make reprisals, the right to make them is conceded, involving therein no cause of war. But to the individual, being too feeble to defend himself in making reprisals, the right to do so is denied, and the act, if committed, is denominated and punished as a piracy, or theft!

Such is the inconsistency of government in the relations that are founded upon its faith! The sacredness of its faith differs, not according to the subject matter upon which it acts, but according as the parties to whom it is pledged differ in opportunity of indemnifying themselves against a breach of it!

To elucidate our subject somewhat further, we will state more explicitly the doctrine of the government, and of the law officers through whom it speaks. It is this: "The universally received opinion is, that no suit can be commenced or presented against the United States; that the judiciary act does not authorise such suits."\*

So in respect to the states, (in commenting upon the eleventh amendment to the constitution of the United States, which is in these words:—"The judicial power of the United States shall not be construed to extend to any suit in law or equity commenced or prosecuted against one of the United States, by citizens of another state, or by citizens or subjects of any foreign state,")—the Supreme Court of the Union have thus remarked:—†

"It is part of our history, that, at the adoption of our constitution, all the states were greatly indebted; and the apprehension that these debts might be prosecuted in the federal courts, formed a very serious objection to that instrument. Suits were instituted, and the court maintained its jurisdiction. The alarm was general; and to quiet the apprehensions that were so extensively entertained, this amendment was proposed in Congress, and adopted by the state legislatures. That its motive was not to maintain the sovereignty of a state from degradation, supposed to attend a compulsory appearance before the tribunals of the nation, may be inferred from the terms of the amendment. It does not comprehend controversies between two or more states, or between a state and a foreign state. The jurisdiction of the court still extends to these cases; and in these a state may still be sued. We must ascribe the amendment, then, to some other cause than the dignity of a state. There is no difficulty in finding this cause. Those who were inhibited from commencing a suit against a state, or from prosecuting one which might be commenced before the adoption of the amendment, were persons who might probably be its creditors. There was not much reason to fear that foreign or sister states would be creditors to any considerable amount, and

\* *Cohens vs. Virginia.* 6 Wheat. Rep. 264. 5 Peters' Cond. Rep. 116.

† *Cohens vs. Virginia.*

there was reason to retain the jurisdiction of the court, in those cases, because it might be essential to the preservation of peace. The amendment, therefore, extended to suits commenced or prosecuted by individuals, but not to those brought by states.

"The first impression made on the mind by this amendment is, that it was intended for those cases, and for those only, in which some demand against a state is made by an individual in the courts of the Union. If we consider the causes to which it is to be traced, we are conducted to the same conclusions."

So in the case of the *United States vs. Barney*, [3d. vol. Hall's Law Journal, p. 128,] which occurred in Maryland District Court, in 1810, in the form of an indictment of the defendant for having wilfully obstructed the passage of the mail, he justifying on the ground that he had fed the horses employed in carrying the mail for a considerable time, and that a sum of money was due him for food furnished, for which he had a right to detain the horses, the court say :—

"The public money can never be drawn out of the treasury unless with the consent of the legislature ; but whenever a debt is contracted, in the establishment of a post-office, or road, or in the support of an army, or in the provision for raising or supporting a navy, or any other measure of general welfare, the public faith and credit is pledged for its payment. On the public faith and credit, advances are made to the government, relying on the constitutional mode of reimbursement. If it were otherwise, what dreadful consequences would result ?

"A ship carpenter might libel public ships.

"A quarter-master retain the supplies of the army.

"Or, an innkeeper stop the progress of an army for food to horses of a baggage wagon.

"Every man must surely deprecate a state of society where no immunity to the government shall be afforded by the constitution against such evils. Happily we are not so exposed. Congress only have the power, and they are bound by the most sacred ties of moral obligation and duty to provide for the payment of the public debts.

"No other remedy exists for a creditor of the government than an application to Congress for payment.

"A lien cannot be permitted to exist against the government : for liens are only known or admitted in cases where the relations of debtor and creditor exists so as to maintain a writ at law for the debt, a duty which gives rise to a lien, in case the pledge be destroyed, or the possession thereof lost. As in the case of the carrier of a mail ; he cannot sue for the hire, nor retain the mail, because he cannot sue. Yet a carrier of private property may sue or retain, because government is not answerable. Justice is the same, whether due from one to a million or a million to one man ; but the mode of obtaining that justice must vary. An individual may sue and be sued. The United States cannot be sued. Liability is incompatible with the idea of sovereignty. The adversary proceedings of a court of judicature can never be admitted against an independent government, or the public stock or property. The ties of faith, public character, and constitutional duty, are the sure pledges of public integrity, and to them the public creditors must, and I trust with confidence may, look for justice. They must not measure it out for themselves."

It must be unnecessary to attempt to present, in any stronger official language, to the understanding of the reader, the immunity upon which both the federal and the state governments are planted in their relation to creditors. We see it to be a part of the history of these governments, that the constitution of the former has been amended purposely to defeat the power and opportunity previously existing for creditors to enforce, by recourse to the judiciary, their legal demands upon these governments.

When the people did this, it is manifest from this same portion of history, that they acted under the pressure of evils and apprehensions that were overcharged in their appearances and in their consequences, and that they did not, and could not foresee what still more perplexing and oppressive ills they were preparing for themselves and their posterity, in the immunity and arbitrary power they were thereby conferring upon their governments.

In the famous case of *Chisolm's Executors vs. The State of Georgia*,\* Mr. Justice Iredell thus reasoned on this high prerogative and immunity of the states from compulsory liability for their debts:—

“Now let us consider the case of a debt due from a state. None can, I apprehend, be directly claimed but in the following instances :

- 1st. In case of a contract with the legislature itself.
- 2d. In the case of a contract with the executive, or any other person, in consequence of an express authority from the legislature.
- 3d. In case of a contract with the executive without any special authority.

In the first and second cases, the contract is evidently made on the public faith alone. Every man must know, that no suit can lie against a legislative body. His only dependence, therefore, can be, that the legislature, on principles of public duty, will make a provision for the execution of their own contracts; and if that fails, whatever reproach the legislature may incur, the case is certainly without remedy in any of the courts of the state. It never was pretended, even in the case of the crown of England, that if any contract was made with parliament, or with the crown, by virtue of an authority from parliament, that a petition to the crown would in such case lie.

In the third case, a contract with the governor of a state without any special authority. This case is entirely different from such a contract made with the crown in England. The crown then has very high prerogatives; in many instances is a kind of trustee for the public interests; in all cases represents the sovereignty of the kingdom; and is the only authority which can sue or be sued in any manner on behalf of the kingdom in any court of justice. A governor of a state is a mere executive officer; his general authority very narrowly limited by the constitution of the state, with no undefined or disputable prerogatives; without power to affect one shilling of the public money, but as he is authorized under the constitution, or by a particular law; having no color to represent the sovereignty of the state, so as to bind it in any manner to its prejudice, unless specially authorized thereto. And, therefore, all who contract with him do it at their own peril, and are bound to see (or take the consequence of their own indiscretion) that he has strict authority for any contract he makes. Of course, such contract, when so authorized, will come within the description I mentioned of cases where public faith alone is the ground of relief, and the legislative body the only one that can afford a remedy, which, from the very nature of it, must be the effect of its discretion, and not of any compulsory process. If, however, any such cases were dissimilar to those which would entitle a party to relief by petition to the king of England, that petition being only presentable to him, as he is the sovereign of the kingdom, so far as analogy is to take place, such petition in a state could only be presented to the sovereign power, which surely the governor is not. The only constituted authority to which such an application could, with any propriety, be made, must undoubtedly be the legislature, whose express consent, upon the principle of analogy, would be necessary to any further proceeding; so that this brings us (though by a different route) to the same goal; the discretion and good faith of the legislative body.”

Mr. Justice Wilson, in the same case, held to an opposite, and, we

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\* 2 Dallas' Rep., 419, or 2 Peters' Cond. Rep., 648.



think, a more decidedly just view of the matter. After defining the nature of state sovereignty and a state, he says :—

“Is the foregoing description of a state a true description? It will not be questioned but it is. Is there any part of this description which intimates, in the remotest manner, that a state, any more than the men who compose it, ought not to do justice and fulfil engagements? It will not be pretended that there is. If justice is not done—if engagements are not fulfilled—is it, upon general principles of right, less proper in the case of a great number than in the case of an individual, to secure, by compulsion, that which will not be voluntarily performed? Less proper it surely cannot be. The only reason, I believe, why a free man is bound by human laws, is, that he binds himself. Upon the same principles upon which he becomes bound by the laws, he becomes amenable to the courts of justice, which are formed and authorized by those laws. If one free man, an original sovereign, may do all this, why may not an aggregate of free men, a collection of original sovereigns, do likewise? If the dignity of each singly is undiminished, the dignity of all jointly must be unimpaired. A state, like a merchant, makes a contract; a dishonest state, like a dishonest merchant, wilfully refuses to discharge it. The latter is amenable to a court of justice upon general principles of right. Shall the former, when summoned to answer the fair demands of its creditor, be permitted, Proteus-like, to assume a new appearance, and to insult him and justice, by declaring, “I am a sovereign state!” Surely not. Before a claim so contrary, in its first appearance, to the general principles of right and equality, be sustained by a just and impartial tribunal, the person, natural or artificial, entitled to make such claim, should be well known and authenticated.”\*

Public faith, then, is the only ground of reliance for the citizen in his dealings with our government. “His only dependence, therefore, can be, that the legislature, on principles of public duty, will make a provision for the execution of their own contract; and if that fails, whatever reproach the legislature may incur, the case is certainly without remedy in any of the courts of the state.”

This brings us to consider what, practically, is the worth of the public faith to a contractor or creditor of the government, dependant as such faith is made for its fulfilment, upon the action of the legislature, there being no compulsory mode of enforcement provided for him.

In a most able report, presented to the House of Representatives at the first session of the 18th Congress, April 5, 1824, by a select committee, on the subject of claims for property lost, captured and destroyed during the late war, it is thus remarked :—

“Whoever has attended to the proceedings of private claims in our House, must be sensible of the impracticability of doing justice in more than two hundred cases by this course [presenting each claim separately, for adjustment.] Years will sometimes elapse before a claimant can obtain even the form of a discussion of his case in the House; and then it may be under such circumstances of apathy and inattention, as shall render the chance of obtaining justice very uncertain at best. A distinguished member has observed, that the right of petitioning Congress virtually had become the right of having petitions rejected. The truth of this remark, as it respects private claims, must have become too evident to every member experienced in public business.”

It may be said that the claims spoken of by the committee, in the above report, were not founded in contracts. But that does not weaken the force of the citation, which describes the fate of all classes of claimants

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\* It will be borne in mind, that the eleventh amendment of the constitution of the United States was not adopted until the session of Congress in December, 1793, following the delivery of the above opinions at the July term of the Supreme Court, in 1793.

coming before Congress. Besides, it is, in fact, of little concern, by what particular process the indebtedness of government arises, whether by contract specifically defined, or from the operation of general principles that render it equitably indebted to a citizen: in each case, its good faith lies at the foundation of all proceedings; and either case, illustrated in practice, furnishes a true measure of the character and worth to the citizen, of that faith. We have, however, many passages of history, drawn from authenticated records of the government, that will be found rich in admonition to all upon the subject of the government faith in its contracts, and in its other obligations towards the citizen, and which cannot fail to impress every mind with the conviction, that there is a crying evil in the existing relations of our national government, in particular, towards the citizen, that merits the serious consideration of all political, legislative, and moral reformers.

At another time we will resume our narrative of facts, which we intended to present in this connexion.

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#### ART. II.—COMMERCE OF FRANCE, IN 1843-4.\*

A GENERAL REVIEW OF THE COMMERCE OF FRANCE, WITH ITS COLONIES, AND WITH FOREIGN POWERS, DURING THE YEAR 1843.†

THE terms general commerce and special commerce, are distinctions in the French commerce which it is essential to observe, as applicable both to imports and exports.

As to *imports*, the term "general commerce" embraces all the merchandise coming into the kingdom, by land or water, without regard to the ulterior destination of the same; be it for consumption, deposit, re-exportation, or merely in transitu. By "special commerce," is understood only that merchandise which is consumed within the kingdom.

As to *exports*, the term "general commerce" embraces all the goods which are sent into foreign parts, be they of French or foreign origin. By "special commerce" is understood only national products, or those which, having been nationalized by the payment of import duties, are afterwards exported.

The valuations are all official, that is to say, the average values ascertained by a review of all the values. This is supposed to be the most accurate method to pursue, as the prices current are subject to constant changes, from a variety of causes.

GENERAL AND SPECIAL COMMERCE.—The commerce of France with its colonies, and with foreign powers, amounted, during the year 1843, to

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\* This article is translated, and entirely made up, from the annual report of the Commerce of France, (a huge folio, regularly received at the office of the Merchants' Magazine,) published by the "*Administration des Douanes*," in Paris, by virtue of a royal ordinance of May 29, 1826.

† For an elaborate article on the trade and commerce of France, from 1827 to 1840, with full and complete tabular statements, derived from the French official documents, we refer the reader to the "*Merchants' Magazine*," for September, 1842, Vol. VII., No. III., page 229 to 241. Also, to same work for May, 1843, Vol. VIII., No. V., page 435 to 439, bringing the commerce of France down to 1841.

2,179,000,000 francs.\* Compared to the commerce of 1842, (2,082,000,000 francs,) and to the average result of the added amounts of imports and exports during the five preceding years, (2,035,000,000 francs,) our commerce with foreign parts presents an increase of 79,000,000 francs, or 5 per cent on the first period, and of 143,000,000 francs, or 7 per cent on the second.

The foreign merchandise consumed within the kingdom, and the exported national products, are computed, in the general commercial movement of 1843, at 1,533,000,000 francs, to wit:—

Imports, . . . . 846,000,000 francs. | Exports, . . . . 687,000,000 francs.

On comparison with the year 1842, (1,491,000,000 francs,) and with the quinquennial average, (1,428,000,000 francs,) we have, in favor of 1843, increases of 3 and 7 per cent.

MARITIME COMMERCE AND COMMERCE BY LAND.—The part of maritime commerce, in the gross sum, in the value of imports and exports, has been 1,568,000,000 francs, or 72 per cent; the commerce by land is 611,000,000 francs, or 28 per cent.

On comparing separately each of these two great divisions of the commercial movement, as well with the corresponding results of the preceding year, as with those of the quinquennial period, we find the increases to be, for maritime commerce, 3 and 7 per cent, and, for commerce by land, 10 and 6 per cent.

The countries of Europe are included in the general maritime commercial movement for 810,000,000 francs, or 52 per cent.

England, . . . . 279,000,000 francs. | Other countries, 538,000,000 francs.

The countries out of Europe for 758,000,000 francs, or 48 per cent.

U. States, 272,000,000 francs. | Other countries, 486,000,000 francs.

The 611,000,000 francs worth of products, imported and exported by land, are shared among the different border countries as follows:—

\* The following table, divided into three periods of five years each, shows the general advance of the foreign commerce of France, during the last fifteen years. The result of it is in favor of the third period, an increase of 64 per cent on the first, and of 25 per cent on the second.

Years.	Importations. Francs.	Exportations. Francs.	Total amount. Francs.	Periods.
1829,.....	616,000,000	608,000,000	1,224,000,000	
1830,.....	638,000,000	573,000,000	1,211,000,000	
1831,.....	513,000,000	618,000,000	1,131,000,000	
1832,.....	653,000,000	696,000,000	1,349,000,000	
1833,.....	693,000,000	756,000,000	1,459,000,000	
				6,374,000,000
1834,.....	720,000,000	720,000,000	1,435,000,000	
1835,.....	761,000,000	761,000,000	1,595,000,000	
1836,.....	906,000,000	906,000,000	1,867,000,000	
1837,.....	808,000,000	808,000,000	1,566,000,000	
1838,.....	937,000,000	937,000,000	1,893,000,000	
				7,356,000,000
1839,.....	947,000,000	1,003,000,000	1,950,000,000	
1840,.....	1,052,000,000	1,011,000,000	2,063,000,000	
1841,.....	1,121,000,000	1,066,000,000	2,187,000,000	
1842,.....	1,142,000,000	940,000,000	2,082,000,000	
1843,.....	1,187,000,000	992,000,000	2,179,000,000	
				10,461,000,000

Switzerland,.....	182,000,000	francs,	or 30	per cent.
Belgium, .....	140,000,000	“	or 23	“
German Union,.....	134,000,000	“	or 22	“
Sardinian States,.....	101,000,000	“	or 16	“
Spain,.....	53,000,000	“	or 9	“
Netherlands, including Luxemburg,	1,000,000	“		

100

**MARITIME COMMERCE.**—In the whole value of maritime imports and exports, the part of our own vessels has been 720,000,000 francs, or 46 per cent, and the part of vessels sailing under foreign colors, 848,000,000 francs, or 54 per cent. The relative proportion borne respectively by these two classes of vessels is about the same with regard to imports as to exports.

French vessels.—Imports, 380,000,000 francs, or 44 per cent.

“ “ Exports, 341,000,000 francs, or 48 per cent.

Foreign vessels.—Imports, 483,000,000 francs, or 56 per cent.

“ “ Exports, 364,000,000 francs, or 52 per cent.

Compared with the year 1842, and to the quinquennial average, the result is, in the whole value of goods transported by French vessels, an increase of 9 per cent in favor of 1843.

The value of goods which have been transported in foreign vessels has decreased 2 per cent.

Of the 720,000,000 francs worth of goods which have been transported in French vessels, 221,000,000 francs belong to the restricted navigation, and 499,000,000 to the free navigation.

These two branches of our navigation, show pretty large increases, whether we unite them, or consider them separately, and relatively to the terms we have compared, as well with regard to the value of imports, as to the value of exports. We may, however, here except the navigation between France and the French colonies, and also the navigation belonging to fishery; compared to 1842, the first has decreased 5 per cent in imports, and the other, 3 per cent in exports.

**WHENCE IMPORTED AND WHERETO EXPORTED.**—If, after having examined the general results of our foreign commerce, we regard it (imports and exports together) with a view to learn whence the merchandise was imported and whereto exported, we shall see that out of 49 powers amongst whom the general mass is divided, there are 10, which alone have absorbed 67 hundredths in value of the gross amount, (1,455,000,000 francs.)

According to the relative importance of our commerce with each of these last named countries, we may class them as follows:—

England,.....	279,000,000	francs,	or 12.8	per cent.
United States,.....	271,000,000	“	or 12.5	“
Switzerland,.....	182,000,000	“	or 8.3	“
Sardinian States,.....	178,000,000	“	or 8.2	“
Belgium,.....	156,000,000	“	or 7.2	“
German Union,.....	144,000,000	“	or 6.6	“
Martinique, Guadaloupe, Bourbon, and French Guiana,....	129,000,000	“	or 5.9	“
Spain,.....	116,000,000	“	or 5.3	“

On comparing the results of 1843 with those of the preceding year, we

will see that in our intercourse with each of these countries, except England, the commercial relations with which country have decreased 11 per cent, the value of goods exchanged has increased considerably, more in some instances, however, than in others.

The same comparison also shows an increase in our commerce with Chili, Turkey, Algeria, the Spanish possessions in America, Senegal, the French possessions in India, Russia, the Brazils, the two Sicilies, Mexico and Texas, the barbarous States, the Roman States and Portugal; and a diminution in the amount of our exchanges with Rio de la Plata and Uruguay, Egypt, the Netherlands, the Danish possessions in America, Denmark, Norway, and the isle of Maurice.

The United States are set down at 175,000,000 francs, or 15 per cent of the whole amount of imports, and at 144,000,000 francs, or 17 per cent in value, of products admitted for consumption. Compared to the year 1842 and to the quinquennial average, the year 1843 shows as to this nation in special commerce, an increase of 7 and 28 per cent.

Our imports from England have, compared with the year 1842, decreased 4 per cent as to general commerce, and 23 per cent as to special commerce, but the amount is larger than the general average of the last five years.

The imports from the Sardinian states were larger in 1843 than in the preceding year, without, however, reaching the same result as in 1841.

As to Belgium, the value of the imports from that country amounted, in 1842, only to the sum of 99,000,000 francs in general commerce, and of 88,000,000 francs in special commerce; they have come up as high as 103,000,000 and 90,000,000 francs in 1843, which is the highest number in the period of five years.

After these four powers, come Switzerland, the German Union, Russia, Turkey and Spain, in the order of their relative importance.

These values, which amounted in 1838, the last year of the quinquennial period,

For Switzerland,	to 67,000,000 f.,	am'ted, in 1843,	to 82,000,000 f.—	Increase,	22 per cent.
For Ger. Union.,	to 75,000,000	“	“	78,000,000	“ 4 “
For Russia,	to 32,000,000	“	“	57,000,000	“ 78 “
For Turkey,	to 27,000,000	“	“	53,000,000	“ 96 “
For Spain,	to 35,000,000	“	“	35,000,000	“ 00 “

With regard to the other powers, our general commerce, as to imports, has been, compared to 1842, in a state of progress with Bourbon, the two Sicilies, Austria, the Barbarous States, Chili, Dutch and French India, Mexico, Texas, Senegal and Venezuela. It has, on the contrary, gone backwards with Rio de la Plata, Guadaloupe, Martinique, Tuscany, Egypt, the Hanseatic towns, Algeria and Denmark.

**WHERE TO EXPORTED.**—In exports, a very perceptible diminution has manifested itself in the commercial intercourse with England; it is even to be observed, with regard to it, that the year 1843 shows a lower amount than any of the five preceding years. Compared with 1842, the decrease is 17 per cent in general commerce, and 6 per cent in special commerce.

Our export commerce with Switzerland has steadily been on the increase for several years. The values which represent it amount to 100,000,000 francs, 44,000,000 francs of which consist of our home pro-

ducts, both agricultural and manufactured; that is, 5 and 10 per cent more than in 1842.

Our commerce with the Zoll Verein has likewise increased. This association has given an outlet to our products of 51,000,000 francs.

Our exports to the Netherlands have been reduced from 17,000,000 francs to 12,000,000 francs.

Those to the United States, which had considerably decreased in 1842, have again increased in 1843, without, however, attaining the average quinquennial amount.

	General Commerce	Special Commerce.
1843,.....	97,000,000 francs.	66,000,000 francs.
1842,.....	82,000,000 “	48,000,000 “
The average,.....	156,000,000 “	98,000,000 “

With regard to Spain, the value of exported products of all kinds, shows likewise an increase of 14 and 7 per cent, compared to the year 1842; but this value has decreased 7 and 5 per cent on comparing it with the average of the five last years.

Our export commerce with Belgium has remained very nearly within the same limits:

	General Commerce.	Special Commerce.
1843,.....	52,800,000 francs.	43,700,000 francs.
1842,.....	51,900,000 “	43,900,000 “
Quinquennial average,	51,600,000 “	44,100,000 “

The other countries with which our export commerce has been more important than in 1842, are: Algeria, Guadaloupe, Chili, the Brazils, the Spanish possessions in America, Tuscany and Bourbon. A considerable decrease in value, is, on the contrary, to be observed in regard to products sent to the Netherlands, Russia, Rio de la Plata, Uruguay, the Danish possessions in America, and to Haiti.

**IMPORTS.**—Of the entire value of products which we have received from foreign parts, matters required for the industry, compose 62 per cent in general commerce, and 69 per cent in special commerce; the natural objects for consumption are comprised herein for 21 and 24 per cent, and manufactured objects for 16 and 6 per cent.

Compared to the year 1842, and to the quinquennial average, the imports in general commerce show, in favor of 1843, increases of 4 and 14 per cent, which lies principally in manufactured objects, and in those for consumption in a natural state.

In special commerce there has been, as far as concerns this last class of products, increases of 11 and 28 per cent; manufactured objects have, on the contrary, decreased 8 and 3 per cent; the value of matters required for the industry has fallen very little short of the last year's.

Cotton has been the most important article in our imports; it amounts to 127,000,000 francs out of the whole value of imports, 107,000,000 francs worth of which have been used in the home consumption. The double comparison with regard to this article, in special commerce, gives a result favorable to 1843.

Out of 109,000,000 francs, representing the value of silks received from foreign parts, our industry has made use of 60,000,000 francs; that is, 13,000,000 francs more than in 1842, and 3,000,000 francs more than the quinquennial average.

The general imports of sugars from our colonies have been 7 per cent less than in 1842; a diminution of 2 per cent, results likewise from the comparison with the average. The sugars of this class that have been consumed, on the contrary, have exceeded those consumed in the periods compared with from 3 to 7 per cent.

Foreign sugars figure in general commerce for 11,000,000 francs; 15 per cent more than in 1842. 4,000,000 francs worth of this class have been disposed of for consumption, as much as during the preceding year.

The quantity of foreign grains consumed represent a value of 42,000,000 francs; there was introduced in 1842 only 13,000,000 francs worth.

A decrease of about one-third is observable in the importation of flax and hemp threads; relatively to the average, the difference is only 5 per cent less.

The value of woods disposed of for consumption in 1842 was 41,000,000 francs; in 1843 it was only 38,000,000 francs, which is 2,000,000 francs more than the average of the five last years.

Flax, metal casts, iron, zinc, lead, tin, tobacco in leaves, rice, watch and clock machinery, olive oil, straw hats, sperm oil, machines and mechanics' tools, toys and silk goods are, amongst other products, those which have presented to special commerce the most perceptible augmentations, compared to 1842.

Of raw hides, tallow, butter, horses and cattle, common woods, seeds, oleaginous grains, coffee, pepper and allspice, indigo, copper, pit-coal, potash, straw mats or straw braids, and flax, hemp, and silk stuffs, not so many imports were made as in the preceding year.

EXPORTS.—The value of the whole amount of exports, of all kinds, amounted to 992,000,000 francs, to wit:—

Natural products,.....	339,000,000 francs, or 34 per cent.
Manufactured objects,.....	653,000,000 “ or 66 “

The articles produced in our own soil, or by our own industry, are estimated at 687,000,000 francs. Of this number:—

Natural products,.....	177,000,000 francs, or 26 per cent.
Manufactured objects,.....	510,000,000 “ or 74 “

On comparing this with the year 1842, it shows an increase in 1843, of 5 and 7 per cent. This increase, however, is entirely in the manufactured objects; in natural products, there is a decrease of 4 and 5 per cent. The average of exports for the five last years is about the same as for 1843.

Silk goods, as usually, hold the first rank among the articles of our export commerce; their value has amounted, altogether, at 163,000,000 francs, and in special commerce to 130,000,000 francs; that is, 10 and 16 per cent more than in 1842; but 13 and 7 per cent less than the quinquennial average.

Cotton goods come next. 121,000,000 francs worth have been exported; in the year 1842 there was only 111,000,000 francs worth exported. In special commerce this article fell, from 104,000,000 francs in 1841, to 74,000,000 francs in 1842, and in 1843 it reached 82,000,000 francs.

The exportations of woollens have in no period been as large as in 1843. The values representing them amounted to 100,000,000 francs, in

general commerce, and to 79,000,000 francs in special commerce; in 1842 they were only 80,000,000 francs, and 64,000,000 francs.

The results during the last two years have been about the same with regard to the exportation of our wines and brandies,\* but compared to the quinquennial period, it will be observed, that the difference in these articles are 4 and 8 per cent less.

We have exported only 6,000,000 francs worth of grains, whilst, in the year 1842, we furnished to foreign parts nearly 19,000,000 francs worth.

There is a slight increase observable in the importation of flax and hemp goods. The excess is 10 per cent above 1842.

In gold and silver ware, jewelry, plate, watch and clock machinery, fashions, eggs and seeds, there is a decrease below the amount of the preceding year, which varies in the articles.

The comparison, on the contrary, results in favor of 1843, in a pretty large proportion, with regard to worked hides, crockery and glass ware, worked metals, made up silk, toys and playthings, and wooden ware, machines and mechanics' tools, table fruits, common woods, refined sugar, soaps, silks, butter and prepared medicines.

**GOODS IN TRANSIT.**—The foreign merchandise which has traversed the kingdom is valued at 192,000,000 francs, and its weight is found to be 385,508 metrical quintains. This branch of general commerce is, so to speak, stationary in France; it has varied but little for several years. There was, however, 16 per cent more in weight of foreign goods, which temporarily borrowed the use of our territory, in 1843, than in the year before.

Those of these goods, of which the transit has been greater than formerly, are; cotton, wool, flax and hemp stuffs, coffee, refined sugar, iron and clock machinery; there is a decrease in silks, wools, raw sugar and cochineal.

Switzerland and England are the countries with which this transit commerce has been the most important, both as to exports and imports from or to either country. Switzerland has exported, in this chapter of commerce, 62,000,000 francs worth, and imported 58,000,000 francs worth; the difference in favor of 143 is consequently 19 and 4 per cent. The part of England herein is increased 18 per cent relative to foreign

\* The quantities of brandy and of wine, which are set forth in the statistics of commerce, since 1834, show only the number of litres of pure alcohol contained in the liquid. The following table shows both the quantity of the liquid and the quantity of alcohol, in the exports that have been made since 1818:—

QUANTITIES EXPORTED—HECOLITRES.			QUANTITIES EXPORTED—HECOLITRES.		
Years.	Liquid.	Pure alc. cont'd in the liquid.	Years.	Liquid.	Pure alc. cont'd in the liquid.
1818,.....	99,403	59,167	1831,.....	141,133	84,123
1819,.....	231,653	137,889	1832,.....	237,328	140,998
1820,.....	253,349	150,880	1833,.....	258,877	154,063
1821,.....	153,409	91,314	1834,.....	271,256	161,463
1822,.....	230,186	137,015	1835,.....	310,098	184,582
1823,.....	310,060	184,559	1836,.....	335,855	199,214
1824,.....	317,348	188,898	1837,.....	316,493	188,389
1825,.....	259,938	154,757	1838,.....	349,609	208,001
1826,.....	194,111	115,542	1839,.....	259,034	154,187
1827,.....	273,111	162,841	1840,.....	323,694	192,175
1828,.....	403,574	240,084	1841,.....	342,775	204,033
1829,.....	320,207	190,848	1842,.....	240,277	164,145
1830,.....	179,625	106,626	1843,.....	253,356	165,665



goods she has received from us in transitu ; while it has decreased 23 per cent, with regard to the goods which she has sent to other countries over our territory.

**GOODS ON STORAGE.**—The value of foreign goods which have been deposited in storage, amounted to 685,000,000 francs ; and their weight to 9,396,292 metrical quintals. Under either aspect there has been an increase. The increase in value is 49,000,000 francs ; in weight, 132,871 metrical quintals.

The increase is principally in grains, metal casts, iron, steel, lead, oleaginous seeds, olive oil, exotic woods, foreign sugars, tobacco in leaves, rice, indigo and silks. There is, on the contrary, a decrease in pit coal, colonial sugars, cotton, coffee, cocoa, pepper, raw tallow, and wool.

Two thirds, both in weight and value, of these goods, have been stored in Marseilles and Havre :

Marseilles,*.....	239,000,000 f., or 35 p. et.	4,075,955 f. nett gain, or 43 p. ct.
Havre,†.....	221,000,000 f., or 32 “	2,029,688 f. “ or 22 “
55 other places,.....	225,000,000 f., or 33 “	3,290,649 f. “ or 35 “

The result of a comparison with the preceding year is, for the port of Marseilles, an increase in value of 25,000,000 francs, and in weight, of 299,810 metrical quintals ; for the port of Havre, a decrease in value of 6,000,000 francs, and in weight of 137,491 metrical quintals.

At Lyons, Paris, Boulogne, Calais, Strasburg and Toulouse, the weight of goods received in storage has been greater than in 1842. The result is the contrary at Bordeaux, Nantes, Rouen, Dunkirk, Bayonne, Metz and Orleans.

**PREMIUMS.**—Of the goods exported, which have the benefit of a premium, there has been an increase in refined sugar, soaps, cotton stuffs, tanned and curried hides, and woollens. The comparison with the year 1842, of all other goods, show pretty perceptible decreases.

The sums paid for premiums amount altogether to 12,697,978 francs. The premiums relative to encouragement accorded to the fisheries, not by-paid at the custom houses, are not included in this sum ; they belong to the department of commerce. They have thus exceeded by 10 per cent the disbursement made for this purpose in 1842.

**COD AND WHALE FISHERIES.**—The returns with regard to the fisheries report a quantity of 453,870 metrical quintals.

Cods,.....	405,816 nett gain.
Sperm oil and whalebone,.....	84,054 “

The comparison with the returns of the preceding year shows an increase of 5 per cent in favor of 1843.

The quantity of cods re-exported with premiums, amounted to 98,986 metrical quintals. In 1842 they only amounted to 78,229 metrical quintals, and the average quantity for the last five years was 76,088 metrical quintals.

The part of the French colonies in the whole of cods re-exported from the metropolis has been 60,148 metrical quintals, or 61 per cent.

The whole amount of duties collected, amounts to 209,000,000 francs, to wit :

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\* Marseilles—Grains, 1,620,139 metrical quintals ; other goods, 2,455,816 f. nett gain.  
 † Havre — “ 15,479 “ “ 2,014,209 f. “

Duties on imports,.....	144,000,000 francs, or 69 per cent.
“ on exports, navigation, &c.,	7,000,000 francs, or 3 “
Consumption tax on salts,.....	58,000,000 francs, or 28 “

100 “

The increase is almost 6,000,000 francs, and lies in the import duties, almost entirely on the grains.

Colonial and foreign sugars, cotton, olive oil, spun flax and hemp, metal casts, iron and lead, have also contributed to increase the receipts.

The goods on which the receipt of duties have decreased, are principally coffee, wools, pit coal, flax and hemp stuffs, cattle, oleaginous fruits, and tallow.

The consumption tax on salts has produced 1,000,000 francs less than in 1842. The duties on exports, navigation, &c., have varied but little.

The collections received at the principal custom-houses, are in the following proportions :—

Marseilles,.....	37,000,000 francs, or 18 per cent.
Havre,.....	26,000,000 “ “ 12 “
Paris, (goods stored here).....	18,000,000 “ “ 8 “
Bordeaux,.....	15,000,000 “ “ 7 “
Nantz,.....	12,000,000 “ “ 6 “
Dunkirk,.....	8,000,000 “ “ 4 “
Rouen,.....	6,000,000 “ “ 3 “
Other custom-houses,.....	87,000,000 “ “ 42 “
	209,000,000 “ “ 100 “

**ADVANCE OF NAVIGATION.**—When, in fine, we review the advance of navigation, considered with respect to the number and tonnage of vessels, we shall see on reference to tables,

1st. That maritime navigation has, in 1843, employed (as well for imports as exports) 27,996 vessels,\* measuring altogether 3,247,000 tons; that is, 372 vessels, and 108,000 tons more than in 1842.

2d. That this navigation has been shared between the French marine and the foreign marine in the following proportions :—

	Number of Vessels.	Tonnage.
French Vessels,	11,431, or 41 per cent.	1,205,000, or 38 per cent.
Foreign Vessels,	16,655, “ 59 “	2,042,000, or 62 “

3d. That the advance in navigation has favored the French marine the most, which has increased in 1843, 6 per cent more than in the preceding year, on the whole number of vessels, and on tonnage; whilst the foreign marine has decreased 2 per cent as to the number of vessels, but still increased with regard to tonnage, 2 per cent.

4th. That the sailing vessels have been 22,307 in number, measuring 2,599,000 tons; and the steam vessels 5,689 in number, and capable of containing 648,000 tons.

5th. That in the navigation by steam, the French vessels have numbered 1,583, and measured 208,000 tons; and the foreign marine, 4,106 vessels, and 440,000 tons; that is, 78 vessels and 10,000 tons more of the first than in 1842, and 421 vessels and 47,000 tons more of the second.

\* The number of voyages made by vessels in maritime navigation, is 27,996; this does not include the vessels in the East.

We annex from the official report, tabular statements of the French export and import trade with the United States, Mexico and Texas, as follows :—

EXPORTS FROM FRANCE TO THE UNITED STATES.

Names of articles.	General Commerce.		Special Commerce.	
	For. Goods exp'd in 1813. Quantity.	Value.	For. Goods exp'd in 1843. Quantity.	Value.
Silk goods,.....kilog.	428,906	f. 49,878,251	278,463	f. 32,446,390
Woollens,.....	581,752	10,659,165	552,807	9,833,780
Cotton goods,.....	212,314	4,158,948	165,653	2,954,920
Colored silks,.....	31,425	3,080,375	490	46,550
Rabbit, hare, and beaver furs,...	71,401	2,856,040	1,250	50,000
Manufactured skins,.....	65,394	2,488,016	65,331	2,486,280
Ground and unground Mad- der,.....	2,050,787	2,050,787	2,050,787	2,050,787
Mercery, or made-up silk,.....	241,639	2,044,402	232,029	1,919,126
Mines,.....litres	5,484,787	2,017,473	5,445,552	1,989,686
Crockery, glass-ware, and crys- tals,.....value	.....	1,395,174	.....	1,312,253
Cambrie, lawn, and lace,.....	.....	1,347,348	.....	1,197,851
General utensils,.....	.....	999,160	.....	731,560
Straw carpeting, and straw in bundles,.....kilog.	25,948	940,114	1,704	57,760
Brandy,.....litres	1,343,607	941,988	1,342,322	940,179
Flax & hemp goods, etc.,.kilog.	50,990	814,889	34,462	482,008
Millinery goods,.....value	.....	790,824	.....	753,061
Olive oil,.....kilog	421,294	716,200	5,714	9,714
Perfumery,.....	95,804	670,628	95,779	670,453
Pasteboard, paper, books, etc.,.	173,750	652,432	152,584	576,601
Clock and watch machinery, &c.,.....value	.....	592,620	.....	41,429
Roucon,.....kilog.	190,311	380,622	706	1,412
Cream of tartar,.....	210,984	369,222	129,197	226,095
Table fruits,.....	529,488	351,021	236,821	200,520
Verdegris,.....	173,481	346,962	173,481	346,962
Phosphoric acid,.....	6,238	311,900	6,238	311,900
Manufactured cork,.....	85,592	256,776	24,541	73,623
Soaps,.....	398,913	239,347	398,913	239,347
Different articles of Parisian in- dustry,.....	24,010	215,580	24,010	215,580
Wrought metals,.....	86,642	213,249	85,873	208,869
Prepared skins,.....	37,105	200,615	32,693	180,736
Toys and playthings,.....	37,843	190,051	36,328	182,710
Flaxseed,.....	244,996	183,747	.....	.....
Liquors,.....litres	59,376	178,128	51,214	153,642
Prepared medicines,.....kilog.	23,835	177,155	23,808	176,835
Pure gums,.....	129,851	170,945	8,538	1,107
Felt, silk, and other hats, value	.....	150,410	.....	150,410
Capsules for priming,.....kilog.	24,580	147,480	24,580	147,480
Cloves,.....	30,680	138,060	.....	.....
Furniture,.....value	.....	128,370	.....	119,160
Volatile oils,.....kilog.	1,230	123,000	591	59,100
Wools,.....	30,703	122,812	.....	.....
Gold, silver-ware, and jewelry,.	189	107,835	149	69,997
Sulphur,.....	588,067	107,031	588,067	107,031
Classical instruments,.....value	.....	103,803	.....	103,170
Unprepared peltries,.....	.....	101,036	.....	28,192
Other articles,.....	.....	2,532,768	.....	1,953,488
Total,.....	.....	f. 96,639,059	.....	f. 65,807,804

## IMPORTS FROM THE UNITED STATES INTO FRANCE.

Names of articles.	GENERAL COMMERCE.		SPECIAL COMMERCE.	
	For. Goods imp'd in 1843.	Value.	For. Goods consumed in '43.	Value.
	Quantity.		Quantity.	
Cotton wool,.....kilog.	65,942,990	f.118,697,382	56,134,509	f.101,042,116
Tobacco, in leaves,.....	16,128,145	37,094,734	12,623,540	29,034,142
Raw tallow and lard,.....	7,352,694	4,043,982	5,713,597	3,142,478
Rice,.....	6,851,432	2,503,730	6,343,433	2,300,629
Raw skins,.....	1,530,182	1,869,434	1,334,610	1,544,307
Potash,.....	2,821,175	1,692,705	2,341,454	1,404,872
Thin oak planks,.....pieces	4,497,340	1,465,339	3,961,830	1,278,604
Lead ore,.....kilog.	2,221,665	999,749	2,174,525	978,536
Unprepared whalebone,.....	217,117	759,909	142,308	498,078
Dye-wood,.....	1,578,311	315,663	467,200	93,439
Manufactured tobacco,.....	47,199	302,074	1,130	7,232
Muscat,.....	691,207	248,834	562,627	202,545
Raw beeswax,.....	118,781	237,889	124,780	249,848
Salted beef,.....	328,736	230,115	16,383	11,468
Gold sands,.....	7,021	228,630	7,621	228,630
Cocoa,.....	229,930	206,937	101,561	91,405
Coffee,.....	237,990	202,292	26,087	22,174
Pure copper,.....	95,513	191,026	91,552	183,104
Pearl barley,.....gram.	9,500	190,000	8,718	174,360
Spermaceti,.....kilog.	109,135	179,133	93,087	149,178
Spelts,.....	179,082	179,082	145,131	145,131
Grains, (flour,).....	493,697	172,711	111,151	38,820
Rosin, (dried pitch,).....	1,611,926	161,193	1,883,373	188,337
Porcelain,.....	29,334	154,614	11,893	60,399
Vanilla,.....	600	150,000	296	74,000
Tea,.....	23,959	143,754	271	1,626
Indigo,.....	8,868	141,888	596	9,536
Exotic rosin, (copal rosin,).....	50,480	121,152	47,143	113,143
Hops,.....	95,379	119,222	36,936	46,170
Furniture woods,.....	205,641	97,272	248,779	76,895
Allspice,.....	68,035	95,249	37,025	51,835
Other articles,.....	.....	1,431,990	.....	816,434
Total,.....	.....	f.174,627,684	.....	f.144,259,471

## EXPORTS FROM FRANCE TO MEXICO.

Names of articles.	GENERAL COMMERCE.		SPECIAL COMMERCE.	
	Fr. and foreign goods exported during 1843.	Value.	French goods exported during year 1843.	Value.
	Quantity.		Quantity.	
Silk goods,.....kilog.	24,963	f.3,001,820	16,844	f.2,027,540
Cotton goods,.....	77,961	1,575,251	60,478	1,113,833
Woollens,.....	46,337	1,122,531	44,637	1,074,941
Paper, books, and engravings, ..	198,215	713,105	197,607	710,078
Crockery, glass-ware, and crystals,.....value	.....	703,748	.....	671,833
Wines,.....litres	600,570	689,400	597,311	684,140
Mercery, or made-up silk, .kilog.	78,894	654,874	74,711	570,882
Arms,.....	31,499	393,786	4,360	50,886
Wrought metals,.....	80,856	278,233	78,683	275,471
Perfumery,.....	29,431	206,017	29,431	206,017
Iron and steel,.....	687,462	192,942	5,967	5,130
Flax and hemp goods,.....	9,176	184,618	4,721	103,454
Gold and silver ware, jewelry, ..	61	167,204	55	132,408
Cotton, (spun,).....	26,405	164,507	3,108	37,143
Brandy and liquors,.....litres	117,068	160,352	116,050	159,049
Other articles,.....	.....	1,735,869	.....	1,465,969
Total,.....	.....	f.11,944,257	.....	f.9,294,774

IMPORTS INTO FRANCE FROM MEXICO.

