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HUNT'S

MERCHANTS' MAGAZINE.

FEBRUARY, 1846.

Art. I.—THE UNITED STATES' CENSUS OF 1850 :

WITH REFERENCE TO THE POLITICAL RELATIONS OF THE EASTERN AND WESTERN STATES.

THE most important political subject before the American people, at the present time, is the approaching change in the geographical centre of power in the country. While we are intent upon minor interests, we are giving little heed to the fact, that, in a very brief period, the seat of the growing power in these states will be completely changed. Neither the annexation of Texas, nor the formal possession of Oregon, can be compared, in its influence upon the Atlantic states, with that numerical superiority which, at the very next census, will make the west the dominant portion of the Republic.

Let no one suppose that this change will be rather nominal than real—a change in the place of power, and not in the governing influences. Most important changes must take place, and these it behoves the people of the east well and early to consider. Commercial, maritime, and manufacturing interests, have hitherto had the principal attention of the government. A large part of our legislation has been directed to the fostering of one or the other of these interests, or to the settlement of their conflicting claims to favor and protection. Agriculture is, no doubt, at the east as at the west, the great business of life ; but it is, nevertheless, true, that partly from want of concentration among those who pursue this occupation, and partly from the nature of the employment itself, these interests have received but a small share of consideration from the government. This state of things must and will cease. Agriculture is not merely one of the western interests ; it is that which absorbs and swallows up every other. Manufacturers and merchants, from being congregated in cities and manufacturing establishments, exert, at the east, an influence out of all proportion—greater than belongs to their relative wealth and numbers. They act in masses, and their appearance is rendered, in this way, much more imposing, and their real power greatly strengthened. But manufacturers at the west are too insignificant to claim or receive a separate attention ; and the moment

this portion of the country obtains a clear and decided majority in the legislature of the Union, the interests of agriculture will assume a prominence to which they have hitherto made no approach in that body.

Other changes must be expected to follow. The commerce upon the lakes, and the Mississippi and its tributaries, and the Gulf of Mexico, is, at least, as important, in proportion to the population, as the internal and foreign commerce of the sea-board. Yet, while a vast amount of treasure has been expended in the promotion of the latter, it has been with the utmost difficulty that any appropriation, however small, could be obtained from Congress for the former. In governmental expenditures the west has been regarded almost as foreign territory; and Congress seems hardly to have been aware that this far country had any interests to foster. The amount of outlay on a single work on the Atlantic—the Delaware break-water—exceeds, if we are not mistaken, all appropriations of every sort for intercommunication, and for commercial purposes, for the whole immense region included between the lakes and the Gulf of Mexico, and stretching from the Apalachian range to the Rocky Mountains.

In all this there must, and will be, a change. The current of the public money which, for half a century, has been setting east, will assuredly change its direction, and follow the population of the country. For every harbor appropriation, on the Atlantic, two will have to be made on the lakes. Every fort and navy-yard at the east, will require to be balanced by a western brother. The east will be fortunate if no stricter rule be adopted. A very decided change will also take place in the distribution of governmental patronage. The Atlantic states will not engross the higher offices of the nation. The two millions of western voters will require to be fully represented in all departments of the government.

We are inclined to think that the extreme democracy of the west will be very discernible in Congress after the next census. With institutions somewhat more democratical than ours, the spirit of that section of the country is decidedly in advance of us in this particular. There is, there, absolutely no counteracting force. Wealth is, with us, much more unequally distributed; social distinctions more marked. Constant intercourse with the old world has a perceptible influence over the Atlantic towns; and there still remain some reminiscences, faint and fleeting though they be, of family, and family connections. At the west, the "spirit of the age" is so completely the ruling spirit, that very little concern is felt about the spirit of past ages; and precedents are discarded, the rather because somebody has tried them before. When this western characteristic gives a tone to Congress, the people of the east will find they have some lessons to learn, with whatever grace they can muster. The great proportion of foreigners in the population of the new states, following the law of reaction, forms an ultra and democratic element, which will be as difficult to manage as a newly released prisoner after his first draught of fresh air, and other intoxicating fluids. Look at some of the latest formed constitutions—that of Iowa for instance—and see whether the force of democracy can much further go. Elective judges chosen for limited periods; two dollars daily pay for legislators; all charters repealable at the will of the legislature; these form some of the items of these constitutions.

That the spirit of unadulterated democracy—understanding by this term something far other than the enlightened freedom which is contemplated by our Constitution—is exceedingly prevalent in that wide region called

the west, is but too clearly proved by the Mormon contests. This spirit fully received, demands that the will of the people, to-day, should be the law for to-day, in spite of any musty antiquated records called laws, and the like, which are merely the opinions of people who lived years ago; and like the precepts of our religion, well enough for those times, but not at all adapted to ours. Hence the undisguised murder of Smith, with the absolute impunity of the murderers, notwithstanding the Governor's pledge of honor for his safety, and his strenuous efforts to bring the perpetrators to justice. The people of Illinois have gone on to burn out a population of fifteen or twenty thousand people, consuming house after house with systematic deliberation, in order to rid themselves of a portion of the people whom they do not like; and there is no power in the state to stop them. The constitution, the laws, and the magistrates, are as if they were not. The sovereign will of the people—that is, their will for to-day, is not to be resisted. Such is the actual construction of the doctrine of majorities in the second state of the west.

In Michigan a serious attempt is making to do away with the legal profession, by allowing every one, without distinction, to practise in the courts of law. Should this measure succeed, as it is very likely to do, the profession held by De Tocqueville to be our strongest barrier against unlimited democracy, will in that state be at an end. But the constitution of Iowa, the practice of Illinois, and the attempted innovation of Michigan, are introduced here, not as of themselves of great importance in this connection, but as showing the ultra-democratic, or anti-conservative spirit of the new region. Let no one suppose, such being the elements of western political power and tendencies, the relative strength can be shifted westward without producing a marked influence upon the action of the federal government. The doctrine of majorities, and of numerical force, is coming upon us with perpetually increasing power; and it were marvellous indeed if it were not to exert itself with vast effect in this its most ample and lofty sphere. The predominant views of that section which makes the government, will go far in determining its action. The power of the west—as yet only talked of—is to be felt, and felt, too, as the grasp of a giant.

One most important result, for which we must be prepared, is a change in the disposal of the public lands. Great uneasiness has, at various times, been manifested, both in Congress, and elsewhere, upon this important subject. The United States, it is said, being out of debt, and having an abundant revenue from commerce, do not need those lands; while the states in which they are situated do need them. Much is said of the natural right of any one, who sees fit to occupy and improve wild land, and make it his own by cultivation. It is farther asserted that, if such land have any owner except the occupier, that owner is more properly the state than the general government. These doctrines find, at the west, willing advocates and ready listeners. No man is so popular as he who talks largely of state rights, and harangues against the encroachments and usurpations of the general government.

Believing that the present mode of disposing of these lands, by the government, is best for the settler and for the states themselves, and only just to the people of the old states, we look with some apprehension on the greatly increased power which the next census will place in the hands of those interested to make the popular doctrines available. In a long letter

from Iowa, published last year in the Ohio Statesman, it is stated that "claim-laws," (neighborhood agreements as to unsold government lands,) can be made effective, if necessary, "against Uncle Sam himself." The writer states a sad truth. Congress will, in all probability, be assailed in favor of admitting the validity of "claim-laws," by the strong argument of its inability to resist the enforcement of them. This side of the question has now a strong western advocacy in Congress; the census will back that advocacy by a strong western vote.

With regard to our foreign relations, we do not perceive that western predominance is likely to produce any important changes, except of a commercial nature. European powers will have no inducement to disturb us. The possessions of England, on our continent, are too far north to be coveted, if we except some portions of Canada, and these portions are fast filling up with citizens. Future opposition to the English government, in that quarter, will probably proceed from within; nor will any important aid be obtained from our borders until the contest shall be far advanced. It is not at all likely that such will ever have influence to prevail with our government to move in their favor; nor that the British government will ever make a national matter of individual aid to Canadian insurgents. The intervention of the great lakes, and a cold northern region, are strong securities for peace in that direction. Elsewhere, the Texan experiment will be repeated, and successfully, whenever it suits our people, or any portion of them, strong enough to occupy, forcibly, a weak neighboring territory. Our government may countenance them, as it is charged with having done in the former case; or, it may make a *proclamation* against the overt acts of its citizens, as it has sometimes done on other occasions; it never has been, and it probably never will be, successful against a strong sectional movement.

The western influence will be in favor of an economical administration of the government. It will look favorably on neither a large army, nor a large navy. The former will be opposed as unnecessary, and the latter as sectional; and the west will prefer meeting danger when it is present, to the expense of guarding against that which may be only imaginary. Should the contingency actually arise, however, the west will meet it with the greatest liberality and heartiness. No part of the nation will be found better furnished with stout hands and eager hearts.

It may be interesting to some of our readers to see exhibited, somewhat in detail, the calculations upon which we base our opinion of the predominance of the west at the next census. Washington was made the seat of government before the acquisition of Louisiana, and before the existence of a state north of the Ohio river. At that period, three-fourths, at least, of the population, were east of the meridian of Washington. At the last census, not more than three-eighths were east of that meridian. This statement may appear surprising to some of our readers, but a comparison of the census of 1840 with the map, will convince them of its accuracy.

By the next census, fully two-thirds of the population will be found west of the same meridian, at which period the Valley of the Mississippi, including the country of the lakes, and the Gulf of Mexico, will, for the first time, have a numerical preponderance. These three great divisions are properly ranged under the western head, in distinction from the eastern, or Atlantic states. They have peculiar facilities for intercommunication by

natural and artificial channels. The people of western Georgia, and Alabama, are nearer to Cincinnati, or Louisville, for business, intercourse, or influence, than they are to Richmond, or Washington, or Philadelphia. They have one great commercial centre—New Orleans. The Ohio river forms nearly the central line of this vast region, considered in reference to its geographical extent, and its population. Two canals already unite this river and the greater northern lakes, and a railroad is in progress having in view a more rapid communication. From every point on three of the great lakes, Cleveland is reached by steam; and thence to Cincinnati, the distance is but two hundred and fifty miles, while from Cleveland to Washington, the distance by the usual routes is eight hundred miles. The region of the lakes, then, as far as the barrier of Niagara, is but an off-shoot from the wide central valley, and the region of the Gulf claims a like relationship to the same vast trunk of the Republic.

In 1840, the Atlantic states had, (omitting fractions,) 10,700,000 inhabitants; and the states lying west of the mountains, and between the lakes and Gulf, 6,400,000. From the former must be deducted one-fourth of the population of Pennsylvania, Virginia, and Georgia, and the small part of New York lying on Lake Erie, as they are decidedly western in position, interests, and character. This portion amounts to about 1,000,000, making the Atlantic population, at the last census, 9,600,000; the entire western, 7,500,000. From 1790 to 1840, the Atlantic portion, (excluding that part of those states which properly belong to the west,) increased 6,120,000, or 1,220,000 for each decennium since the first census. The increase was nearly uniform during the three first periods, being about 1,070,000; it rose in the fourth period, or from 1820 to 1830, to 1,600,000, but decreased in the fifth from this last number to 1,330,000. Assuming this to be the increase for the current decennium, we shall have, at the census of 1850, a population of 10,930,000 in the Atlantic portion of the states. Allowing the increase of the whole United States to be the same as hitherto—that is, at the rate of one-third for every ten years, we shall have for our entire population, in 1850, 22,760,000; from which, deducting the Atlantic portion, 10,930,000, there remain for the west 11,830,000; or, a majority of 900,000. That we are entirely within the mark, in estimating the growth of the west, appears clearly from the following table:—

INCREASE OF THE WEST FROM 1790 TO 1840.

1790 to 1800,.....	270,000
1800 to 1810,.....	690,000
1810 to 1820,.....	1,170,000
1820 to 1830,.....	1,430,000
1830 to 1840,.....	2,900,000

From this it will be seen that the ratio of increase has been, in two of the periods, over 100 per cent; in one of them 70 per cent; and in only one has it fallen below 50 per cent; while for the preceding ten years it exceeded one hundred. No one denies that the causes which have hitherto so rapidly swelled the population of this vast region, are, for the most part, still in operation. After 1850, then, we have the fullest assurance that the population of this country will have its centre west of the mountains. Under the system of universal suffrage, the centre of population becomes, necessarily, the centre of political power. While the population of the eastern section increases in arithmetical, that of the western increases in geometrical progression. The Atlantic portion has

grown with great uniformity since the first census ; during no decennium less than 1,000,000, nor more than 1,600,000. The west has moved forward during the same period at the almost incredible rate of 65 to 70 per cent, and we may safely assume 50 per cent for several more successive periods—perhaps nearly through the century.

With regard to wealth, the western states will not be behindhand. Possessed of a soil more fertile in the aggregate than that of the east, they lack no advantage of their elder brethren except the fisheries and foreign commerce. Greater natural facilities for internal commerce, are a full equivalent for the latter, while the inexhaustible lead and copper mines form a fair offset for the first. The other mineral productions, salt, coal, and iron, belong to the west in ample proportion to its extent. Its coal-fields are measured by hundreds of miles, and its iron-beds are equally inexhaustible ; while the valley of the Kenhawa, alone, now yields its three millions of bushels of salt annually, and is capable of yielding any additional quantity that may be required.

The commerce of the lakes, the Mississippi, and the Gulf united, equals, probably surpasses, the coasting trade of the seaboard, with the trade also of its rivers ; while the exports from New Orleans are not greatly inferior to those from New York. In fine, there is no reason to suppose that the wealth of the west will be, in the aggregate, inferior to that of the east in proportion to the respective population of each. There is then nothing to prevent the march of power from flowing immediately in the footsteps of population. For this certain transfer the east should prepare itself, and that without delay. The sceptre of empire is slipping from its grasp. The place where the supreme authority is exercised will be for a while within its limits ; but the governing impulse must and will come from without. In view of this rapidly approaching change, what course ought the east to pursue ? What change in the policy she has used towards the younger, and, hitherto, weaker members of the confederacy, will be demanded by wisdom and justice ?

Our own views on this subject may, perhaps, be understood, at least in part, from the earlier part of this article. All questions affecting the common interests, and claims of east and west, and admitting of an early and final adjustment, ought to be settled on liberal principles within the next five or six years. Among these, the subject of the public lands deserves the first place. The east and west should be bound together by as many new and complete chains of communication as possible. General Washington's sagacity was never more conspicuous than in his recommendations on this subject sixty years ago. Congress should enter on a more liberal system of appropriations for the great western world. The Mississippi and the lakes should certainly be regarded as great national highways. Let them be treated as such. As to constitutional scruples, the instrument to which they refer has been shown to possess a most elastic nature whenever a majority, real or assumed, wished to accomplish a favorite object. Now that it has stretched itself so easily over Texas, and stands ready to cover any desirable part of Mexico, there surely will be no great difficulty in enabling it to reach our great interior waters.

The east should voluntarily assign to the west its full share of the public offices ; for the west is not of a nature to put up with an unequal distribution as tamely as the north has long done. We shall be wise if we yield with grace whatever cannot be retained. If a strong disposition should

manifest itself even for the removal of the seat of government, it would be folly to meet the proposition with any violent opposition from the Atlantic states. We may reasonably hope that increased facilities for transportation will, ere that period, make the change a tolerable one even for the member from Passamaquoddy. We must attempt to substitute a beneficent moral power for the numerical and prescriptive weight we have hitherto enjoyed. Though the sceptre be no longer ours, we may yet thus perhaps guide the hand that wields it. To advance this effort, the increase of mail facilities, with the greatest possible diminution of the expense attending them, must be of the highest importance. Perhaps the whole country would gain by assuming, by a general tax, the entire burden of mail-transportation, leaving the cost of delivery as a sufficient check on the abuse of the privilege, or guarding against such abuse in some other way. Intercourse by mail, absolutely free, would prove a mighty bond of union between the widely separated districts of our almost boundless territory.