Names of articles.	GENERAL COMMERCE. For goods imp'd in 1843.		SPECIAL COMMERCE. For goods consumed in '43.	
	Quantity.	Value.	Quantity.	Value.
Cochineal,.....kilog.	93,957	f. 2,818,710	98,854	f. 2,905,632
Pure copper,.....	885,231	1,770,462	339,057	678,114
Vanilla,.....	4,319	1,079,750	2,321	580,250
Dye-woods,.....	3,244,460	648,892	3,763,845	752,769
Raw skins,.....	214,437	361,134	133,288	215,066
Sarsaparilla root,.....	26,893	80,679	22,550	67,650
Jalap root,.....	16,533	52,906	5,064	16,205
Coffee,.....	36,909	31,373	5,179	4,402
Other articles,.....	.....	78,001	.....	57,141
Total,.....	.....	f. 1,921,907	.....	f. 5,337,229

EXPORTS FROM FRANCE TO TEXAS.

General utensils,..... value	.....	f. 19,150	25,630	f. 19,150
Wines, .....litres	25,630	12,053	7,546	12,053
Brandy and liquors,.....	7,540	8,006	4,397	8,006
Refined sugar,..... kilog.	4,379	5,255	.....	5,255
Other articles,.....	.....	29,100	.....	18,587
Total,.....	.....	f. 73,564	.....	63,051

IMPORTS INTO FRANCE FROM TEXAS.

Cotton wool,.....kilog.	35,484	f. 63,871	35	f. 63
Raw skins,.....	10,394	11,404	10,394	11,404
Other articles,.....	.....	2,279	.....	1,779
Total,.....	.....	f. 77,554	.....	f. 13,246

ART. III.—COMMERCE WITH SPAIN.

THE prohibitory system of Spain excludes almost all the staple articles of the United States, so that the commerce between the two countries, at Cadiz, is reduced to the import of a few cargoes of staves, and export of salt; for which latter article vessels generally arrive there in ballast, after delivering their outward cargoes at the ports of France, Belgium, Holland, &c. The proceeds of the sales of staves are usually sent from Cadiz to Malaga, to pay, in part, for dried fruit required in the United States. During the year 1843, four American vessels, from New Orleans, with 1,583 hogsheads of tobacco for the Spanish government, touched at Cadiz for orders, and proceeded to Gibraltar to land their cargoes; the contractors preferring this cautious mode of obtaining payment at that place, according to the delivery of the articles.\*

Salt, as elaborated at Cadiz, requires but little skill. The salt ponds formed on the low land round the bay, are flooded with a few inches of sea-water, at the height of spring tides, in the months of June and July, and the action of the sun, by evaporation, soon creates a crust of salt, which is raked off, and placed on the neighboring banks to drain, where it remains in heaps and exposed to the weather till exported, for its low price will not afford the cost of a covering. The loss is consequently great, averaging one-sixth part. The salt produced by the strongest sun, and eastern winds, at midsummer, is the coarsest, whitest, and most suit-

\* Letter of Alexander Burton, Esq., United States Consul at Cadiz.

able for the United States and the north of Europe; but the small grain is preferred for the fisheries of New Foundland. For five years, ending in 1839, the exports averaged each year 25,250 lasts, or 1,818,000 bushels, of which 354,000 bushels were shipped for New Foundland, 370,000 bushels for the United States, and 1,096,000 bushels for the Baltic and elsewhere. From 1839 to 1843, inclusive, the exportation of salt, from Cadiz to foreign countries, has increased 60 per cent, beyond the amount stated, and in proportion for the destinations mentioned. The present year's supply is about 42,000 lasts, or 3,024,000 bushels. The price of salt is not fixed by the Spanish government, but depends upon the quantity on hand, and the demand at the time, and ranges from about four cents per bushel for new salt, in the summer, to five cents for the old, the following spring—averaging, the year through, about four and a half cents per bushel, delivered alongside of vessels, where crews measure it at the time of loading. Foreign vessels arriving at Cadiz, in ballast, and taking salt, are exempt from tonnage duty of five cents per ton, which those with cargoes pay. The other charges, for pilotage, anchorage, light-house, and health office, in a vessel of three hundred tons, amount to about \$50. Discharging of ballast costs about 25 cents per ton. Vessels without bills of health are subject to a fine of \$55.

Salt can be sold only wholesale by individuals, and solely for exportation to foreign countries. In the months of September, October, November and December, 1842, the exports of salt, from Cadiz to the United States, was 185,684 bushels. The price of salt, at that time, was five cents per bushel; and from June to August, of 1843, the number of bushels exported to the United States was 459,144—ranging from four and a half to four and three-quarter cents per bushel. The retail of salt throughout the Spanish colonies is a monopoly of the government, and is at present farmed out. The fixed price of sale for this article for consumption in Spain differs according to the distance from sea. In Andulusia, it is equal to \$2 75 per hundred pounds weight.

**EXCHANGE.**—Between Cadiz and the United States there is no regular exchange. Bills on the United States are rarely negotiated at Cadiz; and in the few instances known to our consul at Cadiz, the rate has been at about the average of 8 per cent loss to the bill. Payments for exports of Spanish produce, when not made in cash, as customary, are generally by bills on England. The rate of exchange, in 1843, averaged fifty pence sterling per Spanish or American dollar. This rate, taken in connection with the exchange in the United States on England, of 8 per cent premium, or four hundred and eighty cents per pound sterling, gives the average of one hundred cents of the United States for a Spanish dollar.

**CADIZ RATES OF WAGES.**—Ship-carpenters, caulkers, coopers, plumbers, sailmakers, blacksmiths, coppersmiths, blockmakers, cutlers and armorers, 75 to 90 cents per day; shoemakers, tailors, glaziers and weavers, 40 to 50 cents per day; house-carpenters, painters, bookbinders, plasterers and masons, 50 to 70 cents per day; tanners, curriers, hatters and printers, 60 to 70 cents per day. All the above persons subsist themselves. Vine-dressers, gardeners, mason's laborers, stone-hewers and sawyers, 30 to 40 cents per day; field-laborers, 20 to 30 cents per day; laborers on board of vessels, 75 cents per day. Men house servants, \$3 to \$8 per month; women do., \$2 to \$5 per month, and maintained; seamen, \$10 to \$12 per month.

The produce and manufactures of Spain are, by the present tariff of that country, exempt from export duty, save a very few articles of no consequence, except the following:—Old bronze, in bells, cannon, &c., pays 75 cents per quintal, in Spanish vessels, and one-third more under foreign flags; mineral of copper, or mixed with iron, 20 cents per quintal; alcohol, 20 cents per quintal; lead, 20 cents per quintal; arkwood, in sheets, 30 cents per quintal; wool, of rabbits and hares, five cents per pound.

Staves were the only article imported from the United States, and landed at Cadiz, for the year ending with August, 1843, and estimated at 686,000. The duty payable thereon, by the tariff of November, 1841, is, under the Spanish flag,  $1\frac{1}{2}$  per cent, on 1,000 staves, valued at \$50, and two-thirds additional as a consumption duty. Under foreign flags, there is an increase of one-fourth of these sums. The products and manufactures of Spain are subject to the royal duty, called "alcabala," which is four per cent on their value, whether in a crude state, or partially, or completely manufactured; and this duty is payable as often as the article is sold, and transferred; consequently, sales are frequently kept private, to avoid the tax. Other additional and low duties, under various names, but about equal to four per cent, are also assessed on articles required for consumption, as wine, vinegar, oil, candles, and fresh meats of all kinds. Wheat, Indian corn, barley, beans, &c., pay a fixed duty of two cents, nearly, per hundred pounds weight. In general, the taxes on produce and manufactures, in Spain, under various names, are supposed to amount to the value of the former tithes, now abolished under that name, though a contribution is assessed for the support of public worship and the clergy.

Insurance on American vessels and cargoes is, in general, effected in the United States, and very rarely in Spain. Insurance for Spanish account is usually made in England, France, or the United States. The premium of insurance at Cadiz, by Spanish vessels, to or from that port, is as follows:—To South American ports, on the Atlantic,  $1\frac{1}{2}$  per cent, and to ports on the Pacific, 3 to  $3\frac{1}{2}$  per cent; India and China, 4 to  $4\frac{1}{2}$  per cent; Cuba, 2 to  $2\frac{3}{4}$  per cent; Gulf of Mexico,  $2\frac{1}{2}$  to  $3\frac{1}{2}$  per cent; England and France, 2 per cent; North of Europe and the Baltic,  $2\frac{1}{2}$  to  $3\frac{1}{2}$  per cent; Constantinople and Black sea,  $4\frac{1}{2}$  to 5 per cent; and from Cadiz to the United States,  $1\frac{3}{4}$  per cent.

Freight on wine, from Cadiz to the United States, is about \$8, and 5 per cent primage per tun of two pipes, and in that proportion for an equal bulk of other merchandise. Salt is generally shipped on the vessel's account, and not on freight. American vessels, after delivering their outward cargoes of cotton, &c., at northern European ports, go to Cadiz in ballast, to load salt for owners' account, and any gain thereon is considered as the freight. The commission is generally 3 per cent on purchase and shipment of salt. On other merchandise,  $2\frac{1}{2}$  per cent, and  $\frac{1}{2}$  to 1 per cent brokerage. The commission at Cadiz on sales of imports, is  $2\frac{1}{2}$  per cent, and brokerage  $\frac{1}{2}$  to 1 per cent.

The following table, derived from the report of George Read, Esq., United States Consul at Malaga, Spain, in answer to a resolution of the House of Representatives, of March 3, 1843, shows the principal articles of export from Malaga to the United States, and the wholesale and retail prices of the same, at the port of Malaga.

Exports to U. States.	PRICES.	
	Wholesale.	Retail:
Malaga wine, sweet and dry, (Sp. white),...	14 a 16 cents per gall.	5 cents per bottle.
Bunch Muscatel raisins, in boxes,.....	3½ cents per lb.	2 cents per lb.
Bloom raisins, in boxes,.....	2 cents per lb.	1 6-10 cts. per lb.
“ or sun raisins, in casks,.....	1 5-6 cents per lb.	1½ a 2 cts. per lb.
Grapes, green, in kegs and jars,.....	8 cents per lb.	2 a 3 cts. per lb.
Lemons,.....	\$1 50 a \$9 per M.	2 to 20 lemons for 1 cent.
Soft shelled almonds,.....	5 cents per lb.	Not used.
Jordan almonds, shelled, in boxes,.....	21½ a 24 cents per lb.	25 cts. per lb.
Figs, in drums and boxes,.....	2½ a 3½ cents per lb.	1½ a 2 cts. per lb.
Olive oil, in casks,.....	62 a 70 cts. per gall.	70 a 80 cts. p. gal.
Saffron, from Murcia,.....	\$7 a \$10 per lb.	60 cts. per oz.
Soap, Castile,.....	7½ a 8 cents per lb.	8 a 9 cts. per lb.
Lead, in pigs,.....	3½ cents per lb.	5 cts. per lb.
Mats, door,.....	30 cents each.	35 a 40 cts. each.
Matting, from Alicante,.....	\$3 50 a \$4 per bale of 48 yards.	15 a 20 c. per yd.

The rates of insurance on exports to the United States, from Malaga, varies from 1½ to 2 per cent. The freight is \$5 a \$6 per ton, of 8 quarter casks, or 80 boxes, &c. Malaga business is not done on a commission. Produce “put on board” at a “value,” all charges included, and the profit may be 2 or 10 per cent. Produce is paid for in cash, as it comes from the country.

We subjoin the remarks of Mr. Read, appended to the above table of exports and prices, as follows:—

The commercial business of Malaga, in its customs, is one peculiar to itself, and differing much in its usages from that of the United States; consequently, the annexed table would present many anomalies, if unaccompanied by explanations.

In the United States, the dealer in home produce, is generally what may be termed a factor, who sells an article on commission for the account of the producer, or else he is a speculator on the variations of the market. Such is the flour dealer, who receives the article regularly made up and packed ready for exportation.

It is different in Malaga. Take for instance wines; the skipper may himself be either a grower, or may advance money to the grower for the expenses of cultivation, and deduct these advances, with interest, from the yield of the vintage, when delivered by the grower into his stores. Then he becomes a manufacturer of wines, which he may sell to others, or himself becomes a skipper to foreign or home markets, either on his own or on others' account. In this last character of merchant, he must have his casks made, and gives the cooper staves, hoops, and cash for labor, taking the empty casks in payment. These staves and hoops he may have imported as part returns for wines, or taken in exchange for them from his stores. As skipper, he invoices his adventure at what is called the market value, or shipping price, on board, all charges included, and comprising the shipping merchant's profit.

Looking at the wholesale and retail prices in the columns, the value is that of the wine in store, as current in the market and ready for shipment or consumption—say 12 to 14 reals vellon per arrobe of 4 24-100 gallons, or equal to a medium of about 15 cents per gallon; 31 gallons to the quarter cask give \$4 65 for the wine, which with \$2 10 for cask and shipping expenses, leave about 80 cents on the quarter cask (value \$7 50 per invoice) as remuneration for outlay, and interest of capital, store-rent, commissions, &c. The same individual is sometimes the retail also, and will sell a measure for 5 cents, equal to the contents of a black bottle.

In raisins, the wholesale price above, necessarily comprises the package or box in which they must always be packed, (if Muscatels,) and brought from the



vineyard; of course, enhancing the price. Those retailed by the pound are not usually of the better qualities; and, therefore, if the fruit be retailed at a price, together, with the empty package (which may serve again) at any thing about the wholesale price of good fruit, it is quite as much as is sought for.

Of grapes, it will be observed, that the wholesale price is three or four times greater than the retail, which certainly would appear to be an anomaly. The explanation is this; the grape of export is the only one disposed of by wholesale; it is considered inferior to all others used for daily consumption; the wholesale price above, consequently includes all the cost of preparation and packing for shipment: but as it is the only kind that can be preserved over a few days after being pulled, it is worth for that reason, when fresh, sometimes quadruple any other grape that will not keep, of which the consumption is very great as food. In another light, however, this grape, as it keeps so long, is sometimes hung up in bunches to the rafters of the houses in the vineyard men until Christmas, when it is retailed at the market at about 5 cents per pound.

Figs must always be put up and pressed when newly dried; they have varied during the year but very little; they are not consumed at that time, nor indeed are raisins, not being considered wholesome until they have undergone a fermentation after the leaf of the tree falls. The same with raisins, and when any decay takes place, it is about the time the leaves fall from the vine, or when the sap rises again in the spring. The dried fruit is eaten when there is none green, and vegetables are scarce. The common people live for very little, with the abundance of fruit of the country;

$\frac{1}{2}$ lb. of raisins or figs,.....	$\frac{1}{2}$ cent.
$\frac{1}{2}$ lb. of bread,.....	1 $\frac{1}{2}$ "
Fried fish,.....	1 $\frac{1}{2}$ "
make a very wholesome breakfast for a carpenter, at.....	3 $\frac{1}{2}$ "

This class of people drink water, and very little wine.

The internal taxes and imposts are generally farmed out to contractors, who take upon themselves the collection of that part of the revenue. Home produce pays nothing when exported; but as all kinds for this purpose must come within the city, it was usual for the mercantile community to give bonds to export what they introduce into the town, and to pay the gate dues (*derechos de consumo*) on what fell short in their exports. To ascertain this difference, accounts were kept with each merchant, charging him with all that came through the gates in his name, and crediting his permits of export. As this, however, is a country where the evasion of revenue and contraband practices of every shade and color, kind, and description, are universally prevalent, it was arranged between the chamber of commerce and the contractors to fix a modicum duty on every thing that came through the gates, and thus do away with an extensive establishment of accountability, and a heavy corps of guards on one side, and their vexatious interference on the other, besides the annoyances of liquidations, &c. &c. These internal taxes were thus reduced to a mere nothing, so as really not to be taken into consideration against the consumer, while the aggregate remained important to the contractor. All the fruits enter in small parcels from the country at a time, and the amount to be paid is so small as not to be sought to be evaded, while the arrangement was adopted on a principle which prevented the demoralizing effects of the eternal hankering after smuggling and defraudation. An example or two will show the operation of the modicum duty. Wines formerly paid 20 cents the arrobe of 4  $\frac{1}{2}$  gallons, or nearly 5 cents a gallon. By the arrangement, all the new must, when it enters the city, pay 4 maravedis, or  $\frac{1}{2}$  cent the arrobe, or 2-17 of a cent the gallon. Olive oil paid 35 cents the arrobe, of 3  $\frac{1}{4}$  gallons, and by the arrangement 8 maravedis the arrobe, or 7-20 of a cent per gallon. Raisins, grapes, almonds, about  $\frac{1}{4}$  of a cent per arrobe of 25 lbs. 7 oz. Oranges and lemons on the same scale; an amount so insignificant as to be no account to the consumer. The same is the case with soap. Barilla never paid gate dues, while the modicum on oil does not increase the price of soap more than 3 cents per 100 pounds to the consumer.

There is no regular course of exchange between Malaga and the United States; and the great difficulty is to place funds in Malaga, without loss, through indirect channels. Spain, as we have before remarked, consumes no produce of the United States, except staves, a little cotton and tobacco, most of which is smuggled through Gibraltar.

Mercantile clerks, at Malaga, receive \$20 per month, on an average; storemen, with constant employment, 40 to 50 cents per day; day laborers, in warehouses, 35 to 40 cents per day; women, picking fruits, 20 cents per day.

The exports from Catalonia, part of Turragonia, are principally red wine, which is worth there about \$7 per cask. All goods brought from the United States in Spanish bottoms, pay less duty considerably; and this is the reason of American vessels being prejudiced in bringing their own produce.

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#### ART. IV.—COMMERCE OF THE CITY OF NEW YORK.

AN inquiry into the early history of New York will show that it had its origin in commercial interests; and that, in this respect, it differed materially from the New England, and other colonies, where the first settlers sought a refuge from religious and political persecution. The island of Manhattan, and its vicinity, were occupied by a commercial company, with a view to trade; and the subsequent growth and prosperity of this city is to be attributed to the influence of commerce, aided by those branches of industry which her favorable position for trade have attracted hither.

The fur trade, with the Indians, was the principal object and employment of the Dutch, who came to this continent during the seventeenth century; and, in 1635, we find the number of skins, returned to Holland by the Fur Company, was 14,891 beavers, and 1,413 otters—of the total value of 134,925 guilders.

The trade with the Dutch colonies of Curueoa and Guyana, the West Indies and Africa, soon after commenced. From 1673 to 1688, the principal occupation of the inhabitants, was the manufacturing, or bolting, of flour and meal, and the baking of bread; for which the city for some time had a monopoly. A petition, presented to the Common Council, in 1692, states that "the bolting of flour and baking of bread hath been, and is, the chief support of the trade and traffic of this city, and maintenance of its inhabitants of all degrees. It hath, for many years past, been an ancient usage." At that time, the flour made here, was in the highest estimation of any produced in America.

After the English took possession of the colony, the trade of the city rapidly increased. Edmund Burke, in his work on America, published in 1757, says: "The city of New York contains upwards of 2,000 houses, and above 12,000 inhabitants, the descendants of Dutch and English. It is well and commodiously built, extending a mile in length, and about half that breadth, and has a very good aspect from the sea; but it is by no means properly fortified. The town has a very flourishing trade, and in which great profits are made. The merchants are wealthy, and the people, in general, most comfortably provided for, and with a moderate labor.

From the year 1749 to 1750, 232 vessels have been entered in this port, and 286 cleared outwards. In these vessels, were shipped 6,731 tons of provisions, chiefly flour, and a vast quantity of grain, of which I have no particular account. In the year 1755, the export of flaxseed to Ireland, amounted to 12,528 hogsheads.

“Upon the river Hudson, about 150 miles from New York, is Albany, a town of not so much note for its number of houses or inhabitants, as for the great trade which is carried on with the Indians, and indeed, by connivance with the French, for the use of the same people. This trade takes off a great quantity of coarse woollen goods, also guns, hatchets, knives, hoes, kettles, powder and shot, besides several other articles.”

In 1683, there were, belonging to the city, 3 barques, 3 brigantines, 26 sloops, and 48 open boats.

In 1769, the imports from Great Britain were £75,931; from the West Indies, £97,420; from South of Europe, £14,927; from Africa, £697. Total, £188,976 sterling, or \$839,782.

COMPARISON OF EXPORTS FROM NEW YORK WITH THOSE OF THE WHOLE U. STATES.

Years.	New York.	U. States.	Years.	New York.	U. States.
1792,.....	\$2,535,790	\$26,109,572	1800,.....	\$13,978,123	\$94,115,925
1793,.....	2,932,370	33,026,233	1805,.....	23,482,943	101,536,963
1794,.....	5,442,183	47,989,472	1810,.....	17,242,330	61,316,833
1795,.....	10,301,182	67,064,097	1816,.....	13,946,598	87,671,569
1799,.....	17,262,729	70,971,780	1820,.....	11,769,511	69,691,669

AMOUNT OF DUTIES ON MERCHANDISE IMPORTED INTO NEW YORK.

1789,.....	\$145,320	1810,.....	\$5,223,696
1792,.....	1,233,903	1816,.....	10,785,354
1795,.....	2,717,361	1820,.....	5,487,974
1800,.....	3,611,588		

The following table shows the value of imports and exports, (domestic and foreign,) into and from the port of New York, in each year, from 1821 to 1844, inclusive; also, the amount of duties paid on the imports:—

IMPORTS AND EXPORTS OF THE CITY OF NEW YORK, FROM 1821 TO 1844, INCLUSIVE.

Years.	Imports from for countries.	Amount of dut. on imp.	Dom. prod. and manuf. exp'd.	For'n mdze. exported.	Total exports.
1821,.....	\$36,020,012	\$7,243,542	\$8,102,022	\$4,022,143	\$12,124,645
1822,.....	33,912,453	9,941,702	9,228,631	6,177,063	15,405,694
1823,.....	30,601,455	9,022,435	11,526,632	9,563,064	21,089,696
1824,.....	37,785,147	11,178,139	11,652,050	10,652,050	22,309,362
1825,.....	50,024,973	15,752,100	19,257,749	14,774,530	34,032,279
1826,.....	34,728,664	11,525,862	10,743,846	8,693,383	19,437,229
1827,.....	41,441,832	13,217,695	13,301,222	11,312,813	24,614,035
1828,.....	39,117,016	13,745,147	12,272,078	9,863,499	22,135,487
1829,.....	34,972,493	13,052,676	10,509,481	7,100,119	17,609,600
1830,.....	38,656,064	15,012,553	11,814,926	5,851,698	17,666,624
1831,.....	57,291,727	20,096,136	15,053,571	11,089,148	26,142,719
1832,.....	50,995,924	15,070,124	11,941,697	10,850,902	22,792,599
1833,.....	56,527,976	13,039,181	13,941,689	10,782,014	24,723,903
1834,.....	72,224,390	10,183,152	12,090,142	10,105,919	22,196,061
1835,.....	89,304,108	14,468,116	20,373,343	8,662,412	29,035,755
1836,.....	118,886,194	17,114,305	18,377,691	9,077,532	27,455,223
1837,.....	68,374,558	9,487,598	13,601,110	9,933,500	23,534,610
1838,.....	77,214,729	10,494,055	15,340,937	6,841,311	22,182,248
1839,.....	97,078,687	13,970,332	24,673,936	11,988,787	36,662,223
1840,.....	56,845,924	7,537,441	19,635,226	10,551,244	30,186,470
1841,.....	75,268,015	10,993,899	22,840,315	7,891,204	30,731,519
1842,.....	52,415,555	10,013,122	17,556,294	5,533,905	23,090,199
1843,.....	50,036,667	11,300,407	17,835,738	5,604,588	23,440,326
1844,.....	75,749,220	21,457,830	26,400,860	8,227,510	34,628,440

We give below a tabular statement of the amount of tonnage entered and cleared the port of New York, from foreign ports, in each year, from 1821 to 1844, a period of twenty-four years, distinguishing the foreign from the American :—

AMOUNT OF TONNAGE ENTERED THE CITY OF NEW YORK FROM, AND THE AMOUNT CLEARED THE PORT OF NEW YORK FOR, FOREIGN PORTS.

Years.	ENTERED.			CLEARED.		
	American. Tons.	Foreign. Tons.	Total. Tons.	American. Tons.	Foreign. Tons.	Total. Tons.
1821.....	155,723	16,240	171,963	143,741	10,731	154,472
1822.....	203,082	23,707	226,790	158,970	21,253	180,223
1823.....	204,308	22,481	226,789	196,189	21,013	217,202
1824.....	206,080	16,689	253,769	218,480	15,451	233,931
1825.....	259,524	20,655	280,179	245,512	17,919	263,431
1826.....	246,174	28,832	274,997	213,234	19,232	232,466
1827.....	255,276	37,956	292,872	223,224	33,339	256,563
1828.....	236,308	39,368	275,677	207,124	41,143	248,267
1829.....	255,691	25,820	281,512	200,768	25,433	226,201
1830.....	280,918	33,797	314,715	209,599	33,686	243,285
1831.....	274,237	62,772	337,009	234,469	59,706	294,235
1832.....	295,293	106,425	401,718	221,687	94,433	316,120
1833.....	320,083	110,835	430,918	239,415	102,112	341,527
1834.....	352,225	92,679	444,904	235,768	90,108	325,876
1835.....	373,465	90,999	464,464	289,552	80,038	369,590
1836.....	407,095	149,634	556,730	271,746	133,211	404,957
1837.....	368,011	171,360	539,372	248,786	157,173	405,959
1838.....	377,563	91,326	468,890	268,887	87,767	356,654
1839.....	422,349	142,985	565,335	331,590	132,757	464,347
1840.....	409,458	118,136	527,594	275,393	117,204	392,597
1841.....	423,952	125,073	549,045	296,843	110,482	407,325
1842.....	406,623	148,691	555,315	300,738	151,151	451,889
1843.....	385,124	106,370	491,494	301,678	96,449	398,127
1844.....	.....	.....	.....	.....	.....	.....

According to the census of 1840, there were 417 commercial houses, engaged in foreign trade, and 918 commission houses, with an aggregate capital of \$45,941,200; 3,484 retail dry goods, groceries, and other stores, with a capital of \$14,509,995; 61 lumber yards, and trade, with a capital of \$731,500. The value of machinery manufactured amounted to \$1,150,000, giving employment to 1,419 men; the value of hardware, cutlery, &c., amounted to \$135,300, giving employment to 145 men; the value of precious metals manufactured amounted to \$889,460, giving employment to 492 men; other metals, \$131,100, giving employment to 848 men; the value of granite, marble, &c., amounted to \$263,850, giving employment to 332 men; the value of bricks and lime manufactured amounted to \$27,000, giving employment to 18 men, the capital invested, \$1,907,850; the value of manufactured cotton amounted to \$150,700, giving employment to 290 men, capital invested, \$61,300; the value of tobacco manufactured amounted to \$187,700, giving employment to 902 men, capital invested, \$95,055; the value of hats, caps, bonnets, &c., manufactured, amounted to \$1,159,446, giving employment to 1,361 persons, capital invested, \$444,300; the value of mixed manufactures amounted to \$1,201,700, giving employment to 1,653 persons, capital invested, \$507,050; there were 173 manufactories of leather, saddleries, &c., the value of manufactured products amounting to \$1,522,156, capital invested, \$526,330; there were 6,463,700 pounds of soap manufactured, 2,003,400 pounds of candles, and 250,000 pounds of wax and sperm candles, giving employment to 229 men, capital invested, \$277,600; 11 dis-

tilleries, manufacturing 2,973,278 gallons of liquor; 15 breweries, manufacturing 1,205,495 gallons of ale, giving employment to 274 men, with an aggregate capital of \$575,076; the value of medicinal drugs, paints, dyes, &c., manufactured, amounted to \$225,050; turpentine and varnish, \$161,360, giving employment to 293 men, with an aggregate capital of \$648,650; there were 3 glass houses, and 4 glass cutting establishments, giving employment to 83 men, the manufactured products amounted to \$123,671, capital invested, \$42,500; 1 pottery, giving employment to 12 men, manufactured products amounted to \$14,000, capital invested, \$3,000; 7 sugar refineries, the value of the manufactured products amounted to \$385,000, confectionary, \$246,242, giving employment to 327 men, the aggregate capital invested, \$425,706; 1 paper mill, value of manufactured products, \$25,000, all other manufactures of paper, playing cards, &c., \$20,137, giving employment to 51 men, capital invested, \$27,900; 113 printing offices, and 39 binderies, giving employment to 2,029 men, capital invested, \$1,285,320; 6 rope walks, the value of the manufactured products amounted to \$92,600, giving employment to 61 men, capital invested, 9,800; 4 furnaces, giving employment, to 56 men, capital invested, \$23,000; the value of musical instruments manufactured amounted to \$214,031, giving employment to 281 men, capital invested, \$338,400; the value of carriages and wagons manufactured amounted to \$208,074, giving employment to 297 men, capital invested, \$90,950; 6 grist mills, and 8 saw mills, giving employment to 104 men, capital invested, \$183,800; the value of ships and vessels built amounted to \$354,000; the value of furniture manufactured, \$916,675, giving employment to 1,319 men, capital invested, \$826,150; the number of houses erected in 1840, was 601, giving employment to 4,023 men, value of constructing or building, \$979,100; all other manufactures, not enumerated, \$2,667,958, capital invested, \$2,409,307. The cost of the raw materials used in the above manufacturing establishments, amounts to several millions of dollars, and the manufactured products about double the value of the raw material.

Foreign commerce, and internal trade, are the great elements in the prosperity of the city, for which its location presents unrivalled advantages. The amount of shipping owned here in 1839, was 430,300 tons. The number of vessels entered from foreign ports, during the year ending September 30, 1839, was 2,138; the clearances were 1,680. The value of imports, during the same period, was \$99,882,438; of exports, \$33,268,099. The number of passengers arriving, during the same year, by shipboard, was 47,479. In 1831, the amount of revenue collected here was about \$18,000,000; but, on account of the "compromise act," as well as other causes, the amount collected at the present time is much less. For the third quarter of the year ending September 30, 1840, the amount was \$2,398,058, and the whole amount for the same year did not probably exceed 8,000,000. A considerable improvement took place in the corresponding quarter of 1841, when the amount of duties received was \$3,233,165. The entire receipts from customs in the United States, in the year 1838, were \$16,158,800, or about \$2,000,000 less than was paid by this city alone in 1831. The coasting and inland trade is not taken into the account in the foregoing statements. While the imports have diminished, the exports have increased, owing to the increased facilities of communication with the interior, by railroads and canals. Im-

mense quantities of manufactured articles, and country produce, are brought down the canals to the Hudson, and transhipped on board of tow-boats and barges for the city. The value of articles of country produce, brought to market, and consumed annually by the the inhabitants of the city, is estimated at \$15,500,000. The number of wharves or piers for the use of the shipping, on the East river, is 60; on the Hudson, 53. The numerous packet ships, and most foreign vessels, lie in the East river. The amount of capital invested in marine insurance, is over \$3,000,000, exclusive of companies for mutual assurance. There are 23 Fire Insurance Companies, with an aggregate capital of \$6,000,000. The number of banks is 33, having a capital of about \$12,000,000. There are 2 gas light companies, with a capital of \$1,500,000. The Farmers' Loan and Trust Company has a capital of \$2,000,000, and the Life Insurance and Trust Company, a capital of \$1,000,000. The rapid increase of the city in population, wealth, trade and commerce, during the last fifteen or twenty years, is attributable, for the most part, to the opening of the Erie canal, and other internal improvements. At the present moment, the tide of prosperity threatens to be checked by the superior enterprise of other cities on the seaboard, which are beginning to share in the advantages of those improvements, and thus to draw away much of the trade that flowed in this direction. Without great outlays of capital and enterprise, beyond what has been already made, New York must soon lose her proud pre-eminence among the cities of the Union, and add another example to the many the world has already seen, of the rapid decline of a commercial mart, by the operation of a decayed spirit of enterprise, and successful competition in other places.

The city is divided into seventeen wards; each ward electing one alderman, one assistant alderman, two assessors, one collector, &c. The following table shows the comparative population of the wards at different periods:—

Wards.	1825.	1830.	1835.	1840.
First,.....	9,929	11,331	10,380	10,629
Second,.....	9,315	8,202	7,549	6,394
Third,.....	10,201	9,599	10,884	11,581
Fourth,.....	12,210	12,705	15,439	15,770
Fifth,.....	15,093	17,722	18,495	19,159
Sixth,.....	20,061	13,570	16,827	17,198
Seventh,.....	14,192	15,873	21,481	22,982
Eighth,.....	24,285	20,729	28,570	29,073
Ninth,.....	10,956	22,810	20,618	24,795
Tenth,.....	23,932	16,438	20,926	29,026
Eleventh,.....	7,314	14,915	26,845	17,052
Twelfth,.....	7,938	11,808	24,437	11,652
Thirteenth,*.....	.....	12,598	17,130	18,571
Fourteenth,*.....	.....	14,288	17,306	20,235
Fifteenth,†.....	.....	.....	13,202	17,755
Sixteenth,‡.....	.....	.....	.....	22,273
Seventeenth,§.....	.....	.....	.....	18,619
Total,.....	166,086	202,589	270,089	312,710

\* These two wards were constituted in 1826, the 13th being taken from the 10th, and the 14th from the 6th and 8th wards.

† Taken from the 9th ward, 1832.

‡ Taken from the 12th or out-ward, 1836.

§ Taken from the 11th ward, 1837.

The following table of the population at different periods, exhibits the progress of population in the city of New York, from 1673 to 1840:—

TOTAL POPULATION AT DIFFERENT PERIODS.

1673.....	2,500	1790.....	33,131
1696.....	4,302	1800.....	60,489
1731.....	8,628	1810.....	96,373
1756.....	10,381	1820.....	123,706
1771.....	21,876	1830.....	202,589
1786.....	26,614	1840.....	312,710

We give below a tabular statement of the value of real and personal estate in the city of New York, as assessed in each of the last eight years, that is, from 1836 to 1843 inclusive.

VALUE OF REAL AND PERSONAL ESTATE IN THE CITY AND COUNTY OF NEW YORK, AS ASSESSED IN 1836, 1837, 1838, 1839, 1840, 1841, 1842, AND 1843.

Ward.	1836.		1837.	
	Real estate.	Personal estate.	Real estate.	Pers. estate.
1	\$35,272,466	\$28,759,936	\$20,497,944	\$28,659,785
2	10,140,380	2,490,886	16,548,350	2,140,921
3	15,357,477	7,658,500	13,091,200	5,675,690
4	10,207,250	2,387,625	9,191,450	2,041,950
5	3,214,601	5,405,960	11,213,550	4,012,980
6	10,091,945	4,188,105	8,915,890	2,902,584
7	12,284,590	4,506,000	11,998,875	4,724,200
8	13,808,600	2,272,650	11,662,050	2,248,980
9	10,725,855	1,638,900	10,618,950	1,453,784
10	7,536,288	862,590	7,209,750	1,172,900
11	18,755,484	1,393,900	4,018,000	209,890
12	14,830,072	2,987,550	9,958,855	2,518,150
13	4,437,250	548,350	4,222,500	488,085
14	7,884,250	2,336,429	6,447,788	1,871,216
15	16,194,200	7,801,007	15,029,645	5,527,219
16	24,201,595	519,869	16,906,062	499,500
17	.....	.....	9,911,050	749,405
	<u>\$233,743,303</u>	<u>\$75,758,617</u>	<u>\$196,450,109</u>	<u>\$67,297,241</u>

VALUE OF REAL AND PERSONAL ESTATE, etc.—Continued.

Ward.	1838.		1839.	
	Real estate.	Personal estate.	Real estate.	Pers. estate.
1	\$32,859,060	\$29,527,159	\$33,985,981	\$29,560,836
2	16,276,850	2,066,679	16,224,850	2,032,963
3	12,237,400	5,425,064	12,337,000	6,183,530
4	8,722,200	2,084,000	8,806,650	2,005,250
5	10,269,100	3,961,913	10,211,900	3,568,620
6	8,883,690	3,808,666	8,581,372	2,397,678
7	11,418,600	4,670,760	11,631,580	4,737,790
8	11,244,550	2,553,668	11,251,900	2,727,548
9	8,692,800	1,450,434	8,807,400	1,441,058
10	6,202,050	865,250	6,196,200	729,300
11	4,138,700	221,143	4,401,800	56,462
12	10,511,630	2,049,850	10,534,225	2,055,600
13	4,260,900	362,086	4,313,500	339,154
14	6,668,423	2,113,836	6,865,300	2,026,818
15	14,102,400	7,095,273	14,550,500	8,182,665
16	17,813,602	581,500	17,577,092	640,000
17	10,141,392	432,301	10,501,574	1,325,524
	<u>\$194,543,359</u>	<u>\$69,609,582</u>	<u>\$196,778,434</u>	<u>\$70,010,796</u>

## VALUE OF REAL AND PERSONAL ESTATE, etc.—Continued.

Ward.	1840.		1841.	
	Real estate.	Personal estate.	Real estate.	Pers. estate.
1	\$32,502,000	\$27,276,549	\$32,144,785	\$27,540,404
2	14,927,600	1,928,813	15,015,850	1,932,583
3	12,105,500	5,155,610	12,133,900	5,871,610
4	8,485,005	1,930,550	8,733,450	1,880,037
5	9,460,250	3,046,195	9,456,100	2,856,106
6	7,735,600	2,262,378	7,979,750	1,824,900
7	10,621,425	4,670,421	11,209,686	4,766,295
8	10,908,100	2,340,659	11,384,100	2,073,707
9	8,652,450	1,129,135	8,851,950	1,194,100
10	6,133,850	718,800	6,163,900	736,400
11	3,839,400	68,191	3,996,800	95,600
12	10,073,550	2,291,800	8,187,329	1,766,150
13	4,247,000	307,054	4,283,800	226,154
14	6,844,800	1,917,473	6,893,300	1,835,535
15	14,130,700	8,652,467	14,361,500	8,669,521
16	17,055,509	863,630	15,796,346	731,730
17	9,402,725	1,261,974	9,708,700	1,429,624
	<u>\$187,121,464</u>	<u>\$65,721,699</u>	<u>\$186,347,246</u>	<u>\$65,430,456</u>
Ward.	1842.		1843.	
	Real estate.	Personal estate.	Real estate.	Personal estate.
1	\$28,352,600 00	\$24,923,789 00	\$24,129,450 00	\$26,817,179 76
2	13,748,600 00	1,953,384 00	13,206,750 00	1,709,345 13
3	11,913,726 00	5,031,673 00	11,428,226 18	5,621,371 13
4	8,428,450 00	2,302,687 00	7,475,000 00	2,222,587 00
5	8,925,600 00	2,475,313 00	8,904,800 00	2,364,122 00
6	8,038,750 00	1,518,500 00	6,763,900 00	975,100 00
7	10,752,400 00	3,810,464 00	10,620,478 00	3,656,000 00
8	10,952,500 00	1,960,516 00	10,905,500 00	2,871,632 00
9	9,181,000 00	1,450,627 00	9,247,900 00	1,430,625 00
10	6,060,000 00	516,515 00	6,062,900 00	546,450 00
11	4,082,400 00	145,400 00	3,987,025 00	87,400 00
12	7,767,887 00	1,696,550 00	5,586,938 00	750,550 00
13	4,121,850 00	297,265 00	4,066,800 00	275,785 26
14	6,726,400 00	1,836,431 00	6,648,385 67	2,102,927 81
15	14,736,404 00	9,150,501 09	14,006,350 00	9,482,056 62
16	13,795,715 00	662,530 00	12,626,763 00	542,670 00
17	9,528,060 00	1,562,414 00	9,283,349 00	1,590,774 00
	<u>\$176,512,342 00</u>	<u>\$61,294,559 00</u>	<u>\$164,950,514 85</u>	<u>\$63,046,575 71</u>

From the last published annual statement of the comptroller of the city of New York, for the year ending December 31, 1844, we learn that the total funded debt of the city on the first of January, 1845, amounted to \$14,476,986, bearing an annual interest of \$776,434 74. Of this debt, the commissioners of the sinking fund hold stocks, lands, and balance in bank, amounting to \$1,499,856 84, and the water fund was in advance to the treasury \$953,378 74, which sums deducted from the nominal amount of the debt, leaves the sum of \$12,881,750 42, as the nett amount of the funded debt, or \$443,207 64 less than it was January 1st, 1844. The temporary debt of the city amounted to \$1,147,904 80, and the means to meet it, to the sum of \$1,474,716 68.

## TEMPORARY CITY DEBT, JANUARY 1ST, 1845.

Revenue bonds in anticipation of tax of 1844,.....	\$600,000 00
Outstanding warrants on treasury,.....	65,208 58
Amount due water fund,.....	95,378 74
“ state on mill tax,.....	281,607 66
“ schools on levy till May 1st, 1845,.....	55,019 82
“ for redemption of floating debt, on 1st February, 1845,..	50,000 00



Total temporary debt,.....		\$1,147,914 80
To meet the above debt, there is—		
Balance in treasury,.....	\$56,730 03	
“ of tax of 1844 uncollected,.....	1,089,316 07	
“ “ 1843 “ .....	67,067 25	
“ “ 1842 “ .....	52,692 89	
“ “ 1841 “ .....	24,681 13	
Due city, on lands purchased for assessments,.....	181,229 31	
		<u>1,471,716 68</u>
Excess of means,.....		\$323,801 88

The following table exhibits the permanent debt of the city, January 1st, 1845, the time when the various loans became due, the various notes and the annual interest on the same.

	Due.	Amount.	Ann. interest.
5 per ct. city stock of 1820 and 1829,.....	1850	\$250,000 00	\$12,500 00
“ public building stock,.....	1856	515,000 00	25,750 00
“ fire loan stock,.....	1851	500,000 00	25,000 00
“ fire indemnity stock,.....	1868	375,088 00	18,754 40
5 and 6 floating debt stock, before.....	1848	200,000 00	11,000 00
“ water loan stock,.....	1858	3,000,000 00	150,000 00
“ “ “ .....	1860	2,500,000 00	125,000 00
“ “ “ .....	1870	3,000,000 00	150,000 00
“ “ “ .....	1880	978,354 00	48,917 70
“ “ “ .....	1847	120,305 00	8,421 35
“ “ “ .....	1852	890,207 00	62,314 49
“ “ “ .....	1857	989,488 00	69,264 16
4, 5 and 6 temporary water loan, before....	1847	1,158,544 00	69,512 64

Nominal amount of city debt,.....	\$14,476,986 00	\$776,434 74
Less—		
Water fund advance to treasury,...	\$95,378 74	
Stocks and bonds in sinking fund, ..	1,496,289 00	
Balance in sinking fund for debt,...	3,567 84	
	<u>1,595,235 58</u>	
Nett amount of city debt,.....	\$12,881,750 42	

The following table, showing the amount per cent of taxation in the several wards of the city of New York, during the years 1840, 1841, 1842 and 1843, is compiled from the returns to the comptroller.

Wards.	1840.	1841.	1842.	1843.	Av. of 4 yrs.
	Tax p. \$100.	Tax p. \$100.	Tax p. \$100.	Tax p. \$100.	
First,.....	\$0 53.1	\$0 56.7	\$0 86.4	\$0 79.2	\$0 68.9
Second,.....	0 53.6	0 55.7	0 86.1	0 79.4	0 68.7
Third,.....	0 54.7	0 56.1	0 86.0	0 80.4	0 69.3
Fourth,.....	0 53.4	0 57.6	0 85.1	0 80.5	0 69.2
Fifth,.....	0 53.3	0 56.7	0 87.2	0 79.8	0 69.2
Sixth,.....	0 55.7	0 56.7	0 91.1	0 79.3	0 72.9
Seventh,.....	0 53.1	0 58.9	0 85.6	0 80.3	0 71.7
Eighth,.....	0 52.5	0 56.1	0 87.0	0 80.1	0 68.9
Ninth,.....	0 53.3	0 56.9	0 85.7	0 80.0	0 71.2
Tenth,.....	0 52.7	0 54.1	0 86.3	0 80.2	0 70.6
Eleventh,.....	0 55.2	0 58.2	0 82.9	0 75.6	0 67.9
Twelfth,.....	0 48.6	0 50.2	0 76.1	0 10.0	0 46.2
Thirteenth,.....	0 53.0	0 52.5	0 85.0	0 80.4	0 67.7
Fourteenth,.....	0 54.2	0 59.0	0 86.0	0 79.8	0 69.7
Fifteenth,.....	0 52.7	0 57.2	0 84.8	0 80.0	0 68.7
Sixteenth,.....	0 53.6	0 55.7	0 74.8	0 54.3	0 59.6
Seventeenth,.....	0 60.5	0 44.3	0 87.4	0 77.8	0 67.2
Totals,.....	\$9 13.0	\$9 40.6	\$14 43.5	\$12 57.1	\$11 47.9

The following table of the fire insurance companies in the city of New York, exhibits the capitals of each, and the amount of premiums received by the same, for the year 1844 :—

Companies.	Capitals.	Premiums for 1844.	Companies.	Capitals.	Premiums for 1844.
Mutual Insurance,	\$350,000	\$26,000	New York Fire,...	\$200,000	\$24,000
Eagle,.....	500,000	50,000	City,.....	210,004	30,000
Merchants',.....	500,000	30,000	Bowery,.....	300,000	44,000
Manhattan,.....	200,000	51,000	Greenwich,.....	200,000	*18,000
North River,.....	350,000	28,000	East River,.....	200,000	18,000
Equitable,.....	300,000	59,000	North American,.	250,000	45,500
Contributionship,.	300,000	31,000	Trust,.....	150,000	24,000
Jefferson,.....	200,000	59,000	Guardian,.....	300,000	42,000
United States,.....	250,000	31,000	National,.....	150,000	23,000
Ætna,.....	200,000	24,000			
Firemen's,.....	300,000	43,000	Total,.....	\$5,710,000	\$837,000
Howard,.....	300,000	96,000			

We give below an abstract of the annual reports made to the comptroller of the state of New York, by incorporated fire insurance companies of the city of New York, for the year 1843, embracing all the returns on file for that year, excepting from the Equitable insurance company, whose return is defective :—

Company.	Capital.	Am't insured.	Dividends.	Prem's rec'd.
New York Fire,	\$200,000	\$3,587,095 00	7 p. c.	\$23,544 80
City,.....	210,000	4,798,817 99	18 "	34,792 20
Merchants',.....	500,000	5,507,242 00	8 "	30,373 34
Greenwich,.....	200,000	3,000,000 00	10 "	20,141 90
Ætna,.....	200,000	4,715,810 00	13 "	29,078 99
National,.....	150,000	1,917,745 00	none.	14,714 64
Bowery,.....	300,000	10,605,775 00	20 p. c.	55,159 48
Guardian,.....	300,000	6,880,085 05	11 "	42,254 12
Jefferson,.....	200,010	7,377,121 67	18 "	61,423 15
East River,.....	200,000	2,239,080 00	7 "	13,787 40
Howard,.....	300,000	.....	12 "	93,869 54
Totals,.....	\$2,760,010	\$50,628,771 71	.....	\$419,139 56

We close our present sketch of the commerce and resources of the city of New York, with a comparative view of the northern and southern commercial emporiums of the country, New York and New Orleans, with an article from the pen of an intelligent correspondent of the Albany Argus :

As one casts the eye over the map of the United States, and reflects for a moment upon the vast expanse of our territory, and the enormous extent of future production, and the great cities which will of necessity be built up, in different parts of the land, by the interchange of home commodities, and by their exchange with others from the countries beyond the sea, the eye instinctively rests upon two points, whose positions are so commanding, that it requires but little prophecy to determine that they must be far greater than Alexandria, Tyre, or even London. These two points are New York and New Orleans. The latter is the only city in America that can run a fair race with New York—and the ratio of its past increase is such, that it bids fair to be the empire city of America. Its location is certainly superior. Nature has made it the site of a greater city. Its position, in the extent of water navigation, no less than 20,000 miles of rivers sending their waters by its wharves, spreading through a country of exceeding fertility, is probably unrivalled in the world.

Art has done more for New York. Though its harbor is unquestionably the finest in the world, yet the Hudson river, and all its tributaries are not over 1,000

\* Estimate.

miles in length. But the Mississippi, (well called the "father of waters,") with its branching children, runs up to 20,000 miles. But the Erie canal—the artificial river of 360 miles in length—well supplies the omission. It connects the great lakes with the river that flows to New York, and thus opens an increased navigation of at least 2,000 miles; and the 600 miles of canal in Ohio, 150 in Indiana, the 150 miles of railway in Michigan, and the great canal now constructing in Illinois, are also the tributaries of the Hudson river. Art has done all this; and its triumph is certainly the nobler, because these structures are as useful to the people as, in contemplation, they are magnificent to the mind. We will cite one illustration of their utility, to show the wonderful results of well-directed human labor. A farmer on the Ohio, at a point (say Cincinnati) equally or farther distant from New York than New Orleans, can transport his produce to New York and nett as much profit as to carry it to New Orleans. In the one case, nature has provided him with a magnificent highway almost before his door, and art has provided ample steamers ready to carry it to New Orleans; and yet, most perversely, he goes up the Ohio to Portsmouth; traverses a canal of 300 miles by slow marches; comes to Lake Erie, unships his produce, and bears it 150 miles, on a boisterous lake, to Buffalo; unships it again, to a boat on the grand canal, and then toils along 360 miles, through a river 4 feet deep and 40 wide, to the Hudson; and then, after one more transshipment, he floats it down to its destination, the New York market. All this can be done, and with as much profit to the producer, as to float it down a single river to New Orleans. Is not this a triumph of art, as impressive as it is wonderful?

New York now contains a population of at least 325,000, and a taxable property of \$230,000,000. New Orleans, in 1840, contained a population of 102,193, and probably now not less than 140,000, as it is increasing very rapidly. The Mississippi and its tributaries water a country embracing an area of surface of one million of square miles—five times as large a territory as is drawn by canals and railroads within the vortex of New York. According to Hunt's Merchants' Magazine, the commodities forwarded annually to New Orleans from the up-country, for exportation, amount already to \$50,000,000. But the tide of production has scarcely set in. It is only the first swell of the wave. Ten or twelve States will yet be formed on the Missouri and its branches—extending for 3,000 miles to the base of the Rocky Mountains. Iowa is not yet settled; and Missouri, one of the largest and most fertile states in the Union, instead of having a population of thousands, as now, will ultimately support millions. Tennessee and Kentucky can bear as dense a population as New York, which now sustains two million five hundred thousand people. The productions of all these States, which in Europe would be embryo empires, must float down the Mississippi to New Orleans—the emporium of 1,000,000 of square miles, half of which is scarcely less fertile than the valley of the Nile, which, though only a narrow strip of 12 miles broad and a length of 2,000 miles, it is said to have contained no less than 20,000 cities. What, then, is to forbid New Orleans becoming the greatest city in the world? It is certain that there is no place in either Europe or America so situated. Its arms, in the chain of mighty rivers, reach through continents; and on their banks will be a population that inhabit no other country on earth—for they will be Americans, born to love labor, and to regard it as the only ladder of permanent advancement, and will therefore carry production to its utmost limit. Nothing but its location forbids; as it lies on the Gulf of Mexico, but the proper site of the great city of America is manifestly on the Atlantic; and its health, from the warmth of the climate and the lowness and marshiness of the ground, never can be equal to that of the northern cities. These serious disadvantages will forbid it from surpassing New York.

We have extended these speculations much farther than we intended, but, as it is a very interesting subject, we believe our readers will not regret this. We append a table of the relative population of New York and New Orleans during a period of 30 years:

NEW YORK—POPULATION.		NEW ORLEANS—POPULATION.	
1810,.....	96,373	1810,.....	17,422
1820,.....	123,706	1820,.....	27,176
1830,.....	202,589	1830,.....	46,310
1840,.....	312,710	1840,.....	102,193

It will be perceived that the increase of New Orleans, during the last decade, was 105 per cent.; while that of New York was 55 per cent. During the ten years between 1820 and 1830, the increase of New Orleans was 85 per cent.; while that of New York was 65 per cent. New Orleans just begins to feel the effect of the heavy emigration to the Mississippi valley. The above table will lead one to the conclusion, that the population of New Orleans will *now* advance with a cumulative velocity proportioned to the vastly increasing volume of wealth which must flow down that mighty artery; and we should not be surprised if, in 1850, it numbered 260,000 inhabitants; and it will be then the second city in the United States. Its exports already exceed those of any city in the Union, except New York; and therefore it is not unreasonable to suppose that its population will correspond to the immensity of its business.

#### ART. V.—COMMERCE OF THE NEW YORK CANALS.

WE have received through the politeness of A. C. Flagg, Esq., the comptroller of the state of New York, the annual report of the commissioners of the canal fund, of the tolls, tonnage, and trade of the New York canals, for 1844, which has just been printed. It is a voluminous document, (186 pages octavo,) and furnishes full and satisfactory tables of the commerce, tonnage, &c., of all the canals belonging to the state. In accordance with our annual custom,\* we proceed to lay before our readers a clear and comprehensive view of the facts and figures embraced in the report.

Before exhibiting the tabular statements, derived from the official report of 1844, we shall give a brief sketch of each canal constructed by, and the property of the state.

**ERIE CANAL.**—This canal is the most extensive and costly work that has been constructed in the Union. Running through one of the most fertile and densely settled tracts of territory, for the distance of about three hundred and sixty-three miles, a portion being cut through the solid rock, richly adorned with locks and aqueducts, and employing a large number of men, as well as transporting the great bulk of the merchandise from the eastern to the western waters during a period of the last fifteen years, we would devote a brief space to a consideration of the circumstances which have marked its progress to its final completion.

The particular character of the territory between lake Erie and the Hudson river, and the rapid increase of the population through its central portion, early attracted the notice of the public. As early as 1768, the attention of the provincial legislature was called to the subject by the governor of the province, but the state of that period, and the sparse settlements of the region, prevented the adoption of any measures to improve it. No direct measures were, in fact, undertaken to perfect this line of communication until 1808, when a concurrent resolution was proposed by the legislature of New York, to direct a survey to be made of "the most

\* For an article on "The Trade and Commerce of the New York Canals," for 1843, see Merchants' Magazine for July, 1844, Vol. XI, No. 2, page 129 to 143.

eligible and direct route for a canal from the Hudson river to lake Erie."\* During the year 1810, commissioners were appointed to examine the route, and this board consisted of De Witt Clinton, Gouverneur Morris, Stephen Van Rensselaer, Peter B. Porter, Simeon De Witt, William North, and Thomas Eddy, to which were afterwards added the names of Robert Fulton and Robert L. Livingston. The report of the board was drawn up by the able pen of Gouverneur Morris, which maintained the practicability of an inland canal, but at the same time proposed the plan of creating an artificial river from the elevation of lake Erie to the Hudson, and at the same time argued the facilities of an inclined plane canal, by which rivers and lakes were to be passed by aqueducts, and valleys by mounds.

That able and patriotic statesman, De Witt Clinton, took the lead in advancing the objects proposed by the survey, and on the presentation of the report to the legislature, introduced into the senate a bill for the purpose of continuing the investigations and preparing for the execution of the project. Fifteen thousand dollars were appropriated for further surveys, and the commissioners were authorized to apply to the general government, or to those of any of the individual states, for assistance in accomplishing the canal. The war of 1812, however, soon intervened, and the measures projected for its completion were suspended.

On the return of peace, the subject of internal improvement was again pressed upon public attention; meetings were held, not only in the city of New York, but elsewhere, through which the legislature was memorialised in favor of the proposed improvements, and, in 1816, a new board was formed similar to the former one, possessing the same powers, and established for the same general objects. Such energy and promptitude were displayed by the new board in the performance of their duties, that the legislature were enabled to act with effect, and on the 15th of April, 1817, a law was passed constituting the basis of the present system of internal improvement throughout the state of New York. On the fourth of July of that year, the work was commenced, and in 1825, the entire line was completed.

On the 26th of October, 1826, the water of lake Erie was admitted into the canal, and a flotilla set out from the harbor of Buffalo, conveying the governor, the canal commissioners, and numerous distinguished persons, bearing the symbols of the junction of the waters of the lake and the ocean. The flotilla was increased at Albany by an escort of steamboats, and when the aquatic procession entered the boundaries of the city of New York, the corporation and public authorities joined it, while signal cannon thundered out the tidings of the event from the harbor of Buffalo to the shores of the ocean.

The progress and successful completion of the Erie canal may be attributed, in a very considerable measure, to the energetic and patriotic exertions of De Witt Clinton. This distinguished statesman not only early perceived the importance of the work, but, during its whole progress, performed signal and untiring services in furtherance of the measure, by active personal services as board commissioner, and by drafting numerous cogent reports. So beneficial, indeed, had been his services to the state, in promoting its internal improvement, and so great advantages had been

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\* See Life of De Witt Clinton, by James Renwick.

reaped by the establishment of those works, that two large and rich silver vases were presented to him by the merchants of New York, without distinction of sect or party. The region throughout the entire line of the canal was indeed advanced in value to a great extent, through the agency of this great work. Furnishing a direct line of communication to the great metropolis of the country, the city of New York, it brought the agricultural resources of that region of country into a most valuable market, and at the same time furnished a cheap and safe line of transportation from the Atlantic sea board to the populous towns and thriving settlements which were beginning to spring up throughout the west. Villages also began to arise along the line of the canal, and became the depots of a rapidly increasing and prosperous trade. That portion of the interior of New York which had before spread out tracts of unsettled wilderness, was gradually subdued to agricultural industry, as the motives for cultivation increased by the opening of lines of transportation to new markets. The increase of canal boats along the line of the canal, with the trampling of horses, and the clattering of the machinery of canal transportation, tended to enliven a scene which had before spread out a comparative solitude. In fact, the commercial metropolis of the country, the city of New York, derived the greatest benefit from the construction of the work, growing out of its increased trade, both in the supply of goods to the western interior, and in its being able to receive the agricultural products of the west in return.

This magnificent work is the most prominent in the nation, and has thus far yielded a large profit. Although it has more recently come into direct competition with the railroads which have been constructed through the same region, it has, notwithstanding, maintained its own share of the business of transportation. Traversing, as before remarked, the distance of three hundred and sixty-three miles, being forty feet wide on the surface, twenty-eight at bottom, and maintaining a depth of four feet, it has been thought that the increase of its capacity would be a desirable object. A plan has accordingly been commenced, and partially carried out, to widen the canal to a breadth of sixty feet, and to deepen it two feet, a plan which, although attended with considerable cost, will add greatly to its value. As mere architectural adornments, some of its locks and aqueducts are splendid models of this species of masonry, and are as enduring as they are beautiful. This is especially true of the works at Lockport, and those which have been constructed over some of the principal rivers.

The cost of the enlargement is estimated at about \$23,000,000. The boats chiefly employed for transportation on the original canal, average about 55 to 60 tons. The enlarged canal will, if ever completed, accommodate boats of the average capacity of about 150 tons; and, as the cost of towing will be increased in a much smaller ratio than that of the tonnage, the price of freights will be very materially diminished. This diminution is estimated at about 50 per cent.\*

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\* For an elaborate and interesting article on the enlargement of the Erie canal, by John B. Jervis, civil engineer, see *Merchants' Magazine* for May, 1845; Vol. XII, No. 5, page 432 to 444.

STATEMENT OF ALL THE PROPERTY WHICH CAME TO THE HUDSON RIVER FROM THE ERIE CANAL, WITH THE QUANTITY AND ESTIMATED VALUE OF EACH ARTICLE, IN ALBANY AND TROY, IN 1844.

Description of articles.	Quantity.	Reduc'd to tons of 2,000 lbs.	Est. val. of each art.
<b>THE FOREST.</b>			
Fur and peltry.....lbs.	798,100	399	.....
<i>Product of Wood.</i>			
Boards and scantling.....feet	140,891,000	241,400	\$2,395,147
Shingles.....M.	77,763	12,805	233,289
Timber.....cubic feet	917,295	18,345	159,373
Staves.....lbs.	95,356,100	47,678	331,424
Wood.....cords	5,981	16,747	28,410
Ashes.....bbls.	74,359	19,500	1,635,898
Total of the forest.....tons	.....	356,874	Value,.....
<b>AGRICULTURE.</b>			
<i>Product of Animals.</i>			
Pork.....bbls.	63,263	10,198	\$569,367
Beef.....	39,727	6,392	198,645
Cheese.....lbs.	23,437,300	11,718	1,171,865
Butter and lard.....	21,401,000	10,700	2,568,822
Wool.....	6,374,400	3,187	2,422,272
Product of animals.....tons	.....	42,195	Value,.....
<i>Vegetable Food.</i>			
Flour.....bbls.	2,212,634	238,964	\$9,956,854
Wheat.....bush.	1,132,573	33,977	1,087,270
Rye.....	25,693	719	17,885
Corn.....	12,071	341	6,036
Barley.....	816,456	19,886	526,041
Other grain.....	1,140,523	18,248	387,778
Bran and ship-stuffs.....	1,173,989	11,281	302,692
Peas and beans.....	12,521	376	20,409
Potatoes.....	10,955	328	4,131
Dried fruit.....lbs.	1,301,000	650	103,936
Vegetable food.....tons	.....	324,770	Value,.....
<i>All other Agricultural Products.</i>			
Cotton.....lbs.	75,900	38	\$5,693
Tobacco.....	318,900	159	35,079
Clover and grass-seed.....	4,578,600	2,289	320,502
Flax-seed.....	2,660,400	1,230	53,208
Hops.....	1,238,400	619	160,992
All other agricultural products, tons	.....	4,335	Value,.....
Total agriculture.....tons	.....	371,300	Value,.....
<b>MANUFACTURES.</b>			
Domestic spirits.....gallons	1,192,542	5,722	\$298,136
Leather.....lbs.	3,224,300	1,612	780,993
Furniture.....	1,894,100	948	189,410
Bar and pig lead.....	41,800	22	1,672
Pig iron.....	453,700	227	6,806
Iron-ware.....	347,100	174	13,884
Domestic woollens.....	728,500	364	983,475
Domestic cottons.....	1,472,100	736	456,351
Salt.....bbls.	175,013	26,252	240,643
Total manufactures.....tons	.....	36,057	Value,.....
Merchandise.....lbs.	473,500	236	Value,.....

*Other Articles.*

Stone, lime, and clay,.....lbs.	30,614,200	15,307	\$45,921
Gypsum,.....	1,728,800	865	4,323
Mineral coal,.....	18,458,500	9,230	55,376
Sundries,.....	35,144,900	17,572	1,405,796
Other articles,.....tons	.....	42,974	Value,.....
Total tons,.....	.....	807,441	Tot. value,...

**CHAMPLAIN CANAL.**—This canal connects with the lake Champlain, at Whitehall, and with the Hudson river, at Waterford. It was commenced in October, 1817, and completed in November, 1819, at a cost of \$1,179,872. It is 64 miles long; of the same dimensions in other respects as the original Erie canal, with a total quantity of 188 feet of lockage, and 21 locks, of which 54 feet distributed in seven locks, include the rise from the lake to the summit level, extending from Fort Ann to Fort Edward, and 134 feet distributed in 14 locks, include the descent to the Hudson, at Waterford.

On its summit level, this canal receives a navigable feeder 13 miles long, drawing its supply from the Hudson at a point about two miles above Glen's Falls, and called the Glen's Falls Feeder.

At Waterford, where the canal unites with the Hudson, the river is converted into a spacious basin three miles long, by means of a dam situated at the northern limit of Troy, and at the easterly end of which is a sloop-lock, by which the navigation of the Hudson is preserved to Waterford. From Waterford, also, a canal, called the Junction canal, three miles long, and crossing the Mohawk a little below the Cohoes Falls, connects with the Erie canal at Cohoes village; thus completing the links that unite the northern and western trade with each other, and with that of the Hudson.

STATEMENT OF ALL THE PROPERTY WHICH CAME TO THE HUDSON RIVER FROM THE CHAMPLAIN CANAL, IN 1844, WITH THE QUANTITY AND ESTIMATED VALUE OF EACH ARTICLE IN ALBANY AND TROY.

Description of articles.	Quantity.	Redc'd to tons of 2,000 lbs. each article.	Est. val. of
<b>THE FOREST.</b>			
Fur and peltry,.....lbs.	34,200	17	.....
<i>Product of Wood.</i>			
Boards and scantling,.....feet	91,543,700	155,861	\$1,606,544
Shingles,..... M.	362	52	1,092
Timber,.....cubic feet	4,687	137	1,232
Staves,.....lbs.	2,176,900	1,088	8,707
Wood,.....cords	10,569	29,593	86,327
Ashes,.....bbls.	6,287	1,580	138,314
Total of the forest,.....tons	.....	188,328	Value, .....
<b>AGRICULTURE.</b>			
<i>Product of Animals.</i>			
Pork,.....bbls.	383	62	\$3,447
Beef,.....	10,273	1,668	51,355
Cheese,.....lbs.	3,237,200	1,619	161,860
Butter and lard,.....	1,195,300	598	148,087
Wool,.....	1,297,900	649	493,202
Product of animals,.....tons	.....	4,596	Value, .....
<i>Vegetable Food.</i>			
Flour,.....bbls.	9,570	1,034	\$43,064
Wheat,.....bush.	129,676	3,890	124,489



Rye,..... bush.	36,546	1,025	\$25,621
Corn,.....	5,790	166	2,895
Barley,.....	2,016	48	1,369
Other grain,.....	26,001	416	8,840
Bran and ship-stuffs,.....	3,500	31	455
Peas and beans,.....	8,655	259	12,055
Potatoes,.....	7,308	220	2,774
Dried fruit,..... lbs.	.....	.....	.....
Vegetable food,..... tons	.....	7,089	Value, .....
<i>All other Agricultural Products.</i>			
Cotton,..... lbs.	.....	2	\$278
Tobacco,.....	3,700	.....	.....
Clover and grass-seed,.....	16,200	8	1,134
Flax-seed,.....	453,600	327	9,072
Hops,.....	81,300	41	10,569
All other agricul. products,..... tons	.....	378	Value, .....
Total agriculture,..... tons	.....	12,063	Value, .....
<b>MANUFACTURES.</b>			
Domestic spirits, ..... gallons	1,765	9	\$446
Leather,..... lbs.	684,700	343	154,058
Furniture,.....	283,300	141	28,330
Bar and pig lead,.....	.....	.....	.....
Pig iron,.....	5,968,900	2,984	89,534
Iron-ware,.....	597,800	298	23,912
Domestic woollens,.....	138,700	69	187,245
Domestic cottons,.....	112,550	56	34,775
Salt,..... bbls.	.....	.....	.....
Total manufactures, ..... tons	.....	3,900	Value, .....
Merchandise,..... lbs.	18,800	10	Value, .....
<i>Other Articles.</i>			
Stone, lime, and clay,..... lbs.	19,545,600	9,773	\$29,318
Gypsum,.....	163,000	81	4,075
Mineral coal,.....	22,200	10	617
Sundries,.....	19,577,500	9,789	783,100
Other articles,..... tons	.....	19,653	Value, .....
Total tons,.....	.....	223,954	Tot. value, ..

**OSWEGO CANAL.**—This canal, connecting with the Erie canal at Syracuse, and with lake Ontario at Oswego, was commenced in 1826, and completed in 1828, at a cost of \$525,115. It is 38 miles long; about half its length, however, being in the Oswego river, converted into canal, or slack-water, by means of eight dams and a tow-path on the river bank. The total quantity of lockage is 123 feet, distributed among 18 lift-locks, all descending from Syracuse to Oswego. So far as the canal is wholly an excavated work, the dimensions of its cross-section are the same as those of the Erie canal.

There is, also, a towing path made by the state along the bank of the Seneca river, from its junction with this canal to Baldwinsville, by which the navigable waters of that stream are made available; and a similar work has been recently done on the Oneida river, to connect the navigable waters of that stream and the Oneida lake with the Oswego canal.

**CAYUGA AND SENECA CANAL.**—This work begins in the village of Geneva, at the outlet of the Seneca lake, and following the valley of the Seneca river, is fed by its waters, till, after sending off a side cut of two miles to the Cayuga lake, at East Cayuga, it enters the bed of the river, and so continues to Montezuma, where it joins the Erie canal on the marsh level. The whole distance from Geneva to Montezuma is 21 miles, about half of which consists of canal proper, and the other half of slack water navigation in the river. The whole descent from Geneva to Montezuma is 74 feet, divided among 12 locks. The canal was commenced in 1827, and finished in 1829, at the cost of \$214,000. This work, be it remembered, is the common thoroughfare for the trade of the Cayuga, Seneca, and Crooked lakes, the Chemung canal, the Owego and the Blossburg railroads, and the whole basin of the upper Susquehannah and its wide-reaching tributaries; and it is obviously destined to become, at no distant day, very productive, from the carriage of coal, gypsum, and salt, and the inevitable expansion of a trade, springing from such resources.

**CROOKED LAKE CANAL.**—This canal, commenced in 1830, and finished in 1833, connects Crooked lake, near Penn-Yan, with the Seneca lake at Dresden; is eight miles long, has a descent of 269 feet, distributed among 28 lift-locks, and cost \$137,000. The locks, which are of wood, will soon require to be in great part rebuilt.

**CHEMUNG CANAL.**—This canal, commenced in 1830, and finished in 1833, connects the Seneca lake, at its head, with the Chemung river, a branch of the Susquehannah, at Elmira, is 23 miles long, besides a navigable feeder 16 miles long, extending from the summit level at Fairport, formerly called Horse-Heads, to Corning, situate also on the Chemung, westerly from Elmira, and there connecting with the railroad which runs to Blossburg, in Pennsylvania. The ascending and descending lockage on both the canal and feeder, which together are 39 miles long, is 516 feet, divided among 52 locks. Both works cost \$344,000. At Blossburg is an inexhaustible mine of bituminous coal, of excellent quality, and the coal trade, which has commenced very favorably, promises to become a source of much revenue to this canal. The locks are of wood, and contracts have been made to rebuild them at a cost, including some other improvements, of a little under \$300,000.

**CHENANGO CANAL.**—This canal extends from the Erie canal at Utica, by way of the village of Clinton, on the Oriskany creek; thence up the valley of that creek to the summit level; thence to the valley of the Chenango river, which it follows to the village of Binghamton, on the Susquehannah. It is 97 miles long; was commenced in 1833 and finished in 1837, at a cost of \$1,737,703. The lockage from Utica to the summit is 706 feet, and thence to Binghamton, 303 feet, the whole divided among 116 lift-locks, two of which are built of stone, and the other 114 of wood and stone, called composite. This canal is furnished with seven reservoirs, consisting of natural ponds, having their original capacity increased by embankments and dams, furnished with flumes and gates to regulate the discharge.

**GENESEE VALLEY CANAL.**—The act for building this canal was passed May 6, 1836, and in the succeeding summer the work was commenced. The whole line, from Rochester, where it connects with the Erie canal, to Olean, on the navigable waters of the Allegany river, is 108½ miles

long. At a point  $4\frac{1}{2}$  miles south of Mt. Morris, a branch canal extends to Dansville, 11 miles. In September, 1840, the division from Rochester to Squakie Hill, 36 miles, was opened for navigation; and in September, 1841, the Dansville branch, together with about five miles more of the main trunk, was finished, making the whole distance now in use, from Rochester to Dansville, 52 miles. On this distance there are 19 lift-locks, besides a great amount of other masonry, and the whole cost of construction, exclusive of all other charges, is stated in the annual report of the commissioners, of January, 1843, at \$1,399,291 90.

The same report states that another portion of the line,  $58\frac{1}{2}$  miles long, with 92 locks thereon, has been put under contract at an entire estimated cost of \$2,772,304 17, on which the work done is stated at \$1,717,850 32, of which all but \$49,152 02 has been paid, leaving work yet to be done to the estimated amount of \$1,054,453 85. Besides the two portions mentioned, one mile has been completed at a cost of \$53,104 81, but is not in use. Of the entire line, only seven miles have not yet been put under contract.

The most remarkable work on this canal is the tunnel in Portage. Its length is to be 1,180 feet, by 27 feet in width, and 20 feet in height; and for most of the distance, the roof will require to be supported by an arch of masonry.

The cost of this canal, excluding the seven miles not yet under contract, is estimated at \$4,224,700 88; and, including the seven miles, the total cost will probably not fall much short of \$5,000,000.

**BLACK RIVER CANAL AND ERIE CANAL FEEDER.**—This work was commenced under an act of April 19, 1836, in the summer of that year. It is to open a navigation from the Erie canal at Rome to Carthage, in Jefferson county. From Rome the line passes up the valley of the Mohawk to the Lansing-Kill, which it follows to the summit level, in Boonville, and then passes on to the High Falls in the Black river, in Turin. From that point to Carthage, the navigation is to be continued by improving the Black river. The length of the canal is 35 miles; of the improved river navigation,  $42\frac{1}{2}$  miles; and a navigable feeder ten miles long, from the Black river, is to enter the summit level of the canal at Boonville; making the whole length of this artificial navigation,  $87\frac{1}{2}$  miles.

The ascent from the Erie canal, at Rome, to the summit in Boonville, is 697 feet, divided among 70 locks; and the descent from the summit to the High Falls, is 387 feet, divided among 38 locks. The feeder has but one level.

The commissioners, in their annual report of January, 1843, show that the line from Rome to the summit, and the whole of the feeder, being the portions of most immediate importance, were nearly complete. They state the whole length of completed canal to be 14 miles, at a cost of \$446,841 35. A further extent of 28 miles has been commenced, the estimated cost of which amounts to \$1,313,204 78, on which, work to the amount of \$1,228,515 81 has been done, leaving yet to be done an amount of \$84,688 97. Of the canal proper, only three miles have not yet been put under contract.

The following statement, shows the tons and value of tolls paid on each article transported on all the canals, during the year 1844 :—

## Commerce of the New York Canals.

Articles.	Quantity.	Tons.	Value.
<b>THE FOREST.</b>			
Fur and peltry.....lbs.	2,130,000	1,065	\$2,528,661
<i>Product of Wood.</i>			
Boards and scantling.....feet	269,208,000	448,697	2,315,443
Shingles.....M.	84,116	12,623	154,250
Timber.....cubic feet	2,621,850	52,437	218,055
Staves.....lbs.	104,930,000	52,465	340,580
Wood.....cords	98,630	276,164	176,889
Ashes.....bbls.	83,690	20,922	1,688,859
Total forest.....tons	.....	864,373	\$7,422,737
<b>AGRICULTURE.</b>			
<i>Product of Animals.</i>			
Pork.....bbls.	101,200	15,180	\$757,768
Beef.....	63,506	9,526	284,064
Cheese.....lbs.	27,254,000	13,677	1,269,395
Butter and lard.....	23,534,000	11,767	2,296,277
Wool.....	10,182,000	5,091	3,424,105
Total product of animals.....tons	.....	55,241	\$8,031,609
<i>Vegetable Food.</i>			
Flour.....bbls.	2,940,137	268,935	\$10,097,508
Wheat.....bush.	3,788,066	113,642	3,072,220
Rye.....	101,584	2,438	48,416
Corn.....	173,300	5,199	77,200
Barley.....	1,000,600	20,012	409,797
Other grain.....	856,844	19,274	310,322
Bran and ship-stuffs.....	1,346,900	13,469	100,786
Peas and beans.....	23,866	716	18,413
Potatoes.....	28,280	707	7,755
Dried fruit.....lbs.	2,166,000	1,083	101,856
Total vegetable food.....tons	.....	445,475	\$14,244,273
<i>All other Agricultural Products.</i>			
Cotton.....lbs.	4,776,000	2,388	\$358,519
Tobacco.....	2,154,000	1,077	229,259
Clover and grass-seed.....	4,848,000	2,424	280,225
Flax-seed.....	4,110,000	2,055	74,303
Hops.....	1,454,000	727	161,455
Total all other agricul. products, tons	.....	8,671	\$1,103,761
Total agriculture.....tons	.....	509,387	\$23,379,643
<b>MANUFACTURES.</b>			
Domestic spirits.....gallons	1,245,400	6,227	\$336,259
Leather.....lbs.	4,840,000	2,420	812,845
Furniture.....	18,560,000	9,280	1,846,306
Bar and pig lead.....	148,000	74	5,228
Pig iron.....	14,204,000	7,102	199,585
Iron-ware.....	8,224,000	4,112	331,499
Domestic woollens.....	1,070,000	535	1,107,445
Domestic cottons.....	2,078,000	1,039	591,906
Salt.....bbls.	753,920	113,088	920,733
Total manufactures.....tons	.....	144,245	\$6,151,806
Merchandise.....lbs.	283,860,000	141,930	\$49,224,099
<i>Other Articles.</i>			
Stone, lime, and clay.....lbs.	98,524,000	49,262	\$122,052
Gypsum.....	49,158,000	24,579	69,100

Articles.	Quantity.	Tons.	Value.
Mineral coal,.....lbs.	58,564,000	29,282	\$133,269
Sundries,.....	107,056,000	53,528	4,418,446
Total other articles,.....tons	.....	156,651	\$4,742,867
Grand total,.....tons	.....	1,816,586	\$90,921,152

The tables are so full, in relation to the results of the business of the canals for the last and previous years, that very little remark is necessary, except to call attention to some results of general interest.