We might say something of the wisdom of offering our aid to the cause of education in the west, and of the great furtherance which this object would receive by free postage; but the recollection of the deplorably low state of public education among ourselves, with all our added years, and all our boasted advantages, must, for the present, seal our lips on that point. The west should be better known to us; not so much by books as by actual observation. No gentleman's education should be considered complete which did not embrace a thorough personal knowledge of the western country. A tour across the mountains, and along the whole length of the Mississippi, if not to the head waters of the Missouri, should ever, with us, precede the tour of Europe. Let it be held disgraceful for an American citizen to know the old world better than the new, or in becoming acquainted with the latter, to leave out of view its newest and most characteristic regions. Many an American, travelling in England, has blushed to own that he never saw Niagara; and his European friends, who value information and observation more than we, have thought he had good reason for doing so. Let us not wait to be shamed into more extensive researches within our own bounds. The press should become less sectional, and occupy itself more with the physical, statistical, and moral features of the whole country. If we are told that this is impossible, we are constrained to conclude that our country is too large—a doctrine too unpopular to be supported directly or indirectly by the press. At present the east is better known to the west than the west to the east; the press should do its best to establish an equilibrium in this respect, if not to turn the scale in our favor. In short, no reasonable means of convincing this young and ardent region of the sincerity of our regard, and the strength of our good will, can prudently be neglected. The best provision for this, is to feel and cultivate the sentiment, and to evince, by substantial proofs, the pride and interest and sympathy which her character and progress ought to excite. She is far too sagacious to be satisfied with professions.

Art. II.—INFLUENCE OF COMMERCE IN THE AFFAIRS OF THE WORLD.

THE establishment of Mercantile Library Associations in the principal cities of the United States, is one of the prominent features of the commercial spirit of our time. The Mercantile Library Association of New York has been, we need hardly allege, long known, and is founded on a solid basis. Within the last year an elegant edifice has been erected in Philadelphia, by the Mercantile Library Company of that city, established about the same period; and its spacious and splendid rooms furnished with an ample library, and all those accommodations required for the growth of the rising members of that commercial body. The city of Boston—the second in the Union in the amount of its commerce, and hardly below the fifth on the face of the globe—likewise possesses an association of the same character, which is liberally endowed.*

These associations are of great and incalculable benefit to young men engaged in trade and commerce. Like the associations of other bodies of men, they provide a convenient resort for the assemblies of individuals who are engaged in the same occupations, in the intervals of their labor; and while, by their libraries, and the lectures which are occasionally delivered, they contribute to the amusement of the merchants and their clerks, they also conduce, by their spirit, to the advancement of such persons in intelligence and morals.

The address,† a large portion of which we subjoin, was delivered on occasion of the last Anniversary of the Boston Mercantile Library Association. It is an able and spirited production, exhibiting that elevated strain of thought which characterises the efforts of Mr. Winthrop, one of the most distinguished young men of New England, and every way worthy of being added to the list of eminent persons who had preceded him on a number of former occasions.‡ A portion of the address is of a local character, but the general scope is to exhibit the importance of the commercial spirit of the age, as controlling the policy of the nations of modern times. Passing a deserved eulogium upon the beneficence of prominent merchants in Boston, who have bestowed, from the fruits of successful enterprise, large sums of money in founding institutions for public objects, he presents in a general sketch the example of the prominent nations of the present day whose policy is controlled by the commercial spirit, demonstrating at the same time the tendency of commerce to diminish war, diffuse knowledge, and to promote industry and justice. In alluding to the foundation of the city of Boston, Mr. Winthrop refers to the historical facts of the building and launching upon the Mystic river, of the first Boston vessel, in 1631, by his illustrious ancestor, Governor Winthrop, as a clear foreshadowing of the destiny of the metropolis of New England.

Passing over the local topics of Mr. Winthrop's address, we now proceed to lay before our readers an extended and connected extract, in which he speaks of commerce in its high and more comprehensive relations—its influence upon the social and political condition of the race:—

* There are also Mercantile Associations in Baltimore, Louisville, Ky., etc., etc.

† An Address delivered before the Boston Mercantile Library Association, on the occasion of their Twenty-Fifth Anniversary, October 15th, 1845, by Robert C. Winthrop.

‡ John Davis, Edward Everett, Rufus Choate, George Putnam, etc.

"If one were called on to say, what upon the whole, was the most distinctive and characterizing feature of the age in which we live, I think he might reply, that it was the rapid and steady progress of the influence of commerce upon the social and political condition of man. The policy of the civilized world is now every where and eminently a commercial policy. No longer do the nations of the earth measure their relative consequence by the number and discipline of their armies upon the land, or their armadas upon the sea. The tables of their imports and exports, the tonnage of their commercial marines, the value and variety of their home trade, the sum total of their mercantile exchanges, these furnish the standards by which national power and national importance are now marked and measured. Even extent of territorial dominion is valued little, save as it gives scope and verge for mercantile transactions; and the great use of colonies is what Lord Sheffield declared it to be half a century ago, 'the monopoly of their consumption, and the carriage of their produce.'

"Look to the domestic administration, or the foreign negotiation of our own, or any other civilized country. Listen to the debates of the two houses of the Imperial Parliament. What are the subjects of their gravest and most frequent discussions? The succession of families? The marriage of princes? The conquest of provinces? The balance of power?—No, the balance of trade, the sliding scale, corn, cotton, sugar, timber—these furnish now the home-spun threads upon which the statesmen of modern days are obliged to string the pearls of their parliamentary rhetoric. Nay, the prime minister himself is heard discoursing upon the duties to be levied upon the seed of a certain savory vegetable—the use of which not even Parisian authority has rendered quite genteel on a fair day—as gravely, as if it were as true in regard to the complaints against the tariff of Great Britain, as some of us think it is true in reference to the murmurs against our own American tariff, that 'all the tears which should water this sorrow, live in an onion!'

"Cross over to the continent. What is the great fact of the day in that quarter? Lo, a convention of delegates from ten of the independent states of Germany, forgetting their old political rivalries and social feuds, flinging to the winds all the fears and jealousies which have so long sown dragon's teeth along the borders of neighboring states of disproportioned strength and different forms of government—the lamb lying down with the lion—the little city of Frankfort with the proud kingdom of Prussia—and all entering into a solemn league to regulate commerce and secure markets! What occupy the thoughts of the diplomatists, the Guizots, and Aberdeens, and Metternichs? Reciprocal treaties of commerce and navigation—treaties to advance an honest trade, or sometimes (I thank Heaven!) to abolish an infamous and accursed traffic—these are the engrossing topics of their protocols and ultimatums. Even wars, when they have occurred, or when they have been rumored, for a quarter of a century past, how almost uniformly has the real motive, whether of the menace or of the hostile act, proved to be—whatever may have been the pretence—not, as aforesaid, to destroy, but to secure, the sources of commercial wealth. Algiers, Afghanistan, China, Texas, Oregon, all point more or less directly, to one and the same pervading policy throughout the world—of opening new markets, securing new ports, and extending commerce and navigation over new lands and new seas.

"But, Mr. President, the most signal and most gratifying illustration of the predominating influence of commerce in the affairs of the world, is to be drawn not from the consideration of wars, but of *peace*. It is a common form of remark, that the protracted and general peace, which the world has of late enjoyed, has been the cause of that vast extension of commerce which is every where witnessed. And doubtless, there is much truth in the idea intended to be conveyed by it. Certainly, too, there has been, and always will be, much of action and reaction in these coinciding circumstances, and much to account for various readings in the assignment of cause and consequence. Yet I cannot but think that the time has at length fully come, when the mode of stating the relations between these great interests, should be changed; and when commerce may fairly be considered as having substantiated its claim to that highest of all titles, *the great Con-*

servator of the world's peace, instead of being represented as a helpless dependent on peace for the liberty of prosecuting its own pursuits.

"Indeed, commerce has, in all ages, been the most formidable antagonist of war. That great struggle for the mastery, which has been going on, almost from the earliest syllable of recorded time, upon the theatre of human life, and which has been variously described and denominated, according to the aspect in which it has been regarded, or the object with which it was discussed—now as a struggle between aristocracy and democracy, and now as between the few and the many—has been little more than a struggle between the mercantile and martial spirit.

"For centuries, and cycles of centuries, the martial spirit has prevailed. The written history of the world, is one long bloody record of its triumph. And it cannot have escaped any one, how, during the periods of its sternest struggles, it has singled out the commercial spirit as its most formidable foe. Look at Sparta, for example; the state which, more than any other, was organized upon a purely war principle; though, to the credit of its founder be it spoken, with the view of defending its own territories, and not of encroaching upon the dominions of others. What was the first great stroke of policy adopted by the Lacedæmonian lawgiver to secure the supremacy of the martial spirit? What did he primarily aim to accomplish by his extraordinary enactments in relation to food, currency, education, honesty, and labor of all sorts? A Lacedæmonian happening to be at Athens when the court was sitting, was informed of a man who had just been fined for idleness. 'Let me see the person,' exclaimed he, 'who has been condemned for keeping up his *dignity*!' What was the philosophy of the black broth, the iron money, the consummate virtue of successful theft, the sublime dignity of idleness? It was the war system, entrenching itself, where alone it could be safe, on the ruins of commerce! The annihilation of trade, and all its inducements, and all its incidents—the extermination of the mercantile spirit, root and branch—this was the only mode which the sagacious Lycurgus could devise for maintaining the martial character of Sparta.

"Plato, who knew something of the practical value of commerce, if it be true that it was by selling oil in Egypt that he was enabled to defray the expenses of those travels and studies, by which he prepared himself to be one of the great lights of the world, bore witness to the wise adaptation of this policy to the end to be accomplished, when he declared that in a well regulated commonwealth, the citizens should not engage in commerce, because they would be accustomed to find pretexts for justifying conduct so inconsistent with what was manly and becoming, as would *relax the strictness of the military spirit*; adding, that it had been better for the Athenians to have continued to send annually the sons of seven of their principal citizens to be devoured by the Minotaur, than to have changed their ancient manners, and become a *maritime power*.

"It is this irreconcilable hostility between the mercantile and the martial spirit, which has led heroes, in all ages, to despise and deride the pursuits of trade—from the heroes of the Homeric age of ancient Greece, with whom a pirate is said to have been a more respected character than a merchant, to him of modern France, who could find no severer sarcasm for his most hated foes, than to call them 'a nation of shopkeepers.'

"The madman of Macedonia, as he is sometimes called, but to whom, by one having occasion for military talents, might well have been applied the remark of George the Second, in reference to General Wolfe, that he wished, if Wolfe were mad, he could have bitten some of the rest of his generals—after he had overrun almost the whole habitable earth, did indeed, in despair of finding any more dominions on the land to conquer, turn to the sea, to obtain fresh opportunity for gratifying his insatiate ambition. He projected a voyage for his fleet, from the Indus to the mouth of the Euphrates. Commercial views are sometimes regarded as having mingled with the ambition which prompted this undertaking. It has been called the first event of general importance to mankind in the history of commerce and navigation, and has been thought worthy of being commemorated on the page of its learned historian, by a medallion, on which the head of its heroic projector is illuminated by the proud inscription, '*aperiam terras gentibus.*'

"Let us transport ourselves, gentlemen, for an instant, to a region recently rendered familiar by the events of Afghanistan and Scinde, and, turning back the page of history for a little more than two thousand years, catch a glimpse of the character and circumstances of this memorable voyage.

"Alexander, it seems, is at first sorely puzzled to find any one willing to assume the hazardous dignity of leading such an expedition. At length, Nearchus, a Cretan, is pressed into the service, and is duly installed as admiral of the fleet. Two thousand transports, and eighty galleys, of thirty oars each, are laboriously fitted out, and the hero accompanies them in person, in a perilous passage, down the Indus to the ocean. He approaches the mighty element not in that mood of antic and insolent presumption, which other madmen before and since have displayed on similar occasions. He throws no chains upon it, as Xerxes is narrated to have done, a century and a half earlier. He orders no host of spearmen to charge upon it, as Caligula did, three or four centuries afterwards. He does not even venture to try the effect of his imperial voice, in hushing its stormy billows, and bidding its proud waves to stay themselves at his feet, as Canute did, still a thousand years later. On the contrary, he humbles himself before its sublime presence—he offers splendid sacrifices, and pours out rich libations to its divinities, and puts up fervent prayers for the success and safety of his fleet.

"Nearchus is then directed to wait two months for a favorable monsoon. But a revolt of certain savage tribes in the neighborhood, compels him to anticipate its arrival, and he embarks and enters upon his voyage. At the end of six days, two of which, however, were passed at anchor, the fleet had advanced rather more than nine miles! After digging away a bar at the mouth of the Indus, a little more progress is made, and a sandy island reached, on which all hands are indulged with a day's rest. Again the anchors are weighed, but soon again the violence of the winds suspends all operations; the whole host are a second time landed, and remain upon shore for four-and-twenty days. Once more the voyage is renewed; but once more the winds rage furiously; two of the galleys and a transport are sunk in the gale, and their crews are seen swimming for their lives. A third time all hands disembark and fortify a camp. The long-expected monsoon at length sets in, and they start afresh, and with such accelerated speed, as to accomplish thirty-one miles in the first twenty-four hours. But then, a four days' battle with the natives, far more than counterbalances this unlooked-for speed. Soon after, however, a pilot is fallen in with, who engages to conduct them to the Persian Gulf. Under his auspices, they venture for the first time, to sail by night, when they can have the benefit of the land breeze, and when the rowers, relieved from the heat of the sun, can exert themselves to the best advantage. And now they are making almost twice as many miles in the twenty-four as before, when lo! a new trouble arrests their course. Huge columns of water are seen thrown up into the air before them. The explanation of the pilot, that they are but the sportful spoutings of a huge fish, only adds to their alarm. If such be his sport, what must his wrath be? All hands drop their oars in a panic! The admiral, however, exhorts them to dismiss their fears, and directs them, when a whale advances towards them, to bear down upon it bravely, and scare it from their path with shouts, and dashing of oars, and sounding of trumpets! The entrance of the Persian Gulf, a distance of about six hundred miles, is at length reached—the first and most difficult stage of the enterprise is accomplished; and the admiral, having hauled all his vessels ashore, and fortified them by a double entrenchment, proceeds to give the joyful tidings to his imperial master, who has kept along at no great distance from him on the coast, and they unite in offering the sacrifices of thanksgiving to Jupiter, Apollo, Hercules, Neptune, and I know not how many other deities of land, air, and ocean!

"Such, Mr. President, is a summary sketch of this first event of general importance to mankind in the history of navigation; an event which, though its details may excite the laughter of a Nantucket or New Bedford whaleman, or even of a Marblehead or Barnstable sailor boy, was counted among the gravest and grandest exploits of that unrivalled hero of antiquity, who took Achilles for his model, and could not sleep without Aristotle's copy of the Iliad under his pillow. If any

commercial views are justly ascribed to the projector of such an expedition, it furnishes an early and striking illustration of the idea, which the general current of history has since confirmed, that the mercantile and martial spirits were never to be the subjects of reconciliation and compromise, nor commerce destined to be seen yoked to the car, and decorating the triumph of military ambition. At all events, it supplies an amusing picture of the navigation of those early days, and shows how poorly provided and appointed was the mercantile spirit of antiquity for its great mission of civilization and peace. Transports and triaconters, skimming along the coast without a compass, and propelled by oarsmen who were panic-stricken at the spouting of a whale, were not the enginery by which commerce was to achieve its world-wide triumphs. And it was another admiral than Nearchus, not yielding himself reluctantly to the call of an imperious sovereign, but prompted by the heroic impulses of his own breast, and offering up his prayers and oblations at another shrine than that of Jupiter or Neptune, who, in a still far distant age, was to open the world to the nations, give the commercial spirit sea-room, and lend the original impulse to those great movements of navigation and trade by which the whole face of society has been transformed.

“Well might the mail-clad monarchs of the earth refuse their countenance to Columbus, and reward his matchless exploit with beggary and chains. He projected, he accomplished that, which, in its ultimate and inevitable consequences, was to wrest from their hands the implements of their ferocious sport—to break their bow and knap their spear in sunder, and all but to extinguish the source of their proudest and most absolute prerogative.

‘No kingly conqueror, since time began
The long career of ages, hath to man
A scope so ample given for *Trade’s* bold range,
Or caused on earth’s wide stage, such rapid, mighty change.’

From the discovery of the new world, the mercantile spirit has been rapidly gaining upon its old antagonist; and the establishment upon these shores of our own Republic, whose Union was the immediate result of commercial necessities, whose independence found its original impulse in commercial oppressions, and of whose constitution the regulation of commerce was the first leading idea—may be regarded as the epoch, at which the martial spirit finally lost a supremacy which, it is believed and trusted, it can never re-acquire.