It will be seen that there is an increase in the tolls, compared with 1843, of \$364,784. Of this increase, \$237,921, or 65 per cent, is on descending, and \$126,863, or 35 per cent, is on ascending freight.

The total tonnage of all the property transported on the canals, ascending and descending, its value, and the amount of tolls collected for the same years preceding, is as follows, viz:—

Year.	Tons.	Value.	Tolls.
1836,.....	1,310,807	\$67,634,343	\$1,614,342
1837,.....	1,171,296	55,809,288	1,292,623
1838,.....	1,333,011	65,746,559	1,590,911
1839,.....	1,435,713	73,399,764	1,616,382
1840,.....	1,416,046	66,303,892	1,775,747
1841,.....	1,521,661	92,202,929	2,034,882
1842,.....	1,236,931	60,016,608	1,749,196
1843,.....	1,513,439	76,276,909	2,081,590
1844,.....	1,816,586	92,750,874	2,446,374

The total tons coming to tide-water, for each of the last eleven years, and the aggregate value thereof in market, was as follows, viz:—

Year.	Tons.	Value.	Year.	Tons.	Value.
1834,.....	553,596	\$13,405,022	1840,.....	669,012	\$23,213,573
1835,.....	753,191	20,525,446	1841,.....	774,334	27,225,322
1836,.....	696,347	26,932,470	1842,.....	666,626	22,751,013
1837,.....	611,781	21,822,354	1843,.....	836,861	28,453,408
1838,.....	640,481	23,038,510	1844,.....	1,019,094	34,183,167
1839,.....	602,128	20,163,199			

The whole quantity of wheat and flour which came to the Hudson river, from 1834 to 1844, inclusive, with the aggregate market value of the same, and the amount of tolls received on all the wheat and flour transported on the canals in each year, from 1837 to 1844, inclusive, is as follows:—

Year.	Tons.	Value.	Tolls.
1834,.....	130,452	\$5,719,795	Not ascert'd.
1835,.....	128,552	7,395,939	"
1836,.....	124,982	9,796,540	"
1837,.....	116,491	9,640,156	\$301,739
1838,.....	133,080	9,883,586	380,161
1839,.....	124,683	7,217,841	404,525
1840,.....	244,862	10,362,862	700,071
1841,.....	201,360	10,165,355	621,046
1842,.....	198,231	9,284,778	606,727
1843,.....	248,780	10,283,454	731,816
1844,.....	277,865	11,211,677	816,711

The tons of wheat and flour shipped at Buffalo and Oswego, from the year 1835 to 1844, and at Black Rock, from 1839 to 1844, inclusive, and the total tons of wheat and flour which arrived at the Hudson river, were as follows, viz:—

Years.	Buffalo. Tons.	Black Rock. Tons.	Oswego. Tons.	Total. Tons.	Tot. tons arr. at tide-water.
1835,.....	15,935	.....	14,888	30,823	128,552
1836,.....	24,154	.....	13,591	37,745	124,982
1837,.....	27,206	.....	7,429	34,635	116,491
1838,.....	57,977	.....	10,010	67,987	133,080
1839,.....	60,082	7,697	15,108	82,887	124,982
1840,.....	95,573	12,825	15,075	123,473	244,862
1841,.....	106,271	24,843	16,677	147,791	201,360
1842,.....	107,522	13,035	14,338	134,895	198,231
1843,.....	146,126	12,882	25,858	184,866	248,780
1844,.....	145,510	15,669	42,293	203,472	277,863

The per cent of the tons of each class of property which came from each canal in the last ten years, is as follows, viz:—

	Champlain.	Erie.	Both.
Products of the forest,.....	89.96	44.02	58.20
“ agriculture,.....	2.91	47.11	33.46
Manufactures,.....	1.39	2.40	2.11
Merchandise,.....	.02	.10	.07
Other articles,.....	5.72	6.37	6.16
Total,.....	100.00	100.00	100.00

The lockages to and from the canal and Hudson river, in 1838 and 1844, were as follows:—

In 1838, at Albany,.....	23,478	
“ West Troy,.....	16,418	
		39,896
In 1844, at Albany,.....	20,845	
“ Port Schuyler side-cut, (new,).....	4,243	
“ West Troy,.....	13,749	
		38,837
Decrease,.....		1,059

The tons which arrived at tide-water, in 1838 and 1844, were as follows:—In 1838, 640,481 tons; in 1844, 1,019,094—increase, 378,613 tons. The tolls received on all the canals, in the same years, are as follows:—In 1838, \$1,590,511; in 1844, \$2,446,374—excess of 1844, \$855,863.

Thus the amount of both tonnage and tolls is seen to be, in 1844, some 50 per cent over that of 1838; while the number of lockages, in 1844, at the connection between the Erie canal and the Hudson river, is 1,059 less than in 1838.

This large increase of tonnage arriving at tide-water, accompanied by a decrease of lockages at the same place, can only be accounted for by the assumption that canal-boats, in 1838, were generally of the same size and tonnage as at present, but carried smaller cargoes, or that the size and tonnage of boats has increased to an extent about corresponding to the increase of tons arriving at tide-water. That the latter supposition is true, is evidenced by the increase in the tonnage of boats registered in the last year. There has been a very large number of new canal-boats registered in the year 1844.

A list of the boats navigating the canals, with their tonnage and classification, was never obtained before the 1st of January, 1844; and there are, of course, no authentic data for a comparison of the average tonnage of each class of boats, as between that and any previous date. Taking the 2,126 boats as they stood on the 1st of January, 1844, most of them

built, probably, within the preceding ten years, and comparing them with the 378 boats built and registered during the year 1844, and the result is seen to be as follows :—

	Tons.
Average of 378 boats built and registered in 1844,.....	64
“ 2,126 boats on 1st January, 1844,.....	55
Average increase,.....	9

or about 20 per cent. This is not, of course, an absolute addition of so much in the year to the tonnage of all canal-boats, but it is an evidence of a tendency to an increase in the capacity of new boats, and corroborates the evidence furnished by the foregoing statement, of a decrease of lockages at the Hudson river.

It shows how, by an increase in the capacity of boats, a diminution of lockages at the point alluded to is reconcilable with the very large increase in tonnage over 1838.

The only evidence of the average tonnage of canal-boats, at any former period, is found in the annual report of the canal commissioners, dated 4th March, 1825, in these words :—

“ During the time that the canals have been in use, the boats navigating them have been gradually increased in size ; and nearly all those which have been last built are of the capacity of from 35 to 45 tons ; and it is probable that, after a few years more, they will, in descending to tide-water, generally carry 40 tons.”

The tonnage of the old and new boats, without reference to classification, was as follows :—

Tonnage.	Boats, Jan. 1, 1844.	Bts. built and reg'd in 1844.	Tot. Jan. 1, 1845.	Tonnage.	Boats, Jan. 1, 1844.	Bts. built and reg'd in 1844.	Tot. Jan. 1, 1845.
90	2	1	3	40	158	0	158
85	1	0	1	35	63	1	54
80	3	9	12	30	40	11	51
75	13	33	46	25	16	3	19
70	162	124	286	20	8	0	8
65	264	94	358	15	3	1	4
60	444	71	515	10	4	0	4
55	325	15	340		—	—	—
50	464	14	478		2,126	378	2,504
45	166	1	167		—	—	—

It appears, by this statement, that of the boats on the 1st January, 1844, there were more rated at 50 tons than of any other rate ; while, of the boats built and registered in 1844, there were more rated at 70 tons than of any other rate.

We give, below, a statement of the tons of merchandise, furniture, and salt, going to other states, in 1844 :—

	Merchandise.	Furniture.	Salt. †
By way of Buffalo,.....	32,767	4,130	14,569
“ Oswego,.....	9,648	1	31,600
“ Whitehall,.....	7,930	19	*3,038
Total,.....	50,345	4,150	49,207

The merchandise and furniture by way of Buffalo, went to other states, as follows :—

\* Of this amount, 8,009-bushels were of foreign manufacture.

States.	Mdze. Tons.	Furn. Tons.	States.	Mdze. Tons.	Furn. Tons.
Pennsylvania,.....	725	26	Missouri,.....	14	2
Ohio,.....	12,390	575	Tennessee,.....	13	.....
Michigan,.....	9,389	992	Alabama,.....	.....	.....
Indiana,.....	2,332	186	Iowa,.....	7	13
Illinois,.....	4,320	797	Canada,.....	100	23
Wisconsin,.....	3,272	1,516			
Kentucky,.....	205	.....	Total,.....	32,767	4,130

The merchandise and furniture going to other states by way of Oswego, is as follows, viz :—

Tons of merchandise,.....	9,648
“ furniture,.....	1,500

The distribution of the above merchandise and furniture is not given by the collector at Oswego, in his returns.

The merchandise and furniture by way of Whitehall, in 1844, went to other states as follows, viz :—

STATES.	MDZE. Tons.	FURNITURE. Tons.
Canada,.....	2,362	5
Vermont,.....	5,568	14
Total,.....	7,930	19

The annual average of the tons of the total movement of articles on all the canals, is as follows :—

From 1836 to 1839, 4 years,.....	1,312,707
“ 1840 to 1844, 5 “ .....	1,500,932

Increase, tons,.....	188,225
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The average increase or decrease of each class of articles, which results in the above total increase, is as follows :—

CLASS OF ARTICLES.	DECREASE. Tons.	INCREASE. Tons.
Products of the forest,.....	18,796	.....
Agriculture,.....	.....	191,662
Manufactures,.....	.....	23,140
Merchandise,.....	.....	3,320
Other articles,.....	11,101	.....
	29,897	218,122
		29,897

Increase,.....	188,225
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The annual average of the value of the total movement of articles on all the canals, is as follows :—

From 1836 to 1839, 4 years,.....	\$65,647,486
“ 1840 to 1844, 5 “ .....	77,144,298

Increase value,.....	\$11,496,812
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The average increase or decrease of the value of each class of articles, which results in the above total increase, is as follows :—



Class of articles.	Decrease.	Increase.
Products of the forest,.....	.....	\$414,193
Agriculture, .....	.....	2,483,162
Manufactures, .....	\$1,288,261	.....
Merchandise, .....	.....	9,888,286
Other articles, .....	.....	499,432
	<hr/>	<hr/>
	\$1,288,261	\$12,785,073
		1,288,261
		<hr/>
Increase,.....		\$11,496,812

TONS FROM OTHER STATES, BY WAY OF BUFFALO AND BLACK ROCK.\*

Year.	Prod. of forest. Tons.	Prod. of animals. Tons.	Vegetable food. Tons.	Oth. agric. products. Tons.	Manu- factures. Tons.	Other articles. Tons.	Total. Tons.
1836,.....	3,755	1,593	28,207	1,961	641	116	36,273
1837,.....	7,104	4,083	29,229	884	454	475	42,229
1838,.....	4,615	3,282	58,907	379	489	515	68,187
1839,.....	22,835	4,219	70,284	361	801	438	98,938
1840,.....	18,133	5,592	111,533	688	1,200	955	138,101
1841,.....	35,126	14,877	138,036	1,480	3,696	1,535	194,750
1842,.....	26,229	13,590	145,096	1,642	2,632	1,778	190,967
1843,.....	31,211	16,400	166,327	2,521	2,026	2,751	221,236
1844,.....	52,061	17,470	165,761	1,757	722	2,777	240,548
Total,	201,069	81,106	913,380	11,673	12,661	11,340	1,231,229

TONS FROM OTHER STATES, BY WAY OF OSWEGO.\*

Year.	Prod. of forest. Tons.	Prod. of animals. Tons.	Vegetable food. Tons.	Oth. agric. products. Tons.	Manu- factures. Tons.	Other articles. Tons.	Total. Tons.
1836,.....	1,645	208	15,921	110	13	49	17,946
1837,.....	533	288	13,045	17	17	126	14,026
1838,.....	4,616	131	10,255	18	11	15	15,046
1839,.....	5,809	288	16,107	110	.....	419	22,733
1840,.....	3,108	317	16,395	75	67	85	20,047
1841,.....	10,272	102	18,762	180	6	104	29,426
1842,.....	4,840	1,284	24,188	98	27	73	30,510
1843,.....	5,564	1,282	28,025	100	51	118	35,140
1844,.....	16,027	2,777	48,128	262	131	152	67,477
Total,	52,414	6,677	190,826	970	323	1,141	252,351

TONS OF PROPERTY COMING FROM VERMONT AND CANADA, AND SHIPPED AT WHITEHALL, ON THE CHAMPLAIN CANAL.

Year.	Prod. of forest. Tons.	Agriculture. Tons.	Manufactures. Tons.	Other articles. Tons.	Total. Tons.
1835,.....	44,118	2,706	1,283	2,375	50,482
1836,.....	45,951	3,977	1,330	2,595	53,853
1837,.....	37,954	2,209	1,077	2,306	43,546
1838,.....	29,882	3,460	664	2,324	36,330
1839,.....	48,098	3,918	894	3,398	56,308
1840,.....	43,861	3,574	621	2,844	50,900
1841,.....	43,896	2,921	1,105	2,987	50,909
1842,.....	22,783	3,376	2,215	2,141	30,515
1843,.....	22,131	4,588	3,506	1,901	32,126
1844,.....	21,652	6,457	3,210	2,655	33,974
Total,	360,326	37,186	15,905	25,526	438,943

\* In making this statement, it was assumed that all the flour, wheat, bran, and ship-stuffs cleared at Oswego and Black Rock, came from other states.

## STATEMENT OF MERCHANDISE AND SALT GOING TO OTHER STATES BY WAY OF BUFFALO, OSWEGO, AND WHITEHALL, FROM 1835 TO 1844, BOTH INCLUSIVE.

Year.	Mdze. passing to other States via			Salt passing to other States via		
	Buffalo. Tons.	Oswego. Tons.	Whitehall. Tons.	Buffalo. Tons.	Oswego. Tons.	Whitehall. Tons.
1835,.....	18,466	4,988	5,279	8,931	16,459	1,646
1836,.....	30,874	8,019	5,165	5,981	9,118	2,010
1837,.....	22,230	3,061	4,573	11,872	12,028	1,002
1838,.....	32,087	2,542	5,631	10,357	24,133	2,340
1839,.....	29,699	4,498	7,291	13,283	28,233	*2,189
1840,.....	18,863	3,192	5,981	11,156	22,481	†2,198
1841,.....	25,551	5,489	6,813	9,860	30,858	‡3,171
1842,.....	20,525	3,538	4,996	5,735	16,876	§2,341
1843,.....	32,798	4,537	6,709	13,462	12,223	2,771
1844,.....	32,767	9,648	7,930	14,569	31,600	¶3,038

## TONS OF MERCHANDISE GOING TO OTHER STATES BY WAY OF BUFFALO, FROM 1837 TO 1844.

States, &c.	1838.	1839.	1840.	1841.	1842.	1843.	1844.
Pennsylvania,.....	1,151	1,446	1,029	827	539	763	725
Ohio,.....	15,187	14,338	9,445	14,297	10,038	14,528	12,390
Michigan,.....	10,084	6,656	4,294	5,456	4,915	8,252	9,389
Indiana,.....	1,569	2,296	751	1,087	785	2,256	2,332
Illinois,.....	3,244	3,634	2,353	2,249	2,490	3,476	4,320
Wisconsin,.....	392	651	662	1,029	1,410	2,890	3,272
Kentucky,.....	335	654	241	495	295	428	205
Missouri,.....	77	24	2	51	14	65	14
Tennessee,.....	26	.....	14	26	6	35	13
Alabama,.....	.....	.....	.....	.....	.....	2	.....
Iowa,.....	.....	.....	.....	13	4	28	7
Canada,.....	21	.....	49	21	29	75	100
Total,.....	32,086	29,699	18,840	25,551	20,525	32,798	32,767

## TONNAGE ARRIVING AT TIDE-WATER, THE PRODUCE OF THIS STATE, BY WAY OF THE ERIE CANAL, INCLUDING THE CONTRIBUTIONS OF THE LATERAL CANALS.

Year.	Prod. of forest.		Agriculture.		Merchandise.		Oth. articles.		Total. Tons.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
1836,.....	208,779	117,870	10,152	28,105	364,906				
1837,.....	174,007	98,172	7,879	51,193	331,251				
1838,.....	189,733	101,053	6,729	38,501	336,016				
1839,.....	157,075	63,713	5,885	37,914	264,596				
1840,.....	119,352	159,823	5,388	24,613	309,167				
1841,.....	192,122	92,483	9,076	14,663	308,344				
1842,.....	125,623	102,030	7,746	23,273	258,672				
1843,.....	202,810	124,313	21,465	30,381	378,969				
1844,.....	288,786	135,171	27,579	40,255	491,791				
Total,.....	1,658,287	994,628	101,899	288,898	3,043,712				

## TONNAGE ARRIVING AT TIDE-WATER, BY WAY OF THE ERIE CANAL, THE PRODUCE OF WESTERN STATES OR CANADA, COMING IN AT BUFFALO, BLACK ROCK, AND OSWEGO.

Year.	Prod. of forest.		Agriculture.		Manufactures.		Oth. articles.		Total. Tons.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
1836,.....	5,400	48,000	654	165	54,219				
1837,.....	7,637	47,546	471	601	56,255				
1838,.....	9,231	72,972	500	530	83,233				
1839,.....	28,644	91,369	801	857	121,671				
1840,.....	21,241	134,600	1,267	1,040	158,148				
1841,.....	45,398	173,437	3,702	1,639	224,176				
1842,.....	31,069	185,898	2,659	1,851	221,477				
1843,.....	36,775	214,655	2,077	2,869	256,376				
1844,.....	68,088	236,155	853	2,929	308,025				
Total,.....	253,483	1,204,632	12,984	12,481	1,483,580				

\* 17,175 bushels of foreign manufacture; † 17,879 do.; ‡ 36,947 do.; § 12,504 do.; || 13,760 do.; ¶ 8,009 do.

## ART. VI.—COAL OF PENNSYLVANIA AND OTHER STATES.

EVERY year shows more convincingly the immense importance to the state of Pennsylvania of her leading interests, her coal and iron trade. Both of them employ, profitably, a large amount of capital, furnish subsistence to an extensive population, and call forth much ingenuity in finding the means of obtaining from the earth and transporting the material to a market; and the cheapness with which coal can be mined and carried, will cause many manufactories to be located at Philadelphia, that would otherwise have been scattered in other directions. The rapid increase of the coal trade has been almost unexampled. It is not many years since the price of wood regulated that of coal, and now in our chief cities, at least, the consumption of wood, as fuel, is so inconsiderable, that it may be entirely disregarded. New markets are constantly opening, and with the increasing facilities of transportation, it may every year be carried still further, with a reasonable prospect of remuneration.

Coal is evidently destined at some future period to entirely supersede wood as a fuel; for the time will come when the forests of North America will be consumed, and land too valuable for agricultural purposes, to grow timber. Before that time, the inexhaustible stores of the western coal fields will have been fully opened, and will continue for centuries to come to furnish all that can be required.

In proportion as the consumption of coal becomes greater, and its application to the uses of arts and manufactures more general, greater discrimination will be exercised in the choice of different varieties; some kinds of coal will be brought to the market, and the variety most suitable to each different use will be recognised as such. Many of these distinctions are already well known. A semi-bituminous coal is suitable for steamships; while anthracite is generally used for household purposes. Coal for generating illuminating gas must be highly bituminous, for carbonic acid must contain no sulphur, and many more will, before long, be equally well understood.

Under these circumstances, the chemical analysis of a coal acquires a particular interest; it affords a standard of the general value of a coal, and an excellent criterion of the particular use for which such coal is best fitted. If a certain coal has been found by experience to be most suitable for a certain manufacture, and by a new improvement, another coal from another place can be sold at a lower rate, while the proportion of its constituents agrees nearly with the former, such variety will at least be worth a trial, and may probably be made to advantageously replace that before in use. On the other hand, an ascertained difference will prevent the waste of time and money in useless experiments. The table given below will assist in arriving at these conclusions. It has been carefully compiled from Prof. Rogers' Fifth Report on the Geology of Pennsylvania, Prof. Johnson's Coal Report, and various other authorities. It also contains some analysis made four or five years since in Philadelphia. The specific gravities have been given, where they could be ascertained, and the color of the ash of the coal, where noted by the analyst—an important element, and one which materially affects the value of a coal.

The greater part of the carbon in anthracites and other coals is isolated, or nearly so; but small portions are frequently combined with the

constituent parts of the gaseous matter. Under this head of volatile matter, is included uncombined water, oxygen, hydrogen, carburetted hydrogen, &c., and frequently sulphur and nitrogen. It must not, therefore, be always supposed that the quantity of carbon indicated by an analysis, and given under that head, expresses the full quantity contained, as a portion may be combined with the gases of the coal in its natural state, or may be made to combine by the heat applied for decomposition, and so may pass off with the volatile matter. Nitrogen is a common element in bituminous coals, and shows itself in the form of ammonia, when they are submitted to distillation for obtaining illuminating gas. Thompson has estimated it as high as from  $6\frac{1}{4}$  to 16 per cent, but his results have been rejected as very improbable. (Berzelius.)

As in most of the analysis of coal, particularly those made in this country, all the volatile portions are driven off at once by heat, and estimated together, it appears desirable to form, at least, a general idea of their constituents. The following table shows the relative proportion of pure oxygen and hydrogen contained in the volatile matter of some of the most important varieties of coal. A portion of these elements were originally united in the form of water, and the rest more or less combined with the carbon.

Coal.	Oxygen.	Hydrogen.	Authority.
Pennsylvania anthracite,.....	50.09	49.90	.....
Coal of Alais, France,.....	47.94	52.00	Reynault.
Kilkenny coal,.....	70.00 to 83.00	17.00 to 30.00	.....
Cannel coal,.....	75.55	24.45	Crum.
“ another specimen,..	78.39	21.61	Karsten.
Newcastle coal, (“houille,”)....	78.48	21.51	“
Splint coal,.....	85.24	14.76	Crum.

The large proportion of oxygen in the Newcastle and other soft coals, diminishes their value. Most coals contain a small per centage of sulphur, and when this rises as high as from 2 to 3 per cent, it also has an injurious effect. Being generally estimated along with the other volatile matter, it occupies no separate place in a common analysis. Prof. Rogers has, in several cases, weighed its quantity, and from his report these results are taken.

Coal.	Sulph. in 100 coal.	Authority.
Anthracite, Peach mountain,.....	0.48	Prof. Rogers.
“ Pottsville,.....	0.60	“
“ Lehigh,.....	0.91	“
Bit. coal, Blairsville, Westm. co.,.....	2.60	“
“ Karthaus,.....	2.70	“

## PENNSYLVANIA.

Coal.	Spec.		Vol.	Color of Ash.	Authority.	
	Grav.	Carb. matt'r.				Ash.
FIRST, OR SOUTHERN COAL FIELD.						
Lehigh—a very pure specimen, ...	90.10	6.60	2.50		Mr. Vanuxem.	
“ - - - - -	1.590	89.15	5.28	Nearly white.	Prof. W. R. Johnson.	
“ Summit mines, - - - - -	... 88.50	7.50	4.00	Dull white.	Prof. H. D. Rogers.	
“ “ “harder sp., ...	... 87.70	6.60	5.70	White.	“	
“ Nesquehoning mines, - - - - -	... 86.40	6.40	7.00	“	“	
“ coal, 1st anal., - - - - -	1.550	87.00	7.30	Very white, light.	M. C. Lea.	
“ “ 2d “ “ - - - - -	... 86.90	7.50	5.60	“	“	
Tamaqua, Sharp mountain, - - - - -	1.550	92.45	7.55	5.10	White.	Prof. Rogers.
“ Schuylkill county, - - - - -	1.60	89.20	4.54	6.26	Perfectly white.	“
“ “ “ “ - - - - -	1.57	92.07	5.03	2.90	White.	“
“ another specimen, - - - - -	... 91.00	5.50	3.50	Gray white.	M. C. Lea.	
Pottsville, Schenoweth vein, - - - - -	1.50	94.10	1.40	4.50	Light brown.	Prof. Rogers.
“ Neeley’s Tunnel, - - - - -	1.55	89.20	5.40	5.40	Light yellow.	“
“ Tuscarora mines, - - - - -	... 88.20	7.50	4.30	Pink brown.	“	

## PENNSYLVANIA—Continued.

Coal.	Spec.		Vol.		Color of Ash.	Authority.
	Grav.	Carb.	mat.	Ash.		
Pottsville, Schuylkill Haven, -	1.477	90.75	3.07	4.41	Light fawn.	Professor Johnson.
" Peach mountain, -	1.464	89.02	2.96	6.13	Fawn.	"
" Black mine vein, -	....	88.40	6.80	4.80	Deep red.	H. C. Lea.
Swatara, (Pine Grove,) Sharp m.	1.54	89.57	7.15	3.28		Prof. Rogers.
" North seam, -	....	85.90	7.20	6.90	Reddish yellow.	M. C. Lea.
Dauphin,* Bk. Spring Gap, -	1.44	82.47	9.53	8.00	Yellow white.	Prof. Rogers.
" " Lea vein, -	1.35	85.84	8.96	5.20	Cream color.	"
" " gray vein, -	1.33	81.40	11.40	7.20	Pale ochre.	"
" " ano. spec., -	....	86.00	4.50	9.50	Yellow red.	M. C. Lea.
" " Peac'ck vn., -	....	88.60	7.10	4.30	"	"
" Gold-Mine Gap, -	1.41	82.15	10.95	6.90	Light orange.	Prof. Rogers.
" do. another specimen, -	....	83.00	9.00	8.00	Yellow red.	M. C. Lea.
" do. Heister vein, -	1.41	81.47	10.43	8.10	Pale yellow.	Prof. Rogers.
" Rausch Gap, Peacock vein, -	1.45	77.23	10.57	12.30	Pale orange.	"
" do. Pitch vein, E. side, -	....	78.90	11.00	10.10	Deep red.	M. C. Lea.
" do. " W. side, -	....	77.10	10.90	12.	Yellow red.	"
" Yellow Springs Gap, -	....	74.70	14.80	10.50	Pale salmon.	"
Stony Cr., do. another specimen, -	1.41	79.55	10.95	9.50	Pale yellow.	Prof. Rogers.
" do. Backbone vein, -	....	77.50	11.00	11.50	Dark red.	M. C. Lea.
" Rattling Run, -	....	74.55	13.75	11.70	"	Prof. Rogers.
" do. another specimen, -	1.443	74.24	13.82	11.49	"	Prof. Johnson.
" do. " " -	....	76.10	16.90	7.00	Dark red.	M. C. Lea.
" Big Flats, -	....	76.94	15.06	8.00	Orange.	Prof. Rogers.
Lyken's Valley, vein No. 1, -	1.389	83.84	6.88	9.25	Fawn.	Prof. Johnson.
" " 3d bed, -	....	88.25	8.85	2.90	"	Prof. Rogers.
MIDDLE COAL FIELD.						
Beaver Meadow, slope No. 3, -	1.610	88.94	2.38	7.11	Reddish gray.	Prof. Johnson.
" " slope No. 5, -	1.551	91.47	2.66	5.15	"	"
WYOMING COAL FIELD.						
Shamokin, Snyder's v., -	....	89.90	6.10	4.00	"	Prof. Rogers.
Wyoming Forin, Warden's v., -	1.403	88.90	7.68	3.40	"	Prof. Rogers.
" " Carbon mines, -	1.404	90.23	7.07	2.70	Grayish.	"
" " D. & H. C. C., -	1.421	87.74	3.91	6.35	Gray white.	Prof. Johnson.
FIELDS WEST OF ALLEGHANY MTS.						
Queen's Run, -	1.331	72.79	17.97	8.49	White.	Prof. Johnson.
" " -	....	73.68	21.50	4.60	"	Prof. Rogers.
Snow-Shoe mine, -	....	76.73	21.20	2.07	"	"
Moshannon Creek, -	....	64.40	29.50	6.10	"	"
Phillipsburg, -	....	68.00	32.00	10.00	"	Prof. Johnson.
Leech's mine, -	....	67.93	30.40	11.75	"	Prof. Rogers.
Ralston, Lycoming co., -	....	74.50	30.50	5.00	"	"
" " -	1.388	71.53	13.84	13.96	Gray.	Prof. Johnson.
Karhaus, upper seam, -	....	78.20	13.00	8.80	"	Prof. Rogers.
" lower " -	....	70.50	24.80	4.70	"	"
" " -	1.284	73.77	19.53	7.00	Reddish gray.	Prof. Johnson.
" another specimen, -	....	68.10	26.80	5.10	"	"
Reed's vein, -	....	67.70	27.00	5.30	"	Prof. Rogers.
Bloxburg, -	1.324	73.11	14.78	10.77	Grayish white.	Prof. Johnson.
" Coal Run, -	....	75.40	16.40	8.20	"	Clemson.
" Bear Creek, -	....	73.70	15.00	11.30	"	"
" do. another specimen, -	....	62.80	32.00	5.20	"	Prof. Rogers.
" Bloss vein, -	....	73.00	15.60	11.40	"	Clemson.
" Johnson's Run coal, -	....	69.30	14.60	16.10	"	"
Clearfield co., Warner's vein, -	....	54.60	38.20	7.20	"	Prof. Rogers.
Blair's Gap, -	....	77.00	15.00	8.00	"	Clemson.
Summit Portage, -	1.407	69.37	20.52	9.15	Light lilac.	Prof. Johnson.
Franklin, Venango co., (cannel,) -	....	29.54	52.78	17.68	"	Prof. Rogers.
Conneaut Lake, Crawford co., -	....	59.45	38.75	1.80	Reddish brown.	"
RHODE ISLAND.						
Pertsmouth, -	....	90.03	4.90	4.64	"	L. Vanuxem.
" another specimen, -	....	77.70	6.70	15.60	"	"
VIRGINIA.						
Richmond, Barr's Deep Run, -	1.382	67.96	19.78	10.47	Fawn.	Prof. Johnson.
" Crouch and Sneed's, -	1.451	59.98	24.38	14.28	Reddish white.	"
" Mid-Lothian, -	1.437	61.08	27.28	10.47	Reddish gray.	"
" Creek Company, -	1.319	60.30	32.47	8.57	Brick red.	"
" Clover Hill, -	1.285	56.83	32.21	10.13	"	"
" Chesterfield Min. Co. -	1.289	58.79	32.63	8.63	Reddish gray.	"
" Tippecanoe, -	1.346	54.62	34.54	9.37	Yellow red.	"
" Willis's Pit, -	....	66.60	28.80	4.60	"	Clemson.
" Anderson's Pit, -	....	64.20	26.06	9.80	"	"

\* Dauphin, or Stony Creek coals. All these analyses have been made from crop coals, the mines not yet being worked. (See R. C. Taylor's report.)

MARYLAND.							Authority.
Coal.	Spec. Grav.	Vol.			Col. of Ash.		
		Carb.	mat.	Ash.			
Cumberland, - - -	1.414	70.85	14.87	14.98			Professor Johnson.
" Neff's, - - -	1.337	74.53	12.67	10.34	Flesh red.		"
" Atkinson & Templeman's, -	1.313	76.69	15.53	7.33	Light pink.		"
" Easby & Smith's, -	1.332	74.29	15.52	9.30	Flesh red.		"
" Maryland Min. Co., -	....	75.40	17.00	7.60			M. C. Lea.
" Savage River, -	....	77.00	16.00	7.00			Dr. Jackson.
TENNESSEE.							
Cumberland mountains, -	....	71.00	17.00	11.00			Dr. Troost.
NOVA SCOTIA.							
Pictou, - - -	1.318	56.98	27.83	13.39	Flesh red.		Prof. Johnson.
" Cunard's, - - -	1.325	60.74	25.97	12.51	White.		"
Sydney, - - -	1.338	67.57	23.81	5.49	Dark gray.		"
GREAT BRITAIN.							
Whitehaven, - - -	....	57.00	41.30	1.70			Kirwan.
" another specimen, -	....	56.80	43.00	.20			"
Newcastle, - - -	....	75.90	22.60	1.50			Thompson.
" - - -	1.257	57.00	35.83	5.40			Prof. Johnson.
Staffordshire, - - -	....	62.40	34.10	3.5			Berthier.
Bovey, near Exeter, -	....	45.00	55.00	....			Hatchett.
Derbyshire, - - -	....	37.00	40.00	3.00			Berthier.
Dowlais, South Wales, -	....	79.50	17.50	3.00			"
Cyfarthfa, " - - -	....	78.40	18.80	2.80			"
Clyde, Scotland, clod coal, -	....	70.00	26.50	4.50			Mushet.
" " soft coal, -	....	42.30	47.70	10.00			Thompson.
Monkland, " - - -	....	56.2	42.40	1.40			Berthier.
GERMANY.							
Schraplau, Thuringia, -	....	20.25	62.25	17.25			Klaproth.
Walden, - - -	....	56.90	36.22	6.88			Richter.
Saboze, (Silesia,) - - -	1.327	63.31	32.93	3.76			"
Bielschowitz, - - -	1.351	56.17	37.89	3.93			"
WOODS.							
Oak, - - -	....	22.68	76.89	0.43			Ure.
Ash, - - -	....	17.97	81.26	0.77			"
Norway pine, - - -	....	19.20	80.44	0.35			"
Sycamore, European, -	....	19.73	79.20	1.06			"
Maple, American, - - -	....	19.90	79.33	0.77			"
Lignum vite, - - -	....	26.85	72.64	0.50			"

This table commences, as will be perceived, at the eastern extremity of the first coal basin, and proceeds westward to the Susquehanna. The second and third basins are then given in order, and the softer coals from both sides of the Alleghany mountain. It has been observed as a rule that holds generally between Philadelphia and Pittsburg, that the farther we go west, the more bituminous the coal becomes, and the Lehigh and other coals from the southeast portions of the coal beds are therefore the hardest anthracite. They are also among the purest coals in America; one specimen from Pottsville, having given but 3.50, and from Lehigh but 4.00 per cent of earthy impurity, and probably others might be found yet more pure from the same districts. The Lehigh coal has a high reputation; it was the first mined in the state, and the horizontal position of its veins, enables it to be worked with considerable facility. Its specific gravity is also high, an important point, where space is to be economised, but it has a great disadvantage in the amount of heat lost by escape through the flue. This has been estimated to amount to 26 per cent of the whole heat generated, and prevents it from ranking high as a steam-producing coal. It is remarkable, that the proportion of heat carried off by the gas, current of air, &c., through the chimney, does not follow any general rule, and that the cases of greatest and least waste may be found almost indifferently among bituminous and anthracite coals, as shown in the following table, abridged from Prof. Johnson's Coal Report, by which it will be seen that the case of loss next greatest to the Lehigh, occurs in

the Chesterfield company's coal, containing nearly 33 per cent of bituminous matter. On the other hand, Easby and Smith's coal loses but about 9 per cent. It is difficult to conjecture to what peculiarity of structure or composition this property is attributable, but it indicates a marked superiority in the free-burning coals, or those whose volatile matter varies from 14 to 18 per cent.

LOSS PER CENT OF WHOLE AMOUNT OF HEAT, BY ESCAPE THROUGH THE FLUE, DURING COMBUSTION.

Lehigh coal,.....	26.	Easby & Smith, Cumberland,...	8.96
Chesterfield Min. Co., Virginia,.	23.81	Lackawanna,.....	10.20
Barr's Deep Run,.....	22.05	Dauphin and Susquehannah,....	12.54
Sidney, N. S.,.....	20.05	Schuylkill Haven,.....	13.83
Creek Co., Virginia,.....	19.95		

Such loss constitutes an important point in the estimate of the value of a coal, for not only so much per cent of the whole amount is absolutely thrown away, but when fuel is to be transported to a distance, that proportion is carried only to be wasted. Were all other advantages and disadvantages equally balanced, this would give an advantage among anthracites of from 11 to 14 per cent to the Lackawanna and Schuylkill coal over the Lehigh, and among bituminous coals, of 9 to 11 per cent to Easby and Smith's, Dauphin, and other coals, over the Chesterfield, Barr's Deep Run, &c., with an almost equally great superiority over those imported from Nova Scotia.

The Dauphin coal, and some varieties of the Cumberland constitute a distinct class of free-burning coals, intermediate between the hard and soft, and peculiarly well adapted for manufacturing and other purposes. In the coal report before referred to, the Dauphin coal stands highest in the comparative list, with regard to rapidity of ignition, with the exception of the Queen's Run and some Western Cannel coal, and high as to evaporative power. Some of the best varieties of Cumberland coal are very similar in constitution, and if the difficulties caused by their great distance from a market can be overcome, may be profitably worked.

The middle coal field has been less worked than the first, the central parts of which it much resembles in the quality of its coal—a moderately hard anthracite, whose proportion of carbon varies from 88 to 92 per cent. The Wyoming coal field differs little, except that its coal burns with a white ash. The Delaware and Hudson company's mines are extensive, and but little else is done in this region.

The very important resources, valuable in themselves, and essential to arts and manufactures, possessed by the coal states, are pressing forward to further development. The quantity of coal imported is steadily diminishing, while that mined at home is increasing in a very rapid ratio. The importation has fallen from 181,000 tons, in 1839, to 103,000 in 1842, while, in the same space, the amount mined in Pennsylvania alone has risen from 819,000 to 1,108,000 tons, and, last year, reached 1,631,000 tons. England has already arrived at the high appreciation of the value of coal to which we are advancing, and she watches its consumption with so much jealousy as to impose an export duty, to prevent the waste of her large but not inexhaustible supply by exportation to other countries. This policy varies in a single instance, where she holds it desirable to accumulate a stock for the use of her war and other steamers, but notwithstanding, the amount exported is large, about a million and a half tons being

annually taken to France, Denmark, Holland, British West Indies, United States, Russia, and other countries.

McCulloch observes that it is hardly possible to exaggerate the advantages which England derives from her vast beds of coal; and the annual production of the minerals of the British islands, is estimated by De La Beche at £20,000,000, of which £9,000,000 arise from coal, and £8,000,000 from iron. In this estimate, the coal is taken at seven shillings per ton only, its value at the pit's mouth, but as delivered to the consumer, its value has risen to £40,000,000, making it the third interest in importance in the kingdom, as follows:—

Cotton manufactures,.....	£50,000,000
Woollen do, .....	44,000,000
Coal, .....	40,000,000

The experiments of Professor Johnson have fully proved a decided superiority in the Pennsylvania and Maryland bituminous fuels over the English and Nova Scotian, and the investigations of Marcus Bull, though in this particular less extended, had the same result, and notwithstanding the circumstances that encourage the foreign trade, a few years will see the total extinction of the importation of coal.

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#### ART. VII.—THE NEW POSTAGE LAW AND ITS ADVANTAGES.

THE friends of cheap postage have at last succeeded in effecting the passage of a law reducing the rates of postage, which goes into operation on the first of this month. Although it is not all which the people required of their representatives, or that satisfies their expectations, yet they hail it as the commencement of a new era in the cheap diffusion of knowledge, which will be attended with the most salutary effects upon the literary, political, commercial, social and moral interests of our country. The struggle to effect even this reduction, has been one of labor and difficulty, and much greater than could have been expected in a country whose institutions are based upon the knowledge and virtue of the people, and whose political existence depends upon the ability of the people to govern themselves. From the very commencement of this benevolent and praiseworthy effort, its friends have had to encounter the united and inveterate opposition of nearly all who were officially connected with the post-office department, whose pecuniary interests seemed to be affected by the reduction of postage; and these persons have sedulously labored to give the measure a sectional and political complexion, as if the whole people, in every portion of the Union, were not equally interested in its adoption.