“Yes, Mr. President, it is commerce which is fast exorcising the fell spirit of war from nations which it has so long been tearing and rending. The merchant may, indeed, almost be seen at this moment summoning the rulers of the earth to his counting desk, and putting them under bonds to keep the peace! Upon what do we ourselves rely, to counteract the influence of the close approximation of yonder flaming planet to our sphere? Let me rather say, (for it is not in our stars, but in ourselves, that we are to look for the causes which have brought the apprehensions of war once more home to our hearts,) upon what do we rely, to save us from the bloody arbitrement of questions of mere territory and boundary, into which our own arbitrary and ambitious views would plunge us? To what do we look to prevent a protracted strife with Mexico, if not to arrest even the outbreak of hostilities—but to the unwillingness of the great commercial powers, that the trade of the West Indies and of the Gulf should be interrupted? Why is it so confidently pronounced, that Great Britain will never go to war with the United States for Oregon? Why, but that trade has created such a Siamese ligament between the two countries, that every blow upon us would be but as a blow of the right arm upon the left. Why, but that in the smoke-pipe of every steamer which brings her merchandise to our ports, we see a *calumet of Peace*, which her war-chiefs dare not extinguish. Commerce has, indeed, almost realized ideas which the poet, in his wildest fancies, assumed as the very standard of impossibility. We may not ‘charm ache with air, or agony with words;’ but may we not ‘fetter strong madness with a *cotton* thread?’ Yes, that little fibre, which was not known as a product of the North American soil, when our old colonial union with Great Britain was dissolved, has already been spun by the ocean-moved power-loom of

international commerce, into a thread which may fetter forever the strong madness of war !

“ Yet let us not, let us not, experiment upon its tension too far. Neither the influences of commerce, nor any other influences, have yet brought about the day, (if indeed such a day is ever to be enjoyed before the second coming of the Prince of Peace,) when we may regard all danger of war at an end, and when we may fearlessly sport with the firebrands which have heretofore kindled it, or throw down the firearms by which we have been accustomed to defend ourselves against it. Preparation, I will not say, *for* war, but *against* war, is still the dictate of common prudence. And while I would always contend first, for that preparation of an honest, equitable, inoffensive, and unaggressive policy towards all other nations, which would secure us, in every event, the triple armor of a just cause, I am not ready to abandon those other preparations for which our constitution and laws have made provision. Nor do I justify such preparations only on any narrow views of state necessity and worldly policy. I know no policy as a statesman, which I may not pursue as a Christian. I can advocate no system before men, which I may not justify to my own conscience, or which I shrink from holding up in humble trust before my God.

“ This is not the time or the place, however, for discussing the policy or the principle of military defences. I have only alluded to the subject, lest, in paying a heartfelt tribute to the pacific influences of commerce, I might seem to sympathize with views which would call upon Congress, at their coming session, to disband our army and militia, and dismantle our fortifications and ships of war—while Mexico is still mustering her forces upon the Rio Grande—while England may be concentrating her fleets upon the Columbia—and while Cherokees, and Seminoles, and Camanches, burning with hereditary hatred, and smarting under immediate wrongs, are ready to pounce upon the powerless wherever they can find them.

“ I honor the advocates of peace wherever they may be found ; and gladly would I hail the day, when their transcendent principles shall be consistent with the maintenance of those organized societies which are so clearly of Divine origin and sanction ; the day, when

‘ All crimes shall cease, and ancient fraud shall fail,
Returning Justice lift aloft her scale ;
Peace o'er the world her olive wand extend,
And white-rob'd Innocence from heaven descend.’

“ In the meantime, let us rejoice that the great interests of international commerce are effecting practically, what these sublime principles aim at theoretically. It is easy, I know, to deride these interests as sordid, selfish, dollar-and-cent influences, emanating from the pocket, instead of from the heart or the conscience. But an enlightened and regulated pursuit of real interests, is no unworthy policy, either on the part of individuals or nations, and a far-sighted selfishness is not only consistent with, but is often itself, the truest philanthropy. Commandments of not inferior authority to the Decalogue, teach us, that the love of our neighbor, a duty second only in obligation to the love of God, is to find its measure in that love of self, which has been implanted in our nature for no unwise or unwarrantable ends. Yet, gentlemen, while I would vindicate the commercial spirit from the reproaches which are too often cast upon it, and hail its triumphant progress over the world as the harbinger of freedom, civilization, and peace, I would by no means intimate an opinion, that it is not itself susceptible of improvement—that it does not itself demand regulation and restraint. The bigotry of the ancient Canonists, regarded trade as inconsistent with Christianity, and the Council of Melfi, under Pope Urban the Second, decreed, that it was impossible to exercise any traffic, or even to follow the profession of the law, with a safe conscience. God forbid, that while we scoff at the doctrine which would excommunicate commerce from the pale of Christianity, we should embrace the far more fatal doctrine, which should regard the principles of Christianity as having no place, and no authority in the pursuits of commerce ! The commercial spirit has rendered noble service to mankind. Its influence in promoting domestic order, in stimulating individual industry, in establishing and developing the great principle of the *division of labor*—

its appropriation of the surplus products of all mechanical and all agricultural industry for its cargoes—its demand upon the highest exercise of invention and skill for its vehicles—its appeal to the sublimest science for its guidance over the deep—its imperative requisition of the strictest public faith and private integrity—its indirect, but not less powerful operation in diffusing knowledge, civilization and freedom over the world—all conspire with that noble conquest over the spirit of war which I have described, in commending it to the gratitude of man, and in stamping it with the crown-mark of a divinely appointed instrument for good. As long as the existing state of humanity is unchanged—as long as man is bound to man by wants, and weaknesses, and mutual dependencies, the voice which would cast out this spirit, will come from the cloistered cells of superstition, and not from the temples of a true religion. But that it requires to be tempered, and chastened, and refined, and elevated, and purified, and Christianized, examples gross as earth, and glaring as the sun, exhort us on every side.

“Commerce diffuses knowledge; but there is a knowledge of evil as well as of good. Commerce spreads civilization; but civilization has its vices as well as its virtues. And is there not too much ground for the charge, that most of the trade with the savage tribes the world over, is carried on in a manner and by means calculated only to corrupt and degrade them, and even where it makes nominal proselytes to Christianity, to make them tenfold more the children of perdition than before? I look to the influence of associations like that before me, to aid in arresting this abuse, by elevating the views of those who are preparing to engage in mercantile pursuits, above the mere pursuit of gain, and by impressing upon their hearts, while they are still open to impression, a deeper sense of responsibility for the conduct of civilized man, in those relations towards these ignorant and wretched beings which commercial intercourse creates. It cannot fail to have given joy to every benevolent bosom, to find the historian of the late Exploring Expedition, bearing such unqualified testimony to the character and services of the American missionaries in the various savage islands which he visited; and it may be hoped, that the day is not far distant, when the American merchant will be found every where co-operating in the noble efforts by which the triumphs of the Cross are yet to encircle the earth!

“There is another stain upon the commercial spirit, of even deeper dye. I need not, in this presence, do more than name the African slave trade. Gentlemen, this flagitious traffic is still extensively prosecuted. Recent debates in the British Parliament would seem to show that it has of late been largely on the increase; and that the number of slaves now annually taken from the coast of Africa, is more than twice as great as it was at the commencement of the present century. Recent developments at Brazil, too, would seem to implicate our own American, and even our own New England, commerce, in ‘the deep damnation of this taking off.’ It is, certainly, quite too well understood, that American vessels, sailing under the American flag, are the favorite vehicles of the slave trader. No force of language, no array of epithets, can add to the sense of shame and humiliation which the simplest statement of such facts must excite in every true American heart.

“Gentlemen, we naturally look to the organized forces of our National Government to suppress these abuses of our shipping and our flag, and we all rejoice in the recent negotiation of a treaty, in the highest degree honorable to our great Massachusetts statesman, by which their suppression will be facilitated. But neither the combined navies of Great Britain and the United States, nor of the world, can accomplish this work without other aid. The co-operation of commercial men; the general combination and *conspiracy*, if I may so speak, of all who go down to the sea in ships, or are in any degree connected with business on the great waters,—the merchants and merchants’ clerks, the consigners and consignees, the captains, the supercargoes, the mates and the common sailors alike;—this must come in aid of our armed squadrons, or the slave trade will still leave a stain upon commerce, which ‘not all great Neptune’s ocean will wash clean,’ but which will rather ‘the multitudinous seas incarnardine!’”

Art. III.—THE BOSTON POST-OFFICE.

LOCATION OF THE BOSTON POST-OFFICE—GENERAL METHOD OF CONDUCTING THE BUSINESS OF THE OFFICE—INCREASE OF BOSTON AND OTHER POST-OFFICES—SALARIES OF THE CLERKS—ENGLISH STEAMERS—PENNY POSTMEN—HINTS TO LETTER WRITERS, PUBLISHERS OF NEWS-PAPERS, ETC.—PRIVATE BOXES AND ACCOUNTS—DEAD LETTERS—FRANKING PRIVILEGE—NUMBER OF LETTERS DELIVERED BY CLERKS—INCREASE OF BUSINESS IN THE POST-OFFICES—INCREASE OF SPEED IN TRAVELLING, ETC.

THE BOSTON POST-OFFICE has, if we except the New York since its removal to the old Dutch Church in Nassau-street, the best accommodations of any post-office in this country. While those employed in this establishment have ample room for their operations, which are daily becoming more extensive and arduous, as the city and the country increase in business and population, the public have every accommodation that they require. Like all similar establishments in our great commercial cities, it is located in the "MERCHANTS' EXCHANGE," the place where men of business "most do congregate."* The labor in this office has been more than doubled within the last six years; and we hazard nothing in saying, that no set of individuals, in public or private life, labor more assiduously, or bring more to pass, every twenty-four hours, than do those who are employed in it.

Circumstances have made the writer of this article acquainted with the mode of doing business in the Boston Post-Office; and he has been surprised at the extent and importance of the labors performed there. But

* It will be recollected that when the proposition to remove the post-office from the old City Hall to the Merchants' Exchange was first agitated, there was much opposition expressed—no doubt honestly, too—to the change. At that time several spirited articles on this subject, pro and con, appeared in the city papers—as was the case, we remember, when the post-office was removed from Merchants' Hall, Water-street, to Washington-street, twelve years before. When it was finally removed, an article appeared in the *Morning Post*, giving a description of the office, in its new location, which we here insert, not on account of its furnishing any information that will be new to the citizens of Boston, but because of its general accuracy, and of the notion it will give readers in distant parts of the country of the post-office of the "literary emporium:"—

"It can be approached from three points, viz. from State-street, Lindall-street, and through a spacious avenue leading from Congress-street. These entrances during the evening are lighted with gas, and are not, like the entrance to the old post-office, crowded by idlers. The arch-way inside, where the letters are deposited and delivered, is spacious, well lighted, and affords ample protection from the inclemency of the weather. It runs north and south, parallel with Congress-street. The post-office commences on the left hand side near the great staircase of the Exchange, when the face is turned towards the south, and extends in that direction about one hundred feet. The merchants' letter boxes are placed in windows at the northern corner and along the sides, where they can ascertain at a glance the contents of their boxes. There are 1760 of these boxes. The central parts of the office, as they should be, are devoted to the delivery and receipt of the letters and newspapers of the public generally; and ladies who wish to receive letters may enter the office and receive them without being subjected to jostle and delay—which was one of the many inconveniences of the old post-office.

"The interior of the new post-office could not have been better adapted, had it been built expressly for the purpose. A large vaulted fire-proof room, lighted on every side by spacious windows, and having a superficies of 4,000 feet, stands in strong contrast with the narrow, cramped up wooden interior of the old post-office, which a spark might wrap in flames."

Soon after the post-office was removed to the Merchants' Exchange, the writer of this gave a description of the business done in the office in the *Morning Post*—and some of the sentences in that article he has adopted here, they being quite as good as any thing he could now write on the subject.

how many individuals there are, who do business at the office daily, that are entirely ignorant of the operations which are going on inside. The object of this article is to enlighten all such individuals, and, at the same time, to furnish our business classes with some hints that cannot but prove serviceable to them.

Let us begin with the working week. If we go into the office on Monday morning at two o'clock, we shall find a "night clerk" distributing the daily papers of the city, to be forwarded by stages and railroad cars in a few hours. He has been on duty ever since nine o'clock on the previous evening. All papers sent in before four o'clock are sure to be forwarded to their destination faithfully; but if they are a minute after that time, they lie over till the next mail. This department is in the hands of three or four competent men, who, notwithstanding they daily receive assistance from other clerks, have as much work as they can conveniently turn their hands to.

At three o'clock, we shall find several clerks at their counters, preparing letters for the morning mails, which close at five, giving them just time to pack them up and deposit them in the bags for the stage drivers and mail agents. This done, they have an hour or two for breakfast. The duty of filling the bags is a very arduous one, the contents of some of them weighing over one hundred pounds. It is similar to that of a lumper on one of the wharves, who rolls hogsheads of molasses, or piles up bags of cotton and coffee—perhaps not so laborious, but quite as intellectual. The writer of this has filled from fifty to one hundred of these bags in a day, besides attending to his writing and other clerical duties; and every clerk in the forwarding department has to do his share of this worse than tread-mill drudgery.

The morning mails having been despatched, we find a new scene opening. Long before sunrise, in the winter season especially, the porters make their appearance; and soon after, the clerks engaged in the letter and newspaper delivery department begin to stir in their respective duties. There are six or eight of these, who are under the direction of Mr. Pomeroy, the chief clerk, and an officer of efficiency and experience. He is a brother-in-law of the postmaster. The polite and faithful attendants in the general delivery department belong to his gang. The mails which have arrived during the night, or such parts of them as are left unsorted by the "early morning clerks," receive immediate attention; and at seven o'clock every thing is in readiness for the public. It is true that, sometimes, the steamboat mail, when it arrives very early, remains in the post-office untouched for a long time; and when a case of neglect like this occurs, the merchants have to wait an hour longer for their letters. In a dull season, perhaps, a matter of this kind is of very little consequence to business men; and it certainly would be requiring too much of the present clerks, to have them work all the time, though others might be found hungry enough to do so, and to take their places. As the business of the office is now conducted, they are only expected to work almost all the time—without receiving a single cent for extra labor. The ten-hour system will never find favor with a Boston postmaster, unless the clerks in the office "rise," as the colored gentlemen sometimes do at the South, or in the West Indies, and as the white slaves at the North occasionally do, and resist the oppression and injustice which weigh so heavily upon them. But this cannot be ex-

pected of the clerks, or of other men, with families, who are situated as they are—notwithstanding their salaries are so pitifully small.

At eight o'clock the clerks in the forwarding department again make their appearance, headed by that faithful servant of the public, Mr. Melcher, who, it is understood, has been over a quarter of a century in the post-office of this city and that at Portsmouth, N. H., without having any property to show for it; and, having served in almost every capacity, from a porter up, it is hardly necessary to say that he has few equals as a post-office clerk, in this country. All the letters dropped into the office pass through the hands of this gentleman and his assistants, eight in number, whose labors are more severe, and more responsible, as we think, than those of any other set of clerks. Sometimes blunders are made in casting figures on the way-bills by an inexperienced arithmetician, but to lose or missend a letter might justly be considered an event of rare occurrence. The reader will understand the difference between mistakes and blunders—the latter being set down by the most approved lexicographers as “gross or shameful.”

The clerks in this department are divided into two gangs, one of which is headed by Mr. Brigham, the other by Mr. Green, two of the most capable and efficient young gentlemen in the office. They have had several years' experience, at low salaries, and what is remarkable, they have lived through it, without taking the benefit of the bankrupt act, or stealing a dollar from the thousands of money letters which have passed through their hands.

Mails are made up, for different parts of the country, every half hour in the day—from nine o'clock in the morning until half-past four or five in the afternoon, at which time the “evening mails” begin to come in, thick and fast, furnishing all hands in the office full employment until nine or ten o'clock.

It is not necessary to say that mails are coming in as well as going out the whole day. The steamboat and other mails of the morning are hardly distributed before those from Lowell, Concord, Providence, Dover, New Bedford, Worcester, Portsmouth, Portland, &c., are announced; and the contents of these mails are distributed as fast as they arrive. Not a minute is lost. The bags are promptly opened, and the letters are charged, assorted, and delivered, with all becoming expedition. In no part of the office, at this time, is there the least delay. In closing the morning mails, the great Eastern mail, the steamboat and some other afternoon mails, an accelerated movement of the clerks is indispensable, and all have full employment. Much time is daily consumed in answering the thousand and one questions of those who visit the office on business. Some of these questions are important in their nature, while others are of the most trivial character, and well calculated to vex the patience of Job himself, if he had to stand at the windows and answer them. We have before now heard pretty hard cursing and swearing on both sides of the partition; but the clerks always come out ahead of their ugly customers—owing to the fact, as we suppose, that they work on Sundays!