As the law goes into effect the present month, it may not be uninteresting to our readers to offer a few remarks upon its provisions, and the regulations of the department, and the probable effects upon the people generally.

The law, *per se*, is one of the most bungling and complicated that was ever passed by our national legislature. It was evidently drawn by a person who had not a clear understanding of the subject, and afterwards it was altered and amended to meet the various prejudices of those who were in favor or opposed to its provisions. It may be truly said that it is like Joseph's coat of many colors; nevertheless, it will not excite the envy



of any one towards its author. Instead of a plain and simple law, consisting of a few sections—abolishing in toto the franking privilege, and reducing the postage to one uniform cheap rate, leaving the public to send their letters and papers in any way they may find it for their interest or convenience—it is confused and contradictory, and hedged about with prohibitions, pains and penalties. The people asked for the abolition of the franking privilege, and a cheap, uniform rate of postage; but instead of this, Congress have retained to themselves the franking privilege in full vigor, and adopted the unequal and arbitrary rates of five and ten cents. Hence a letter may be sent 300 miles for five cents, but if it happens to go 301 miles it must pay ten cents!

The opponents of cheap postage predict that the new law will prove a failure, and that we shall yet have to resort to higher rates of postage, or the post-office department will have to fall upon the treasury for its support; while the friends of the measure contend that, to make a fair trial, the rates of postage should have been reduced so low as to bring into the United States mails all the correspondence of the people, whereas the present law will not produce that desirable effect. If the rates of postage had been reduced as low in this country as they are in England, we should have witnessed not only an equal, but a much greater increase, and the number of letters passing through our post-office would have, in a few years, increased more than four-fold what they now are. And this is by no means an extravagant calculation, when we consider the character and pursuits of our people, and how universally the blessings of education are diffused throughout the length and breadth of our glorious Union.

The present law will not bring all the correspondence through the post-office. It is true, the number of letters will be greatly increased, and there will not be so great a reduction of the revenue as some suppose; nevertheless, we have reason to fear that there will be a vast amount of letters from which no revenue will be realized, in consequence of the high rates of postage upon letters which are sent to a short distance. For example, the rate of postage under the old law on a single letter to Brooklyn, Williamsburg, Jersey City, Newark, Elizabethtown, and other towns around New York, was six cents, and every one knows that not one in fifty of the letters written from those places to New York, passed through the post-office. The same may be said of the towns around Philadelphia, Baltimore, Boston, and other large cities. The new law makes only one cent reduction, consequently it holds out no inducement to the people to send their letters in the mails, but it does hold out a temptation to them to send them either by private conveyance, or by any other way by which they can avoid paying five cents for the carriage of a letter only a few miles. Letters to a greater distance will be generally sent by the United States mails, because there will not be those facilities for sending them as to shorter distances; but had the rates been reduced to two cents for any distance under one hundred miles, hundreds of thousands of letters would annually pass through the post-office, which will not now come near them. Had a low and uniform rate been adopted, offering inducements to all classes to send all their letters by the mails, we should have seen the number swelled to an extent which few can conceive.

There are, however, many advantages which will result from this new

law, both directly and indirectly, which will be properly appreciated, and which we hope will ultimately convince even the most sceptical, that a uniform rate of cheap postage is the surest way to obtain a revenue sufficiently ample to support an economical administration of the post-office department, without any aid from the treasury. Let us notice some of these advantages.

1. The new law provides for a reduction of the present rates of postage about one half. This, of itself, is a great boon, especially to the poorer class of people, who have been, to a great extent, deprived of the privilege of corresponding with their absent friends in consequence of the high rates of postage.

2. The postage is to be charged by weight, and not by the number of pieces of paper it may contain. A letter may contain bank notes, or it may consist of two sheets of thin paper, enclosed in an envelope, and if it weighs but half an ounce, will only be charged as a single letter. Besides, it saves trouble and perplexity in ascertaining whether the letter is more than double, and prevents the necessity of under or over charging letters, which is sometimes a source of ill will and dispute at the post-office. It removes the necessity of prying into letters, to ascertain their contents; if there is any doubt as to the proper rate of postage, it is only necessary to throw it into the balances, and the question is at once decided. The letters can be marked more expeditiously and accurately than under the old law, and the custom of examining them, to see whether they are charged correctly may be dispensed with.

3. The new law makes the rates to conform to our own currency, which is a great convenience to the public, but especially to the post-office. The old mode of charging  $12\frac{1}{2}$  and  $18\frac{1}{2}$  cents on single letters, was troublesome in making change, whereas we shall now have to pay in cents only. The exclusion of fractions will also save much trouble in keeping the post-office accounts, which have heretofore been a source of much annoyance.

4. This law abolishes the franking privilege in all the departments of the government, and consequently, as the postage will be paid on their correspondence, the income from this source will greatly augment the revenue of the post-office department. Heretofore, the state, treasury, war and navy departments, and all their subordinate bureaus, exercised the franking privilege to any extent; but under this law the postage on all the business of the departments is to be paid out of the treasury. It likewise prohibits two sets of members of Congress from enjoying the franking privilege at one and the same time.

5. By this new law, all the postmasters are required to keep an accurate account of all the franked matter, of every description, which may come to their respective offices, in the same manner as if the postage had been charged and paid thereon. This will have a two-fold advantage; first, we shall be able to learn pretty accurately what the postage on franked matter amounts to, which has never yet been ascertained; and secondly, "the sums thus chargeable shall be paid to the post-office department from the contingent funds of the two houses of Congress, and of the other departments of the government for which such mail service may have been performed; and where there is no such fund, that they be paid out of the treasury of the United States." Hence all the correspondence of the members of Congress, and the documents and laws of Congress sent

through the mails, will be charged with postage, and paid out of the contingent fund, which is a virtual abolition of the franking privilege, so far as the post-office department is concerned.

6. Another advantage arising from the passage of this new law is, that it definitively settles the rates of postage to be paid on pamphlets, periodicals, circulars, prospectuses, handbills, &c. It is to be regretted that in defining the rates, that half cents should still be exacted, not only because we have no such coin in circulation, but it is too small business for a great government institution to be concerned in. Printed or lithographed circulars, handbills, prices current letters, were formerly charged letter postage, but these may be sent to any part of the United States for two cents. In consequence of the former high rate of postage, few were sent by the mails; and to obviate its payment, merchants had their circulars, cards, &c., printed in newspapers which they sent to their customers, thus unnecessarily burthening the mails. By this new law, the mails will be relieved of a heavy burden, the post-office will have an additional revenue from this source, and to our merchants, publishers, and men of business, facilities will be afforded of extending their correspondence to an extent which no one now conceives. Hundreds of thousands, and, perhaps, millions of circulars, &c., will now be sent through the post-office, in consequence of this uniform and cheap rate of postage.

7. The operation of this new law will greatly increase the number of letters passing through the post-office. It is not safe to say how far the number will be augmented, but we may safely say that in the first year, it will be double, if not treble what it now is. Every good citizen will feel it his duty to aid this important institution, and will discountenance, both by precept and practice, every evasion of the law. Should it work well, the people will require a further reduction of the rates of postage—that we may have at least as cheap postage as the subjects of Queen Victoria!

The following is a correct copy of the "*Act to reduce the rates of postage, to limit the use and correct the abuse of the franking privilege, and for the prevention of frauds in the revenues of the Post-Office Department.*" It was passed March 3, 1845, and approved by the President on the same day.

*Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled,* That from and after the first day of July next, members of Congress and delegates from territories, may receive letters not exceeding two ounces in weight, free of postage, during the recess of Congress, any thing to the contrary in this act notwithstanding: and the same franking privilege which is granted by this act to the members of the two Houses of Congress, is hereby extended to the Vice President of the United States; and in lieu of the rates of postage now established by law, there shall be charged the following rates, viz: For every single letter in manuscript, or paper of any kind by or upon which information shall be asked for or communicated in writing, or by marks and signs, conveyed in the mail for any distance under three hundred miles, five cents; and for any distance over three hundred miles, ten cents; and for a double letter there shall be charged double these rates; and for a treble letter treble these rates; and for a quadruple letter quadruple these rates; and every letter or parcel not exceeding half an ounce in weight shall be deemed a single letter, and every additional weight of half an ounce, or additional weight of less than half an ounce, shall be charged with an additional single postage. And all drop letters, or letters placed in any post-office, not for transmission by mail, but for delivery only, shall be charged with postage at the rate of two cents each. And all letters which shall hereafter be advertised as remaining over in

any post-office, shall, when delivered out, be charged with the costs of advertising the same in addition to the regular postage, both to be accounted for as other postages now are.

2. *And be it further enacted*, That all newspapers of no greater size or superficies than nineteen hundred square inches may be transmitted through the mail, by the editors or publishers thereof, to all subscribers or other persons within thirty miles of the city, town, or other place in which the paper is or may be printed, free of any charge for postage whatever; and all newspapers of and under the size aforesaid, which shall be conveyed in the mail any distance beyond thirty miles from the place at which the same may be printed, shall be subject to the rates of postage chargeable upon the same under the thirtieth section of the act of Congress approved the third of March, one thousand eight hundred and twenty-five, entitled "An Act to reduce into one the several Acts for establishing and regulating the Post-Office Department;" and upon all newspapers of greater size or superficial extent than nineteen hundred square inches, there shall be charged and collected the same rates of postage as are prescribed by this act to be charged on magazines and pamphlets.

3. *And be it further enacted*, That all printed or lithographed circulars and handbills or advertisements, printed or lithographed on quarto post or single cap paper, or paper not larger than single cap, folded, directed, and unsealed, shall be charged with postage at the rate of two cents for each sheet, and no more, whatever be the distance the same may be sent; and all pamphlets, magazines, periodicals, and every other kind and description of printed or other matter, (except newspapers,) which shall be unconnected with any manuscript communication whatever, and which is or may be lawful to transmit by the mail of the United States, shall be charged with postage at the rate of two and a half cents for each copy sent, of no greater weight than one ounce, and one cent additional shall be charged for each additional ounce of the weight of every such pamphlet, magazine, matter, or thing, which may be transmitted through the mail, whatever be the distance the same may be transported; and any fractional excess of not less than one half of an ounce, in the weight of any such matter or thing, above one or more ounces, shall be charged for as if said excess amounted to a full ounce.

4. *And be it further enacted*, That the Postmaster General be, and he is hereby authorized, upon all mail routes over or upon which the amount of matter usually transported, or which may be offered or deposited in the post-office or post-offices for transportation, is or may become so great as to threaten materially to retard the progress or endanger the security of the letter mail, or to cause any considerable augmentation of the cost of transporting the whole mail at the present rate of speed, to provide for the separate and more secure conveyance of the letter mail, at a speed at least equal to that at which the mail is now transported over such route, taking care to allow in no case of any greater delay in the transportation of the other matters and things to be transported in the mail on any such route than may appear absolutely necessary, regard being had to the cost of expediting its transportation, and the means at his disposal or under his control for effecting the same.

5. *And be it further enacted*, That the twenty-seventh section of the Act of Congress entitled "An Act to reduce into one the several Acts for establishing and regulating the Post-Office Department," approved and signed the third day of March, in the year one thousand eight hundred and twenty-five, and all other acts and parts of acts granting and conferring upon any person whatsoever the right or privilege to receive and transmit through the mail, free of postage, letters, packets, newspapers, periodicals, or other matters, be, and the same are hereby utterly abrogated and repealed.

6. *And be it further enacted*, That from and after the passage of this act, all officers of the government of the United States, heretofore having the franking privilege, shall be authorized and required to keep an account of all postage charged to and payable by them, respectively, upon letters, packages, or other matters received through the mail, touching the duties or business of their respective offices; and said accounts for postage, upon being duly verified by said

officers, respectively, shall be allowed and paid quarter yearly, out of the contingent fund of the bureau or department to which the officers aforesaid may respectively belong or be attached. And the three Assistant Postmasters General shall be entitled to have remitted by the postmaster in Washington, all postage charged upon letters, packages or other matter, received by them respectively through the mail, touching the business of the post-office department, or the particular branch of that business committed to them, respectively; and each of the said Assistant Postmasters General shall be, and hereby is, authorized to transmit through the mail, free of postage, any letters, packages, or other matter relating exclusively to his official duties, or to the business of the post-office department; but he shall, in every such case, endorse on the back of the letter or package so as to be sent free of postage, over his own signature, the words "official business." And for any such endorsement falsely made, the person so offending shall forfeit and pay three hundred dollars. And the several deputy postmasters throughout the United States shall be authorized to charge, and have allowed to them in the settlement of their accounts with the Post-Office Department, all postage which they may have paid or had charged to them, respectively, for letters, packages, or other matters received by them on the business of their respective offices or of the Post-Office Department, upon a verification on oath of their accounts for the same, and the transmission of the charged letters as vouchers; and the said several deputy postmasters shall be, and hereby are, authorized to send through the mail, free of postage, all letters and packages which it may be their duty, or they may have occasion, to transmit to any person or place, and which shall relate exclusively to the business of their respective offices, or to the business of the Post-Office Department; but in every such case, the deputy postmaster sending any such letter or package shall endorse thereon, over his own signature, the words "post-office business." And for any and every such endorsement falsely made, the person making the same shall forfeit and pay three hundred dollars. And when the commissions of any postmaster amount to less than twenty-five dollars per annum, it shall be lawful for the Postmaster General to increase the rate of his commissions, provided that they do not exceed fifty per cent on letter postage accruing at such office; and the Postmaster General is hereby required to cause accounts to be kept of the postage that would be chargeable at the rates prescribed in this act upon all matter passing free through the mail according to the provisions of this act; and the sums thus chargeable shall be paid to the Post-Office Department from the contingent funds of the two houses of Congress and of the other departments of the government for which such mail service may have been performed, and where there is no such fund, that they be paid out of the treasury of the United States.

7. *And be it further enacted*, That the Act of Congress entitled, "An Act authorizing the governors of the several states to transmit by mail certain books and documents," approved June the thirtieth, one thousand eight hundred and thirty-four, shall remain and continue in full force, any thing hereinbefore to the contrary notwithstanding: and the members of Congress, the delegates from territories, the secretary of the Senate, and the clerk of the House of Representatives, shall be, and they are hereby authorized to transmit, free of postage, to any post-office within the United States, or the territories thereof, any documents which have been or may be printed by order of either house of Congress, any thing in this law to the contrary notwithstanding.

8. *And be it further enacted*, That each member of the Senate, each member of the House of Representatives, and each delegate from a territory of the United States, the secretary of the Senate, and the clerk of the House of Representatives may, during each session of Congress, and for a period of thirty days before the commencement and thirty days after the end of each and every session of Congress, receive through the mail, free of postage, any letter, newspaper, or packet, not exceeding two ounces in weight; and all postage charged upon any letters, packages, petitions, memorials, or other matters or things received during any session of Congress, by any senator, member, or delegate of the House of Representatives, touching his official or legislative duties, by reason of any excess of

weight above two ounces, of the matter or thing so received, shall be paid out of the contingent fund of the house of which the person receiving the same may be a member. And they shall have the right to frank written letters from themselves during the whole year, as now authorized by law.

9. *And be it further enacted*, That it shall not be lawful for any person or persons to establish any private express or expresses, for the conveyance, nor in any manner cause to be conveyed, or provide for the conveyance or transportation, by regular trips, or at stated periods or intervals, from one city, town, or other place, to any other city, town, or place in the United States, between, and from, and to which cities, towns, or other places, the United States mail is regularly transported, under the authority of the Post-Office Department, of any letters, packets, or packages of letters, or other matter properly transmittable in the United States mail, except newspapers, pamphlets, magazines, and periodicals; and each and every person offending against this provision, or aiding or assisting therein, or acting as such private express, shall, for each time any letter or letters, packet or packages, or other matter properly transmittable by mail, except newspapers, pamphlets, magazines, and periodicals, shall, or may be, by him, her, or them, or through his, her, or their means or instrumentality, in whole or in part, conveyed or transported, contrary to the true intent, spirit, and meaning of this section, forfeit and pay the sum of one hundred and fifty dollars.

10. *And be it further enacted*, That it shall not be lawful for any stage coach, railroad car, steamboat, packet boat, or other vehicle or vessel, nor any of the owners, managers, servants, or crews of either, which regularly perform trips at stated periods on a post route, or between two or more cities, towns or other places, from one to the other of which the United States mail is regularly conveyed under the authority of the Post-Office Department, to transport or convey, otherwise than in the mail, any letter or letters, packet or packages of letters, or other mailable matter whatsoever, except such as may have relation to some part of the cargo of such steamboat, packet boat, or other vessel, or to some article at the same time conveyed by the same stage coach, railroad car, or other vehicle, and excepting also, newspapers, pamphlets, magazines, and periodicals; and for every such offence the owner or owners of the stage coach, railroad car, steamboat, packet boat, or other vehicle or vessel, shall forfeit and pay the sum of one hundred dollars; and the driver, captain, conductor, or person having charge of any such stage coach, railroad car, steamboat, packet boat, or other vehicle, or vessel, at the time of the commission of any such offence, and who shall not at that time be the owner thereof, in whole nor in part, shall, in like manner, forfeit and pay, in every such case of offence, the sum of fifty dollars.

11. *And be it further enacted*, That the owner or owners of every stage coach, railroad car, steamboat, or other vehicle or vessel, which shall, with the knowledge of any owner or owners, in whole or in part, or with the knowledge or connivance of the driver, conductor, captain, or other person having charge of any such stage coach, railroad car, steamboat, or other vessel or vehicle, convey or transport any person or persons acting or employed as a private express for the conveyance of letters, packets, or packages of letters, or other mailable matter, and actually in possession of such mailable matter, for the purpose of transportation, contrary to the spirit, true intent, and meaning of the preceding sections of this law, shall be subject to the like fines and penalties as are hereinbefore provided and directed in the case of persons acting as such private expresses, and of persons employing the same; but nothing in this act contained shall be construed to prohibit the conveyance or transmission of letters, packets, or packages, or other matter, to any part of the United States, by private hands, no compensation being tendered or received therefor in any way, or by a special messenger employed only for the single particular occasion.

12. *And be it further enacted*, That all persons whatsoever who shall, after the passage of this act, transmit by any private express, or other means by this act declared to be unlawful, any letter or letters, package or packages, or other mailable matter, excepting newspapers, pamphlets, magazines, and periodicals, or who shall place or cause to be deposited at any appointed place, for the purpose of being transported by such unlawful means, any matter or thing properly trans-

mittable, by mail, excepting newspapers, pamphlets, magazines, and periodicals, or who shall deliver any such matter, excepting newspapers, pamphlets, magazines, and periodicals for transmission to any agent or agents of such unlawful expresses, shall, for each and every offence, forfeit and pay the sum of fifty dollars.

13. *And be it further enacted*, That nothing in this act contained shall have the effect, or be construed, to prohibit the conveyance or transportation of letters by steamboats, as authorized by the sixth section of the Act entitled "An Act to reduce into one the several Acts for establishing and regulating the Post-Office Department, approved the third of March, one thousand eight hundred and twenty-five." *Provided*, That the requirements of said act be strictly complied with, by the delivery, within the time specified by said act, of all letters so conveyed, not relating to the cargo, or some part thereof, to the postmaster or other authorized agent of the Post-Office Department at the port or place to which said letters may be directed, or intended to be delivered over from said boat; and the postmaster or other agent of the Post-Office Department shall charge and collect upon all letters or other mailable matter, so delivered to him, except newspapers, pamphlets, magazines, and periodicals, the same rates of postage as would have been charged upon said letters had they been transmitted by mail from the port or place at which they were placed on board the steamboat from which they were received; but it is hereby expressly provided, that all the pains and penalties provided by this act, for any violations of the provisions of the eleventh section of this act, shall attach in every case to any steamboat, or to the owners and persons having charge thereof, the captain or other person having charge of which shall not, as aforesaid, comply with the requirements of the sixth section of the said law of one thousand eight hundred and twenty-five. And no postmaster shall receive, to be conveyed by the mail, any packet which shall weigh more than three pounds.

14. *And be it further enacted*, That the postmaster general shall have power, and he is hereby authorized to contract with the owners or commanders of any steamboat plying upon the western or other waters of the United States, for the transportation of the mail for any length of time or number of trips, less than the time for which contracts for transporting the mail of the United States are now usually made under existing laws, and without the previous advertisements now required before entering into such contracts, whenever in his opinion the public interest and convenience will be promoted thereby: *Provided*, That the price to be paid for such service shall in no case be greater than the average rate paid for such service under the last preceding or then existing regular contract for transporting the mail upon the route he may so for a less time contract for the transportation of the mail upon.

15. *And be it further enacted*, That "mailable matter," and "matter properly transmittable by mail," shall be deemed and taken to mean, all letters and newspapers, and all magazines and pamphlets periodically published, or which may be published in regular series or in successive numbers, under the same title, though at irregular intervals, and all other written or printed matter whereof each copy or number shall not exceed eight ounces in weight, excepting bank notes, sent in packages or bundles, without written letters accompanying them; but bound books, of any size, shall not be held to be included within the meaning of these terms. And any packet or packets, of whatever size or weight, being made up of any such mailable matter, shall subject all persons concerned in transporting the same to all the penalties of this law, equally as if it or they were not so made up into a packet or packages. But nothing in this act contained shall be so construed as to prohibit any person whatever from transporting, or causing to be transported, over any mail route, or any road or way parallel thereto, any books, magazines, or pamphlets, or newspapers, not marked, directed, or intended for immediate distribution to subscribers or others, but intended for sale as merchandise, and transported in the usual mode of transporting merchandise over the particular route used, and sent or consigned to some bona fide dealer or agent for the sale thereof; nor shall any thing herein be construed to

interfere with the right of any traveller to have and take with him or her, for his or her own use, any book, pamphlet, magazine, or newspaper.

16. *And be it further enacted*, That the term "newspaper," hereinbefore used, shall be, and the same is hereby defined to be, any printed publication, issued in numbers, consisting of not more than two sheets, and published at short intervals of not more than one month, conveying intelligence of passing events, and bona fide extras and supplements of any such publication. And nothing herein contained shall be so construed as to prevent the free exchange of newspapers between the publishers thereof, as provided for under the twenty-ninth section of the Act entitled "An Act to reduce into one the several Acts for establishing and regulating the Post-Office Department, approved the third day of March, one thousand eight hundred and twenty-five."

17. *And be it further enacted*, That all pecuniary penalties and forfeitures, incurred under this act, shall be one half for the use of the person or persons informing and prosecuting for the same, and the other half to the use of the United States, and shall be paid over to the postmaster general, and accounted for by him as other moneys of the department; and all causes of action arising under this act may be sued, and all offenders against this act may be prosecuted, before the justices of the peace, magistrates, or other judicial courts of the several states and of the several territories of the United States, they having competent jurisdiction, by the laws of such states or territories, to the trial of claims and demands of as great value, and of the prosecutions, where the punishments are of as great extent; and such justices, magistrates, or judiciary, shall take cognizance thereof, and proceed to judgment and execution, as in other cases.

18. *And be it further enacted*, That it shall be the duty of the postmaster general in all future lettings of contracts for the transportation of the mail, to let the same, in every case, to the lowest bidder, tendering sufficient guarantees for faithful performance, without other reference to the mode of such transportation than may be necessary to provide for the due celerity, certainty, and security of such transportation; nor shall any new contractor hereafter be required to purchase out, or take at valuation, the stock or vehicles of any previous contractor for the same route. And all the advertisements made under the orders of the postmaster general, in a newspaper or newspapers, of letters uncalled for in any post-office, shall be inserted in the paper or papers, of the town or place where the office advertising may be situated, having the largest circulation, provided the editor or editors of such paper or papers shall agree to insert the same for a price not greater than that now fixed by law; and in case of question or dispute as to the amount of the circulation of any papers, the editors of which may desire this advertising, it shall be the duty of the postmaster to receive evidence and decide upon the fact.

19. *And be it further enacted*, That to insure, so far as may be practicable, an equal and just rate of compensation, according to the service performed, among the several railroad companies in the United States, for the transportation of the mail, it shall be the duty of the postmaster general to arrange and divide the railroad routes, including those in which the service is partly by railroad and partly by steamboats, into three classes, according to the size of the mails, the speed with which they are conveyed, and the importance of the service; and it shall be lawful for him to contract for conveying the mail with any such railroad company, either with or without advertising for such contract: *Provided*, That for the conveyance of the mail on any railroad of the first class, he shall not pay a higher rate of compensation than is now allowed by law; nor for carrying the mail on any railroad of the second class, a greater compensation than one hundred dollars per mile per annum, nor for carrying the mail on any railroad of the third class, a greater compensation than fifty dollars per mile per annum. And in case the postmaster general shall not be able to conclude a contract for carrying the mail on any of such railroad routes at a compensation not exceeding the aforesaid maximum rates, or for what he may deem a reasonable and fair compensation for the service to be performed, it shall be lawful for him to separate the letter mail from the residue of the mail, and to contract, either with or



without advertising, for conveying the letter mail over such route, by horse express or otherwise, at the greatest speed that can reasonably be obtained; and also to contract for carrying over such route the residue of the mail, in wagons or otherwise, at a slower rate of speed: *Provided*, That if one-half of the service, on any railroad, is required to be performed in the night season, it shall be lawful for the postmaster general to pay twenty-five per cent in addition to the aforesaid maximum rates of allowance: *And provided further*, that if it shall be found necessary to convey over any railroad route more than two mails daily, it shall be lawful for the postmaster general to pay such additional compensation as he may think just and reasonable, having reference to the service performed and the maximum rate of allowance established by this act.

20. *And be it further enacted*, That all causes of action arising under this act may be sued, and all offenders against this act may be prosecuted before any Circuit or District Court of the United States, or of the District of Columbia, or of the territories of the United States.

21. *And be it further enacted*, That for the purpose of guarding against the possibility of any embarrassment in the operations of the Post-Office Department, consequent upon any deficiency of the revenues of said department, which may be occasioned by the reduction of the rates of postage by this act made, there be, and hereby is, appropriated the sum of seven hundred and fifty thousand dollars, to be paid out of any money in the treasury not otherwise appropriated, and to be placed to the credit of the Post-Office Department in the treasury of the United States, to be applied under the direction of the postmaster general, to supplying any deficiency in the regular revenues from postage, in the same manner as the revenues of said department are now by law applied.

22. *And be it further enacted*, That in case the amount of postage collected from the rates of postage prescribed by this act, with the annual appropriation from the treasury of seven hundred and fifty thousand dollars herein granted, shall prove insufficient to pay the expense of the mail service throughout the United States, to an extent equal to what is now enjoyed by the public, and also the expense of extending and enlarging the same in due proportion with the increase and expansion of the population, particularly in the new states and territories, the deficiency that may arise shall be paid out of any moneys in the treasury not otherwise appropriated: *Provided*, That the amount of expenditure for the Post-Office Department shall not, in the entire aggregate, exclusive of salaries of officers, clerks, and messengers of the General Post-Office, and the contingent fund of the same, exceed the annual amount of four million five hundred thousand dollars.

23. *And be it further enacted*, That nothing in this act contained, shall be construed to repeal the laws heretofore enacted, granting the franking privilege to the President of the United States, when in office, and to all ex-Presidents, and to the widows of the former Presidents, Madison and Harrison.

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## MERCANTILE LAW DEPARTMENT.

### LIBEL FOR POSSESSION—BOTTOMRY BOND.

In the district court of the United States, before Judge Sprague. The schooner William, Andrew Carland libellant, James Downing and James Carbrey, claimants.

This was a libel for possession, by Carland, who claimed under one Bowler. Downing and Carbrey intervened, denying any right in Carland or his grantor, but claiming the sole title in Downing; and Carbrey set up a bottomry bond covering the whole value of the vessel, given him by Downing as sole owner, and which Downing in his answer admitted to be due in full. The libellant contended that this bond was void, as against Bowler and his guarantee for fraud.

Sprague J. said that the bill of sale was in Downing only, and the first question was, whether Bowler had an equitable interest which he could convey to

Carland. The court was satisfied, upon all the evidence, that Downing purchased the vessel to hold jointly for himself and Bowler, Bowler advancing more than half the purchase money; the balance, but little more than one-third, being loaned to Downing by Carbreay. They took possession together, and Bowler was driven from the vessel, as the evidence seems to show, intentionally on the part of Downing. Bowler, then, had an interest capable of assignment, and a proper bill of sale of his interest to Carland was produced. The vessel was sold by order of court upon the agreement of the parties to the suit, and the question is as to the disposal of the proceeds in the registry. Carbreay's bond, if good for its full amount, will take up all these proceeds. But the circumstances in proof satisfy the court that it is void for fraud, as to these parties. It was taken so as to cover the whole vessel, when only about one-third the sum was actually due. Such a bond is capable of being used fraudulently, and the use made of it will explain the original intention of the parties. When Carbreay took it, he not only knew that it was for nearly three times the debt, and that Downing had neither money nor credit, but also knew what money Bowler had advanced. When Bowler was turned from the vessel and utterly destitute, he applied to the counsel, and under advice of counsel, a demand was made on Downing for a conveyance to Bowler for a proper title to his share. This was refused. A suit was then brought for money had, and received, and the vessel attached as Downing's property. Carbreay then, with the knowledge of Downing, gave formal notice to the sheriff of his bond for the whole value, and stated it to be all due, and by reason of this, the suit was dropped. Bowler then sold his interest for a small sum to the libellant, who, having means and knowledge of the circumstances, brings this suit. Again, Carbreay and Downing resisted all right in Bowler, and jointly set up the bond as due to its full amount, and it was not until a full investigation and interrogatories to Carbreay under oath, that the true debt was ascertained. The use made of the instrument has been grossly fraudulent, and this, added to the circumstances under which it was made, leads to the conclusion that it was made to be used if parties should think proper. It cannot, therefore, be set up in this court.

It is contended that Bowler is an alien, and could not, therefore, hold or convey a title. This defence was not set up in the pleadings, and therefore not before the court. Some evidence has been admitted without objection, but the alienage is not satisfactorily proved. It is then contended that by bringing his suit against Downing for money had, and received, Bowler has abandoned what title in the vessel he may have had. But he was compelled to bring that suit by the fraudulent conduct of these parties, and having abandoned it, they shall not stop him by their own act. It appears in evidence that Carland, the libellant, before he bought of Bowler, knew that Carbreay had actually advanced about one-third of the purchase money. Upon this it is contended that though the bond may be void *in toto* against Bowler, upon whose rights it was a fraud, yet it ought to be good, for its true amount against Carland, who knew of the advance. His Honor said that there was an appearance of reason in this, but he was satisfied the principle was otherwise; and upon this ground; if a bond, void *in toto* against Bowler for fraud, may yet be good in part against a person who purchases of him, knowing that part of the debt was originally good, then Bowler cannot sell to such a purchaser for full value. The rule would limit the ability of the party defrauded to get a full price for his actual interest. It is for the benefit of Bowler and not of his purchaser, that the latter is allowed to resist the bond *in toto*.

Decree for one-half the proceeds to the libellant, with costs. The remainder to await the further order of the court upon applications from other parties.

#### ACTION OF ASSUMPSIT FOR PRICE OF GOODS SOLD AND DELIVERED.

In the Supreme Judicial Court of Massachusetts. Phineas Sprague, *et al.*, v. Simon Gillett, *et al.*

This was an action of assumpsit for the price of a quantity of cordage sold and delivered. The declaration contained the money counts. Evidence was introduced tending to show the following facts. The defendants, and one Charles A. Brown, now deceased, were in November, 1840, the owners of five-eight parts

of the bark *Creole*, and before the 20th of November, the defendants authorised Brown, as their agent, to purchase their proportion of the outfits of the bark, then fitting for a whaling voyage. They made no advance to Brown, and it did not appear whether he was or not instructed to purchase on credit. On November 20th, Brown, acting as such agent, purchased the cordage in question, of the plaintiffs the same being a necessary part of the outfits of the bark, on a credit of six months; and a note was given by Brown, as agent, to the plaintiffs, payable in six months from date. About two months after this purchase, the defendants made a settlement with Brown, and paid him their proportion of the outfits, with a commission for his services. There was no evidence that the defendants knew that the purchase of the cordage was made upon a credit.

Upon these facts, the defendants contended that they were not liable for the amount of the plaintiffs' claim; but the Court ruled otherwise, and instructed the jury that they were so liable, and a verdict was returned for the plaintiffs accordingly. To these instructions the defendants excepted.

Wilde J. delivered the opinion of the Court. 1. It is contended by the defendants, that Brown was not authorised by them to make these purchases on their credit. But it is clear that he was employed by them as their agent to make the purchases, and that they gave him no funds to do it with. It must then be presumed that he was authorised to purchase on their credit. It cannot be supposed that he was to use his individual credit, or his private funds. Where an authority is given to do an act, the authority is impliedly given to use the necessary means. 2. It is also objected that Brown should have purchased, if on credit at all, on a shorter term of credit, or on demand. But there is no evidence of any usage to that effect, and we can only presume that he was to purchase on reasonable terms, and to exercise a good discretion. Those who sell to an agent are not responsible for his fidelity to his principal. 3. It is immaterial whether, in this action, the plaintiffs rely upon the note, or the account for which the note was given. If Brown was not authorised to give such a note, then he did not give the plaintiffs such a note as he agreed to give, nor such a note as it purported upon its face to be; and they have a right to fall back upon their original account. Exceptions overruled, and judgment for the plaintiffs.

## COMMERCIAL CHRONICLE AND REVIEW.

COMMERCIAL AFFAIRS SINCE OUR LAST—INFLUENCE OF POLITICAL DIFFICULTIES IN COMMERCIAL AFFAIRS—PRICES OF STOCKS IN THE NEW YORK MARKET—ISSUES OF NEW YORK STATE STOCK—DEBT OF THE STATE—RAILROAD INVESTMENTS IN NEW ENGLAND STATES—MONEY MARKET—INCREASE OF SPECIE IN NEW YORK CITY BANKS—DOMESTIC PRODUCE EXPORTED FROM THE UNITED STATES IN LAST FOUR YEARS—RATES OF STERLING BILLS AND CHECKS ON NEW YORK AT NEW ORLEANS, ETC.—WESTERN CIRCULATING MEDIUM—FREE BANKING LAW: JUDGE BRONSON'S DECISION ON ITS CONSTITUTIONALITY—CONDITION OF THE BANKS OF NEW YORK, DISTINGUISHING THE FREE BANKS, ETC., ETC., ETC.