From two o'clock in the morning till ten in the evening, there is a constant stream of mail matter flowing into the office, and diffusing itself in every part of it. At six o'clock in the evening three or four hundred letter mails—embracing, chiefly, towns in Vermont, New Hampshire, Maine and Massachusetts, are closed by the clerks who were at the office at three in

the morning; and then, unless a British steamer arrives, their labors close for the day. If a steamer comes in, they have to work on till midnight—sometimes later. Another set of clerks continue at the counters until nine o'clock, putting in a state of forwardness several hundred bundles of letters for Cape Cod, Worcester, and the Western country, Connecticut, Maine, and the principal towns within forty miles of Boston, which they close early on the following morning.

And thus the work goes on, from day to day, until Sunday, when the labor is so much diminished, generally speaking, as to require about half the force of the office to attend to it. But when, from any unexpected cause, there is a press of work on Sundays, either from the non-arrival of the mails at the regular hours they are due, or the sudden appearance in our waters of a British steamer, then all hands are called, and kept on duty until every thing is put in proper shape for the mails, and for distribution at home. So rigid is the rule in this respect, that the porter has been known to call the clerks out of church on a Sunday afternoon, during divine service, and one of them has been told by the postmaster, on his coming into the office rather tardily, that he "must not let his religion interfere with his post-office duties." This, though a little severe, may be very proper. The public must judge.

The operations in the Boston Post-Office do not differ materially from those in other large offices. We have not spoken of the rating of letters, the stamping and sorting of them, and a thousand other minutiae incident to the business. It would be labor lost, to attempt to give such an account of these operations as would be intelligible to the general reader. Way-bills accompany every bundle of letters received, and every bundle sent out, of which a record is kept, and a duplicate copy made for the department at Washington, to use in the settlement of the accounts of the several postmasters. In the hurry of business, mistakes in these bills frequently occur in the Boston office. This cannot be prevented. We have known the Maine distribution bill to be returned from Portland three days in succession, to have important errors corrected in the addition of simple columns of figures. All this was partly owing to the hurry of business, and in some degree to a defect in the early education of one of the smartest clerks in the office—a well-favored gentleman, who could fill bags faster and closer than any other post-office clerk that we have ever cast our eyes upon, this side of Washington—and we have looked in upon the natives "all about the lot." We think Dogberry is the philosopher who is made by Shakespeare to say that reading and writing, and cyphering, come by nature.

INCREASE OF THE BOSTON POST-OFFICE—THE SALARIES OF CLERKS, ETC.

The Boston Post-Office, on the score of profit to the General Post-Office Department at Washington, holds a distinguished rank. New York, of course, always takes the lead of her sister cities, and doubtless will always take the lead of them, in furnishing the Postmaster General resources to manage, with success, the great and important trusts committed to his hands. Philadelphia comes next, but is far, very far, behind the great "commercial emporium." Boston is third in rank, and at this present writing, treads close upon the heels of the "city of brotherly love."

By the Blue Book of 1843, it appears that the gross proceeds of the New York Office, from July 1, 1841, to June 30, 1843, a period of two years, were \$674,383, or \$337,192 per annum; of Philadelphia, \$315,677,

or \$157,839 per annum; of Boston, \$196,912, or \$98,456 per annum; of Baltimore, \$166,752, or \$83,376 per annum; of New Orleans,* \$163,154, or \$81,577. Since the above returns were made, Boston, in a comparative sense, has been going ahead of all her sister cities, both in business and population. That the receipts at our post-office have increased in the same ratio, is a very natural and just conclusion. The British steamers have done much to swell the amount of business at the Boston office. Our numerous railroads have done something, also, in the same way; but the immense increase of business brings with it little or no increase of clerks, or in the salaries of the very limited and insufficient number already employed there; but, as the Frenchman said, "quite the contrary." And yet Mr. Postmaster General Barry said, in his last Annual Report, that "in this country postmasters and their clerks are paid by a commission on the amount of postage collected." If the labor in the Boston office were to be doubled in one little month, we sincerely believe that the present clerks would be required to do it all, without much extra assistance, and without having one cent added to their salaries. And we as sincerely believe that most of the clerks would endure the imposition, gross as it would be, without remonstrating against the injustice of it.

When the late Postmaster General, Mr. Wickliffe, was in Boston, in June, 1843, his attention was called to this subject by Mr. Gordon, then postmaster, and by the clerks, who petitioned for an increase of pay. That gentleman, after due investigation and deliberation, decided that he could do nothing in the premises. He is said to have expressed much regret that he could not do something, as the petition of the clerks was reasonable, and ought to be allowed; but there was no law that would justify his increasing the salary of a single individual in the office. He admitted that the labors of the petitioners were excessively severe, and they were so—and are growing more arduous and perplexing every day.

Notwithstanding the business of the Boston office has more than doubled within a few years, the salaries of the clerks have chiefly remained permanent, and without any great increase of the number of operatives. The clerks now work more hours than they ever did before; and yet they receive nothing for extra labor, or overwork, as is the case in almost every branch of mechanical business.

THE ENGLISH STEAMERS.

In the summer season two British mail steamers† arrive and depart every month—from November to May there is only one. Letters are arriving at the post-office by almost every mail for these steamers, and they are made up at the departure of each of them, to the last hour. Mr. Charles A. Green, one of the most intelligent and competent clerks in the office, makes up the foreign mails. He also takes care of the foreign letters, until the steamer is ready to receive them. As fast as they arrive, they are separated from other letters, put away carefully, and, a day or two before her

* This highly favored city had no less than four different postmasters in about two years.

† These steamers carry a mail for the English Post-office Department, and are not allowed to transport letters out of the mail. The postage on every letter from Liverpool to Boston is one English shilling, to be paid at Liverpool when the letter is mailed. From Boston to Liverpool the postage is the same, payable at Liverpool if the letter is deliverable there, or with the addition of inland postage if deliverable in any other part of the kingdom.

departure, he begins to assort them, by putting them into pigeon holes, thus :—

London.	Liverpool.	England— other towns in.	Ireland.	Scotland.
Manchester, Birmingham and Bristol.		Halifax.	The Provinces	British Pos- sessions in the W. I.

As fast as the letters are assorted, they are counted out in parcels of one hundred each, done up in a strong brown paper, numbered, directed as above, put into separate bags, and labelled—those for London by themselves. Those for France and other parts of the Continent are sent to the London Post-Office, where they are sorted, done up, directed, and forwarded. Those for the British Provinces in New Brunswick and Nova Scotia, and for the British Possessions in the West Indies, are sent to Halifax, and thence they are forwarded to their several places of destination. Letters for Manchester, Birmingham, Bristol, and other towns in England, go to the Liverpool office. On the day of the departure of a steamer from Boston, thousands of letters are poured into the post-office from all quarters ; and these require the attention of most of the clerks for several hours—but the whole operation is under the supervision of Mr. Green, who has managed it long and faithfully. At the hour of one, P. M., the mail bags, about twenty in number, are ready for delivery, and the mail agent takes them into a cart, and goes on his way rejoicing. A gun is fired, and the steamer is off!

To give the reader some idea of the business thrown into the post-office by the arrival of a steamer, it may be well to give the following statement of the letter postage on the contents of the bags received by one of them, according to the old rates. We will imagine that there are some 15,000 or 20,000 letters received, besides about 20 bags of newspapers, containing 40 or 50 bushels. These are all stamped, distributed, and forwarded within twelve hours :—

New York, city, (letter postage,)....	\$2,469	Michigan,.....	\$ 160
“ distribution,.....	265	Savannah,.....	78
New Orleans,.....	757	Columbus, Geo.,.....	87
Philadelphia,.....	572	Washington city,.....	125
Charleston, S. C.,.....	189	Augusta, Geo.,.....	50
St. Louis,.....	55	Cincinnati,.....	67
Richmond,.....	195	Baltimore,.....	97
Petersburgh,.....	46	Wheeling,.....	210
Mobile,.....	141	Other Places,.....	1,200
			<u>\$6,823</u>

This account is taken at random. We have known some postage bills to exceed the above by two or three thousand dollars ; and then, again, we have known them to fall short of it considerably. There is no uniformity in the quantity of the contents of the mails, either going or coming. In despatching a mail, the labor is not so great or urgent, as it is when one arrives. In the latter case all hands are called by the porters, without “respect to persons,” to the day, or the hour of the night. The postmaster is generally at his desk when a steamer arrives.

THE PENNY POSTMEN.

We believe there are now five individuals who are engaged in the arduous, and frequently vexatious employment, of penny postmen, three of whom have been employed in that vocation for twelve years or more, and the public are as well acquainted with their agreeable faces—made a little hard, perhaps, by exposure to the weather, by old age, and shaving notes, as they are with their own family bibles, and probably see them much oftener. At daybreak every morning these faithful men are at their posts, selecting the letters and papers for their respective routes. At seven o'clock they commence their rounds, which last till the afternoon. Rain or shine, blow high or blow low, they repeat this same old story six days in the week, carrying joy to some families, and tidings of sadness to others; and finally, on the seventh, repose in comfort and security in the bosoms of their own families, with "none to molest or make them afraid." In this respect they are more highly favored than the clerks, whom they sometimes call their "brother slaves," all of whom have to work, more or less, on Sundays. Indeed, the labors of the clerks commence on Monday morning and end on Sunday night. According to an excellent and long established rule of the Boston office, the penny postmen who leave letters at all places where they are requested to leave them, have to settle their postage accounts every afternoon; and yet they themselves trust out a large amount every quarter, to their regular customers. They may be considered sub-offices, conducted on an economical scale; they keep their loose change in their breeches pocket, and their accounts in their heads—this saves the expense of both chalk and clerk hire.

We have sometimes heard people find fault with these faithful public officers; that one of them was too polite—as polite as a French dancing master; that another was hard of hearing, and could not comprehend quickly; and that a third, whose route extends among the polished circles of Broad-street, was as "gruff as a Russian bear," &c. It is an old maxim "that it is a very easy matter to find fault;" but we doubt whether more faithful men could be found, than the present incumbents, to discharge the duties which are confided to them—taking all their natural defects into consideration. If they are sometimes a little cross-grained themselves, we would ask, how many hundreds of cross-grained individuals do they come in contact with in going their daily rounds? how many peevish, ugly dispositions? how many mean, pitiful, fault-finding souls, who pay their postage grudgingly? and finally, how many that are too ignorant to spell their own names, and into whose heads the penny postmen have to beat information with an almost sledge-hammer force? Yes, we think they do very well in their vocation. It behoves them only to be as Chesterfieldian and agreeable as possible. The *suaviter in modo* at all times and by all means; matters of state will then roll on tranquilly, and the "country be safe."

But let us describe a scene which actually took place in the fourth story of a house in the vicinity of Fort Hill, between one of the penny postmen and an Irish lady named McThump. After a long search, Mr. Spinney finds his customer, and pulls out of his box a letter.

Spin. Here's a letter for you, ma'm.

Wom. A what!

S. A letter, ma'm.

W. What the divil have I to do with a letter? Who's it from? (Turn-

ing it over, and examining the superscription attentively, without being able to read it.)

S. I can't tell, ma'm. We don't know that.

W. Can't tell? What the devil did you bring it here for, then? Take it home again, y'r blackguard, [throwing herself into a belligerent attitude,] and never bring me another letter, unless you can tell who it's from.

The penny postman hastily retires—the wild Irish woman in hot pursuit with a broomstick in her hand; and as soon as Spinney reaches the bottom of the stairs, he discharges a volley of blessings upon the universal Irish nation, and quietly puts Mrs. McThump's letter back into his box!

The senior penny postman is named *White*. A French gentleman in Washington-street understanding he had a letter for him, called at one of the pigeon holes of the office about a year since, and with some earnestness inquired if Monsieur *Brown*, the letter carrier, was in? The clerk told him there was no such man belonging to the office. Yes der is, (replied the impatient Frenchman,) he bring a letter for me at my place dis morning, when I was out. That must be a mistake, sir, replied the clerk. Mr. *White* goes by your store. Ah, ah! exclaimed the Frenchman exultingly—*dat is de man*—it is Monsieur *White* and not Monsieur *Brown*, who has de letter for me. This is only one of a thousand similar blunders that occur at the post-office every year. It would not be difficult to write a volume of amusing anecdotes on this prolific subject.

HINTS TO LETTER WRITERS, PUBLISHERS OF NEWSPAPERS, ETC.

The punctuality observed in the Boston Post-Office is remarkable; but in no one thing is it more so than in the closing of the mails. In ninety-nine cases out of a hundred, any person who is behind the time one minute is sure to be disappointed—he might as well be one hour late. Let this fact be remembered by all who have important letters to forward at a certain time. Through the delay or inattention of those to whom letters are entrusted, many of them are frequently kept back beyond the time appointed for closing the mails. This fact has frequently come under our own observation. We have often seen even important money letters kept back one mail from the cause we speak of; and in times of a great money pressure in the business circles, such as we have had, and shall have again—as sure as the sun moves on in his glorious course from day to day—this is a matter of some interest to the banks, and to merchants, traders, and all other business men, who cannot be too particular in this respect. Post-office time *may* differ a few minutes from State-street time. The city clocks are always treacherous—they remind one of an Irish funeral, where there is a brief striking distance between the mourners. No attention is paid to them by the clerks. There are two clocks in the office, one of which we have known to differ from the other two or three minutes, and even more, for several days. The clerks generally adopt the quickest time, that being most convenient to themselves, without the least regard to the real time, or to the wishes or interests of those outside. There is nothing unnatural or remarkable in all this, especially as they have a standing rule, from which they never deviate—and that is, to do up their work as quick as possible, and be off!—always having their eyes fixed upon the dial which travels fastest, and always being sure to “hit the very fore-

head of old time," in taking letters from the drop or receiving boxes at the closing of every mail.

To the publishers of newspapers we would throw out a few hints. During an "experience" of eight months in the post-office as a clerk, it was part of our duty to assist in filling the mail bags; consequently, we had ample opportunity of noticing the manner in which the newspapers from the several offices in the city were packed. In a majority of cases, they were done up in strong brown paper, and directed in a fair, bold hand, which enabled the clerks to assort them with facility; but in the practice of a foolish economy, many of them are done up in flimsy, rotten papers—often in old exchange papers—and directed with pale ink, in an illegible hand-writing. In all cases, a strong brown paper and good ink should be used; and they who direct the bundles should be able to write a good hand, for the business of distributing newspapers into the different boxes necessarily requires despatch. A clerk, at this work, has hardly time to think; to decipher hieroglyphics, he has neither time nor inclination. When the superscription on a bundle cannot be read, the motto is, "let it slide," that is, throw it into some box, and let it take its chance in the world. Some of the boxes into which packages of papers are thrown are four and five feet deep; to reach the contents of them a rake is used, the iron teeth of which are two and a half inches long. This rake is exercised with as little delicacy as an active farmer uses his rake among weeds and stones in an open field. If it comes in contact with a heavy bundle, the outside wrapper of which is rotten, some of the papers inside are sure to be disfigured, if not torn in pieces—and a disappointment to subscribers ensues. Of course the publisher is blamed; and, at the same time, he is ignorant of the true cause of the difficulty. In this, as in some other things, "an ounce of prevention is worth a pound of cure." Mr. Bezin, an old and intelligent printer, has the superintendence of this department, and he appears to have a marked affection for the "goods, wares and merchandise" of the whole craft. He has three or four assistants.*

THE PRIVATE BOXES—PRIVATE ACCOUNTS, ETC.

It is generally understood that the private letter boxes, in every large city, are a source of considerable profit to the gentleman who fills the office of postmaster. In the Boston office there are considerably over two thousand of them, for each of which a premium of two dollars is received. For the newspaper boxes, of which there are over one hundred, four dollars per annum each is charged.

* In the same department in the London Post-Office there are not less than 250 clerks. The number of newspapers despatched every week is about half a million, weighing over fifty tons. The weight of the papers passing through that office every Saturday night is estimated at twelve tons. This work has doubled within the last ten years. There is great security in the transmission of papers in the London office: no instance has occurred for years of any person in that establishment having been detected in purloining a paper. Mistakes, however, are frequent—and the publishers are sorely vexed with complaints from their subscribers. The number of clerks in the letter forwarding and other departments of the London Post-Office is but little less than a thousand; and it is found necessary to increase this number monthly, so rapidly does the labor of the office increase. At a levee of the London District Post-Officers, held some months since, there were present upwards of eight hundred persons connected with the establishment, including letter-carriers, sub-sorters, assistant-inspectors, and others. What an immense, unwieldy establishment that must be! It is a little world of itself; and yet we have understood that the most perfect order and quietness prevail, and that "every thing goes on like clock work."

We have heard it stated that not less than two thousand five hundred postage accounts are kept with public institutions, merchants, and others, in the Boston office, all of which are settled quarterly. When a debtor is remiss in paying his bill, he is politely reminded of his delinquency, by putting a piece of blank paper in his box. This department is in the hands of Mr. Ewing, a worthy gentleman, who has had much experience in his responsible situation. He certainly duns with modesty and judgment. Some of the banking institutions of the city, under the old law, have been known to pay from \$500 to \$1,000, and even as high as \$1,200 per quarter; while several of our heaviest mercantile and brokerage establishments have paid from \$150 to \$700 per quarter. The business of giving credit lies entirely with the postmaster, who does it as a matter of courtesy and accommodation, and not as a part of his duty, or because there is any law in existence giving him liberty or requiring him to do so. He is responsible for all losses; but those having dealings with him are, almost to a man, so honorable and punctual in their payments, that the losses do not amount to a fractional part of one per cent a year, even in times of the greatest pressure in the money market. The credit system is an old one, and is said to be quite an accommodation to merchants and public institutions. The above fact is highly creditable to the business character of Boston.

DEAD LETTERS.

The dead letters which accumulate in the Boston Post-Office amount to a very considerable number annually. These are sent to the dead letter office in Washington, every quarter, where they are opened and examined; and if any of them contain valuable information or enclosures, they are sent back again as "*valuable letters*," with directions to advertise them as such. Several letters of this kind are returned every quarter, and some of them have been known to contain considerable amounts of money. At the office in Washington, there are three or four men employed in opening dead letters—which are merely opened, generally speaking, and not carefully read; but when one is found to contain money, drafts, checks, or other valuable papers, it is examined, and a record of it is made in a book kept for that purpose, for future reference. The postage on the dead letters sent from the Boston office alone, under the old law, exceeded three thousand dollars per annum. These letters fill several bags every quarter, and it would take a regiment of clerks to read attentively the contents of all the dead letters that are sent to Washington from different parts of the country. We believe that after they reach their destination, and have been opened, they are destroyed by fire—pretty much in the same way that bills of broken banks are destroyed at the South and West.

THE FRANKING PRIVILEGE.

We have read much of the liberties taken by members of Congress with the franking privilege—or, more properly speaking, of the abuse of that privilege. It cannot be doubted that many of these gentlemen frequently abuse the privilege they legally enjoy, by forwarding through the mail articles of dress and other bulky and unmailable matter. But they can do this with impunity—they certainly have done it. Not so, however, with the plain, honest, unprivileged citizen, who is taxed for every post-office accommodation he receives. A member of Congress at Washington may send, under his frank, to a brother or a son in the far West, a fashionable

silk vest, and the government will not be one cent the richer for it; but let a poor seaman in Boston, belonging to an Eastern coaster, send through the mail to his "sweet-heart" in the state of Maine, a pair of coarse woollen stockings to keep her legs warm, and he is taxed three dollars for postage! We have frequently seen wedding gloves, and other light articles of dress, pass through the mail, charged with full letter postage—so much per ounce weight. And we remember, on one occasion, to have handled two packages, directed to "John Baker, Woolwich, Me.," and weighing two ounces and three-quarters each, the postage on which was five dollars and fifty cents. They were mailed at Providence, and contained, each of them, a pair of very coarse woollen socks, which could not have cost more than twenty-five cents. Occurrences of this kind are not frequent, it is true; and they invariably originate with men in humble life, of limited means, and more limited general information. We have never been able to comprehend, however, the reason or the justice of a law which taxes an honest poor citizen five or six dollars for doing that which a member of Congress may do free of all expense. If there is any equality in such matters, it is not the kind of equality for which our democratic and revolutionary forefathers contended and struggled with the mother country.

NUMBER OF LETTERS DELIVERED—THE DELIVERY CLERKS, ETC.

The number of letters delivered by the clerks of the Boston Post-Office, in 1843 and 1844, has been estimated at from one million to twelve hundred thousand for each year; or about one hundred thousand per month. Since the new law went into operation the number has increased astonishingly. The difficulties attending the faithful discharge of the duties of a clerk in the delivery department are often perplexing; and it is frequently the case that the clerks are censured without just cause. We have seen this repeatedly, and been surprised at the patience exercised by them under very trying circumstances. And it is due to candor to say, that we have seen times when their bad temper got the mastery of their patience and good-humor, and they have been a little restless and uncivil. But this is not to be wondered at. We have heard clerks at the general delivery pigeon holes abused by uncivil and ignorant people on the outside, some dozen times a day, for not producing letters that were not in the office, but were supposed to be there by those who called for them. We have heard an apple-woman ask one of them a dozen foolish questions, almost in the same breath, and before the clerk could get a word in edge-wise, in answer to her, she would discharge a volley of billingsgate, and then, like the witches in Macbeth, she would suddenly "evaporate into thin air."

INCREASE OF SPEED IN TRAVELLING.—INCREASE OF BUSINESS IN THE POST-OFFICES, ETC.

A few days since, while looking over a file of the "Exchange Advertiser," published in Boston in 1786, by Peter Edes, at 85 Marlboro'-street, (now Washington,) our attention was attracted to the list of letters advertised by the postmaster at that time. We considered it quite a curiosity, and we have no doubt that our readers will so consider it. From this advertisement, which we copy below, they can see how much inconvenience the people, living in towns within fifty miles of Boston, had to submit to, from the absence of a regular mail communication between the interior and the metropolis. There were then no regular mails made up

for the country towns, and the Boston Post-Office was the only distribution office of any magnitude in Massachusetts. The mail ran through to Portland once a week, stopping at Salem and Portsmouth, in which there were, also, distribution offices. It was several days on the road, performing a distance which, at the present day, is passed over in four or five hours. When we contrast the snail-like pace of the mails at that day, with the almost lightning-speed of those of the present, we are irresistibly led to exclaim as old Cockletop does in "Modern Antiques"—"wonderful! wonderful! wonderful! At that time a letter was about a week in going from Boston to New-York, and some ten days to Philadelphia. But these facts are familiar to every intelligent reader, and we will not enlarge upon that point.* The document to which we refer, (the original form of which we have preserved,) from Mr. Edes' paper, speaks for itself, and furnishes much "food for reflection." Who will dare to say, hereafter, that the United States is not a great and a growing country!

[From the *Boston Exchange Advertiser* of December, 1786.]

LIST OF LETTERS REMAINING AT THE POST-OFFICE, BOSTON, DEC. 28, 1786.

*** Those names which have no towns annexed to them, are of Boston.

- A.—Fisher Ames, Dedham.
 B.—George Bacon, Roxbury; Thomas Beals, Cohasset; Peter Barton, James Brown.
 C.—Alexander Cruickshanks, Capt. James Coffin, Capt. Jason Chester, Groton; Daniel Crosby, Samuel Curtis, Braintree; Charles Cambridge, Polly Carver, Taunton; Benjamin Callahan, James Christie, Plymouth; Shadrach Chase, Freetown.
 D.—Jonathan Dunnam, Medford; William Downe.
 F.—Mr. Fessenden, Little Cambridge.
 G.—Robert Gordon, Roxbury; Anstiss Greene, Peter Griffes, William Gardiner, Littleton; Patty Greenleaf.
 H.—Dr. Amos Hollbrooke, Milton; E. Heard, Lancaster; Mr. Hutchins, David Hoar, Concord; Jeremiah Hill, Benjam Hectors.

* It may be well, however, in this connection, to allude to one of the expresses of the enterprising editors of the Boston Atlas—that which they projected, and accomplished, in 1844, and by which the gubernatorial vote of the whole state of Massachusetts was received at their office on the night of the election—in its way, we do not hesitate to assert, the greatest feat that was ever performed in this or any other country. The Worcester *Ægis* speaking of it at the time, said:—"The Atlas has outdone itself in the success of its extraordinary express. Nothing of the kind in the history of expresses in this country has equalled it, in the extent, the accuracy, and the expedition of its returns. The voting in the towns closed at about five o'clock, P. M. Between that time and three o'clock the next morning, a space of ten hours, returns were received from 300 of the 306 towns in the Commonwealth, including the most distant and inaccessible points, Williamstown, the northwest corner of Berkshire, Provincetown, the extremity of Cape Cod and Nantucket, 30 miles out in the Atlantic ocean. At a little after seven o'clock the returns were all arranged and set up, and the sheets struck off and sent upon their flight to every quarter of the state." General Twitchell, of Worcester, managed this express for the five western counties, and so perfect were his arrangements that 147 of the 152 towns in those counties were received in Worcester by twelve o'clock, though some of them were brought more than 90 miles on horseback. The *Ægis* adds:—"The night was very dark, and of course the riding dangerous. Probably some accident occasioned the loss of the five towns. Mr. Twitchell himself received the votes of Franklin county at New Salem, 35 miles from this place, at a quarter past nine o'clock, and brought them on horseback in two hours and ten minutes to Worcester, one horse falling with him at the tip-top of his speed, without any serious injury to the gallant rider. Arriving at Worcester and receiving the returns from his agents, he took an extra car on the Boston railroad, and delivered them at the Atlas office before two o'clock. Remaining there until the papers were struck off, he took the eight o'clock train in his return with packages for the principal western towns of the State, and arrived here at half-past nine o'clock, looking as fresh and vigorous as if just risen from his morning slumbers."

- J.—John Jennings, J. Johnson, Andrew Jackson, Gen. Michael Jackson, Newton.
K.—Elizabeth Knodle, John Kenny.
L.—Josiah Lewis, Capt. Joshua Leonard, Rainham; John Lewis, Lewistown; Robert Lithhead.
M.—Elizabeth Morris, George Murray, Joseph Murray, Nathaniel B. Mure, Levi Mann, Hanover; Major Miner.
O.—Josiah Oakes, Cohasset.
P.—William Pennyman, John Parson, Solomon Peffreys, Gen. Rufus Putnam, Rutland; Jacob Parker, Malden; Enoch Perkins, Bridgewater; Mrs. Peak.
R.—Robert Robengran, Richard Richardson, Cambridge; Isabel Redman, Moses Roach, Andrew Ramsay.
S.—Benjamin Smith, Barnstable; John Smith, Benjamin Slater, Benjamin Stephens, Jonathan Smith, Lexington; Powers Smith, Mrs. Sweeney.
T.—Thomas Thomson, Franklin; Zilpha Tisdale, Taunton.
V.—John Vollantine.
W.—Thomas Walker, Sippera White, 2.

Let the reader compare the above with the list of letters published in the "Boston Post," or the "Times," twice a month, and if he do not find something to set his mind in motion, he must have little brains and less curiosity. We believe the number published monthly is not less than fifteen thousand for the city of Boston alone!

J. L. H.

Art. IV.—THE BEAR VALLEY COAL BASIN AND BEAR MOUNTAIN RAILROAD.

THE writer of an article in the number of the Merchants' Magazine for November, 1845, on the first coal field of Pennsylvania, concludes a very interesting description of the region with a few misstatements, doubtless arising from a want of proper information in relation to the Bear Valley Coal Basin, and a project intimately connected therewith, which has been pronounced by eminent engineers and geologists, to be one of the most important in Pennsylvania.

The mineral resources of the "Iron State," notwithstanding so much has been written on the subject, are but imperfectly known, or appreciated when known, either by the large class of her citizens engaged in their development, or by those whose especial qualifications for such examination would warrant a general belief that a portion of our country so interesting and valuable as the anthracite coal fields of Pennsylvania, would have received from them a most thorough investigation. It is equally discreditable to American science and enterprise, that a discovery of the location and superior character of valuable deposits of coal and iron ore in the immediate vicinity of our large cities, should have been left to this late day; and although recent explorations have developed a region richer in these minerals, than any other in the known world, possessing a combination of advantages unequalled for the delivery of coal at the mouth of the mine, and for the manufacture of anthracite iron at the least possible cost, there can hardly be a doubt but that the united labors of the geologist and chemist, in a critical examination of known and supposed localities of mineral deposits, would be largely rewarded. Not only a discovery of coal and iron ores, highly valuable and similar in character to what are known to exist in other parts of the world, but which have not

as yet been found in this country, might reasonably be expected. But there is, certainly, nothing improbable in the supposition, that within the mountains of Pennsylvania may be contained ores of iron, unequalled in richness of yield and facility of working.

The intelligent and disinterested visitor of the various regions furnishing the present supply of anthracite coal, will not fail to remark, that the openings have not been made where exist the greatest advantages which the field offers, for the delivery of coal in market at the least cost. The Schuylkill district, in 1845, supplied an amount equal to more than one-half the entire quantity of anthracite coal mined in the United States during that year; and there the cost of delivering coal in cars at the starting point of the route to a market, is greater than in any other district of the anthracite fields.

The southern, or as it is usually termed, first anthracite coal field of Pennsylvania, near the western extremity, is divided into two branches or forks, making an angle with each other of thirty degrees. The northern branch, denominated the "Bear Valley Coal Basin," is twelve miles in length, and formed by two parallel mountains, nine hundred feet in height; the outside of their bases being about two miles apart. In each of these mountains are comprised upwards of forty veins of coal, dipping towards the intermediate valley on a slope of fifty degrees, and varying in thickness from four to thirty feet, with an average breast of one thousand feet in height above water level. A single vein ten miles in length and ten feet in thickness, contains nearly forty million tons of coal above water level; it will be seen, therefore, that should this region furnish all the anthracite coal used in our country, and the demand continue to increase with its present rapidity, many hundred years must elapse before there will be a necessity of resorting to the coal lying below water level; the procuring of which, besides the danger invariably attending such operations, increase the additional expense of machinery requisite to keep the mines dry, and raise the coal to the surface. The region will be opened by a tunnel sufficiently large for the outlet of one million tons of coal per annum, passing through the south mountain about one hundred feet above the base; an arrangement securing the intersection of all the veins at a depth varying from four hundred to eight hundred feet below their out-crop. The position of the coal in the mountain is evidently most favorable for mining, as it may be excavated and made to pass without handling into the cars conveying it to market.

This advantage is peculiar to coal thus situated; when found in horizontal veins, even if above the water level of the surrounding country, the cost of delivering it in cars is enhanced by the handling which becomes necessary; while the inconveniences, and consequently additional cost of mining coal from vertical veins, are too apparent to require explanation.

From a report made by Professor Hall, of the "New York State Geological Department," on the coal and iron ores of the Bear Valley Coal Basin, the following is extracted:

"In conclusion, I may remark, that the great number of veins, their regularity and uniformity, with the increased quantity of coal thus brought together, exceeds any other coal field within our knowledge. The dip of the veins being at an angle of from forty to fifty degrees with the horizon, offers greater facilities for mining than if they were horizontal; while they are, more certainly, less liable to faults,

and more easily and safely worked than vertical veins. Owing to this amount of dip, the coal is moved downwards by its own gravity, and all labor of handling or lifting is saved, which, in horizontal, or slightly dipping veins, is an important item.

"In a future report, I will endeavor to show in what manner it is superior to any other coal region which can come into competition with it; but I may remark, in general terms, that there is no one with half so many workable veins in so small a space, and no other offering the same, or equal facilities, for mining and transportation.

"In comparing it with a region like that of Pottsville, we may remark that one point of great superiority, lies in the immense amount of coal above water level, thus saving all the expense of engines and fixtures for raising either the water or the coal to the surface, as has just been stated. In another important point, we find the veins all uniform and continuous, and embraced in a comparatively small space; while in Pottsville, and other similar localities, the veins are spread over a large extent of surface, and rising but little above the water level. Such a feature as the latter requires numerous branch roads to bring the coal to some central point; as we there find, while in the Bear Valley region, all that is required, in addition to the main track, are lateral roads, of cheap construction, extending into the mines on either side. The opening of the tunnel will perfect all the natural facilities for mining, and afford a course of drainage for the water, and proper access to the veins of South Mountain.

"In reviewing all the circumstances connected with this coal field, the superior quality of the coal for fuel, and its proximity to a market which it will always command, there can be no hesitation in saying that this project offers inducements superior to any other in the state of Pennsylvania."