COMMERCIAL affairs have presented, since the date of our last review, no very decided changes. The evil influence of political difficulties, which we remarked as then brooding over the markets—operating upon the fears of the timid, and the judgment of the prudent—depressing prices, paralyzing enterprise, and depreciating property—continues to develop its disastrous effects. Hence, we observe that, although money has become again abundant, at rates as low as 5 per cent for bank discounts, no increased activity is, as usual, attendant upon that circumstance, in the stock market. On the other hand, even good stock seems disposed to decline, under the sensitive fears engendered by war rumors, added to the fact that the supply of stocks in the New York market by far exceeds the demand for investment. The following table shows the variation which leading stocks have undergone in New York:—

## PRICES OF STOCKS IN THE NEW YORK MARKET.

	Rate.	Redeemable.	1844.				1845.	
			Jan'y.	June.	Sept.	Dec.	May.	
United States,.....	6's	1862	113 $\frac{1}{4}$	113	116	113 $\frac{1}{2}$	113 $\frac{1}{4}$	
" .....	5	1853	102 $\frac{3}{4}$	102	104 $\frac{1}{2}$	103 $\frac{1}{2}$	103 $\frac{3}{4}$	
New York,.....	7	1848-49	107 $\frac{1}{4}$	106 $\frac{3}{4}$	109 $\frac{1}{4}$	106	104 $\frac{1}{2}$	
" .....	6	1862	108	107 $\frac{1}{2}$	110 $\frac{1}{2}$	101	108	
" .....	5 $\frac{1}{2}$	1861	103 $\frac{1}{2}$	103 $\frac{1}{2}$	106	104	104	
" .....	5	1855	101 $\frac{1}{4}$	100 $\frac{1}{2}$	105	103	106 $\frac{3}{4}$	
" .....	5	1860	101	101	98	103	100 $\frac{1}{2}$	
N. Y. city,.....	7	1857	110	110	114	115	112	
" .....	5	1870	99	100 $\frac{3}{4}$	101 $\frac{1}{2}$	102	99 $\frac{1}{2}$	
Ohio,.....	6	1856	96	95 $\frac{1}{4}$	99	96	97 $\frac{3}{4}$	
" .....	7	.....	104 $\frac{1}{2}$	102	105 $\frac{1}{2}$	103	101 $\frac{1}{2}$	
Kentucky,.....	6	.....	101 $\frac{1}{2}$	101	102 $\frac{1}{2}$	103 $\frac{1}{4}$	101 $\frac{1}{2}$	
Tennessee,.....	6	.....	100	102	102	100	101	
Alabama,.....	5	.....	80	.....	80	72 $\frac{1}{2}$	72 $\frac{1}{2}$	
Pennsylvania,.....	5	.....	65	74 $\frac{1}{2}$	71 $\frac{1}{4}$	73 $\frac{1}{4}$	73 $\frac{1}{2}$	
Illinois,.....	6	.....	40 $\frac{5}{8}$	49	43 $\frac{1}{2}$	36	39	
Indiana,.....	5	.....	37	44 $\frac{3}{8}$	43	34 $\frac{1}{2}$	34 $\frac{1}{2}$	
Harlem Railroad, ..	.	.....	43 $\frac{1}{4}$	72 $\frac{1}{4}$	73 $\frac{1}{2}$	64	73	
Mohawk do.,.....	.	.....	51 $\frac{1}{2}$	60	62	58 $\frac{1}{2}$	61	
L. Island do.,.....	.	.....	72	80	83	75	73 $\frac{1}{2}$	
Stonington,.....	.	.....	33 $\frac{1}{2}$	43	45 $\frac{1}{2}$	39	37 $\frac{1}{2}$	
N. and Wor. do.,..	.	.....	34 $\frac{1}{4}$	53 $\frac{1}{2}$	72 $\frac{1}{4}$	66 $\frac{1}{4}$	75	
Erie do.,.....	.	.....	15 $\frac{1}{2}$	19	24	27 $\frac{1}{2}$	31 $\frac{1}{4}$	

There is a marked depression in prices, it appears, in almost all descriptions; which is more remarkable in stocks of the character of United States 6's, and New York city and state. It is observable, however, that the last quotations for United States stocks are dividend off. This price for United States stocks yields rather less than 5 per cent for the money. A new loan of \$400,000 has been made, however, by the state of New York, under the law for preserving the state credit, at a rate which yields 5 $\frac{1}{2}$  per cent. The loan is a 6 per cent semi-annual stock, redeemable in 1852, and was taken at \$102 25 for \$170,000; \$102 30 for \$225,000; and \$103 25 for \$5,000. The old stocks of the same time and tenor, are selling in the market at 6 per cent premium. The following table shows the whole amount of the present debt of the state of New York, and the terms on which each debt was contracted:—

## ISSUES OF NEW YORK STATE STOCK.

Description.	Date of iss.	Redeemable.	Terms.	Rate of int.	Amount.
Erie and Champlain,.....	1817	1837	par.	6's	\$200,000
" .....	1818	1837	4,52 pr.	6's	200,000
" .....	1819	1837	1 $\frac{1}{2}$ a 2,68 pr.	6's	375,000
" .....	1819	1837	par.	6's	25,000
" .....	Jan. 1820	1837	par.	6's	130,000
" .....	Feb. 1820	1837	1 prem.	6's	300,000
" .....	Aug. 1820	1837	7 $\frac{1}{2}$ a 8 pr.	6's	263,500
" .....	1821	1837	6 a 6,05 pr.	5's	1,000,000
" .....	1822	1837	1,25 pr.	6's	600,000
" .....	Sept. 1822	J'y, 1845	7,10 pr.	6's	250,000
" .....	Oct. 1822	1845	2,54 dis.	5's	200,000
" .....	1822	1845	7,32 pr.	6's	300,000
" .....	1823	1845	1 a 6,50 dis.	5's	856,000
" .....	1823	1845	5,36 pr.	6's	300,000
" .....	1824	1845	$\frac{1}{2}$ a 9,96 pr.	5's	1,118,271
" .....	Nov. 1824	1845	par.	5's	450,000
" .....	1825	1826	par.	6's	270,000
					\$7,739,771
Oswego Canal,.....	1826	1846	par.	5's	227,000
Cayuga and Seneca,.....	1826	1846	6 pr.	5's	150,000

Description.	Date of iss.	Red'mable.	Terms.	Rate of int.	Amount.
Oswego,.....	1828	1846	par a 2,25 pr.	5's	\$210,000
Cayuga and Seneca,.....	1829	1849	par.	5's	87,000
Chemung,.....	1830	1850	10,38 a 11 pr.	5's	150,000
" .....	1831	1850	15,10 pr.	5's	140,263
Crooked Lake,.....	1831	1850	.....	5's	100,000
Chemung,.....	1833	1850	17,51 pr.	5's	25,737
Chemung,.....	1833	1845	15,51 pr.	5's	100,000
Crooked Lake,.....	1833	1850	.....	5's	20,000
Chemung,.....	1834	1845	6½ pr.	5's	900,000
" .....	1836	1845	¾ a 3 pr.	5's	675,000
" .....	1837	1845	7,10 pr.	5's	525,969
" .....	1837	1855	2 a 6,82 pr.	5's	69,030
Black River,.....	1837	1850	5 a 7,91 pr.	5's	316,247
" .....	1837	1850	par.	5's	252,090
Genesee Valley,.....	1837	1860	par.	5's	1,978,526
" .....	1837	1860	8, 15 a 11, 18 pr.	5's	21,474
Chemung,.....	1838	1860	par.	5's	92,532
Erie Enlargement,.....	1838	1855	1-5 a ¾ pr.	5's	1,000,000
Black River,.....	1838	1850	3 pr.	5's	23,200
Erie Enlargement,.....	1839	1855	par.	5's	3,000,000
Black River,.....	1839	1850	par.	5's	208,553
Oneida " .....	1839	1860	par.	5's	25,000
Chemung,.....	1839	1850	2½ pr.	5's	20,000
Erie Enlargement,.....	1840	1854	par.	6's	500,000
" .....	1840	1858	9 a 15½ dis.	5's	2,225,519
Black River,.....	1840	1858	9 dis.	5's	250,000
Genesee Valley,.....	1840	1858	9 a 15½ dis.	5's	556,379
Oneida River,.....	1840	1860	9 dis.	5's	25,000
Chemung,.....	1840	1853	5½ dis.	5's	20,000
Erie Enlargement,.....	1841	1860	par.	6's	300,600
Chemung,.....	1841	1860	9 a 15½ dis.	5's	114,392
" .....	1841	1860	par.	6's	33,682
Black River,.....	1841	1858	15½ dis.	5's	26,706
" .....	1841	1860	par.	6's	10,000
Genesee Valley,.....	1841	1858	15½ dis.	5's	56,379
Oneida Lake,.....	1841	1851	par.	5's	50,000
Erie Enlargement,.....	1842	1860	par.	6's	8,500
Genesee Valley,.....	1842	1860	par.	6's	10,000
Total,.....					\$22,185,986
Preserving credit of state,	1842	1848-9	par.	7's	3,647,139
" .....	1843	1860	2½ pr.	6's	320,000
" .....	May, 1843	1860	6,40 pr.	6's	150,000
" .....	1843	1860	6,65 pr.	6's	150,000
" .....	1844	1862	1,51 pr.	5's	555,000
" .....	Sept. 1844	1862	par.	5's	100,000
" .....	June, 1845	1852	2,30 pr.	6's	225,000
" .....	1845	1852	3,25 pr.	6's	5,000
" .....	1845	1852	2,25 pr.	6's	170,000

Grand total issues,..... \$27,508,125  
 Redeemed to July 1, 1845,..... 7,717,611

N. Y. state debt, July, '45,..... \$19,790,514

This is the direct debt of the state. There are, in addition, some \$5,500,000 New York stock issued to railroad and canal companies, some of which the state is already burdened with. It will be observed that the terms on which New York has been able to borrow money, have varied greatly during the twenty-eight years since she first became a borrower. In the years 1830-33, she obtained as high as 15½ per cent premium for regular issues of 5 per cent stock, twenty-two years to run. Such an enormous price for stocks, in this country, naturally led to their extensive manufacture; and, like all other

business, it was overdone. Since that time, the creation of some \$230,000,000 of public stock, state and city, has taken place in this country; and the export demand, in consequence of discredit, has nearly ceased. Under these circumstances, it is to be expected that the price of stocks would rule low. It is, however, to be taken into account, that prices of all commodities are low, profits of business are small, and the number of enterprises demanding extraordinary capital fewer than formerly. Hence, it would naturally follow that money would seek stocks for investment to a greater extent than in those years, when a speculative feeling, pervading all classes of business, induced a demand for capital, even in the smallest channels of business, to invest in extraordinary operations, apart from the regular business of the operator. It is true that the railroad speculation in the New England states has gone on to a surprising extent, but there is nothing in it of that wildness that marked bank speculations in former years; and, after all, the amount of capital to be expended in the projected railroads of the five New England states is small, compared to the actual wealth of that section of the country, the object to which it is to be applied, and the sources whence it will mostly be drawn. The roads projected, are nearly all well located. It is true that, in some cases, parallel lines are laid out; but they are in sections of the country densely populated, connecting important interests; and in the possession of business that has heretofore paid large dividends to the existing roads—so large, in fact, as to indicate that the public convenience will by no means suffer from competition. The legislature of Connecticut has granted a charter for a most important link in connecting the great New England web of railroads with the city of New York. We allude to the Hartford and Danbury railroad running forty miles from Hartford, to strike the New York line at or near the boundary of West Chester and Putnam counties. The capital is fixed at \$2,000,000. The route is through the largest and most wealthy manufacturing towns of Connecticut; and although the work, for its length, will be an expensive one, it will doubtless prove one of the most profitable; forming, as it will, in connection with the Harlem, the means of communication between New York city and the great eastern interests. This, with the Erie and Harlem roads, will require \$10,000,000 in a year or two, and the eastern roads may require \$15,000,000, in addition to \$2,500,000 that Boston will require for her water-works. The whole may form an amount equal to \$30,000,000, to be expended in two or three years; and when done, it will have called into existence available property to double the amount. This, it will be observed, is an operation far different in its results from that of investing large sums in banking; which, with the credits of those concerns, are loaned out to speculators, and sunk in baseless undertakings, that leave no valuable equivalent for the outlay. In the present state of this country, the construction of a railroad establishes a property, the value of which must constantly be enhanced, as the country progresses in population and wealth. It is of an enduring and permanent nature, and must ultimately be valuable; the more so, that its own action is one of the most powerful means of developing those resources that react upon its own value.

In the general market, money has become very abundant, and is easily obtained at 5 per cent interest. The exchanges have continued low, and remarkably uniform—at about par for sterling and European points, and  $\frac{3}{4}$  a 1 per cent discount from all parts of the United States, in favor of the great centre, New York. The amount of debts due the city of New York are probably large—much more so than last year. They are not, however, as promptly paid as it was anticipated that they would be, owing to the low prices of the great staples of the country. The tendency of specie is, therefore, to the city; and the amount in the vaults of the New York banks is increasing. It will probably, at the August return, show an increase of some \$1,500,000 above that of the May return. The leading features of the New York banks, for several quarters, were as follows:—

BANKS OF NEW YORK.

	Nov., 1843.	Aug., 1844.	Nov., 1844.	Feb., 1845.	May, 1845.
Loans,.....	\$61,514,129	\$71,643,929	\$73,091,788	\$70,883,578	\$74,646,060
Specie,.....	11,502,789	10,191,974	8,968,092	6,893,236	8,118,324
Circulation,.....	17,213,101	18,091,364	20,152,219	18,513,403	19,581,543
Deposits,.....	27,398,160	23,757,112	30,391,622	25,976,246	28,425,967

From May to August is usually the season when travellers and traders coming to New York for pleasure, or to buy goods, or pay old debts, bring with them large amounts of money. It is also the season when the supply of foreign bills being the least, an export of coin springs up to supply the deficit. This year, however, notwithstanding the payment of \$2,500,000 New York state stock, due July 1st, and the resumption of the Pennsylvania dividends, the remittances are much less than last year. This arises from diminished imports, and from a better price obtained abroad for cotton sold, as well as for increasing quantities of general farm produce sold in England, under the modified tariff of that country. As an indication of the progress of that business, we annex a table of the quantities of each kind of produce exported from the United States for several years, as follows:—

QUANTITIES OF DOMESTIC PRODUCE EXPORTED FROM THE UNITED STATES.

	1841.	1842.	1843.	1844.
Fish, dried,..... quintals	252,199	256,083	174,220	271,610
Oil, sperm,..... gallons.	349,393	287,761	476,688	451,317
“ whale,.....	4,094,924	3,909,728	2,479,916	4,104,504
Whalebone,..... lbs.	1,271,363	918,280	898,773	4,149,607
Candles, sperm,..... lbs.	599,657	986,010	965,073	606,454
“ tallow,.....	2,145,845	1,981,602	1,998,357	3,086,566
Staves,..... M.	42,507	31,843	19,765	23,246
Tar and pitch,..... bbls.	77,019	52,455	37,454	62,477
Turpentine and rosin,.....	244,846	277,787	188,952	362,668
Ashes,..... tons	5,565	8,012	5,436	18,271
Beef,..... bbls.	56,537	48,581	37,812	106,474
Tallow,..... lbs.	980,027	7,038,092	7,489,582	9,915,366
Pork,..... bbls.	133,290	180,032	80,310	161,629
Hams,..... lbs.	2,794,517	2,518,841	2,422,067	3,886,976
Lard,.....	10,594,654	20,102,397	24,534,217	25,746,355
Butter,.....	3,785,993	2,055,133	3,408,247	3,251,952
Cheese,.....	1,748,471	2,456,607	3,440,144	7,343,145
Sheep,..... No.	14,639	19,557	13,609	12,980
Wheat,..... bush.	868,585	817,598	311,685	558,917
Flour,..... bbls.	1,515,817	1,283,602	841,474	1,438,574
Corn,..... bush.	535,727	600,308	672,608	825,282
Corn-meal,..... bbls.	232,284	209,199	174,354	247,882
Bread, ship,.....	103,995	83,594	96,572	117,781
Potatoes,..... bush.	136,095	194,946	144,991	183,232
Apples,..... bbls.	25,216	14,239	15,412	22,324
Rice,..... tcs.	101,617	114,617	106,766	134,715
Cotton,..... lbs.	530,204,100	584,717,017	792,297,106	663,633,455
Tobacco,..... hhds.	147,828	158,710	94,454	163,042
Hops,..... lbs.	176,619	399,188	1,182,565	664,663
Wax,.....	254,088	331,856	475,727	963,031
Spirits,..... gallons	328,791	193,860	89,546	215,719
Molasses,.....	1,281,142	998,409	491,947	881,325
Soap,..... lbs.	3,414,122	3,854,836	3,186,652	4,732,751
Tobacco, manuf'd,.....	7,503,644	4,434,214	3,404,252	6,066,878
Lead,.....	2,177,164	14,552,357	15,366,918	18,420,407
Nails,.....	2,387,514	2,156,223	2,629,201	2,945,634
Sugar, refined,.....	13,435,084	3,480,346	598,884	1,671,107
Gunpowder,.....	1,389,948	1,539,284	436,589	1,227,654
Salt,..... bush.	215,084	110,400	40,678	157,529

In this, we have a very remarkable increase under the head of provisions, more par-

ticularly in the articles of beef, cheese, tallow, lard, &c. The exports of lead have also become very important, and are rapidly increasing in magnitude, under the influence of actual demand for consumption, at profitable rates to the shippers. The exports for 1845 have evinced a corresponding increase, and have supported the exchanges. As an instance of the remarkable regularity of the latter, we annex the following table:—

RATES OF STERLING BILLS AND CHECKS ON NEW YORK AT NEW ORLEANS, WITH THE RECEIPTS OF SPECIE AT THAT POINT, FROM SEPTEMBER 5TH, TO THE CLOSE OF EACH MONTH. ALSO, THE SPECIE IN THE VAULTS OF THE BANK AT THE CLOSE OF EACH MONTH.

	Sterling.	Checks on N. Y.	Rec. specie.
June,.....	7½ a 8	- a par.	\$9,382,245
July,.....	7½ a 8	- a ½ pr.	10,100,858
August,.....	8¼ a 9	1 a 1½ pr.	10,368,621
September,.....	7½ a 8¼	½ a ¾ pr.	10,407,371
October,.....	8 a 8¼	1 a 1¼ dis.	97,516
November,.....	5 a 6	1½ a 2 dis.	388,601
“ 18,.....	6½ a 7	¾ a - dis.	1,393,021
1844.			
January,.....	7 a 7¼	1 a 1½ dis.	2,338,158
February,.....	6¾ a 7¼	1¼ a 1½ dis.	3,083,722
March,.....	5½ a 6	1½ a 2¼ dis.	4,385,745
April 6,.....	5¼ a 6¼	1 a 1½ dis.	5,526,221
May 1,.....	8 a 8¼	¾ a 1 pr.	6,745,035

TABLE—Continued.

	Sterling.	N. Y. checks.	Rec. specie.	Specie in b'k.
June 1,.....	7½ a 8½	- a ¾ pr.	\$7,357,565	\$9,243,262
July 1,.....	8 a 8¾	- a ¼ pr.	7,670,703	8,224,592
August 1,.....	8¾ a 9¼	- a ¾ pr.	7,677,213	.....
September 1,.....	8¾ a 10	½ a ¾ pr.	7,727,323	.....
October 1,.....	8 a 9	- a ¼ pr.	49,661	7,927,646
November 1,.....	8 a 9	¼ a ½ dis.	302,495	8,282,981
December 1,.....	8½ a 9¼	½ a ¾ dis.	366,195	8,099,663
1845.				
January 1,.....	8 a 9	¾ a - dis.	686,723	7,619,980
February,.....	8½ a 9	¼ a ½ dis.	906,141	7,174,766
March,.....	8½ a 9	½ a ¾ dis.	1,319,136	7,234,462
May,.....	8¼ a 8¾	½ a ¼ dis.	2,040,598	7,136,609
June 4,.....	8¼ a 9¼	- a ½ pr.	2,148,918	6,851,168

From June, 1843, to June, 1844, the rate for sterling evinced violent fluctuations, as well as the rate for New York checks. During the past year, however, a most remarkable uniformity has been preserved throughout all the seasons. It is observable, however, that the rate for sight bills on New York, this year, did not advance so rapidly as usual—that is to say, the demand at New Orleans for eastern funds usually raises the rate to a premium as early as May 1st; at which period, last year, they were at 1 per cent premium. This year, on the 1st of June, they had only attained ½ per cent premium. The receipts of specie at New Orleans are also much less, resulting in a decline of the amount held by the banks of that city. The course of trade between the western country and New York usually turns upon New Orleans. The west buys its goods and merchandise of the northern and eastern Atlantic cities, and sells its produce to a great extent in New Orleans. The demand for northern funds, at New Orleans, is therefore proportioned to the extent of purchases, as compared with sales. When the purchases exceed the sales, specie usually leaves the banks of the states in the valley of the Mississippi, and descends the river to New Orleans, for investment in bills. This demand for bills has this year been less than during the two previous years; and, as a consequence, the specie of the New Orleans banks has decreased, and spread through the western states in general circulation, improving the state of currency, and promoting the soundness of the western trade. The west has been a good deal in want of a circulating medium; and that cir-



cumstance has opened the door to the circulation of considerable quantities of irregular paper. Of this description were the issues of some of the Michigan banks, particularly the St. Clair bank; the disastrous failure to which we have before alluded. In Chicago, Illinois, there is a large circulation of what purports to be checks or certificates of deposit upon Wisconsin insurance companies. In Ohio, the want of a sufficient supply of currency led to the enactment of the law of the last session of the legislature of that state. We have before alluded to its general features. A sufficient number of banks, under the state bank feature, have been organized, to constitute the state bank; and the governor has issued his proclamation to the effect that some concerns, having complied with the free banking portion of the law, are authorized to commence business as independent banks. The probability is, that new banks will multiply under the loose provisions for the state bank, until a disastrous reverse overtakes the whole. That branch of the law offers greater inducements to irregular banking, than does the other branch of the same law. This latter is a copy of the New York free banking law; in relation to which, a most startling decision has been made in the Supreme Court of New York, by Judge Bronson, to the effect that the law authorizing them is unconstitutional, and that the institutions organized under it have no legal existence. The conclusion of the decision of the learned judge is as follows:—

“We are then brought to the following results, all founded—not upon mere *dicta*—but upon the express adjudication of the Court for the Correction of Errors:—1. It is the business and duty of the Court to examine and decide whether any law falling within the two-thirds clause of the constitution received the requisite number of votes to give it validity. If it did not, the supposed law is utterly void. 2. Associations formed under the general banking law are corporations;—and, 3. The constitution extends to all corporations. The conclusion is obvious. Having examined and ascertained that the general banking law did not have the assent of two-thirds of the members of either House, it follows that, so far as it authorized the forming corporations or associations, it is utterly void; and the banking companies which have been organized under it have no legal existence.”

This decision, should it be sustained, involves the most important consequences; in order to estimate which, we annex the following table:—

## BANKS OF NEW YORK, DISTINGUISHING THE FREE BANKS.

	83 Corporate b'ks.	65 Free b'ks.	Total, 148.
Loans,.....	\$57,285,160	\$16,620,740	\$73,905,900
Real estate,.....	3,517,714	440,189	3,957,903
Bonds,.....	1,285,203	2,134,421	4,419,623
Stocks,.....	4,170,935	6,602,743	10,773,678
Bank fund,.....	321,105	.....	321,105
Expenses and over-drafts,.	548,709	191,260	739,969
Specie,.....	6,978,055	1,990,037	8,968,092
Cash items,.....	4,511,316	1,536,212	6,047,528
Bank-notes,.....	1,971,208	533,829	2,505,037
Due banks,.....	7,173,523	1,593,990	8,777,513
<b>Total resources,.....</b>	<b>\$87,762,928</b>	<b>\$31,643,421</b>	<b>\$119,407,348</b>
Capital,.....	\$31,391,460	\$12,227,147	\$43,618,607
Profits,.....	3,379,893	1,033,437	4,414,330
Circulation,.....	15,114,686	5,037,533	20,152,219
Due States,.....	595,435	91,848	687,273
Due canal fund,.....	1,214,790	319,763	1,524,553
Depositors,.....	21,979,071	8,412,551	30,391,622
Individuals,.....	463,448	339,470	807,918
Banks,.....	11,210,760	3,220,343	14,431,103
United States,.....	2,011,757	774,504	2,786,361
Other items,.....	401,624	187,825	589,469
<b>Total liabilities,.....</b>	<b>\$87,762,924</b>	<b>\$31,644,421</b>	<b>\$119,407,345</b>

The interest involved in these existing banks, is, it appears, near \$32,000,000, or rather more than 25 per cent of the whole banking interest of the state, in addition to which, there are some \$12,000,000 involved in free banks in liquidation in the hands of

trustees, &c. This is the second serious difficulty which has grown out of the loose, not to say careless manner in which the state constitution is trifled with, in the formation of laws, affecting in their operation the best interests of the people of the state. The state constitution provides a vote of two-thirds of all the members elected to each branch of the legislature shall be required to any bill creating, continuing, or altering, or renewing any body politic or corporate, or for the appropriation of public money to a local or private purpose. Notwithstanding these provisions, some \$5,500,000 was given to railroads on a majority vote, and a bill under which sixty-five banks have been organized with reference to some paper, as money, passed by a similar vote. And these great interests are now declared null and void for want of proper adherence to the organic law of the state. This is certainly a most deplorable state of affairs, that no rule can be settled as to the legality, or otherwise, of our legislative enactments.

## NAUTICAL INTELLIGENCE.

### LIGHTS ON THE DANISH COAST.

WE have received from the Department of State, at Washington, the official manuscript copy transmitted to our government, embracing a description of all the "Light-houses on the Danish coast, translated into English, and revised and compared with the Danish official publications, at the Legation of the United States, (N. A.,) Copenhagen, 10th April, 1845;" which we publish below, for the information of navigators.

The lights on the coasts of the kingdom of Denmark proper, as also those of the Duchies of Sleswick and Holstein, are throughout the whole year kept burning all night, until sunrise. They are lighted from the vernal to the autumnal equinox one hour, and from the autumnal to the vernal equinox half an hour, after sunset.

The distances within which the lights may be seen from the deck of a vessel, (or at an elevation of about ten feet above the surface of the water,) are given in geographical miles. The degrees of longitude are computed from the meridian of Greenwich. The various measures are given according to the Danish standard.

#### I. THE CATTEGAT.

##### THE SCAW (*fixed*) LIGHT.

This light is placed on the most northern extremity of Jutland, on a tower about 4,000 fms from the extremest point of land. Longitude,  $10^{\circ} 36' 37''$ ; latitude,  $57^{\circ} 43' 47''$ ; height, 67 feet; distance visible,  $3\frac{1}{4}$  miles.

##### HIRTSHOLM (*revolving*) LIGHT.

This light is placed on the island of Hirtsholm, and serves chiefly as a beacon to ships to keep clear of that island, and as a guide to such ships as are making for the roads of Lessee. The light is placed in a square tower, and gives a flash every half minute. It is visible on all sides. Longitude,  $10^{\circ} 37' 32''$ ; latitude,  $57^{\circ} 29' 12''$ ; height, 42 feet; distance visible,  $2\frac{1}{4}$  miles.

##### FREDERICKSHAVEN (*fixed*) HARBOR LIGHT.

This light is placed on the southern pier-head of the harbor, and serves as a guide to the harbor entrance. Longitude,  $10^{\circ} 32' 55''$ ; latitude,  $57^{\circ} 26' 10''$ ; height, 22 feet; distance visible, 2 miles.

##### TRINDELEN (*floating fixed*) LIGHT.

This light is placed on a vessel stationed at from five to six cables' length in a direction nearly E. S. E. from the Trindelen shoal, and about  $1\frac{1}{2}$  miles in a direction nearly N. E.  $\frac{1}{2}$  N. from the island of Lessee. The vessel has two masts, and its rigging resembles that of a schooner—its sides are painted red, with a white cross. During the day, a ball of five feet in diameter, (instead of the red flag she has hitherto carried,) is kept hoisted at the foretop; and in thick and foggy weather, the ship's bell is rung. The light is placed on the aft mast of the vessel.

If the state of the weather renders it possible, this vessel is placed at her station in the beginning of March, and remains there until the 21st of December, unless the occurrence of severe frost should compel her to quit the station sooner. Longitude,  $11^{\circ} 16' 0''$ ; latitude,  $57^{\circ} 25' 39''$ ; height, 25 feet; distance visible,  $2\frac{1}{2}$  miles.

*ANHOLT (revolving and fixed land, or revolving and floating fixed) LIGHTS.*

The revolving light is placed on a tower, at the distance of  $\frac{3}{8}$  of a mile from the most eastern point of Anholt, and gives a vivid flash every 25 seconds. Height, 119 feet; distance visible, 3 to 4 miles.

The fixed land light is placed on the east side of the tower, but it is only kept burning when the vessel with the floating light, mentioned below, is not at her station. Height, 56 feet; distance visible, 2 to 3 miles; longitude,  $11^{\circ} 39' 18''$ ; latitude,  $56^{\circ} 44' 17''$ .

The floating light is placed in a vessel stationed in 18 fathoms water, in a direction E.  $\frac{1}{2}$  S. from the light-house or tower of Anholt, at  $\frac{1}{4}$  miles distance from, and within the extremity of the eastern reef of Anholt, commonly called "Knoben," and which is marked by one broom beam.

Respecting the time of placing the vessel on her station, and removing her from it, as also the construction of the vessel, the position of the light, &c., the same rules are followed as above mentioned, in regard to the Trindelen floating light. Longitude,  $11^{\circ} 50' 50''$ ; latitude,  $56^{\circ} 45' 40''$ ; height, 25 feet; distance visible,  $2\frac{1}{4}$  miles.

*FORNÆS (revolving) LIGHT.*

This light is placed on the most eastern point of Jutland,  $2\frac{1}{4}$  miles N. E. from the entrance to the harbor of Grenaae. Every 30 seconds, it gives a flash. Longitude,  $10^{\circ} 57' 30''$ ; latitude,  $56^{\circ} 26' 40''$ ; height, 67 feet; distance visible,  $3\frac{1}{4}$  miles.

*AARHUUS HARBOR (fixed) LIGHT.*

As a guide to the entrance of the harbor of Aarhus, there is a fixed light placed on the pilot-house at the harbor. Besides this, a lantern is placed on the south mole, or pier, of the harbor. Longitude,  $10^{\circ} 13' 30''$ ; latitude,  $56^{\circ} 9' 20''$ ; distance visible, 1 to  $1\frac{1}{2}$  miles.

*THUNOE (fixed) LIGHT.*

This light is placed on the church-tower of the island of Thunoe, between Jutland and the island of Samsøe. It is visible on all sides. Longitude,  $10^{\circ} 26' 54''$ ; latitude,  $55^{\circ} 56' 52''$ ; height, 97 feet; distance visible, 3 miles.

*KYHOLM (revolving) LIGHT.*

This light is erected at the quarantine establishment, on the island of Kyholm, and every half minute gives a flash. Longitude,  $10^{\circ} 40' 38''$ ; latitude,  $55^{\circ} 56' 3''$ ; height, 56 feet; distance visible, 3 miles.

*KALLUNDBORG HARBOR (fixed) LIGHT.*

This light is placed on the pilot-house at the harbor of Kallundborg, and serves as a guide to the entrance of the same. Distance visible, 1 to  $1\frac{1}{2}$  miles.

*HESSELOE (revolving) LIGHT.*

This light is placed on the island of Hesseløe, and gives a steady light during 19 seconds, which is succeeded by a flash lasting 11 seconds, and this again succeeded by an eclipse lasting 11 seconds. Longitude,  $11^{\circ} 42' 36''$ ; latitude,  $56^{\circ} 11' 45''$ ; height, 85 feet; distance visible,  $3\frac{1}{2}$  miles.

*NAKKEHOVED (fixed) LIGHTS.*

These two lights are placed on the northern coast of Sealand,  $2\frac{1}{2}$  miles from Cronborg, and  $\frac{3}{4}$  mile S. E. by E. from Gilbreghoved, the most northerly point of the land. These lights are placed in two towers, distant from each other 640 ells, and whose bearings to each other are W. N. W. and E. S. E. *The Western Light*—Longitude,  $12^{\circ} 20' 55''$ ; latitude,  $56^{\circ} 7' 10''$ ; height, 143 feet; distance visible, 3 to 4 miles. *The Eastern Light*—Longitude,  $12^{\circ} 21' 18''$ ; latitude,  $56^{\circ} 7' 9''$ ; height, 95 feet; distance visible, 3 to 4 miles.

## II. THE SOUND.

*CRONBORG (fixed) LIGHT.*

This light, which is furnished with a catadioptric lens apparatus, is placed in the north-eastern tower of the castle of Cronborg, and serves as a guide to vessels sailing through the sound. The light is visible from all points of the compass seaward, with the excep-

tion of a small range at the entrance of the harbor of Elsinore. Longitude,  $12^{\circ} 37' 40''$ ; latitude,  $56^{\circ} 2' 21''$ ; height, 107 feet; distance visible, 3 to 4 miles.

ELSINORE HARBOR (*fixed*) LIGHT.

This light is placed on the southern pier, or mole, of the harbor, and serves as a guide to the harbor entrance. It is visible from all directions in the sound, not beyond Cronborg castle. Longitude,  $12^{\circ} 37' 30''$ ; latitude,  $56^{\circ} 2' 5''$ ; height, 16 feet; distance visible,  $1\frac{1}{4}$  miles.

THREE CROWNS (*fixed*) LIGHT.

This light is placed on the Three Crowns Battery, to guide vessels sailing into the roads of Copenhagen, and is visible from all sides. Longitude,  $12^{\circ} 37' 9''$ ; latitude,  $55^{\circ} 42' 13''$ ; height, 30 feet; distance visible,  $2\frac{1}{4}$  miles.

DROGDEN (*floating fixed*) LIGHT.

This light is placed in a vessel close to the southward of the Quartus Ground, or shoal, in  $4\frac{1}{2}$  fathoms water,  $2\frac{3}{4}$  miles S. by E. from the harbor of Dragoe, and  $1\frac{1}{4}$  miles S. E. by S., from the Dragoe buoy. In respect to the construction of the vessel, and the time of placing her on the station, or removing her from it, &c., &c., the same rules are followed as are mentioned in regard to Trindelen light. There are Dragoe pilots on board the vessel; but, with the exception of furnishing pilots, her crew are not permitted to have any intercourse with ships passing. Longitude,  $12^{\circ} 43' 17''$ ; latitude,  $55^{\circ} 33' 11''$ ; height, 25 feet; distance visible,  $2\frac{1}{4}$  miles.

III. THE BALTIC.

KIOGE HARBOR (*fixed*) LIGHTS.

These two lights are erected at Kioge harbor, to serve as a guide to ships entering the same. When they are seen in one line from seaward, the course is right into the harbor. Longitude,  $12^{\circ} 11' 32''$ ; latitude,  $55^{\circ} 27' 6''$ ; distance visible,  $1\frac{1}{2}$  miles.

STEVNS (*revolving*) LIGHT.

This light is placed on Stevns Klint, in a building situated 2,200 ells in the direction N.  $38^{\circ}$  E. from Hoierup church. Every half minute, it gives a flash. Longitude,  $12^{\circ} 26' 53''$ ; latitude,  $55^{\circ} 17' 46''$ ; height, 140 feet; distance visible, 4 miles.

GIEDSER (*fixed*) LIGHT.

This light is placed in the south end of Falster, on a tower, at the distance of 1,200 ells from and within the extreme point of the island, called Geidsø Odde. Longitude,  $11^{\circ} 58' 8''$ ; latitude,  $54^{\circ} 33' 50''$ ; height, 51 feet; distance visible,  $2\frac{1}{4}$  miles.

HAMMERSHUUS (*fixed*) LIGHT.

This light is placed on the northern corner of the island of Bornholm, at the distance of  $\frac{1}{4}$  mile S. W. from, and within the most northern point of the island. Longitude,  $14^{\circ} 47' 20''$ ; latitude,  $55^{\circ} 17' 25''$ ; height, 272 feet; distance visible, 4 to 5 miles.

CHRISTIANSØE (*revolving*) LIGHT.

This light serves as a beacon to keep clear of the small island of Christiansøe, and circumjacent group of islets, situated  $3\frac{1}{2}$  miles to the eastward of the north corner of Bornholm. Every 20 seconds, it gives a flash. Longitude,  $15^{\circ} 11' 39''$ ; latitude,  $55^{\circ} 19' 19''$ ; height, 92 feet; distance visible,  $3\frac{1}{2}$  miles.

FAKKEBERG (*fixed*) LIGHT.

This light is situated at the south end of the island of Langeland, and is placed in a building on a bank called Guldstar, or Fakkebjerg,  $\frac{1}{2}$  mile N. N. E. from the extremest point of the land. Longitude,  $10^{\circ} 42' 11''$ ; latitude,  $54^{\circ} 44' 25''$ ; height, 125 feet; distance visible, 3 to 4 miles.

FEHMARN (*revolving*) LIGHT, MARIENLEUCHTE.

This light is placed on the northeast side of the island of Fehmarn, (or Femern,)  $\frac{1}{2}$  mile S. E. from Puttgarten reef. Every half minute, it gives a flash. It is visible from all sides, except in the direction between S.  $7^{\circ}$  E., and S.  $15^{\circ}$  E., where the light is hid by the land when your distance is less than  $1\frac{1}{4}$  miles. Longitude,  $11^{\circ} 14' 34''$ ; latitude,  $54^{\circ} 29' 39''$ ; height, 92 feet; distance visible,  $3\frac{1}{2}$  miles.

BULK (*fixed*) LIGHT.

This light serves as a guide to ships entering the firth of Kiel, and is placed on the east gable of the pilot-house, situated on the point of the tongue of land to the north of

the entrance of the said firth. Longitude,  $10^{\circ} 12' 2''$ ; latitude,  $54^{\circ} 27' 26''$ ; height, 33 feet; distance visible,  $2\frac{1}{2}$  miles.

FREDERICKSORT (*fixed*) LIGHT.

This light serves to vessels navigating the firth of Kiel as a beacon to avoid the reef, which, on the northwest side of the firth, extends in a S. S. E. direction from Fredericksort, for about 1,000 feet. When the firth of Kiel is shut up with ice, it is no longer kept burning. Longitude,  $10^{\circ} 11' 27''$ ; latitude,  $54^{\circ} 23' 27''$ .

PELZERHAGE (*fixed, varied with flashes*) LIGHT.

This light, which is furnished with a catadioptric lens apparatus, serves as a guide in navigating the bay or bight of Neustadt, (or Gulf of Lubeck), and is situated about 2 miles N. by E.  $\frac{1}{4}$  E. from the light-house of Travemunde, and half a mile S. E. by S. from the harbor of Neustadt. It gives a steady or uniform fixed light, which may be seen at the distance of from 2 to 3 miles. Besides this, it every second minute gives a vivid flash, immediately preceded and followed by a short eclipse. At a greater distance than the above mentioned, it is only the flashes that are seen. Longitude,  $10^{\circ} 51' 54''$ ; latitude,  $54^{\circ} 5' 17''$ ; height, 45 feet; distance visible, 3 miles.

IV. THE LITTLE BELT.

FREDERICIA HARBOR (*fixed*) LIGHT.

This light is placed on the pier or mole of the harbor of Fredericia. It is seen for about a mile southward, and is visible northward from the so-called Skandse Odde, (or Fortress Point.) Longitude,  $9^{\circ} 45' 41''$ ; latitude,  $55^{\circ} 53' 36''$ .

BAAGOE (*fixed*) LIGHT.

This light is placed on the island of Baagoe. It is visible on three sides only, from W. through S. to E. Longitude,  $9^{\circ} 48' 17''$ ; latitude,  $55^{\circ} 17' 47''$ ; height, 20 feet; distance visible,  $1\frac{1}{2}$  to 2 miles.

ASSENS HARBOR (*fixed*) LIGHT.

This light is erected at the harbor of Assens, to point out the entrance of the same. It is not visible in the direction between S.  $80^{\circ}$  E., and N.  $82^{\circ}$  E. Longitude,  $9^{\circ} 53' 42''$ ; latitude,  $55^{\circ} 16' 16''$ ; distance visible, 1 to  $1\frac{1}{2}$  miles.

AAROSUND HARBOR (*fixed*) LIGHT.

This light is placed close to the harbor of the ferry station Aaroesund. Longitude,  $9^{\circ} 42' 54''$ ; latitude,  $55^{\circ} 15' 42''$ ; distance visible, 1 to  $1\frac{1}{2}$  miles.

V. THE GREAT BELT.

SPROGUE (*revolving*) LIGHT. (N. B.—See additional notices.)

This light is placed on the island of Sprogue, and is visible from all sides. Every 15 seconds, it gives a flash. Hitherto, it has been only lighted on the nights when the posts were conveyed across the belt. Longitude,  $10^{\circ} 57' 27''$ ; latitude,  $55^{\circ} 19' 51''$ ; distance visible, 3 miles.

HALSKOV (*fixed*) LIGHT.

This light, (placed on what is called the "Lygte bank," near Corsoer,) is visible in a northerly direction from N. W. by N. to S. S. W. It is kept regularly burning during the same time as the other lights of the kingdom, excepting the interval between the 15th of May and the end of July, when it is only kept burning during the nights when the post vessels cross. In very dark nights, in thick and foggy weather, a coal fire is lighted, which is visible in the same directions as the light above mentioned. Longitude,  $11^{\circ} 7' 47''$ ; latitude,  $55^{\circ} 20' 16''$ ; distance visible, 3 miles.

CORSOER (*fixed*) HARBOR LIGHTS.

These two lights are placed at the entrance of Corsoer harbor. They are visible from N. W. through W. to S. Longitude,  $11^{\circ} 8' 30''$ ; latitude,  $55^{\circ} 20' 11''$ ; distance visible, 2 miles.

KNUDSHOVED (*fixed*) LIGHT.

This light is visible in all directions from seaward, and as far as W. N. W. within the firth of Nyborg. Longitude,  $10^{\circ} 51' 22''$ ; latitude,  $55^{\circ} 17' 24''$ ; distance visible,  $2\frac{1}{2}$  to 3 miles.

In regard to the time during which the last mentioned three lights are kept burning, the same rules are followed as are mentioned with regard to Halskov light.

## VI. THE NORTH SEA.

## MOUTH OF THE EIDER LIGHT.

This light is placed on a vessel which is stationed between the shallows at the mouth of the Eider, in  $4\frac{1}{2}$  fathoms water. Respecting the placing of the vessel on the station, and removing it, the construction of the vessel, &c., the same rules are followed as those mentioned in regard to the Trindelen floating light, excepting that this vessel is usually removed from her station at the close of November. On board the vessel, there are eight pilots, for the purpose of piloting vessels up the Eider as far as Tonningen, on the Hever as far as Husum, and on the Elbe as far as Bosch. Longitude,  $8^{\circ} 34' 43''$ ; latitude,  $54^{\circ} 10' 46''$ ; height, 33 feet; distance visible, 2 to 3 miles.

RIVER STOR (*fixed*) LIGHT.

At the confluence of the Stor and Elbe, on the Invenslet dike, a fixed lamp-light is placed on a pole, to show the entrance into the Stor.

HANSTHOLMEN (*revolving*) LIGHT.

This light is placed on the most northwesterly point of Jutland. Every half minute, it gives a flash. Longitude,  $8^{\circ} 36' 10''$ ; latitude,  $57^{\circ} 6' 50''$ ; height, 210 feet; distance visible, 4 to 5 miles.

## ADDITIONAL NOTICES RESPECTING LIGHTS AND BEACONS, &amp;c.

## CATTEGAT.

## LYSEGRUND SHOAL BEACONS.

In the course of the month of August, this year, (1844,) two floating beacons will be laid out on the Lysegrund shoal, in the Cattegat, N. E. from Hesseloe, viz:—

One floating beacon, with two brooms on the top, at the N. E. end of the said shoal, in  $4\frac{1}{2}$  fathoms water, and with the following cross-bearings:—Hesseloe light-tower, S. W.  $\frac{1}{4}$  S.; Kullen, E. S. E.  $\frac{1}{4}$  E.

One floating beacon, with one broom, at the S. W. end of the shoal, in  $4\frac{1}{2}$  fathoms water, and with the following cross-bearings:—Hesseloe light-tower, S. W. by S.; Kullen, E. by S., or a little more southerly. These floating beacons will lie out during the whole year.

## SAMSO BELT AND GREAT BELT.

REFNÆS (*fixed*) LIGHT, AND SPROGO (*revolving*) LIGHT.

As a guide to vessels sailing through Samsø Belt and the Great Belt, a light will be kindled on the 1st of November this year, (1844,) on Refnæs, the most northerly point of Sealand; in addition to which, the light on Sprogø, which has hitherto been kept burning at particular times only, will, from and after the same day, be kept burning every night. The light on Refnæs will be furnished with a fixed catadioptric lens apparatus, of the fourth order, which will be placed on a tower at an elevation of 28 feet above the ground, and 70 feet above the level of the sea. Its light will reach to the distance of about 3 miles, in a direction from E.  $\frac{1}{2}$  S. round through north and west, to S. S. E.  $\frac{1}{4}$  E. The light on Sprogø is a revolving lamp-light, which gives a flash every 15 seconds, and is visible on all sides to a distance of about 3 miles. From and after the date above mentioned, both these lights will be kept burning every night, during the same time as the other lights of the kingdom.