It would seem that the natural advantages of this region, together with the admirable system which has been adapted for working it, are so great, as to reduce the cost of mining and delivering the coal in cars, to a minimum. The quality of the coal in this basin closely resembles that of the Schuylkill district, and for domestic use, or for generating steam, is highly desirable. The report above quoted says:

"The quality of the coal has been determined by experience, and is in the highest degree satisfactory. It is a free-burning anthracite, of the best quality. The coal from the veins on the north side affords a grey ash, while those on the south side yield a reddish, or fawn-colored ash. Its qualities as a fuel for domestic purposes, are of the highest order; and, in Harrisburgh, where it is much used, it sells for \$1 00 per ton more than the other coals brought to that place. It is particularly adapted for use in open grates, and from its free-burning qualities, a small quantity can be ignited, while in the harder, white-ash coals, larger quantities are required. A less portion of draft is sufficient to produce free ignition than in most of the other anthracites, and, consequently, it is well adapted to purposes where a constant heat, with moderate draft, is required."

But however great the quantity, superior the quality, and reduced the cost of mining the coal, and delivering it in cars, to ensure extensive operations, and to become a source of profit to the proprietors, it is essential that the distance of the coal lands from a market, should not be so great as to make the cost of transportation more than counterbalance the advantages possessed over less favored, but nearer regions.

Among the many circumstances favorable to a large business, and which force conviction of the Bear Valley region becoming, at no distant day, the scene of mining operations, greater in extent than our country has yet witnessed, it is not among the least important, that while the mines are nearer tide-water than those of any other district, save one, the transportation will be of the most economical description.

The construction of the Bear Mountain Railroad, twenty-eight miles in length, extending from the coal-tunnel to Dauphin, on the Susquehanna river, eight miles above Harrisburgh, whence there is a canal capable of passing 66 ton boats to Havre-de-Grace, will complete a line of internal improvements between the coal mines of Bear Valley and tide-water. This railroad is scarcely less extraordinary in character than the coal field situated at its terminus, and for the cheap transportation of freight presents facilities not only unequalled, but unsurpassable. On a road doing an equal amount of business in each direction, it is apparent that the capacity of a locomotive would be greatest where the line is straight and the track level; but where, as is the case with coal railroads generally, the business consists in the transportation of freight in one direction only, the condition is materially changed; and, under such circumstances, the cost of transportation will be a minimum where the line of the road is straight, and the grade descends at such rate, that to take down a loaded train, and return with the empty cars, require the exertion of the same power. The line of the Bear Mountain Railroad is such as to fulfil practically these conditions; the grade, for the entire length of the road, having a descent of 17 feet per mile, and there being no curve of less radius than 1,910 feet. It is demonstrable, that an engine of the same capacity with those used on the Reading Railroad, can take down this grade 1,300 tons of coal in one train, and return to the mines with the empty cars. In anticipation of a business of no common magnitude, the projectors of this road have duly improved the extraordinary natural advantages, and made most extensive arrangements for the transshipment of coal at the Pennsylvania canal.

The writer of the article alluded to entertains the opinion that Bear Valley coal could not be delivered to the consumer for a price which would bring it into competition with coal from Pottsville. To what extent he is correct, may be inferred from the following estimate of the cost of Bear Valley coal in our large cities :

Mining,.....	\$00 40	per ton.
Breaking, screening, and delivering in cars,.....	00 10	"
Railroad transportation to Dauphin,.....	00 20	"
Canal-tolls, and freight from Dauphin to Havre-de-Grace, 80 miles, at 1¼ cts. per ton per mile,.....	1 00	"
Waste,.....	10	"
Unloading at Havre-de-Grace,.....	05	"
Profits to Railroad and Mining Company,.....	50	"
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Total cost and selling-price at Havre-de-Grace,.....	\$2 35	"
Tonnage to Baltimore,.....	25	"
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Selling price at Baltimore,.....	\$2 60	"

The freight from Havre-de-Grace to New York, is \$1 30 cts. per ton; to Boston, \$1 55 cts. per ton; making the selling price of Bear Valley coal, at the former place, \$3 65, and at the latter, \$3 90 per ton. The above estimate is not speculative, merely; the various items are at rates now charged for similar service, and may be relied on as essentially correct. The lowest selling-price of Schuylkill coal, in New York city, during the last ten years, was \$5 50 per ton; the average of the last three years being about \$6 00. It will be seen, therefore, that while the region will enjoy a monopoly of the coal trade of the Susquehanna Valley, in-

cluding Baltimore, where it may be afforded at a price beyond competition, it will be enabled to compete successfully with the Pottsville district, in supplying the cities of New York, Boston, and Philadelphia.

The railroad company own a large body of coal-lands in the basin, at the terminus of the road, and a profit of 50 cents per ton, on a business of half a million of tons per annum, will pay over 20 per cent on the whole amount of capital invested. The value of the Bear Valley coal-basin, and importance to the public of its early development, by the construction of the Bear Mountain Railroad, will be evident from the foregoing remarks. Notwithstanding that the quantity of anthracite coal, mined in the year 1845, exceeds the year previous by about 25 per cent, the demand has increased with still greater rapidity ; and, with the various railroads and canals leading from the coal-region, transacting a business nearly equal to their capacity, a necessity exists for the development of some new field of operations. Among the many projects which this necessity has called forth, no other promises such lasting benefits to the public as the Bear Mountain Railroad.

T. E. S.

ART. V.—LOUISIANA : ITS AGRICULTURAL AND COMMERCIAL INTERESTS.

THE Secretary of the Treasury, during the year 1845, propounded twenty-six questions to manufacturers, merchants, and others in different sections of the Union, on the subject of the tariff, and warehousing system. The New Orleans Chamber of Commerce has sent us a copy of the report of that body, in reply to those questions, and as it embodies much valuable information, touching the commercial resources, and productive industry of that state, we have concluded to lay it before our readers. As many of the questions of Mr. Walker, the Secretary of the Treasury, do not in any way apply to the state of things as they at present exist in Louisiana, the committee appointed by the Chamber of Commerce have, without attempting to reply in detail, and in regular order, given in the report a general account, embracing the principal points which are particularly applicable to Louisiana, and which exhibit, in a clear and condensed form, the agricultural and commercial interests of that state. It will be seen that the New Orleans Chamber of Commerce identify the cotton-growing interests of the south, with the cotton manufactures of the north.*

The agricultural productions of Louisiana, may be considered as confined to cotton, sugar, molasses, and rice ; the latter, however, only to a limited extent, and far short of what is required for consumption. Corn and hay are raised on the plantations for their own consumption, and some of the former even for sale, but to so small an extent as not to be worthy of note. The quantity of both grown in the state, is far from being a full supply for local consumption, and large quantities of both from other states are annually sold and consumed here. The same in regard to potatoes, peas, beans, onions, etc. Other grain than corn is not cultivated in the state.

* The committee of the New Orleans Chamber of Commerce, who made this report, consisted of Messrs. William L. Hodge, Alexander Gordon, and J. W. Zacharie. At a full meeting of the board, which took place on the 1st of December, 1845, this report was read, and adopted, with but one dissenting voice, and a copy of it transmitted to the Secretary of the Treasury.

The cotton crop of Louisiana may be estimated at 350,000 bales, of 400 pounds each, varying, as the season may be more or less favorable.

The sugar crop of the last five years has been :

1840-41,	.	.	.	.	.	120,000	hogsheads.
1841-42,	.	.	.	.	.	125,000	"
1842-43,	.	.	.	.	.	140,000	"
1843-44,	.	.	.	.	.	100,000	"
1844-45,	.	.	.	.	.	200,000	"

Of an average nett weight of 1,000 pounds each.

The molasses is estimated at 45 to 50 gallons per hogshead.

The state does not raise horses, mules, sheep, hogs, or provisions sufficient for her consumption. Some horses, though comparatively few, and some horned cattle, are furnished from the western districts of the state. Hogs, to a limited extent, are raised on some of the plantations; but on most of them none at all. Sheep are also raised, but in very small numbers; and the state is dependent on the western states for nearly all her bacon, pork, and butchers' meat; for all her breadstuffs and grain, and horse and cattle feed, except hay and corn, of which, as already stated, a partial supply is grown in the state.

Sixty thousand bales of pressed hay are annually imported from the Atlantic ports and western states.

All the mules, nearly all the horses, oxen, pork, bacon, salted beef, breadstuffs, and provisions, are procured from the western states.

Out of the city of New Orleans, there are no manufactories deserving of the name, unless it may be the state penitentiary at Baton Rouge. In the city, they are few, and on a limited scale. There is a small cotton mill, and one or two on a large scale are in contemplation, but depending on the coming action of Congress respecting the tariff. There are several iron foundries, and engine makers, and some copper and tin manufactures; five or six sugar refineries; one paper mill; three steam grist mills; and, in the immediate vicinity, extensive brick yards, and steam saw mills. It is believed these embrace nearly, or quite all the establishments of any note, and of course do not include those of minor importance, that are dispersed in private buildings throughout the city, such as lock and gunsmiths, blacksmiths, shoemakers, etc.; but even these are in comparatively very limited numbers, and furnishing but a small portion of the necessary supply, required by the community, of their respective articles.

The great staples of the state are, of course, sugar and cotton, and her resources and prosperity at present depend on the culture of these two articles.

Until within a few years, the culture of cotton gave very large profits, greatly exceeding that perhaps of any other industrial pursuit, either agricultural or mechanical; the natural and inevitable consequence of which was, particularly in such an enterprising country as the United States, that capital was attracted to, and accumulated so rapidly in that particular culture, that, notwithstanding the rapid increase of consumption, the production has overtaken, if it even has not exceeded it, and a consequent reaction has taken place; and that interest is now comparatively depressed, particularly in the older planting states on the Atlantic, where the production per acre is so much less than in the new and rich soil of the southwestern section of our country. Excessive production, is the great evil under which the culture of cotton is now laboring; and anything which will permanently divert a portion of the force now engaged in raising it to some other object, will, as a matter of course, greatly benefit the cotton planter; but, unfortunately, these latter are constantly striving, by increased cultivation, to compensate themselves for low prices, though, even at present rates, it yields an annual return equal to any of the great agricultural staples of the north or west.

In answer, more particularly, to the twenty-sixth question of the secretary, whether the present duties benefit the agricultural productions of the state, the committee of the Chamber of Commerce reply affirmatively, both as regards cotton and sugar. The present duties they consider as the principal cause of the pros-

perity and increase of the cotton manufactures of the United States, which benefit the cotton planter:—

I. Because the domestic manufacturer is another and important competitor with other purchasers of the raw material. He is early and constantly in the market, and always with a favorable effect, for the planter, as to price; and their heavy and constant purchases, it is universally admitted, keep the market above the rates that would otherwise prevail.

II. The domestic manufacturer consumes exclusively American cotton, whereas the British manufacturer uses only about three-fourths of American, and the balance India, Egyptian, and Brazil; and if the cotton goods now manufactured in the United States, and requiring probably 500,000 bales annually of our own cotton, were manufactured in, and imported from England, only 375,000 bales of American cotton would be consumed, and the remaining 125,000 bales would be foreign cotton.

III. The domestic manufacture has entirely driven from the markets the immense quantity of coarse Bengal cotton goods, which were previously imported from Calcutta and Madras, to an extent that required 40 to 50,000 bales of cotton to manufacture, and would, if we continued to import in the same ratio for our present population, require more than double that quantity. The first protective tariff of 1816, advocated and urged by southern statesmen, killed off that entire trade at a single blow, and now a much better and more serviceable fabric is furnished at less than one-third the price, and manufactured exclusively from our own cotton, instead of being exclusively of foreign cotton; with the additional fact, that large quantities of American cotton are now consumed in manufactured goods sent by us into those very ports of India, from whence we formerly drew such heavy supplies.

IV. A large quantity of American cotton is consumed for manufactured goods for the Chinese market, with the prospect of an enormous increase. The cheapness of India cotton, and the vicinity of it, prevent us from competing with the raw material in the markets of China, which we can only enter with the manufactured article—for the great perfection and superiority of our machinery, our greater skill, and the vast advantages of our motive power, enable us to overcome their cheap labor, employed upon rude and unscientific hand-looms; and their inveterate prejudices against all innovations or changes, will effectually prevent them from adopting our spindles, power-looms, and steam engines, to say nothing of the time and difficulty of introducing such radical changes in so remote a country, even if they were more willing to adopt them; and we are probably destined, in a very few years, to see the cotton goods now annually manufactured in that empire from hundreds of thousands of bales of India cotton, superseded by goods made in the United States, from our own raw material. This effect has already been produced to a considerable extent in British India, where their hand-looms are rapidly giving way before British and American manufactured cotton, though an import duty has been imposed upon them, which the British government has recently doubled on those imported in American vessels.

The domestic manufacture of cotton has, therefore, advanced the interest of the cotton grower, by increasing the consumption of American cotton, not only at home, but by opening new markets abroad, and substituting goods made entirely from our cotton, for those which previously were wholly or partially made from foreign cotton. These results are constantly extending and increasing, and can only be maintained by the continued success and prosperity of the domestic manufacture.

The advantages of the present duties are more directly apparent, as regards sugar, and these advantages are participated in, to a very great extent, by the citizens of every section of our country.

It has been the aim of many to hold up the sugar planters of Louisiana in an odious point of view, to the people of the United States. They have been represented as a set of bloated monopolists and plunderers, not only small in number, but their interest only of a local nature, and of no importance in a national point of view. Nothing can be further from the facts than assertions of this kind, for the culture of the cane is not only of high national importance, but the advantages

derived from it, so far from being of a local nature, are more generally diffused among the citizens of almost every state in the Union, than by any other prominent interest of the country.

There is probably no civilized community in the world, more dependent on others for the luxuries, comforts, and necessaries of life, than Louisiana is on her sister states. She produces and makes little or nothing for her own wants; and no portion of her population is thus dependent to a greater extent than her sugar planters.

Without, at present, noticing the great number of new sugar plantations, we will only take into view the old ones, as they existed last year, of which there were 762 in the state—of these, 408 were worked by steam, and 354 by horse-power.

The cost of an engine and sugar-mill, will average \$5,000 to \$6,000. At the former rate, there is already invested, for the 408 estates, upwards of \$2,000,000. The mills on the 354 estates, at \$2,500 each, will be \$900,000 more, making nearly \$3,000,000 paid by the planters for their present machinery; and this is a low estimate, as there are many plantations that have expended \$20,000 to \$40,000 for machinery. These engines, boilers, mills, etc., require renewing at least every ten years, so that there is an annual expenditure of \$300,000 to keep up the present number, which, with \$100,000 for new engines annually required to substitute in the horse-mills, and \$80,000 to \$100,000 for repairs, and replacing broken machinery, would form an annual expenditure of nearly \$500,000, in addition to the first cost, paid to the iron foundries and engine makers of Tennessee, Ohio, Pennsylvania, and New York. Upwards of 70 new engines and sugar-mills are at this moment under contract in Cincinnati alone, for this state, and no doubt a still larger number at Pittsburgh, Philadelphia, and New York; and the expenditure by the sugar planters for new machinery, the ensuing season, will, at a low estimate, be at least \$1,000,000.

There are 5,000 large iron sugar kettles, costing on an average \$70 each, amounting to \$350,000, requiring to be renewed every five years, being an annual expenditure of \$70,000, paid principally to the iron foundries of Tennessee, though Pennsylvania, Ohio, and New York also participate.

All the shoes, hats, caps, blankets and clothing, for the 50,000 hands employed in the culture, are produced from the northern and western states, which, at the low estimate of \$20 each, makes \$1,000,000 paid under this head, with probably \$300,000 to \$400,000 more for similar supplies to the planters, their overseers, engineers, and mechanics, with all their respective families.

Nearly, or quite \$300,000, is annually paid to northern and western mechanics for molasses casks, and hoops and nails for the sugar hogsheads.

All the agricultural utensils, such as ploughs, harrows, spades, shovels, axes, cane-knives, hoes, harness, carts, barrows, etc.; all the nails, iron, hardware, and tools of every description, are procured from the northern and western states.

At least \$500,000 are annually paid to the west for mules, horses, and oxen; of mules alone, 4,000 to 5,000 are annually required, at an average cost of at least \$90 each; a still larger sum is yearly paid to the same quarter for pork, bacon, and corn, exclusive of what is raised in the state. With the exception of bricks, and part of the lumber, all the materials for constructing the needful buildings, such as boiling, draining, and mill-houses, the dwellings of the planter, his overseer, mechanics, and negroes, are brought from other states, including slate, tiles, lime, oil, paint, glass, nails and hardware. The sugar planter consumes large quantities of rice, from South Carolina and Georgia, and tobacco from Virginia and Kentucky; and, in short, he and his negroes are clothed, lodged, and fed, and his crop is grown and made by supplies drawn from abroad; nor is there probably a single state in the Union, that does not lay him under contribution to a greater or less extent. For all these supplies, as well as many others that cannot be re-collected or enumerated, the sugar planter has only his crop to depend upon, the proceeds of which he certainly distributes with a most liberal hand, among his fellow-citizens in the other states, and in a mode best calculated to promote their interests and general prosperity. Should a change in the policy of the country

curtail or destroy the sugar interest in Louisiana, and transfer it to foreign planters, it should be borne in mind that the latter draw few or none of their supplies from the United States, whereas the Louisiana planter spends the whole of his income at home, and gives regular and constant employment to thousands of our own industrious mechanics, artisans and agriculturalists in every section of the Union, all of whom would be severe sufferers by the change.

It has been urged against the protection afforded to sugar, that it is for the benefit of a small number, not exceeding 800 individuals. This, in the first place, is a mistake, as the 762 old plantations are owned by 1,293 distinct and separate families, or heads of families, comprising probably 8,000 to 10,000 individuals. But, supposing it were otherwise, would it in any way alter the importance of it in a national point of view? Would it add more to the national wealth, or give employment to a greater number, were there more proprietors to the existing estates?

It is presumed that none will deny the national importance of the shipping interest, and yet a selection could no doubt be made of 600 or 700 ship owners, (about one-half the number of sugar planters,) who probably own nine-tenths of all the tonnage of the country. Would this fact lessen the importance of that interest? Would its value as a nursery of seamen, or its general advantages to the country, be in any way diminished or changed in consequence? We think not.

Those who use the argument against it, of its comparative small magnitude, we presume, are not aware that the capital already employed in the culture of the cane in Louisiana, is fully equal to the entire capital invested in all the American tonnage employed in the foreign and coasting trade of the country, and will greatly exceed it so soon as the new plantations recently opened, and opening, are fully under way. Probably no other distinct and separate branch of national industry, agriculture only excepted, employs an equal capital.

These remarks, as already observed, only take into view the 762 old estates, as they existed last year, and from which the crop of 200,000,000 of pounds was produced. From the low price of cotton, and the general belief that the extended and extending culture of it was rapidly outstripping the consumption, and would thus create additional depression, many of our cotton planters have turned their attention to sugar, as affording better prospects for the employment of their capital and hands; in consequence, a large number of sugar plantations have been recently opened, that heretofore have been devoted to cotton; and many more deterred from doing it, from the uncertainty attending the tariff policy of the country.

Mr. P. A. Champomier, who prepared and published the detailed statement of the crop of last season, has been, and still is engaged in obtaining a detailed and correct statement of all the new plantations, with the name of each proprietor, and the location. Heretofore, sugar has been cultivated in only 20 parishes of the state, of which Mr. C. has gone through 17. Of the result, the following is a condensed summary, on which full reliance may be placed, the full details having been before the committee:

Parishes.	Old Plant'ns.	New Plant'ns.	Total.	No. owners.
Pointe Coupee,.....	5	32	37	42
West Baton Rouge,.....	19	31	50	69
East Baton Rouge,.....	18	17	35	52
Iberville,.....	69	41	110	169
Ascension,.....	48	15	63	98
St. James,.....	67	9	76	185
St. John,.....	55	6	61	143
St. Charles,.....	37	4	41	88
Jefferson,.....	24	4	28	48
Orleans and St. Bernard,.....	23	2	25	42
Plaquemines,.....	36	7	43	70
Assumption,.....	62	72	134	206
Lafourche,.....	49	39	88	159
Terrebonne,.....	42	26	68	87
St. Mary,.....	147	31	178	287
St. Martin,.....	36	31	67	106
	<hr/>	<hr/>	<hr/>	<hr/>
	737	367	1,104	1,851

From this it appears, that in these 17 parishes, there have been opened in the last twelve or fifteen months, 367 new sugar plantations, making, with 737 old ones, 1,104 owned by 1,851 distinct and separate proprietors, either as families or heads of families. That in the other three sugar parishes of St. Landry, Vermilion, and Lafayette, there were 25 old plantations, and, from estimate, will be 25 to 30 new ones. That in the parishes of Rapides, Avoyelles, Calcasieu, Concordia, and Catahoula, where the cane had not previously been cultivated, arrangements had been commenced for changing more than 200 cotton into sugar estates—but the larger number have been suspended until the action of Congress is ascertained on the tariff—though, from the best estimate that can be made, from 60 to 70 have actually been opened, which will make an aggregate of 450 new plantations now progressing, and with the old ones, a total of about 1,200, owned by more than 2,000 principal proprietors or families, who are wholly or principally dependent on them, besides the engineers, overseers, mechanics and their families, making in all probably 25,000 to 30,000 white persons, and 80,000 to 90,000 slaves who are directly connected with, or dependent on, the culture, besides those indirectly interested in furnishing supplies, transporting and selling the crop, etc., etc.

Of the new plantations, but few this year will raise more cane than they will require for replanting, and therefore will add but little to the growing crop; but the larger number will produce sugar the ensuing season, and all of them the year after. Under anything like a favorable season, the sugar crop of the state for 1846-'7 may be estimated at 275,000 to 300,000 hogsheads, with a large increase on that quantity in 1847-'8.

The culture also is increasing in Florida, and will of course do so to a greater extent in Texas, under the annexation of that country, where there are large bodies of the finest sugar lands, and with a climate superior even to that of Louisiana for the cultivation. From all these sources of supply, if there is no change in the tariff policy of the country, there is no reason to doubt that the production will, in a very short period, overtake the entire consumption of the United States, and with a probable surplus for exportation; and so soon as this is the case, the duty will be nominal, as it now is on cotton.

It requires no argument to show the great advantage which this extended culture of the cane will be to the cotton planter. The force recently diverted from cotton has probably heretofore produced more than 100,000 bales, and the advantage derived from this diminished production is not confined to Louisiana, but is equally felt through the entire cotton region of the country; and it should be recollected that the whole force and capital now employed on sugar would be capable of producing 300,000 to 400,000 bales of cotton, to which culture it must return, if driven from that of sugar; and none for a moment can doubt the depressing and ruinous effect which such an event would inevitably produce on the price of cotton.

Before quitting the subject of sugar, the committee would refer to the fact, how greatly the nominal protection afforded to it is neutralized, and the public revenue injured, by the provisions of the present tariff as connected with the article of molasses.

The official returns show that 250,000,000 of pounds, or upwards of 22,000,000 of gallons, were imported in the United States, in the year 1843-'4. Of this, about 200,000,000 pounds, or 17,000,000 of gallons, were from Cuba, where the whole produce of real molasses, which consists of the drainings of Muscovado sugar, of which comparatively a small quantity is made on the island, does not exceed 500,000 gallons, and the balance must have been the syrup arising from the operation of making their white and brown clayed sugar, composing the great bulk of their crop, which syrup is not known in Cuba by the name of molasses, but which is shipped as such in these immense quantities to the United States, and introduced under the molasses duty of 45 cents per 100 pounds. This article on its first boiling will yield 50 per cent of good sugar, and the residue molasses, from which more sugar can be obtained by a second process. Since the tariff of 1842, large establishments have been created at the North for the purpose of thus

extracting sugar, and at an estimated yield of only 50 per cent, it will be seen that 125,000,000 of pounds, or 125,000 hogsheads of foreign sugars, are thus annually introduced at a duty of less than one-half cent per pound, to the great injury of the sugar interest, and at a loss of nearly three millions of dollars to the revenue.

That such is the fact, is corroborated by the nominal consumption of sugar in the country. The people of the United States obtain the article at a lower rate than any other nation, and their means and general circumstances enable them to consume it more freely than any other people; and yet, while the official statistics of Great Britain show that the annual consumption of each person in that kingdom is 23 pounds, the statistics of the United States show a consumption of only 18 pounds for each person. It is impossible that such should be the fact, and the result can only be accounted for from the immense quantities of foreign sugar that are surreptitiously introduced under the form of molasses.

On the subject of the warehouse system, the committee believe that the absence of it under a state of cash duties, has already been highly injurious to the commercial interests of the United States.

A large portion of the import trade in foreign manufactures has always been in the hands of European houses, and the payment of duties in cash has the tendency to throw a still larger portion of it into their control; for not only are they generally capitalists, who, without inconvenience, can advance the duty, but they also have the facility of doing it by their agents drawing on their principals in Europe, which bills can be covered previous to maturity from the proceeds of the sales of goods, whilst the American importer is obliged to raise the amount at a higher rate of interest, and frequently at a sacrifice; and even as between resident American houses, it acts to the disadvantage of the small, and in favor of the large capitalist.

A warehouse system would add greatly to the security of the revenue by preventing all possibility of debenture frauds, which can now be readily practiced by unprincipled men, whilst the foreign goods are allowed to remain in their possession, as they now are under the present system. So extensive were these frauds, as regards foreign liquors, that Congress many years since found it necessary to pass a law refusing, in all cases, to allow a drawback on such liquors, unless it had, whilst stored, remained constantly under the custom-house lock, and in charge of a revenue officer. In a warehouse system, the goods go directly from the vessel to the public store, and from the store directly to the exporting vessel, without ever being from the possession of the custom-house, and the importer is relieved from any advance for duties on the goods intended for exportation, and need only pay it on those for consumption after he may have actually sold them, saving thus not only the interest and the amount, but also any sacrifice in raising it.

One of the greatest advantages to a commercial country is the ability to maintain, at all times, extensively assorted and large stocks of foreign merchandise; but it is obvious that cash duties, without a warehouse system, operate most disadvantageously to doing so, particularly in this country, where money is so valuable. Not only does the loss of interest encroach upon, but it frequently absorbs all the profits, to say nothing of the forced sales at heavy loss, that is frequently incurred, in order to obtain relief from the burthen of these heavy advances for the duties in addition to the cost of the goods. These forced sales are also injurious to other holders of goods by the depression they occasion in the value of their stocks, and the fluctuation and uncertainty of prices.

The debenture system, as it now exists, is peculiar to this country—powerful and obvious reasons existed in favor of it under the former system of credit duties and the then peculiar circumstances of the country; but a radical change in those circumstances, and the establishment of cash duties, renders that system onerous in the extreme on the foreign commerce of the country, and make the adoption of the warehouse system a matter of almost absolute necessity.

It is a high and strong recommendation in favor of it, that it is adopted on the most liberal and extensive footing in all those nations most celebrated for their commercial wisdom and experience. The want of it has already driven from New

Orleans nearly the whole of the Mexican trade, as the merchants of that country can no longer procure here those large and varied assortments of foreign manufactures, which were always to be obtained in this city, and this lucrative branch of commerce has been transferred to Havana, where a liberal warehouse system exists.

Whilst New Orleans retained this trade, from four to five millions of specie were annually received here from Mexico, whilst the amount now received is not a tenth part of that sum. Other parts of the Union have also suffered from the same cause, and it also operates injuriously as regards the produce and manufactures of the country, as these foreign purchasers always bought largely of them when making up their stock. The question of the Honorable Secretary can safely be answered, that the warehouse system "would increase the trade and commerce of the state," and that the adoption of it, and the abolition of the present system of drawbacks, would be highly advantageous, not only to the commerce, but also to the produce and manufactures of the country.

The Honorable Mr. Phoenix made, on the 12th February, 1844, a most able and luminous report to the House of Representatives, on a memorial of this Chamber, in favor of the warehouse system, which report contains facts and arguments in favor of the measure that cover the whole ground, and are unanswerable, and which, it is to be hoped, will induce Congress, at the ensuing session, to adopt the measure, and relieve the commerce of the country from the unnecessary and onerous burthen under which it is at present laboring for want of it.

Art. VI.—PROGRESS OF AMERICAN MANUFACTURES.

NEW MANUFACTURES IN THE EASTERN STATES—AMERICAN CUTLERY—IMPROVEMENT IN COTTON SPINNING—MANUFACTURE OF SILK IN THE EASTERN AND WESTERN STATES—MACHINERY FOR THE MANUFACTURE OF CARPETING, ETC.—MANUFACTURE OF PINS IN CONNECTICUT—BUTTONS AND PENS—DISCOVERY IN THE MANUFACTURE OF IRON—MANUFACTURE OF AXES—AMERICAN AND FOREIGN HEMP—WHITNEY'S RIFLE FACTORY—MANUFACTURES OF FALL RIVER—PROGRESS OF INVENTIONS, ETC.*

THE progress of manufactures in the United States during the last few years is truly astonishing. The journals of the day, from almost every section of the Union, furnish information in relation to the establishment of manufactories for almost every fabric of commerce and consumption. The South and the West, we are gratified to note as a sign of the times, are becoming interested, more or less, in this important branch of productive industry. We have within the boundaries of our wide spread territorial domain, in our agricultural products and mineral wealth, and in the enterprise, skill and industry of our people, all the elements of complete success—the means and the power of placing us, in this respect, on an eminence far above the most favored European nations.

The papers of South Carolina, one of the great cotton states, are congratulating those friendly to a change in the system of industry in that

* We shall endeavor to collect from every part of the Union, and lay before our readers, from time to time, accurate statements of the progress of manufactures; not omitting the improvements made in the construction of machinery, and the various methods that may be adopted for the perfection of the manufacturing interest; which harmonizing with the industrial enterprises of agriculture and commerce, cannot fail of promoting the peace and social welfare of the nation; and in this endeavor we would respectfully solicit the aid of correspondents from every state and territory, as we wish to unite in one common brotherhood the seemingly conflicting interests of every part of our great Republic.

state, on the passage of bills by the legislature chartering manufacturing associations. They say:—

“The path is now open to almost unfettered enterprise for those in South Carolina who are disposed to engage in manufactures. The sphere of industrial energy will be greatly enlarged. The development of those resources with which South Carolina is blessed, will take place on that scale which will unfold all our natural capabilities. Let us then come to the task imposed on us by circumstances, of changing our scheme of industry, with the energy blended with prudence and caution that will ensure success. The public of Charleston have unlimited confidence in the discretion and practical ability of those who have put themselves at the head of this important industrial movement. They will be sharers in the hazards, if any there are, of the enterprise. Their means are ample to meet those hazards. Let the public answer, by liberal subscriptions, to the spirit of patriotic adventure which has induced them, with the view of effecting a salutary change in our system of labor, to bestow their time in making the preparatory arrangements for the purpose. The consummation of these arrangements now rests with the public. We shall have something more to say on this subject.”—*Charleston Evening News*, Dec. 13, 1845.

Virginia has already nearly twenty woollen manufactories. The products of her cotton manufactures amount to more than half a million of dollars per annum; and the spirit of her citizens is aroused to the importance of a system of internal improvement, which, with her almost unequalled resources, must eventually, and at no distant day, give her a rank in the industrial scale scarcely second to any of her sister states.

Indeed, in most of the Southern, Southwestern and Western states, a spirit of inquiry is awakened on this subject; and within a short time manufactures have been projected and plans of inter-communication discussed, that indicate results the most auspicious to the future prosperity, happiness and progress of the American people, scattered over our great national domain. Let us not then mar the glory of our free government by any injustice or false notions of honor; but march on in the career of national strength, armed with that righteousness which can alone truly exalt a great Republic, or impart stability to our institutions.

The progress of manufactures in the Eastern states is still onward. At Portsmouth, New Hampshire, a new steam factory is now being erected, which is said to be the largest in the world. It is 204 feet long. The eastern and western wing are 150 feet each, making 300 feet. The centre part is six stories high, the wings five stories; the height of the lower story 13 feet, and of the other stories 12 feet. The length of the front will be 504 feet, or about a tenth of a mile. There will be about five acres of flooring in this factory. It will run, when completed, 50,000 spindles, and employ about 1,500 operatives. In the rear, two parallel buildings, two stories high, are to be extended 100 feet back from the junction of the main building with the wings; and between those buildings, 50 feet from the main structure, the boiler house is to be erected. The foundation of the chimney, which is to be 140 feet high, is laid, and is in progress of erection.

A gentleman who has been travelling the last year, in pursuit of information respecting manufacturing establishments, and who has visited more than a thousand factories, states, that the largest factory building he has

seen or heard of is at Manchester, New Hampshire, which is 440 feet in length. There is no factory in England to compare with it for size.