## THE ELBE.

## BUOYS OF THE NEW CHANNEL BETWEEN VOGELSAND AND GEHLSAND.

As a new channel has formed itself from the Elbe to the sea, between Vogelsand and Gehlsand shoal, the three buoys which, according to the notice of 18th June, 1844, were placed on the shoal, have been removed, and the new channel has been buoyed as follows:—

*South side.*

1. Black buoy, with a pole, to the north of the northernmost tail of Vogelsand, in 7 fathoms water, at low water; from which Scharhorn beacon bears S.  $61^{\circ}$  W.; Newerk great tower, S.  $27^{\circ}$  W.; the Ball beacon, S.  $17^{\circ}$  E. Scharhorn beacon appears in a line with the small floating light in the Elbe.

2. Black buoy, No. 2, about one cable's length from the S. E. tail of Vogelsand, in 4 fathoms water, at low water; from which Scharhorn beacon bears S.  $80^{\circ}$  W.; Newerk large tower, S.  $39\frac{1}{2}^{\circ}$  W.; the Ball beacon, S.  $18\frac{1}{2}^{\circ}$  E.

*North side.*

1. White buoy, with pole, No. 1, on the south side of the western end of the Trindelstiert, (the Danish word "stiert" means tail,) in  $3\frac{1}{2}$  fathoms water, at low water; from which outermost floating light on the Elbe bears W.; Scharhorn beacon, S.  $46^{\circ}$  W.; Newerk great tower, S.  $17^{\circ}$  W.

2. White buoy, with pole, to the south of the shallowest of the Trindel, in 3 fathoms water, at low water; from which Scharhorn beacon bears S.  $61^{\circ}$  W.; Newerk great tower, S.  $29^{\circ}$  W.; the Ball beacon, S.  $14\frac{1}{2}^{\circ}$  E. The Ball beacon appears a little eastward of Cuxhaven light-house, and Scharhorn beacon appears in a line with the small floating light on the Elbe.

3. White buoy, egg-shaped, with a red top, at the west tail of Gehlsand, in 3 fathoms water, at low water; from which, Scharhorn beacon bears S.  $77^{\circ}$  W.; Newerk great tower, S.  $42^{\circ}$  W.; the Ball beacon, S.  $12^{\circ}$  E. The Ball beacon appears in a line with Cuxhaven light-house.

Ships, when making this channel from the northward, must steer from the red buoy in Suderpiep S. by E.  $\frac{1}{2}$  E., towards the white buoy, No. 1, which must be kept on the larboard side; and from that again S. E. by E., until half-way between the next white buoy at the Trindel, and the black buoy at the northeast tail of Vogelsand. From hence, the course is S. by E.  $\frac{1}{4}$  E., keeping the Ball well free to the eastward of Cuxhaven light-house, which will lead you mid-channel between the other buoys, and between the white buoys No. 8 and 9, and No. 9 in the Elbe.

When coming from the west, you must make for the white buoy No. 1, taking care not to bring the outermost floating light in the Elbe more northerly than to the west of you, before you come to the buoy.

In order to show the way over the shoal between Gehlsand and the Trindel, a black buoy has been placed to the N. E. of that shoal, in  $2\frac{1}{2}$  fathoms water, at low water, from which Scharhorn beacon bears S.  $65^{\circ}$  W.; Newerk great tower, S.  $34\frac{1}{2}^{\circ}$  W.; the Ball beacon, S.  $10\frac{1}{2}^{\circ}$  E. The Ball beacon appears a little to the west of Cuxhaven light-house, and the small floating light in the Elbe appears  $1^{\circ}$  W. of Scharhorn beacon.

## COMMERCIAL STATISTICS.

## DUTIES ON IMPORTS AND TONNAGE.

WE are indebted to the Hon. ZADOK PRATT, of Prattville, one of the most industrious, efficient, and practically useful members of the last Congress, from the state of New York, for the following statement, exhibiting the amount of duties which accrued on imports and tonnage, exclusive of drawback paid. The statement furnishes also an account of the expenses of prosecutions, bounties, duties refunded, and the expenses incurred for procuring weights and measures, from 1789 to June 30th, 1843, inclusive; and is so compiled as to exhibit the amount of duties upon imports and tonnage, and the cost of collection, by states and territories respectively. It was prepared in the Department of the Treasury, (in the office created by the resolution of Hon. Z. Pratt, of the 15th of June, 1844, upon the subject of statistics,) and, in conformity with the request of Colonel Pratt, as will be seen by the following letter of that gentleman, addressed to the Secretary of the Treasury, and appended to the document from which the tables are derived:—

HOUSE OF REPRESENTATIVES, February 29, 1845.

Sir—I have the honor to request that you will cause me to be furnished with a statement of the amount of duties upon foreign merchandise, duties upon tonnage, and the cost of collection; so compiled as to represent the duties upon importations and tonnage, and the cost of collection, by states and territories respectively, from the year 1789 to 1843, inclusive.

I have the honor to be your obedient servant,

Z. PRATT, Ch'n of Select Committee on Statistics.

Hon. GEO. M. BIBB, Sec'y of the Treasury.

Mr. Pratt deserves the hearty thanks of his constituents, and the public generally, for his efforts to diffuse among the people at large just that kind of knowledge that is required not only for enlightened legislation, but for the successful prosecution of the great industrial interests of our time and country. It is to us matter of deep regret that there are not more men of his stamp in the councils of the nation.

## NEW HAMPSHIRE AND VERMONT.

Years.	New Hampshire.			Vermont.		
	Duties on imports.	Duties on tonnage.	Expenses of collection.	Duties on imports.	Duties on tonnage.	Expenses of collec.
1791,	\$55,770 30	\$4,212 42	\$5,772 47½	.....	.....	.....
1792,	45,499 39	1,950 00	3,771 26½	\$1,038 19	.....	\$295 18
1793,	51,758 64	878 57	5,032 59	585 81	.....	417 14
1794,	51,893 31	601 15	5,921 41	1,958 83	.....	630 53
1795,	59,781 78	557 03	5,977 31	1,226 55	.....	502 92
1796,	96,097 57	747 93	7,275 20	2,080 96	.....	439 44
1797,	44,912 34	708 67	7,065 28	1,250 83	.....	897 72
1798,	104,900 02	1,226 76	22,616 04	2,437 98	.....	1,281 18
1799,	119,537 54	1,270 03	7,094 01	4,432 41	.....	1,591 39
1800,	163,197 64	1,451 48	11,785 60	3,644 01	\$39 19	1,327 36
1801,	165,614 54	1,184 34	12,055 21	2,151 14	47 58	1,364 58
1802,	154,087 69	1,385 88	6,248 05	1,462 80	20 27	1,222 05
1803,	165,331 73	1,307 22	12,734 36	2,891 62	.....	1,170 61
1804,	210,410 61	1,465 63	11,271 62	2,752 05	.....	1,373 43
1805,	170,764 64	1,103 63	11,099 63	2,414 76	.....	1,441 71
1806,	222,596 67	1,098 40	11,753 94	2,599 08	.....	1,457 06
1807,	177,550 68	1,092 22	10,491 27	2,197 71	.....	1,517 50
1808,	61,231 70	625 18	12,270 82	1,082 51	.....	4,805 16
1809,	55,893 09	956 83	8,431 02	12,939 41	.....	2,970 99
1810,	61,464 39	755 23	7,107 58	11,244 44	.....	2,881 34
1811,	77,304 27	910 28	8,228 54	7,664 00	.....	4,371 81
1812,	131,690 51	894 18	9,110 64	114,355 71	.....	5,296 54
1813,	43,382 90	1,529 57	8,281 31	1,403 51	.....	8,369 60
1814,	150,514 44	1,593 78	8,271 41	106,315 51	.....	10,412 24
1815,	85,640 93	576 88	9,485 45	233,365 35	.....	14,273 35
1816,	75,576 11	1,145 89	7,927 84	13,570 69	.....	13,075 71
1817,	84,480 65	1,008 51	7,132 21	26,866 60	.....	8,357 04
1818,	103,031 47	2,179 89	6,896 18	11,029 88	.....	7,884 70
1819,	92,190 32	1,064 52	7,017 84	13,745 35	.....	6,416 96
1820,	108,298 95	1,172 88	8,450 66	16,188 48	.....	6,738 66
1821,	84,590 81	2,030 75	7,280 18	8,756 89	.....	4,602 26
1822,	149,363 41	1,209 74	9,800 16	8,960 27	.....	4,543 80
1823,	133,571 42	1,280 62	9,378 01	10,776 31	.....	4,658 45
1824,	104,134 83	1,066 26	7,213 16	7,744 72	.....	4,803 27
1825,	138,914 35	1,424 55	8,165 08	6,713 02	.....	5,348 10
1826,	140,774 21	1,103 24	8,633 59	3,141 05	7 61	5,479 12
1827,	117,038 94	1,085 93	8,407 90	3,479 31	6 46	5,318 04
1828,	134,483 35	1,032 03	7,466 19	9,029 63	.....	5,694 47
1829,	113,091 53	840 87	11,666 73	7,849 88	.....	6,055 26
1830,	57,578 63	999 13	12,219 19	7,654 04	.....	6,365 80
1831,	61,106 92	43 39	12,300 00	10,844 71	137 30	8,549 26
1832,	48,369 86	.....	8,816 04	7,494 71	.....	7,498 84
1833,	62,454 58	.....	14,697 10	8,214 82	.....	8,083 99
1834,	37,860 61	.....	15,352 33	4,041 86	.....	7,778 35
1835,	37,845 20	.....	14,409 35	10,195 57	.....	8,131 10
1836,	18,025 19	.....	15,443 94	15,694 27	.....	8,038 24
1837,	34,692 06	.....	19,289 26	12,890 50	.....	8,917 23
1838,	34,728 28	.....	31,449 96	11,470 79	.....	9,504 18
1839,	17,424 70	.....	18,711 22	7,700 28	.....	9,473 80
1840,	53,063 71	.....	19,184 12	8,639 84	.....	8,173 65
1841,	40,979 07	.....	9,865 10	5,107 72	.....	6,770 79
1842,	22,932 77	.....	9,993 09	11,443 11	.....	7,603 90
1843,	1,245 65	.....	3,947 50	4,296 31	.....	3,678 48

## RECAPITULATION.

	New Hampshire.	Vermont.
Duties on imports,.....	\$4,834,494 90	\$1,797,045 08
Duties on tonnage,.....	48,771 49	258 41
Expenses of collection,..	550,265 96	267,854 28



MASSACHUSETTS AND RHODE ISLAND.

Years.	Massachusetts.			Rhode Island.		
	Duties on imports.	Duties on tonnage.	Expenses of collection.	Duties on imports.	Duties on tonnage.	Expenses of collection.
1791.	\$1,025,974 48	\$51,904 06	\$58,931 45	\$153,136 75	\$3,137 10 $\frac{1}{2}$	\$7,619 45 $\frac{1}{2}$
1792.	810,695 57	24,426 13 $\frac{1}{2}$	33,360 26 $\frac{1}{2}$	102,000 47	1,864 87 $\frac{1}{2}$	6,251 28 $\frac{1}{2}$
1793.	1,125,784 25	16,400 87	35,598 70	180,543 74	2,307 19	7,669 93
1794.	1,465,438 67	18,130 60	42,259 13	144,547 66	2,501 34	9,057 71
1795.	1,998,463 96	18,524 91	54,642 34	346,624 85	2,858 23	11,459 09
1796.	2,354,150 22	20,481 51	66,298 54 $\frac{1}{2}$	338,716 56	2,305 31	14,477 14
1797.	2,169,005 12	21,311 04	64,547 33	399,876 04	2,553 61	15,455 27
1798.	2,133,143 71	21,490 04	72,320 34	249,946 24	2,126 67	14,788 71
1799.	2,837,001 65	21,904 37	79,367 28	367,913 32	2,883 12	14,639 77
1800.	3,165,181 93	24,329 59	85,468 30	554,083 64	2,329 40	16,986 39
1801.	4,442,577 18	30,573 39	96,427 72	523,762 64	2,409 35	20,700 50
1802.	3,428,244 60	28,992 35	103,399 54	475,649 30	2,493 51	23,366 23
1803.	3,410,616 74	34,819 86	90,029 53	544,533 89	3,146 73	20,094 91
1804.	5,401,414 75	34,479 63	117,616 80	643,497 57	3,087 63	23,656 15
1805.	5,967,330 47	37,355 41	139,268 82	648,456 06	3,032 97	26,315 10
1806.	6,209,725 18	40,829 37	140,051 69	675,297 22	3,302 02	26,186 33
1807.	6,371,425 16	38,691 05	146,561 30	437,842 92	3,039 91	23,270 96
1808.	2,294,717 19	23,847 03	125,818 28	328,425 33	3,041 26	20,745 13
1809.	2,637,501 66	39,946 31	130,410 59	266,372 77	3,536 63	23,902 34
1810.	3,951,670 99	29,554 71	109,734 63	549,493 58	3,701 45	20,289 51
1811.	2,772,073 64	24,791 65	93,249 61	387,488 41	3,563 05	20,286 36
1812.	3,173,930 09	21,139 31	98,271 32	561,053 30	3,764 16	38,645 03
1813.	2,091,723 46	66,286 91	84,349 96	744,553 72	28,802 11	32,174 76
1814.	1,492,580 44	53,096 58	84,365 95	587,268 83	22,122 40	34,430 34
1815.	5,944,211 32	70,433 02	107,578 77	272,130 63	3,121 13	19,070 76
1816.	5,947,342 93	80,516 12	159,184 50	391,533 35	3,494 33	40,428 14
1817.	4,217,695 37	63,438 59	121,732 25	376,158 68	2,545 92	33,332 89
1818.	4,916,317 24	34,798 26	120,990 96	426,888 07	3,849 03	34,449 51
1819.	4,741,021 84	21,765 79	130,345 70	600,641 57	3,145 97	35,879 20
1820.	4,143,261 21	23,152 12	138,121 33	320,107 20	2,559 65	35,001 95
1821.	4,701,645 12	20,904 36	126,636 51	291,531 25	2,403 63	29,357 78
1822.	5,200,709 70	20,607 72	122,888 90	654,706 90	3,018 48	34,552 10
1823.	4,527,616 12	21,525 99	123,744 74	442,786 39	2,580 97	36,001 29
1824.	4,844,947 63	21,761 72	116,187 26	411,396 56	2,667 95	31,371 86
1825.	5,671,649 06	21,509 93	119,253 90	254,188 30	2,542 07	29,282 79
1826.	4,648,584 86	22,910 66	124,353 42	414,322 97	2,965 00	30,134 23
1827.	4,809,693 40	22,043 13	124,253 38	362,636 38	2,810 74	33,259 15
1828.	5,277,677 65	22,327 94	130,211 62	284,012 44	3,071 15	30,360 19
1829.	5,139,089 68	23,023 57	144,742 75	232,562 65	2,110 59	27,325 98
1830.	4,465,901 80	21,011 91	138,095 21	187,001 58	2,075 08	25,290 31
1831.	6,057,447 48	3,456 82	153,823 27	369,388 86	513 55	30,576 05
1832.	6,179,494 89	686 89	174,112 74	244,476 63	.....	34,391 97
1833.	4,223,852 00	1,969 78	177,195 83	203,675 74	.....	32,929 16
1834.	3,017,277 91	2,228 23	163,511 75	149,552 97	.....	31,218 19
1835.	3,866,538 94	3,350 35	156,381 10	105,404 56	784 78	33,457 70
1836.	4,743,625 32	2,384 99	169,372 12	101,644 92	104 42	32,523 49
1837.	2,782,438 51	1,216 47	162,037 93	156,681 27	.....	35,091 18
1838.	2,733,693 17	1,776 63	162,555 48	143,155 73	295 45	38,112 55
1839.	4,038,077 54	8,771 17	213,138 54	183,617 47	752 32	36,173 13
1840.	2,877,967 46	6,108 80	191,457 48	94,959 90	191 38	30,997 55
1841.	3,372,844 27	973 28	161,372 09	114,177 89	.....	30,783 02
1842.	2,969,403 54	527 03	164,504 81	60,673 98	.....	35,810 95
1843.	1,370,556 28	349 29	74,782 62	22,675 60	.....	15,178 55

RECAPITULATION.

Massachusetts.		Rhode Island.	
Duties on imports,.....	\$200,250,953 35	Duties on imports,.....	\$18,077,775 25
Duties on tonnage,.....	1,288,837 24 $\frac{1}{2}$	Duties on tonnage,.....	161,513 63
Expenses of collection,	6,324,916 38 $\frac{1}{2}$	Expenses of collection,	1,393,809 02 $\frac{1}{2}$

## CONNECTICUT AND NEW YORK.

Years.	Connecticut.			New York.		
	Duties on imports.	Duties on tonnage.	Expenses of collection.	Duties on imports.	Duties on tonnage.	Expenses of collection.
1791,	\$214,267 74	\$9,087 53	\$15,395 27½	\$1,356,064 38	\$59,384 95	\$28,267 00½
1792,	149,161 89	3,229 18	7,362 4¼	1,232,887 96	23,851 03	24,567 43½
1793,	169,770 57	3,039 15	10,216 83	1,248,760 10	18,540 22	25,288 24
1794,	186,535 56	1,953 78	10,553 56	2,146,819 13	14,388 94	31,045 65
1795,	168,797 96	1,915 23	11,892 82	2,717,148 68	18,065 49	40,672 58
1796,	191,308 61	1,927 75	14,279 19	3,056,517 80	21,420 57	43,706 28
1797,	160,488 35	2,583 63	14,338 18	2,949,033 04	19,043 76	46,810 53
1798,	181,960 19	2,906 32	14,870 28	2,702,258 77	23,781 18	54,765 75
1799,	334,870 56	3,242 15	20,591 54	3,559,816 57	30,766 98	59,384 06
1800,	204,839 19	3,805 97	20,003 19	3,625,423 51	35,026 34	54,993 59
1801,	367,861 53	3,717 16	22,396 39	4,984,234 71	41,160 11	57,069 10
1802,	339,870 10	3,666 40	27,441 89	3,530,297 87	36,111 29	68,430 73
1803,	350,110 11	3,156 44	23,737 49	4,081,577 07	35,141 95	60,759 60
1804,	429,531 13	3,232 82	26,497 10	5,172,804 87	35,887 01	76,327 64
1805,	464,591 92	4,020 21	24,468 29	6,958,008 58	36,221 97	95,553 29
1806,	478,663 95	3,265 95	27,149 86	7,307,185 01	35,932 18	103,374 93
1807,	464,467 56	3,220 83	25,312 70	7,620,992 88	35,864 91	111,536 46
1808,	254,768 81	2,774 70	26,000 49	3,611,684 90	20,523 53	83,892 57
1809,	163,684 09	2,668 53	21,146 55	3,785,785 78	26,770 75	87,132 73
1810,	187,520 76	2,592 55	16,289 34	5,248,618 62	30,592 10	76,552 68
1811,	256,361 44	2,662 02	18,441 05	2,436,091 71	21,880 47	68,601 32
1812,	873,829 35	4,888 59	28,149 26	3,316,324 99	37,494 00	76,044 78
1813,	448,595 13	23,345 10	26,885 99	1,627,313 78	67,735 66	63,524 47
1814,	100,706 72	6,659 98	17,036 71	631,758 03	5,823 17	47,765 19
1815,	230,228 83	4,267 65	10,144 52	14,646,815 79	158,978 77	105,484 47
1816,	347,435 98	6,056 18	22,625 15	10,810,553 52	93,170 19	176,400 13
1817,	176,837 00	6,231 49	22,235 27	6,374,385 62	76,808 74	157,943 41
1818,	205,470 40	5,157 61	20,723 03	8,277,497 08	51,916 31	158,807 78
1819,	238,190 06	2,374 58	19,603 01	6,493,434 11	21,334 62	171,459 66
1820,	208,755 93	2,340 00	19,855 78	5,506,515 66	33,616 99	148,030 96
1821,	196,192 79	2,507 10	19,161 84	7,254,594 07	19,289 13	138,539 30
1822,	262,375 27	2,740 50	20,814 51	9,952,832 19	22,146 73	155,247 82
1823,	242,496 34	2,554 27	22,964 11	9,035,575 49	23,927 13	163,290 55
1824,	306,936 44	2,753 76	26,268 91	11,191,281 96	25,255 20	172,201 70
1825,	275,932 66	2,918 33	26,339 80	15,762,141 62	23,938 04	229,254 83
1826,	274,702 90	3,033 38	22,768 09	11,535,912 40	29,725 49	212,584 66
1827,	189,823 12	2,957 35	23,985 30	13,224,506 44	31,663 43	195,831 69
1828,	238,561 85	2,929 56	23,066 21	13,764,831 34	29,167 91	214,514 64
1829,	166,543 59	2,968 51	21,845 23	13,068,183 02	28,203 72	261,403 47
1830,	125,385 64	2,791 21	22,868 79	15,031,003 52	29,322 09	328,915 11
1831,	113,125 42	381 95	24,009 06	20,121,295 59	12,319 32	418,810 60
1832,	114,528 48	41 40	34,501 32	15,089,635 75	10,217 55	453,870 48
1833,	87,122 29	.....	24,424 44	13,073,394 06	12,074 14	477,846 47
1834,	83,443 01	.....	22,502 47	10,225,877 14	8,669 54	413,175 78
1835,	82,742 05	.....	22,727 59	14,568,660 39	8,540 54	430,984 53
1836,	106,520 84	.....	26,144 99	17,307,215 04	9,292 82	496,066 29
1837,	72,599 34	.....	27,228 53	9,548,355 86	9,028 71	514,849 53
1838,	96,445 53	.....	26,421 52	10,712,017 70	6,437 79	552,549 47
1839,	189,176 06	1,035 36	31,435 67	14,051,821 27	11,437 16	640,730 45
1840,	137,211 70	898 08	30,875 40	7,607,988 41	7,086 74	608,599 44
1841,	94,497 00	.....	21,169 51	10,895,310 73	7,298 35	573,986 43
1842,	39,009 45	.....	20,678 09	10,079,637 71	4,322 94	607,840 73
1843,	41,872 63	.....	13,484 68	4,467,320 25	965 14	240,784 96

## RECAPITULATION.

	Connecticut.	New York.
Duties on imports,.....	\$12,086,725 52	\$414,526,002 47
Duties on tonnage,.....	1,605,151 24	1,542,563 79
Expenses of collection,.....	1,141,334 24½	10,906,071 95½

NEW JERSEY AND PENNSYLVANIA.

Years.	New Jersey.			Pennsylvania.		
	Duties on imports.	Duties on tonnage.	Expenses of collection.	Duties on imports.	Duties on tonnage.	Expenses of collection.
1791,	\$15,379 56	\$1,069 32	\$1,525 96	\$1,475,428 20	\$60,404 24	\$35,970 88
1792,	5,479 45	259 55½	987 48	1,138,362 76	18,533 57	21,445 45
1793,	16,928 91	313 86	1,255 19	1,926,336 72	14,273 18	32,349 98
1794,	15,596 98	410 40	1 135 04	2,000,091 83	12,075 55	35,509 12
1795,	20,509 87	595 09	1,638 72	3,053,108 73	14,562 63	42,699 64
1796,	1,099 81	748 62	1,765 27	3,646,271 08	13,857 51	46,627 74
1797,	10,090 18	938 42	2,054 12	2,907,894 01	12,329 64	66,369 10
1798,	17,255 80	1,022 35	4,210 13	2,086,714 22	10,383 92	47,449 05
1799,	867 04	1,011 81	1,730 83	2,224,312 78	9,569 68	40,516 12
1800,	135 16	974 61	2,400 83	3,181,101 38	13,904 74	58,603 02
1801,	8,510 47	1,027 56	2,661 79	3,702,898 54	18,325 59	54,458 87
1802,	3,246 77	1,008 05	2,925 85	2,727,365 51	15,744 40	49,014 22
1803,	3,617 43	1,289 73	2,974 79	2,240,715 43	15,151 54	44,279 31
1804,	3,895 58	1,082 02	2,936 65	3,507,038 38	17,226 49	52,917 17
1805,	18,514 10	1,099 66	2,452 15	3,652,386 77	13,900 90	55,542 42
1806,	14,310 19	1,302 34	3,342 79	5,100,656 83	16,767 94	62,892 93
1807,	17,698 97	1,296 54	3,265 16	5,197,806 47	14,511 61	64,413 28
1808,	10,390 78	1,261 37	5,285 60	2,599,673 48	8,998 17	44,445 12
1809,	21,444 20	1,333 67	4,350 99	2,318,669 03	9,862 16	37,495 49
1810,	13,572 90	1,541 92	2,522 73	3,332,377 35	10,682 21	39,168 22
1811,	84,558 70	1,757 52	3,910 30	2,364,634 83	10,606 98	40,000 33
1812,	27,3-3 33	1,335 98	4,376 78	2,474,990 51	12,822 76	32,598 07
1813,	47,753 91	2,317 21	4,027 70	503,592 69	10,433 36	26,211 50
1814,	82,761 36	1,653 19	5,785 63	277,757 51	1,437 59	18,483 71
1815,	14,422 45	1,667 75	4,770 20	7,199,698 71	50,601 76	28,814 13
1816,	27,410 37	1,860 12	5,050 53	6,285,454 80	35,519 03	73,902 60
1817,	6,253 01	2,978 48	7,176 10	4,307,790 37	21,385 93	73,433 36
1818,	3,602 24	3,104 72	5,019 22	4,540,359 81	18,351 53	71,563 11
1819,	16,702 47	1,898 32	4,758 93	3,848,629 70	8,333 55	74,536 38
1820,	14,608 78	1,532 44	4,203 11	2,703,401 71	7,117 95	67,226 48
1821,	29,225 34	1,512 18	4,230 37	2,719,996 34	7,244 66	60,445 02
1822,	24,244 00	1,585 71	4,934 39	3,648,744 86	7,120 24	65,126 57
1823,	7,126 71	1,604 54	4,551 59	3,991,686 55	7,391 26	75,722 17
1824,	483,371 62	1,753 73	11,888 46	4,311,925 74	7,333 14	75,638 57
1825,	1,998 07	1,712 95	15,638 19	5,270,030 17	7,149 03	80,492 17
1826,	14,558 49	1,812 42	5,916 56	5,183,723 87	7,653 58	98,331 32
1827,	534,733 57	2,128 23	11,276 11	4,188,915 38	7,454 48	106,593 46
1828,	692,178 22	2,202 11	22,365 86	5,082,313 68	8,213 25	110,015 11
1829,	249,558 82	2,162 02	12,874 45	3,574,815 63	6,686 24	100,191 02
1830,	770 99	2,056 14	9,557 19	3,542,977 36	6,658 74	92,310 27
1831,	6,663 13	218 32	5,927 32	4,372,533 16	2,634 50	103,100 47
1832,	31,223 33	.....	6,377 35	3,501,397 38	1,429 58	108,378 09
1833,	26 50	78 54	5,108 04	2,985,277 68	4,785 31	108,876 18
1834,	3,812 33	113 70	6,569 50	2,111,637 35	1,763 73	90,878 65
1835,	64,110 65	.....	9,044 13	2,506,231 02	367 40	89,378 92
1836,	4,670 59	.....	8,017 51	3,192,006 69	100 24	94,897 14
1837,	11,264 21	.....	9,919 70	1,831,879 24	534 43	101,250 42
1838,	1,168 10	.....	7,458 84	2,133,462 76	887 83	115,378 33
1839,	5,094 47	.....	7,843 42	2,893,016 65	1,167 74	129,774 58
1840,	636 93	92 00	6,952 47	1,532,825 82	402 33	103,205 18
1841,	319 01	36 26	6,707 18	1,888,389 04	.....	103,494 46
1842,	114 29	46 87	6,603 89	1,317,028 66	.....	107,441 53
1843,	607 96	.....	3,647 63	573,464 66	.....	53,678 53

RECAPITULATION.

New Jersey.		Pennsylvania.	
Duties on imports,.....	\$2,714,481 20	Duties on imports,.....	\$64,880,079 83
Duties on tonnage,.....	58,903 34½	Duties on tonnage,.....	584,658 85
Expenses of collection,.,	294,099 77	Expenses of collection,.,	3,613,594 56

It will be seen that we have published, in the present number, the tabular statements of eight states, viz:—New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, and Pennsylvania. Similar tables of the other states, etc., will follow, in succeeding numbers of this Magazine.

#### AMERICAN CHEESE EXPORTED INTO GREAT BRITAIN.

On motion of Sir P. Egerton, one of the members for the county of Cheshire, a return has been laid upon the table of the British House of Commons, relative to the importation of foreign cheese, which exhibits the following figures:—

Years.	FROM EUROPE.	FROM AMERICA.	TOTAL.
	Cwts.	Cwts.	Cwts.
1841,.....	254,995	15,154	270,149
1842,.....	165,614	14,098	179,712
1843,.....	136,998	42,312	179,310
1844,.....	160,654	53,115	213,769

By this statement, we find that the importation of American cheese has quadrupled during the last three years; and during the last year the importation amounted to 53,115 cwt.

The Liverpool Times says:—"To our American friends, we say, send to this country nothing but a good article, introduce more color into it, and we are sure that in another year England will use four times the quantity of its previous consumption. We shall also be pleased to find that the manufacturer and exporter get a larger share of the prices for which it is sold in England. The writer of this has now upon his table an American cheese equal to the celebrated 'Stilton,' for which 25 cents per lb. is obtained, while this excellent American is sold at 13 cents, only."



#### AMERICAN WHALE FISHERY.

The statements and statistics below, in relation to this important branch of productive commerce, are derived from the Sandwich Island Polynesian:—

"The great preponderance of American property engaged in this business will strike every one. At the reduced estimate, it exceeds that of all other nations by \$9,621,960; by 176 vessels, and by 5,407 men. The New Brunswick vessels are partly owned in the United States, as well as the Bremen, many of which are commanded by Americans. The principal French houses engaged in this business are at Havre, and the head of the one most prominent is an American of great wealth, who went to Havre as an agent of the Rodmans, of New Bedford. The American vessels sail on temperance principles, and much of their success is to be attributed to this fact. The United States government bestow no bounty upon this fishery, and yet it flourishes to an extent which casts that of all the other countries combined into the shade, although they may be aided by government funds. The English appear to have almost abandoned it entirely. Next to the Americans, the Bretons are the most successful; but their business can be considered little else than a branch of the American, being mainly established by them. The American vessels are generally from 300 to 600 tons, built of the best materials, and sailing from home at an expense of from \$30,000 to \$65,000 each.

Although a part, and sometimes a whole boat's crew, is lost in pursuit of their mammoth game, the mortality has been over-estimated. An intelligent and experienced ship-master computes it at 2½ per cent a season—250 barrels from one whale is the largest amount that we have heard; many yield upwards of 200. The average of the Hope, with 3,600 barrels, was 125 to a whale. This ship saved but one whale out of every three killed. Another vessel lost twenty, cut in eleven; making 1,575 barrels. The destruction of life is immense, as not more than one-half of those killed are saved, and not more than one in five of those struck, secured. The largest animals are from seventy to eighty feet in length. If they sink off soundings, they do not rise again; the great pressure of the water keeping them far down below the surface. The most successful ships that we have heard of this season, are the three following:—South America, of Providence, ten months from home, 3,600 barrels whale, 100 sperm, 36,000 pounds bone, worth \$49,600—ship Hamilton, Sag Harbor, thirteen months, 3,300 whale, 70 sperm,

42,000 pounds bone, worth \$46,960—ship Lowell, New London, fourteen months, 4,000 whale, 300 sperm, 40,000 pounds bone, worth \$60,400. The game is pursued as far north as 60°. The portion of the ocean most abounding in whales, is subject to dense fogs and heavy weather, frequently preventing the lowering of a boat from two to four consecutive weeks. One ship had it rainy and foggy for three months. Whales are met with in the greatest abundance; so that, in a few days clear weather, great numbers are killed. In fact, the actual season for capturing them is, on account of the density of the fogs, very limited."

From a letter dated Honolulu, December 28, 1844, we gather the following statistics of the number of arrivals at the Sandwich Islands, for 1844; their oil, bone, value, etc. :—

1844. *Arrivals at Lahaina, Maui.*—American ships, 301; bbls. whale oil, 202,874; do. sperm, 120,867; lbs. bone, 2,938,600; 9,030 seamen; whole value of ships and cargoes, \$15,566,330.

*At Honolulu.*—133 American ships; 148,612 bbls. whale oil; 52,723 do. sperm; 1,338,400 lbs. bone; 3,990 seamen; total value, \$7,468,330.

*Other Ports.*—6 American ships; 3,300 bbls. whale oil; 8,900 do. sperm; 30,000 lbs. bone; 180 seamen; total value, \$339,500.

Grand total of American whaling property, ships, and seamen, touching at the Hawaiian Islands, during 1844—\$23,374,160 property, 440 ships, 13,200 seamen.

The Polynesian furnishes the following table of arrivals at these islands, in 1844:—

	Property.	Ships.	Seamen.
Bremen,.....	\$1,002,100	19	570
French,.....	1,152,960	26	780
English,.....	199,000	5	159
New Brunswick,.....	407,800	4	120
Danish,.....	93,300	2	60
Norwegian,.....	31,900	1	25
American, as above,.....	23,374,160	440	13,200
Grand total,.....	\$26,261,220	497	14,014

A large amount of property, to be at risk in so hazardous a business. Many of these vessels touch twice during the year, and some visit more than one port; so that the actual number of vessels touching here is less than would appear from the above data. It is rumored that the government intends making Honolulu the only port of foreign entry, in order to encourage their coasting trade, to prevent smuggling, and the illegal discharge of seamen upon their shores, and also desertion.

#### IRON TRADE—ENGLAND AND FRANCE.

"While the English government has, of late years," says the London Mining Journal, "been gradually liberating our iron trade from every sort of restriction, the French have been hedging in theirs with every imaginable sort of fiscal protection. Mark the results. In 1841, the coal raised in this country was at least ten times the quantity raised in France; and in the same year four tons of iron were made in this country for every ton made in France. The coal consumed in the iron-works, alone, of Great Britain, rather more than doubled the whole quantity of coal raised in France. In England, the average quantity of coal raised within the year, by each person employed in coal mines, was 253 tons—in France, it was only 116 tons. In France, 47,800 persons were employed in producing one-fourth the quantity of iron produced in Great Britain by 42,400. The prices of iron to the consumer, in France, are from 100 to 250 per cent higher than in England. France has not even succeeded in making herself independent of foreign supplies. The quantity of coal imported in 1841 was within a trifle of half the quantity raised, and nearly 50,000 tons of British iron were imported—pig iron being subject to a duty of £3 2s. 6d., and plates, bars, and rods, to a duty varying from £8 7s. 4d., to £16 14s. 9d."

## COMMERCIAL REGULATIONS.

## LEGAL TENDERS OF COINS IN CANADA.

By the currency act, 4th and 5th Victoria, chapter XCIII., it is provided that the British sovereign of full weight, and the American eagle of 11 dwts. 6 gr. troy, coined before July, 1834, and all their multiples and subdivisions, shall be legal tender; the former at £1 4s. 4d., the latter at £2 10s.; and, if not more than two grains less than full weight, each coin shall continue to be by tale to any amount, at a deduction of  $\frac{1}{2}$ d. currency, for each quarter grain—provided that, in legal tenders, if the payment exceed £50 currency, either party may insist on such coins being weighed in a lump, and to be legal tender at the rate, the British of 94s. 10d. currency per oz. troy, and the United States coins at that of 93s. currency. In like manner, the gold coin of France of forty francs, with its divisions and multiples, at 93s. 1d. currency per oz. troy; the old doubloon of Spain, or quadruple pistole, the Mexican and Chilian doubloon, at 89s. 7d. currency per oz. troy; the gold coins of La Plata and Colombia, at 89s. 5d. currency per oz. troy; the gold coins of Portugal and Brazil, at 94s. 6d. currency per oz. troy. All these, if coined before September 1, 1841, are legal tender for sums above £50, weighed out at the annexed rates.

The following silver coins are legal tender:—The silver dollar of Spain, the United States, of Peru, Chili, Central America, the states of South America, and of Mexico, if coined before the year 1841, and weighing 17 dwts. 4 grs. troy, at 5s. 1d. currency; and half a dollar, the same coinages and proportionate weight, at 2s. 6 $\frac{1}{2}$ d., to any extent, by tale. Their subdivisions—the one-fourth dollar, for 1s. 3d. currency; the one-eighth, for 7 $\frac{1}{2}$ d. currency; the one-sixteenth, 3 $\frac{1}{2}$ d., are legal tender to the extent of £2 10s. at one time, by tale, if they have not lost more than one-twenty-fifth of their weight. The French five-franc, coined before 1841, in tale for any amount, at 4s. 8d. The British crown, at 6s. 1d. currency; which, and other descriptions of British coin lawfully current in Great Britain and Ireland, of proportionate weight, and for proportionate sums, to the amount of £2 10s. currency, and no more.

The governor-general can, by proclamation, include among legal tenders the more recent coinages of those nations, of the values specified, having verified their pureness by assay. £100 sterling is equal to £121 13s. 4d. currency, and is deemed par of exchange; from which rate exchange seldom fluctuates more than 1 per cent. To bring sterling into currency, add 1-5th to the sterling amount, and 1-12th to the 1-5th; and to reduce currency into sterling, multiply by 60, and divide by 73.

The basis of the currency is the imperial gold standard, differing from sterling money in the different nominal value of the pound and its constituents. The pound sterling is, by law, fixed at twenty-four shillings and four pence currency. At this rate, all large transactions are settled; and remittances, with the correction of the day for exchange, are calculated. One pound currency, contains four dollars; one dollar do., five shillings; one shilling do., two sixpences; one sixpence do., six pennies; one penny do., two coppers. The value in sterling, of the pound currency, is rather over 16s. 5 $\frac{1}{4}$ d.; the dollar currency, rather over 4s. 1 $\frac{3}{4}$ d.; the shilling currency, rather over 9 $\frac{3}{4}$ d.; the sixpence currency, rather under 5d.; but, in retail transactions, an approximation is made to the value of the coins current in Britain and the United States; and in small purchases the following are the rates at which such coins are usually paid away:—

BRITISH.		AMERICAN.	
The sovereign,.....	£1 4 6	Eagle,.....	£2 10 0
The crown,.....	6 1	Dollar,.....	5 1
Half crown,.....	3 0 $\frac{1}{2}$	Half dollar,.....	2 6 $\frac{1}{2}$
Shilling, called Trente-Sous,....	1 3	Dime, or ten cents,.....	6
Sixpence, " Quinze-Sous,....	7 $\frac{1}{2}$	Real, or York shilling,.....	7 $\frac{1}{2}$

A shilling sterling, and a quarter of a dollar, are taken in the stores as equal. The exchangeable value of the dollar, of course, varies with the course of exchange between the provinces and the United States, which is principally ruled by that between New York and London. In general, its value is about 5s. 1d. currency, or 4s. 2d. sterling. The shilling currency is subdivided into twenty-four copper coins, called coppers. Coins of this metal, of colonial, British, and American origin, and of very various denominations, are common, and each is pretty generally taken as the equivalent of a copper, without much reference to its intrinsic value. The English penny, half-penny, and farthing, of not less than five-sixths of the weight of currency, is a legal tender to the amount of 12d.

The following coins are also usually taken at the rates specified:—French crown, 5s. 6d.; French half crown, 2s. 6d.; Pistareen, 10d.; Five-franc piece, 4s. 8d.

#### REGULATIONS RELATING TO POSTAGE.

Hon. EDMUND BURKE, Commissioner of Patents, under date, Washington, June 11th, 1845, has published the following circular relating to correspondence with that office, which we publish for the information of persons having business with that department.

In consequence of the heavy correspondence of the Patent Office, (which is supported exclusively from its own revenues,) all of which will be subject to postage on the 1st day of July next, the commissioner of patents feels obliged to give notice that, after the 30th day of June, 1845, all letters and packages addressed to the commissioner of patents, not expressly relating to the business with which this office is, by law, charged, must be post paid, or they will receive no attention, and will not be taken from the post-office. Models, which have heretofore occasionally been sent by the mail, must hereafter be sent by private conveyance, and at the expense of the applicant, except when delivered to the agents of this office authorized to receive and transmit them. Letters containing assignments of patents to be recorded in this office, (as the recording is done at the expense of the office without charge to the persons interested,) must be post paid. All letters requesting copies of papers and records, seeds, reports, and other matters merely personal to the writers, and not relating to the legitimate business of the office, must be post paid. Fees for copies must also be transmitted free of postage. Postage on letters addressed to the commissioner, on business connected with applications for caveats, and the issues of letters patent, and all proceedings relating thereto, will be paid by the office. As postage on letters and packages, after the 30th instant, is to be charged according to the weight, it is desired that applicants will omit the use of wooden rollers, tin cases, and other things used for the convenience of transmission, which, without being necessary, greatly increase the weight of their communications, and consequently the postage charged upon them.

#### CANADIAN POST-OFFICE CIRCULAR,

RELATIVE TO LETTERS AND NEWSPAPERS CONVEYED TO BOSTON FROM THE UNITED KINGDOM, ETC.

The Postmaster-General of Canada, under date of General Post-Office, Montreal, March 26th, 1845, gives notice "that, having concluded an agreement with the government of the United States for the conveyance through its territory of the correspondence of Great Britain and Canada, the mails to and from Canada will in future be landed and embarked at Boston, instead of Halifax, (as heretofore,) and will be conveyed between Montreal and Boston in charge of a British officer, appointed by the postmaster-general. All letters and newspapers, therefore, addressed to Europe, will be forwarded from Montreal via Boston, unless specially directed to be sent by some other route. No additional postage will be charged upon letters to and from Canada, in consequence of the transit rate which is to be paid to the United States post-office; but a charge of one half-penny will be levied on the delivery of each newspaper, whether in the United Kingdom or in Canada. In Canada, this half-penny will be in currency."

The first letters from England, by the new channel, came by the steamer of the 4th of April, 1845, (from Liverpool,) and the first transmissions hence were by the packet which left Boston on the 1st of May, 1845.

## MERCANTILE MISCELLANIES.

## OUR COMMERCIAL INTERESTS IN THE MEDITERRANEAN.

In our March number we published a valuable communication on the consular system of the United States, from the pen of C. Edwards Lester, our consul at Genoa. Since that time Mr. Lester has returned to America on a short visit, and we have had the pleasure of several conversations with him, relative to our commercial interests in the Mediterranean. We understand it is his intention soon to publish a work of a good deal of research, devoted to an illustration of art and commerce in their connexion with the civilization of modern times. Few subjects could be selected more worthy of a gifted pen, and probably no one of our countrymen has devoted himself with so much earnestness to these studies as Mr. Lester. The origin of all modern civilization is to be traced to the shores of the Mediterranean. We have often been surprised that so little light has been shed upon this splendid subject by modern writers. So far as our knowledge of such matters extends, no work has thus far been written, in any language, which illustrates with any great ability the origin and progress of the commercial power of our own times—which has ever, at least, in our language, given us much satisfactory information about the origin of the *Consolato del Mare*. The origin of that wonderful code is still veiled in obscurity. Probably the most learned tourists of this country would unhesitatingly give the opinion that the *Consolato del Mare* originated in Spain. Who, of all our statesmen, is prepared to tell us why it is that our commerce with the shores of the Mediterranean has been slowly and surely dwindling away for the last twenty years, while in every other part of the world, it has reared a formidable rivalship to the supremacy of Great Britain. We were aware that when Mr. Lester was sent to the Mediterranean, it was his design to make these matters the subject of careful investigation; and few men in the nation were better fitted for so difficult a task. We only regret he should have occupied a station which affords so few facilities for the accomplishment of so noble a purpose, except at a great personal sacrifice. We know of nothing more lamentable than the policy of our government in reference to our foreign interests. The existence of such a consular system as we have is a disgrace to the nation in the estimation of the whole world, and unless a better system is soon adopted, we shall find it too late to recover the ground we have lost. We once had the monopoly of indigo, spices, codfish, and India goods in the Mediterranean, and this monopoly enriched Boston and Salem. Now this trade has passed almost entirely from our hands. The time was when sixty and seventy American vessels entered the port of Leghorn every year—forty, the port of Genoa. Now, the number is reduced to half a score! and more than half these return in ballast. And yet we doubt if the fact has yet arrested the attention of our government. This can all be satisfactorily accounted for. Our government takes no pains to collect commercial information, particularly in the Mediterranean, which Mr. Jefferson considered the vital point of the commercial world. Great Britain sends her consuls and commercial agents everywhere, and these vigilant spies of her commerce are sleepless at their posts. Our commercial treaties and tariffs are constructed upon the basis of newspaper intelligence, or statistical tables of the English board of trade! Of one thing we are deeply persuaded; the time has come when our government must look at these matters, and construct a consular system, and establish a commercial representation abroad, worthy of the country, and called for by the wants of the nation and the spirit of the age, or supinely surrender up to foreign powers what has cost the risk, the labor and the enterprise of two generations. The sums the British and the French governments expend every year in getting commercial intelligence, are absolutely enormous; yet these very sums are voted with acclamation in England by the House of Commons, and in France by the Chamber of Deputies.



The commerce of all foreign nations is in the hands of the middle classes, and knowing how vitally their best interests depend upon commercial intelligence, the representatives of the people, in distinction from the aristocracy, have guarded this point well. Nor have they ever considered the public treasure misapplied, although millions were expended for such purposes. Commerce, like liberty and truth, must walk on by the light. It loves adventure, and seeks new fields. But it abhors the dark.

Besides, what does our government do with the meagre commercial information they gather? Long before it is communicated to the people, it has ceased to be useful. This can only be remedied by selecting some efficient and respectable press as a medium through which all commercial intelligence may be immediately brought before the people. But now the merchant is obliged to rely upon his own private channels of communication for the state of foreign markets, and the fluctuations of trade; and long before the documents of the government are published, his fleet has spread its canvass on the India seas. We shall watch the appearance of Mr. Lester's work with deep interest, and we believe we shall not be disappointed. He carried to the investigation of his difficult but delightful subject, warm enthusiasm and rare intelligence. His official standing and literary fame gave him uncommon facilities for the achievement of his task, and we trust it will prove to have been well done. Nor can we refrain from expressing the wish that our government may choose as wisely in its selection of others of its representatives abroad. From such appointments the whole nation receives an advantage. Commerce is efficiently protected by the vigilance, and guided by the counsels of such men. Literature and the arts are promoted by their studies, and their writings diffuse among the people the choicest intelligence, and foster the noblest national spirit. Besides, such men reflect honor upon our nation abroad, and win for us influence and respect with governments and people. This was particularly illustrated by the impression created in Europe from the nomination of such men as Wheaton, and Irving, to high diplomatic stations. We have been told by Mr. Lester that the selection of Mr. Bancroft as secretary of the navy was received at Florence with a feeling which amounted almost to enthusiasm. Even the grand duke of Tuscany, expressed his delight when he received the intelligence, and his librarian remarked that Mr. Polk's administration could not fail to win the highest respect of Europe, if the selection of Mr. Bancroft could be considered a fair indication of the spirit of the new president; for, in Florence, where literary men since the days of the Medici, and even before the downfall of her republic, have always adorned the court, and often controlled her public councils, an enlightened policy has always prevailed, and scholars, without distinction of party, have been called to devote themselves actively to the affairs of state.

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#### AN EXAMPLE OF MERCANTILE HONESTY.

It affords us pleasure to record in the pages of this Magazine, instances of mercantile integrity similar to the following, which we find in the Charleston Patriot. It appears that a gentleman of Charleston, (S. C.,) who was unfortunate in business thirty years ago, and consequently unable, at that time, to meet his engagements with his creditors, after more than twenty years of toil, succeeded in paying every creditor, (except one whose residence could not be ascertained,) the whole amount due them. He has, in that twenty years, brought up and educated a large family, but he still owed one of his former creditors. He was not satisfied to keep another's property—he made inquiry, and received information that the party had died some years since. He again pursued his inquiry respecting the administrator, and ascertained his name and residence, wrote him, acknowledged the debt, and requested him to inform him of the manner he would receive the money. A few weeks since, he remitted the whole amount, principal and interest.

## MAXIMS FOR MERCHANTS.

We find the following "Things to be Thought of by Men in Trade," in a late number of the New York Evening Gazette, a new daily Journal, conducted by William G. King, Esq., with signal ability and discrimination. The maxims are understood to be from the pen of a merchant, and convey truths, the result, in many instances, of dear-bought experience. Decidedly the best and most Christian treatise of moral philosophy or ethics, was written by a merchant—Jonathan Dymond, an Englishman.

Credit should be sparingly given, and integrity be the basis of it.

Guarantees should only be taken in writing, and a consideration always expressed therein.

The honor of an honest man, as far as dollars and cents goes, dies when he dies—therefore, honorable conditions in writing.

Lying won't stand, while truth is truth.

Rascals may flourish, but honest men will out-sleep them.

Wealth is desirable, if honestly acquired, and is blessed by contentment.

Prudence in promises is a fair guarantee in the redemption of them.

A genuine scoundrel is a man who, by his sanctity, has obtained credit; and, through religious professions, keeps back property from his legitimate creditors.

A burglar is a gentleman, compared with a smooth-faced, merchant robber.

Credit or confidence given to men of doubtful integrity, is an injustice done to all who hold on to their honesty.

Liberality should never be extended to the niggardly and deceptive.

Risk anything before you risk your reputation.

Truth is a restorative—it saves the conscience, and keeps up a glow of happiness under all the workings of life.

## DEATH OF A BOSTON MERCHANT.

The Boston papers recently announced the death of George J. Homer, Esq., one of the oldest and most respectable merchants of that city, after a few days illness, in the 64th year of his age. "For about forty years, Mr. Homer had been in active mercantile business in Boston, as a partner in the well known firm of Homes, Homer & Co., in Union-street; and during the whole of that time, until the very day on which he was suddenly struck down by apoplexy, while engaged in writing in his own store, he never failed to distribute, with a liberal hand, his honest and laborious earnings among the sick, the poor, the unfortunate and friendless, the ignorant and the oppressed."

## GILLOTT'S STEEL PENS.

This paragraph is written with a new pen, fresh from the manufacture of Joseph Gillott, Birmingham, (England.) It is called the "Croton pen," in honor of that magnificent enterprise that supplies the commercial emporium of the western world with pure water. It is quite equal to anything of the kind from Mr. G.'s establishment, which is saying all that is necessary in its favor. The morality of the system which has been adopted not only in this country, but in England, of imposing upon the public a spurious article, under the title of "Gillott," is, to say the least, questionable, if not a downright forgery. Mr. Jessup, of John-street, New York, is the sole importer of Gillott's pens, and supplies the trade with the genuine article. The increasing demand for Gillott's pens is pretty conclusive evidence of their excellence. By the last returns, it appears that, from December, 1842, to December, 1843, there were manufactured at the Birmingham works 105,125,493 pens, or 730,038 gross.

## LARGE WHALING VOYAGES.

The ship Ohio, recently arrived at the port of Nantucket from the Pacific ocean, has turned out on the wharf 2,810 barrels sperm oil, and has sold on the voyage about 80 barrels sperm and whale; making 2,890 barrels in all, valued at about \$81,000. The Potomac has also turned out on the wharf 2,354 barrels sperm oil, and has sold on the voyage 90 barrels sperm; making 2,444 barrels in all, valued at about \$69,000. The Nantucket is also at the bar, with about 1,330 barrels sperm, (including oil sent home,) and 1,300 barrels whale oil, and 13,000 pounds bone, valued at about \$56,000. This makes an aggregate of \$206,000 for the three ships. The Nantucket Inquirer asks, "Can our 'off-island' brethren beat this?"

## THE BOOK TRADE.

- 1.—*Wiley and Putnam's Library of Choice Reading. No. 1.—Eothen; or, Traces of Travel brought Home from the East.* 16mo.

This library of choice reading is the best selection of miscellaneous works ever offered to the American public, combining variety, tastefulness, and intrinsic value. It is on the plan, only greatly improved, of the old collections, English and American; with, so far, a most judicious selection of works, of which we have space to give little else than the titles, with a few words of comment. The press, and the public to back it, have expressed so emphatic and unanimous a good opinion of the series, that we can do no more than repeat their praises. *Eothen* is the picked book of the season—(Eliot Warburton's "Crescent and the Cross" is as good, out of the same school of reading)—the most readable book on the East ever published. It has been well called the best book of travels since Childe Harold—full to overflowing of fine sentiment, fine description, fine sense—and, in the best use of the words, fine writing.—*No. 2.—Mary Schweidler, the Amber Witch.* A beautiful and pure fiction, of the school of the Vicar of Wakefield, which everybody has read.—*No. 3.—Undine and Sintram, from the German of Fouque.* The rarest essence of German romantic genius—poems in prose, by a master.—*No. 4.—Imagination and Fancy.* By LEIGH HUNT. With marked passages from the Poets. A delicate volume of illustrative criticism—worthy of being bound up as a gift-book for the holidays, for youth and maiden. It has another value, in teaching the poets and critics of the country what true poetry is.—*No. 5.—The Diary of Lady Willoughby.* A lady's book of fictitious history, so naturally told as to mislead the reader who is in want of a proper literary cue. It professes to be a domestic history, written during the civil wars, in the manner of Mrs. Hutchinson and Lady Fanshew's memoirs. It has a profound religious interest—a fine study of female character.—*No. 6 and 9.—Hazlitt's Table Talk.* A selection of the most brilliant papers of this sparkling writer. Hazlitt is never dull. It excites a noble enthusiasm in youth, training the perception to acute and active observation.—*No. 7.—Headlong Hall, and Nightmare Abbey.* Lively and piquant satirical sketches of society, men, manners, and opinions, in the guise of a novel. The characters are said to be portraits.—*No. 8.—The French in Algiers.* By LADY DUFF GORDON. A perfect picture of the seat of war in Africa, full of incident and anecdote, with the life of the camp.—*No. 10.—Ancient Moral Tales, from the Gesta Romanorum.* The apologues used by the clergy in their sermons in the middle ages. The stories are very beautiful—at once old and new—with something of the interest of the Arabian Nights.

- 2.—*The United States Form Book; containing every variety of Conveyancing, Commercial and other Precedents, with Directions for executing the same. Also, a Complete Guide to Custom-House Transactions, together with much other information, useful in every branch of business.* By a Member of the New York Bar. New York: Charles Wells.

A careful examination of this volume has impressed us very favorably as to its practical utility. It is indeed a perfect *vade mecum*, accommodating itself to the wants of the community throughout its various departments of business, and furnishing merchants, mariners, mechanics, farmers, and business men of all classes, with a very complete collection of the forms of such contracts and legal instruments as are of common occurrence; while the professional man will find it a convenient assistant and full guide to the various kinds of business in which he is daily consulted and employed. In addition to a great variety of the ordinary forms of contracts, bonds, covenants, powers of attorney, wills, mortgages, and other deeds necessary for conveyancing, it contains proceedings and directions, issued from the department at Washington, to obtain patents for inventions, and to draw pensions. Mechanics are here instructed how to secure and enforce liens for their work, labor, and materials furnished upon houses. Co-partnerships and agencies, as well as the domestic relations of master and apprentice, and husband and wife, have received that attention which their importance demands. Landlords and tenants, ship-masters and mariners, will also find their respective rights and obligations treated of at length. The commercial forms, which embrace the shipping interest, and custom house entries, are full; and the directions here given will enable an importer, shipper, or other person, to thread the mazes of the custom-house, in all its branches, with perfect ease and despatch. The work forms an octavo volume of nearly four hundred pages, and is handsomely printed, with a clear and distinct type, on a remarkably heavy and substantial paper.

- 3.—*Poems.* By WILLIAM W. LORD. New York: D. Appleton.

This little volume of poems, the first efforts of its author, has, on the one hand, been received with too high 'laud' by some of the critics; while, on the other, it has been too severely, and even unjustly, criticised. That it has merit, and of a high order, must, we think, be admitted by the impartial reviewer; and that there are defects in versification, &c., are quite too apparent to be denied; but we are persuaded that the author can produce higher efforts. Let him hereafter speak from the inspiration within, and we are quite sure that he will add something to the stock of our "readable and preservable poetry."

4.—*First Books of Natural History.* By W. S. W. RUSCHENBERGER, M. D., Surgeon in the U. S. Navy, Fellow of the College of Physicians, Honorary Member of the Philadelphia Medical Society, Member of the Academy of Natural Sciences, etc., etc. Philadelphia: Grigg & Elliott.

We have placed the general title, "First Books of Natural History," at the head of the present notice; but it comprises seven volumes, each devoted to a distinct subject, viz:—1. Elements of Botany; 2. Of Entomology; 3. Of Conchology; 4. Of Ichthyology; 5. Of Ornithology; 6. Of Physiology; and, 7. Of Mammalogy. These works, prepared for the use of schools and colleges, are based on the text of Milne Edwards and Achille Comte, Professors of Natural History in the Colleges of Henri IV. and Charlemagne. They were prepared under the direction of the "Royal Council of Public Instruction of France," and adopted by that body, as appears from the recommendation of Guizot. Each science is amply illustrated with plates, and is as accurate in scientific arrangement as the most voluminous works on similar subjects. The volumes are small, (about one hundred and fifty duodecimo pages each,) chiefly designed as introductory to the study of the natural sciences. They are well adapted, not only for beginners, but even others, who have not the opportunity or inclination to study the subjects in more elaborate treatises.

5.—*History of Germany, from the Earliest Period to the Present Time.* By FREDERICK KOHLRAUSCH. Translated from the German, by JAMES D. HAAS. With a complete Index, prepared expressly for the American edition. New York: D. Appleton & Co. Philadelphia: George S. Appleton.

This volume is one of the richest contributions to the historical department of literature, which the modern prolific press has supplied. It is amply copious, and yet not redundant; combining in a comprehensive, and yet distinct narrative, all the prominent features and acts in the national annals of Germany. Unlike many other works of its class, it is a history of the Germanic confederacies, and contains nothing irrelevant to the single subject of discussion. The theme itself is in a great measure novel, as an authentic and succinct narrative of German affairs could not be found in our language. That deficiency now is most suitably and profitably supplied. The American publishers have also added a full and minute index to the work, which is not found in the English edition, and which renders the work doubly valuable to all who are anxious to read a book containing such an extensive diversity of biographical facts, and historical circumstances, with advantage. The power of combination and compression of such multifarious materials, is very advantageously exemplified in this volume; without which, every library, so far as Germany is concerned, is incomplete. It well merits all the eulogy which the critics have bestowed upon it.

6.—*History of France, from the Earliest Period to the Present Time.* By M. MICHELET. Translated from the French. By G. H. SMITH. New York: D. Appleton & Co. Philadelphia: George S. Appleton.

There is a peculiar tact for historical composition displayed in all the works of M. Michelet; and his History of France is far superior to any preceding work upon that exciting topic. During the earlier period of the history succeeding the overthrow of the western portion of the Roman empire, at the latter part of the fifth century, France occupied a very distinguished, if not the most prominent rank, among the modern ten kingdoms into which the southern part of Europe was divided by the Goths, the Huns, the Saxons, and the Vandals, with their northern fellow barbarians. Two numbers, only, or about one-seventh part of the whole history, as yet are published; but they are an elegant specimen of the work. A complete, impartial, and comprehensive history of France, was a desideratum; and M. Michelet's volumes will gratify the demand of all those who are desirous to attain a succinct knowledge of Gallic annals. The work is written with great clearness, and impressive eloquence; being equally exciting and luminous. All persons who would accurately understand the true condition and features of French history, in its combinations with the other European nations, will avail themselves of M. Michelet's erudition and researches. The publishers have acted wisely in issuing this admirable work in such a form that it may universally be circulated.

7.—*The Life and Power of True Godliness, described in a series of Discourses.* By ALEXANDER M'LEON, D. D., late Pastor of the Reformed Presbyterian Church. With an Introductory Essay. By JOHN NIEL M'LEON, D. D. New York: Robert Carter.

The author of the present volume informs the reader that, during a general, and even intimate intercourse with Christians, of almost all ranks and names, he found himself at a loss for a work at once both doctrinal and experimental, to be recommended to the perusal of those who are seeking the consolations of the Gospel, and adapted to the actual condition of society in our cities and our country. He has, therefore, selected these discourses, delivered in the course of his ministry in New York, for the press, in order to supply, to the best of his ability, the deficiency. They cannot fail of meeting the approval of all who profess and call themselves "evangelical" or "orthodox" Christians.

8.—*A Pilgrimage to Treves, through the Valley of the Mouse and the Forest of Ardennes, in the year 1844.* By CHARLES EDWARD ANTHON. New York: Harper & Brothers.

This work is not written, says the author, with a sectarian object. It appears to be a faithful, and at the same time an agreeable narrative of what passed under the author's eye, in the course of a tour through a portion of Europe not often travelled.

9.—*Sermons of John Baptist Massillon, Bishop of Clermont; to which is prefixed the Life of the Author.* From the last London edition. With an Introduction. By Rev. WILLIAM W. WILLETT. Complete in one volume. Boston: Waite, Peirce & Co.

We are not surprised at the animation—the unction, as D'Alambert says, which flowed from the pen of the good bishop of Clermont, on every subject; that the gentle, yet feeling address to the hearts of his hearers, and to which the most indifferent could not refuse attention, should have struck the translator of the present edition so forcibly, that he could not reflect, without surprise, that no translation of his works had before appeared in English. We can discover nothing in these discourses written merely for effect. All is simple, natural, eloquent. There are no studied strokes of oratory; the mind is not diverted from the sentiment by any fictitious appendages. The style, rarely adorned by the simplest trope, flows gently and evenly along, as if content with asseverating the great truths of which it is the vehicle, into the understanding and the heart. The noble devotion of Massillon to Christian truth and goodness, administers a just rebuke to a popular, time-serving clergy, who wink at wickedness in high places. The remark of Louis, the monarch of France, (before whom he appeared "as without pride, so without fear,") "that the preaching of Massillon made him feel discontented with himself;" shows that he was not disposed to wink at vice, even in the presence of all the noblesse of France. As another Chrysostom, though with more prudence, he exposed with a firm nerve, and with skillful power, the vices of his fashionable audiences. The American publishers have our thanks for this addition to a class of religious literature that must be acceptable to Christians of every denomination.

10.—*An Explanatory and Phonographic Pronouncing Dictionary of the English Language; to which is added, A Vocabulary of Greek, Latin, Scriptural, Christian, and Geographical Names, with their Pronunciation; together with a Collection of Words and Phrases from Foreign Languages, often met with in the Works of English Writers, with their Signification.* Edited by WILLIAM BOLLES. New London: Bolles & Williams.

This new dictionary forms a large octavo volume, of nearly one thousand pages. Walker's Dictionary contains about thirty-three thousand words, and the volume before us about eighty-five thousand, exclusive of twenty thousand Greek, Latin, Scripture, Christian, and Geographical proper names—making, in all, a vocabulary of more than one hundred thousand words, "accurately divided into syllables, with the pronunciation of each scientifically and phonographically exhibited, as deduced from the most approved usage, where usage is uniform and settled, and from analogy and classical authority, where usage is uncertain." The rules of Mr. Sheridan have been made the basis of Mr. Bolles's orthography; that is, no character is set down in any word which is not pronounced. Every distinct simple sound has a distinct character to mark it, for which it uniformly stands; and the same character is never set down as the representative of two different sounds. All compound sounds are marked only by such characters as naturally and necessarily produce those sounds, upon their being pronounced according to their names in the alphabet. The work is handsomely printed, on a very beautiful and distinct type, and fine white paper; and, altogether, forms one of the most beautiful volumes, of the kind, that we have ever seen.

11.—*A Dictionary of the English Language; containing the Pronunciation, Etymology, and Explanation of all Words, authorized by Eminent Writers. To which are added, A Vocabulary of the Roots of English Words, and an Accentuated List of Greek, Latin, and Scripture Proper Names.* By ALEXANDER REID, A. M., Rector of the Circus Place School, Edinburgh; author of "Rudiments of English Composition," etc. With an Introduction. By HENRY REED, Professor of English Literature in the University of Pennsylvania. New York: D. Appleton & Co.

This is a beautifully printed volume; and, notwithstanding its compact size, and distinctness of type, it comprises forty thousand words. The principal improvements are—1st. The primitive word is given, and then follow the immediate derivatives, in alphabetical order, with the part of speech. 2d. After the primitive words, is inserted the original term from whence it is formed, with the name of the language from whence it is derived. 3d. There is subjoined a vocabulary of the roots of English words, by which the accurate purport of them is instantly discoverable. 4th. An accented list, to the number of fifteen thousand, of Greek, Latin, and Scripture proper names, is added. It appears to us better adapted to the use of schools than any compilation with which we are acquainted.

12.—*Travels in the Californias, and Scenes in the Pacific Ocean.* By THOMAS J. FARNHAM, author of "Travels on the Great Western Prairies, the Anahuac and Rocky Mountains, and in the Oregon Territory."

Mr. Farnham has completed the fourth part of this interesting work, and the whole now forms an octavo volume, of more than four hundred pages. The writer has been over the ground he describes; and, to what he has seen, he has added much information from every authentic source. "The Great South Sea, the Hawaiian Islands, and the Californias, are its theme. Upper and Lower California, their conquest by the Spaniards; Indians, white inhabitants, their present state; surface, vegetation, streams, plains, mountains, volcanoes, animals—all these will be found fully described" in this volume. From what we know of the author, as an industrious, intelligent, and faithful narrator of scenes and facts, we are led to believe that he has furnished us with a work as authentic and useful as it is graphic and interesting.

13.—*The New York Annual Register, for the year of our Lord 1845.* By EDWIN WILLIAMS.

This Register was commenced in 1830, and continued regularly until 1837; when, owing to commercial embarrassments, which affected all business publications, it was suspended. A volume was, however, issued in 1840. The volume before us is published at one-half the former price and of course contains fewer pages—still, it has over two hundred and eighty, principally statistics for business men; among which may be named a list of post-offices, with the distance of each from New York—a new feature, that has not before been introduced into the Register. Mr. Williams is the pioneer of anything like a complete work of the kind, which comprised statistics, as well as the names of public officers, etc. It is quoted as a standard authority, at home and abroad. About fifty pages are devoted to internal improvements; and it is, on the whole, replete with facts and figures illustrative of the general resources of the state.

14.—*The New York State Register, for 1845; containing an Almanac for 1845-46, with Political, Statistical, and other information, relating to the State of New York and the United States. Also, a Complete List of County Officers, Attorneys, &c.* Edited by O. L. HOLLEY. New York: J. Disturnell.

The design of this work, as stated in the editor's preface, is to furnish a comprehensive and detailed account of the actual condition of the state, embracing its civil divisions, population, productions, trade, and resources; its public works, its means of intercourse, and its principal local improvements; its wealth, revenue, and expenditures; the organization of its government; the general scope and character of its legislation, as exemplified and illustrated by its institutions of education, morals, and religion—for the protection and relief of the destitute, infirm, and helpless—for the encouragement of enterprise, industry, science, and the arts; in short, a picture of the living, acting, growing commonwealth, with the various means and agencies by which its affairs are conducted, its resources unfolded, and the business of the people transacted. That this design is faithfully carried out in the volume before us, any one can see, who will take the trouble of running over its pages. We have observed but few errors in the compilation; and, on the whole, we consider it a model of the class of works to which it belongs.

15.—*The Dog and the Sportsman; embracing the Uses, Breeding, Training, Diseases, etc., etc., of Dogs, and an Account of the Different Kinds of Game, with their Habits. Also, Hints to Shooters; with Various Useful Recipes, etc., etc.* By JOHN S. SKINNER, former Editor of the Turf Register, etc. With Illustrations. Philadelphia: Lea & Blanchard. New York: Wiley & Putnam.

This is, we believe, the first regular treatise which has been published in this country, on the kindred subjects—the Dog, Game, and the Gun. It embraces just the kind of information that every one should possess, as will be seen by the title page, who either keeps this noble animal as a matter of taste and pleasure, or for sporting purposes. The anecdotes interspersed throughout the volume, illustrative of the docility, sagacity, vigilance—in fine, the humane virtues which have won for him affection and praise from illustrious men in all ages, renders the volume at once interesting and instructive. The symptoms of the various diseases incident to dogs are described, and the remedies pointed out. The animal, in fine, is traced through every change, chance, and circumstance of existence, from the "cradle to the grave."

16.—*Ocean Work, Ancient and Modern; or, Evenings on Sea and Land.* By J. HALL WRIGHT, author of "Breakfast-Table Scenes." New York: D. Appleton & Co.

In this little volume, the science or philosophy of the ocean is explained, in the familiar and attractive form of evening conversations in the family circle. "The ocean" is described as "Rock-maker," "Polisher," "Mausoleum," "Lapidary," "Pathway," "Palace Builder," and as performing thirty or forty other operations. It is, says the author, an endeavor to describe the workings of the ocean from the beginning of time down to the present hour; and to show that it has been, in the hands of the Divine Architect, in the fastening of every rock and valley, what the trowel has been in the hands of man, in building palaces and cities; that the ocean is even now employed as the agent in preparing a new earth.

17.—*Principles of the Interior or Hidden Life, designed principally for the consideration of those who are seeking Assurance of Faith, and Perfect Love.* By T. C. UPHAM. Boston: Waite, Pierce & Co.

The object of the present work is to promote holy living. The author takes it for granted, and everywhere inculcates the idea, that man ought to be, and may be, holy. It is practical, in the highest and most elevated sense of that term; and the educated Christian who may not, perhaps, sympathise with the author in his views of religious truth, will doubtless appreciate the elevated sentiments and finished scholarship so apparent on every page.

18.—*Christ on the Cross, an Explanation of the Twenty-Third Psalm.* By Rev. JOHN STEVENSON, Perpetual Curate of Cury and Gunwalloe. First American, from the tenth London edition. New York: Robert Carter.

A very spirited exposition of the twenty-third Psalm, applying it prophetically to "Christ on the Cross." It is a work that will find great favor with a large class of Christians.

19.—*Rhymes for the Nursery.* By the author of "Original Poems." Illustrated with 16 beautiful designs, engraved by Croome. Philadelphia: George S. Appleton.

A very handsome edition of "rhymes," that are or should be in every "nursery" in Christendom.

- 20.—*Manual of Orthopedic Surgery: being a Dissertation which obtained the Boylston Prize for 1844.* By H. JACOB BIGELOW, M. D. Boston: William D. Ticknor & Co.

The present volume, a handsome octavo, of more than two hundred pages, is a reply to the question proposed by the Boylston prize fund, viz:—"In what cases, and to what extent, is the division of muscles, tendons, or other parts, proper for the relief of deformity or lameness?" Although the Boylston committee, as appears by a note appended to the volume, "do not consider themselves as approving the doctrines entertained in any of the dissertations to which a premium may be awarded," still the essay is adopted as the best; which will be considered a high testimonial in its favor, if we consider the number of competitors, and the high character and standing of the committee who decide on the merits of the several essays offered.

- 21.—*Sir Roland Ashton. A Tale of the Times.* By Lady CATHARINE LONG. In 2 volumes. New York: Robert Carter.

The design of the author of this novel is to prove, as far as fiction can prove anything, that religion has power greatly to overcome the natural faults of disposition, and to strengthen and sustain the soul under the trials and temptations of life. The tale flows on "from grave to gay, from lively to severe," pretty much as real life does to those who, to quote from the author, "though not of the world, are constrained to be in it; and I have not thought it necessary, in the least, to lower the tone of innocent cheerfulness, or of natural feeling and affection." We are of opinion that true religion has much to do, every way, with "the life that now is;"—indeed, that its great end and aim is to promote "peace and good-will among men." It inculcates, with great ardor, the popular evangelical or orthodox religious views of a large portion of the Protestant Christian world.

- 22.—*Orthophony: or, Vocal Culture in Elocution; a Manual of Elementary Exercises, adapted to Dr. Rusk's "Philosophy of the Human Voice," and designed as an Introduction to Russell's "American Elocutionist."* By JAMES E. MURDOCH, Instructor of Orthophony and Vocal Gymnastics, and WILLIAM RUSSELL, author of "Lessons in Enunciation," etc. With an Appendix, containing directions for the Cultivation of Pure Tone. By G. J. WEBB, Professor in the Boston Academy of Music. Boston: William D. Ticknor & Co.

The design of the exercises presented in this manual, is to furnish the groundwork of practical elocution, and whatever explanations are needed for the training of the organs, and the cultivation of the voice. It appears to us to be a work admirably adapted to effect the objects contemplated by those engaged in its preparation.

- 23.—*Christian Experience, as displayed in the Life and Writings of St. Paul.* By the author of "Christian Retirement." New York: Robert Carter.

St. Paul stands pre-eminent among the apostles of Christianity, and these thoughts on his experience are designed to establish the beauty of "evangelical religion," by bringing into one view the varied excellencies of his character, and by unfolding those principles of faith and love, which, through the Spirit, made him so great a blessing to mankind.

- 24.—*The World Without Souls.* By J. W. CUNNINGHAM, Vicar of Hermon Hill. New York: Robert Carter.

An ingenious religious parable, that cannot fail of making a deep impression on the minds of a large class of readers. It is written, moreover, in an agreeable and attractive style.

## BOOKS IN PAPER COVERS.

- 25.—*An Encyclopædia of Domestic Economy, &c., &c.* New York: Harper & Brothers. [The publishers of this excellent work, in order to increase its circulation, and extend its usefulness, are issuing it in numbers, at brief intervals. Five have already been published, and it is to be completed in twelve, at twenty-five cents each. By this mode of publication, it is designed to place it within the reach of a multitude of families, who will receive the work in successive parts, each at a low price, so that they can thus supply themselves without feeling the expense; and, moreover, have the opportunity of reading each number before the succeeding one is issued. The variety of subjects it embraces, and the amount of useful information it contains in relation to domestic economy, adapt it to the use of families, who will find both instruction and profit by perusing it throughout; and its utility as a book of reference should introduce it into every household.]
- 26.—*The Principles of the Chrono-Thermal System of Medicine, with Fallacies of the Faculty; in a series of Lectures, originally delivered in 1840, at the Egyptian Hall, London. Now enlarged and improved.* By SAMUEL DICKSON, M. D., late a Medical Officer of the British Staff. First American, from the third London (People's) edition. With an Introduction and Notes. By WILLIAM TURNER, M. D., late Health Commissioner of the city of New York, Member of the New York Medical Society, etc. New York: J. S. Redfield. [These lectures are written in a clear and forcible manner, and are therefore well adapted to the taste and capacity of the unprofessional reader, for whom they are designed. Mr. Dickson's views of disease are simple, and easily understood. Permeated that they contain many valuable truths, we earnestly commend the work to every class of readers.]
- 27.—*The History of Ireland, Ancient and Modern, taken from the most Authentic Records, and dedicated to the Irish Brigade.* By the ABBE MAC-GEORGEHAN. Translated from the French. By PATRICK O'KELLY, Esq., author of the "History of the Irish Rebellion, in 1798." New York: D. & J. Sadler. [We heartily thank the American publishers for furnishing us with an elegant edition of this apparently impartial history of Ireland, which has made known to France and to the continent the wrongs and the sufferings of Ireland; and one, too, that accurately displays the conduct of her enemies, and the struggles of her friends. Every honest and patriotic heart will prefer the plain truths of Mac-Georgehan to the elegantly-written calumnies of Hume.]

- 28.—*European Agriculture, and Rural Economy, from Personal Observation.* By HENRY COLMAN. Vol. 1, Part 3. Boston: D. Phelps. London: Wiley & Putnam. [The third part of Mr. Colman's admirable work is chiefly devoted to agricultural education, and the science of agriculture. It is replete with information of the utmost importance to the moral and social condition of the agricultural classes in England and the United States. We are glad to notice, among the long list of subscribers to the work, the names of our leading men, of all pursuits and professions.]
- 29.—*A Phrase Book in English and German, with a Literal Translation of German into English, together with a complete Explanation of the Sounds and the Accentuation of the German.* By MORITZ ERTHEILGER, Teacher of the German Language in the city of New York. New York: Greeley & M'Elrath. [This little manual is highly recommended by some of our most distinguished German scholars.]
- 30.—*The Knickerbocker Sketch-Book; a Library of Select Literature.* Edited by LEWIS GAYLORD CLARK, Editor of the Knickerbocker. New York: Burgess, Stringer & Co. [A handsome volume of 343 pages, paper covers. It contains a collection of the choicest articles from the Knickerbocker Magazine, by Washington Irving, Longfellow, and other eminent writers. It is the first of a series of original and selected works, under the above general title.]
- 31.—*Library of Select Novels, No. 54.—De Rohan; or, The Court Conspirator. A Historical Romance.* By EUGENE SUE. New York: Harper & Brothers.
- 32.—*Life in Italy. The Improvisatore.* From the Danish of HANS CHRISTIAN ANDERSON. Translated by MARY HOWITT. No. 49 of the Library of Select Novels. New York: Harper & Brothers.
- 33.—*Self.* By the author of "Ceil;" being No. 55 of the Library of Select Novels. New York: Harper & Brothers.
- 34.—*Harper's Pocket Editions of Select Novels, without Abridgment. No. 10.—Night and Morning. A Novel.* By SIR E. L. BULWER. Two volumes in one. 25 cents.
- 35.—*Harper's Library of Select Novels. No. 53.—Wyoming, a Tale.*
- 36.—*Travels in Sweden. Sketches of a Journey to the North.* By IDA, Countess of Hahn-Hahn. New York: E. Winchester.
- 37.—*Fleetwood; or, The Stain of Birth. A Novel of American Life.* By the author of "Philip in Search of a Wife." New York: Burgess & Stringer.
- 38.—*Latreumont; or, The Court Conspirator. A Historical Romance.* By EUGENE SUE. Translated by THOMAS WILLIAMS, Esq. New York: E. Winchester.
- 39.—*The Mysteries of Berlin, from the Papers of a Berlin Criminal Officer.* Translated from the German. By C. B. BURKHARDT, Esq. With illustrations on steel. By P. HABELMANN. New York: William H. Colyer. [This story is publishing in parts, to be completed in ten numbers. It is said to be intensely exciting, and by some pronounced superior to Eugene Sue's Mysteries of Paris. The translation of Mr. Burkhardt is really elegant, and must satisfy any one that he possesses a perfect knowledge of the English, as well as the German language.]
- 40.—*Dashes at Life with a Free Pencil.* By N. P. WILLIS. Part 1.—High Life in Europe, and American Life. New York: Burgess, Stringer & Co. [The present part, the first of the series, to embrace the entire works of the author, is a handsomely printed royal octavo pamphlet, of 112 pages. These inimitable "dashes at life," as indeed every paper or paragraph from the pen of Willis, must form a part of the literature of the country. "Pencilings by the Way" are to follow, and the complete works of the author, up to the present time, will form a volume of about 500 pages.]

## RATES OF POSTAGE IN THE UNITED STATES.

RATES OF POSTAGE ON AND AFTER JULY 1, 1845.\*

### On Letters.

Single letters, or any number of pieces not exceeding half an ounce, 300 miles, or less,.....	5 cents.
If over 300 miles,.....	10 cents.
Drop letters, (not mailed,).....	2 cents.
For each additional half ounce, or part thereof, add single postage thereto.	

### On Newspapers.

Newspapers of 1,900 square inches, or less, sent by editors or publishers, from their office of publication, any distance not exceeding 30 miles,....	Free.
Over 30 miles, and not exceeding 100 miles,.....	1 cent.
Over 100 miles, and out of the state,.....	1½ cents.
All sizes over 1,900 square inches, postage the same as pamphlets.	

### On Magazines, Pamphlets, &c.

Pamphlets, magazines, and periodicals, any distance, for one ounce, or less, each copy,.....	2½ cents.
Each additional ounce,.....	1 cent.

### On Circulars.

Quarto post, single cap, or paper not larger than single cap, folded, directed, and unsealed, for every sheet, any distance,.....	2 cents.
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☐ THE MERCHANTS' MAGAZINE weighs nearly five ounces—the postage is, therefore, for any distance, six and a half cents for each number.

\* For a complete and correct copy of the new postage law, see a former part of the present number of this Magazine.