At Salem, Massachusetts, a mammoth steam mill is going up, to run 40,000 spindles. High up the Merrimack, at Manchester, New Hampshire, two or three new mills, of the largest class, are being erected. At Nashua, a large mill is also building. At Lowell, the Merrimack Manufacturing Co. are putting up a mill 400 feet long, to run 20,000 spindles—and the Hamilton Co. one of 300 feet long, to run 15,000 spindles—and the Middlesex Woollen Co. are also about building a large mill. At Dover, the Coheco Co. are erecting the largest Calico Printery in the country. The walls of two new mills in Newburyport are completed, and the machinery all contracted for—so that they will be in operation early in the summer of 1846. The Globe Mill will have 13,060 spindles and 325 looms—and the Ocean Mill 8,000 spindles and 216 looms.

A company of New York capitalists have recently purchased an extensive water privilege in East Brooklyn, Connecticut, on the Quinnebaug river, directly on the line of the Worcester and Norwich Railroad, for the purpose of erecting immediately a cotton factory of the largest dimensions. These movements are made, it would seem, without regard to the policy to be pursued by the administration in regard to the tariff; indeed, we believe that it is now generally admitted that in cottons at least we can compete with England, without any other protection than that afforded by a necessary revenue tariff.

In thus briefly alluding to the progress of American manufactures, it will not, we presume, be deemed out of place to refer to the improvements that have been made in the various branches, gathered from a variety of reliable sources of information, and also to embody a few facts on the subject generally.

AMERICAN CUTLERY.

A few years ago, this country was entirely dependent upon foreign manufactures for cutlery; but at present there are several establishments in the United States, one or two in New York, one or more in Connecticut, some we believe in Massachusetts and Maine, which supply the most elegant and highly finished articles. The finest razors and best surgical instruments are made in New York. We have examined various specimens of table cutlery and penknives from the manufactory of Henry Ibbotson of Auburn, and have seen nothing superior, if equal to them, from Birmingham or Sheffield. Indeed, we understand that improvements in the style and finish of these articles have been recently made at Auburn, and that it will be difficult for the English manufacturer to compete with our own in the quality of the articles or in the moderate price at which they are sold. In this manufacture of cutlery, as well as in regard to other articles, American skill and enterprise have taken such a start as to be independent in most if not all cases of protection, as they will at no very remote day defy competition. It is more important that they should advance safely and surely than rapidly. It is truly gratifying to observe their present success and more brilliant promise.

IMPROVEMENT IN COTTON SPINNING.

Francis McCully, an American by birth, and from his infancy a resident of the town of Paterson in New Jersey, where he has been engaged in the

construction of machinery, has recently made an important simplification in the process of spinning cotton. He has invented an improvement of the machine called a throstle, which, we are told by competent judges, is likely to work a great revolution in the cotton manufacturing business. The new process requires less than half the power required by the ordinary machine, takes less oil, dispenses with the use of hands, makes a smaller amount of waste, enables one person to attend a larger number of spindles, yet with all its economy in these several respects, produces more yarn, and of a better quality. A small model of the invention, containing about 132 spindles, is now and has been for several months in operation at the factory of Gen. Godwin, in Paterson, where its utility and success has been demonstrated to the satisfaction of all the practical men who have seen it at work. Mr. McCully, the inventor, has already secured patents for his machine in England, France, Belgium, Mexico, and this country, and is likely to realize a considerable fortune as well as extensive fame as a mechanic, by his ingenuity.

MANUFACTURE OF SILK IN THE EASTERN AND WESTERN STATES.

Great progress is making in the Western states in the culture and weaving of silk, which we hope to see soon becoming an extensive article of American manufacture. At Ohio and Pennsylvania they have produced woven silk of an excellent quality, and at Louisville, Ky., there is a manufactory in active operation. The Louisville Journal says: "Most of the operations in this factory are effected by steam. The cocoons are reeled on the machine, universally known as the Piedmontese reel, and the silk is spun on a throstle machine, a modification of which makes the twisted silk. Three looms are worked, and are principally employed in making sewing silk, handkerchiefs, vestings, and dress patterns for ladies."

The editor of the Bangor (Me.) Register has been presented with a couple of skeins of silk manufactured in the family of Mr. Enoch Huntington of Garland, which he can hardly believe was not imported from France or Italy, the thread is so even and perfect, and the general appearance of the hank is so good. Mr. Huntington had about one thousand cocoons last year, and is one of the few persons in that region who have given any attention to the raising of the silk worm, and manufacture of silk. Edmund Pillsbury, Esq., of Newport, has also engaged in the business to a limited extent, and others have turned their attention to it more as a matter of curiosity and amusement than as a source of profit, which it might become even in this unpropitious climate, if industry were turned in this direction.

INVENTION OF MACHINERY FOR THE MANUFACTURE OF CARPETING, MARSEILLES' QUILT, AND COACH LACE.

A Lowell correspondent of the New York Anglo-American gives the following facts in relation to the manufacture of carpets by power-looms, which has been commenced by the Lowell Company:—

"Mr. Bigelow, an ingenious young artisan, has invented a power-loom for weaving ingrain carpets; it is a splendid piece of machinery, and does great credit to the artist; it is capable of doing more than the ordinary hand-loom, and can with great ease be managed by a girl. I was much pleased while examining it, to see how mathematically exact it works. While the shuttle is passing from one box to another, if the thread breaks it at once stops, and when any change is necessary, a small bell attached to the machinery informs the girl in attendance what is wanted. It is truly astonishing to see the rapid march of science. To

the Lowell Company the people of this country are indebted for bringing this beautiful machine to its present high state of perfection; they have expended nearly \$100,000 in building and erecting machines; they have now put up fifty looms, about one-third of which are in active operation; the carpets produced are of excellent quality, and will bear comparison with any manufactured. Mr. Bigelow has likewise completed a machine for the manufacture of Brussels carpets, which is confidently expected to excel all his other inventions in point of simplicity, and from the opinions I have heard from the best mechanics here, there is every prospect of its success. He is now manufacturing coach lace at the cost of 2½ cents per yard, which formerly by hand-weaving cost 20 cents, showing a great difference in favor of the power machine of 17½ cents per yard. To these great improvements he has added the manufacture of the Marseilles quilt, which is produced with as much facility as cotton cloth, the raised figures on the surface showing every variety of pattern. This description of work has seldom been attempted in this country, having formerly been made by the hand-loom, and required a very experienced workman—now a girl with a few weeks' practice, can manage one of the power-looms with the greatest ease. I am informed that a paragraph has gone the rounds of the papers stating that the inventor had got an offer from England of £80,000 for the patent. A gentleman connected with the Lowell Company assured me that it was not correct, but that Mr. Bigelow had taken out a patent in England."

IMPROVED MACHINE FOR THE MANUFACTURE OF PINS.

Brown and Elton of Waterbury, (Conn.) have in operation an improved machine for the manufacture of pins, which turns out two barrels of pins per day. A barrel contains 4,000,000 pins, consequently 8,000,000 are manufactured in this little machine each day, or 48,000,000 a week, and 15,024,000,000 per annum, deducting 52 days for Sundays. The machine is perfect and simple in its operation. The wire is run into the machine from a reel, cut to the requisite length, pointed and headed, and made a finished pin by the one simple operation. From this machine they fall into the hopper of the sticking machine, as it is called, in which they are arranged and stuck upon the papers, and come out perfect, only requiring to be packed to be ready for a market. This latter machine, tended by a girl, will do the work of thirty persons by the old hand process. There are four other machines in the United States; a few more would supply not only enough for home consumption, but export to foreign countries, and at a large profit, after paying freight and duty, as it would be out of the question for the "little pin-headers" of England to compete with the ingenious Yankee contrivance.

MANUFACTURE OF BUTTONS AND PENS.

The Haydens, two brothers, commenced the business of making buttons, by hand, at Haydenville, near Northampton, Mass., employing only two or three hands besides themselves. After a few years they enlarged their establishment, and their business is said to have proceeded and increased as follows:—

Year.	No. Hands.	Capital.
1835.....	25	\$20,000
1836.....	50	30,000
1837.....	100	50,000
1838.....	200	100,000

In 1839 they added the business of manufacturing steel pens to that of making buttons, and their operations were as follows:—

Years.	No. hands.	Capital.
1839.....	225	\$125,000
1840.....	235	130,000
1841.....	235	130,000
1842.....	235	130,000
1843.....	250	145,000
1844.....	275	175,000

In 1844 the number of buttons manufactured per day was 1600 gross ; and the number of pens manufactured per day was 100 gross.

DISCOVERY IN MANUFACTURING IRON.

The extensive demand for iron, both in Europe and in this country, not only for railroads and ships, but an innumerable variety of purposes, has stimulated the inventive genius of some American, and the result is as important as it is gratifying. Experiments have been made by Mr. W. C. Green of New Jersey, at the Boston Iron Works of Sherman and Atwater of the city of New York, whose extensive iron foundries are in New Jersey. Mr. Green's improvement is in the process of puddling the iron from the pig to the bar. Instead of using the pig iron, which costs about \$35 per ton, he is enabled to use a large portion of the ore, which costs but \$2 50 per ton, by which he effects, in labor and material, a saving of more than 33 per cent, and he gives a far better quality of iron than that which is obtained from the pig ; as much better in appearance as china is better than earthenware. We have seen and compared, says the Express, the new specimen with iron made in the old way, and have marked the contrast as very great. Mr. Green's secret consists chiefly in mixing a composition with his ore and white in a modern state, by which the carbon is more rapidly exhausted than it is under the old process, and the iron is thus, in half the time, left tougher and finer.

IMPROVED MANUFACTURE OF AXES.

There is an axe factory at Collinsville, near Hartford, Conn., in which forty-five men turn out eight hundred axes every day. The axes sell for 13 dollars per dozen upon an average. The demand for them is almost illimitable. They labor in seven shops. The sixth shop is sacred—"no admittance" is written upon the door-post. The reason for this is that a new process for tempering the axes has been discovered—a process by which a hundred can be tempered at once, and that, too, after they have been ground. We regard this as an important discovery.

AMERICAN AND FOREIGN HEMP COMPARED.

The government agent for the purchase of hemp, at Louisville, Kentucky, Lewis Sanders, Esq., recently made several experiments to test the relative strength of Russian and American hemp, and as will be seen by the following letter of Mr. Sanders, the result has been in favor of the American.

HEMP AGENCY FOR KENTUCKY.

Commodore Morris, head of the Bureau of Construction and Equipment, caused to be sent to this agency a very perfect apparatus for the purpose of testing the quality of hemp ; also, a box containing Riga Rhine hemp, and a box containing American water-rotted hemp, as samples for examination and comparison. The apparatus and samples of hemp were sent from the Boston Navy Yard, and arrived here in October last. The object of the department is to give information to the growers and dealers of hemp. By these samples and tests, bidders for the supply of the Navy can with more certainty submit their proposals.

I caused four parcels of hemp to be accurately weighed, of twenty-five pounds each, and delivered to Mr. Till, a rope-maker of this place, (who learned his trade in Boston,) with directions to make up each parcel separately, into $1\frac{3}{4}$ inch rope, and into yarns.

No. 1. Twenty-five pounds American water-rotted hemp, sent from the Navy Yard, Boston.

No. 2. Twenty-five pounds Riga Rhine hemp, sent from the Navy Yard, Boston.

No. 3. Twenty-five pounds cured and prepared by Mr. James Anderson of this place, intended for naval purposes.

No. 4. Twenty-five pounds of a good lot of Kentucky dew-rotted hemp.

The waste and tow returned by Mr. Till from No. 1, was 11 lb.; from No. 2, $6\frac{1}{2}$ lb.; from No. 3, 6 lb.; from No. 4, 10 lb.

A piece of bolt rope, intended for $1\frac{3}{4}$ inch, made of yarns running 26, was put to the test.

No. 1 broke or parted at - - - - - 2,705 lb.

No. 2 do. do. - - - - - 2,555 lb.

No. 3 do. do. - - - - - 2,940 lb.

No. 4, of 1 16 10 in. - - - - - 2,415 lb.

Three-thread spun yarn of No. 1, broke at 400 lb.; of No. 2, at 365 lb.; of No. 3, hard twisted, at 352 lb.; of No. 4, at 450 lb.

Marline, two-thread, No. 1 broke at 132 lb.; No. 2 broke at 135 lb.; No. 3, hard twisted, at 112 lb.; No. 4, at 155 lb.

One-thread yarns, running 26—No. 1 broke at 222 lb.; No. 2, at 108 lb.; No. 3, at 140 lb.; No. 4, at 190 lb.

WHITNEY'S RIFLE FACTORY.

The Rifle Factory of Mr. Eli Whitney, situated at the foot of East Rock, on the Hartford and New Haven Turnpike, was founded by the father of the present proprietor, in the year 1778, and was long used by him in the manufacture of arms for the United States Government. This gentleman, distinguished for his talents as a mechanic, for his sound judgment, and for his persevering industry, applied to this branch of business the same skill and ingenuity, the first-fruits of which had been already displayed in the invention of that instrument so important to the agricultural interests of the South—the Cotton Gin. The result was the production of an article superior to that obtained from England, not only in itself, but also in the manner in which it was made. The method of manufacturing muskets then devised by Mr. Whitney, and also many of the different kinds of tools invented and used by him, have been since adopted in the national armories. The establishment has, we believe, been exclusively devoted to this business, from the time of its foundation until about three years since, when an alteration was effected, and the manufacture of rifles substituted. The metal is wrought into the most eccentric shapes, without any further intervention of human hands than is requisite for superintending the machine. Owing to this skilful arrangement of machinery only thirty-five men are required to carry on the works, turning out nearly three thousand rifles a year, worth about thirteen dollars a piece. In the manufacture of these about 50,000 pounds of iron, 6,000 pounds of copper, and from 4 to 5,000 pounds of steel, are annually consumed. The steel is worked up into ramrods, springs, and portions of the lock. The iron costs about one hundred and forty dollars per ton, and is obtained from Salisbury, Connecticut—that procured there being found of a superior quality to either the English or Pennsylvania iron. The stocks are made of black walnut, which is brought from Pennsylvania. The rifles, when finished, weigh ten and a half pounds each. A strik-

ing advantage gained by the extended use of machinery in making the different parts of the rifle is the perfect uniformity of the work. So accurately and in so many different ways is every part, even the most minute, gauged, that in putting together the whole, no delay is occasioned from trifling inaccuracies in fitting. Each screw, spring, sight, top-board, or any other piece whatever, is so nicely wrought that it may be applied to and will fit any one of the three thousand rifles made in the course of the year as exactly as it does the one of which it finally forms a part. The rifles are made on contract for the Government, and are not offered for sale.

Art. VII.—THE GERMAN ZOLLVEREIN AND THE HANSE TOWNS.

COMMERCIAL POLICY OF THE ZOLLVEREIN TOWARDS THE UNITED STATES AND THE HANSE TOWNS.

SEVERAL of the public papers have lately presented discordant views of the commercial policy of the German Zollverein towards the Hanse Towns, and those northern coast states of Germany which have not united with the Zollverein, and of the influence which it is said that Prussia exercises over that policy, which is represented as being prejudicial to the commercial interests of the United States.

These opinions having arisen more or less from the conflict of local interests affected by the Zollverein and its commercial policy, and from false apprehensions with regard to an adverse settlement of the respective interests between the said States and the Zollverein, the following observations, founded on a statement of facts, will no doubt rectify and harmonize the different opinions entertained on the subject, and allow an impartial opinion to be formed.

We have no interest in knowing what are the feelings and opinions of the different parties in Europe concerning the Zollverein. What we should ascertain, is, whether the mercantile policy of the Zollverein States (which contain about twenty-eight millions of customers) is susceptible of increasing our direct commerce with that country, on principles of real and true reciprocity. Such a commerce, few of the other European nations are disposed or enabled to admit; being prevented from doing so, partly by their restrictive commercial policy, and partly by their peculiar relations and obligations to their colonies.

One of the principal objections which have been made to the Zollverein, is, that Prussia is said to exercise an overwhelming influence over the other members of the Union, controlling their constitutional liberties. The question whether such an influence does really exist in the Union, may fairly be answered by the fact that those states whose liberties are said to be affected, voluntarily joined the confederacy. The question whether the organization of the Zollverein system, established by Prussia, offers any ground for such an accusation, should be submitted to a closer examination. The following facts will speak for themselves:—

According to the treaties on which the Customs Union is founded, no new tariff law, nor the alteration of any existing one, can be made *without the agreement of all the members of the said Union*. No such act can be passed by any majority of votes. The several states who form the Union, without regard to their population, or the extent of their territory, have all equal votes; and the single vote of the smallest of them, if in

opposition to any measure, will prevent its adoption, even if the votes of all the other members should be in favor of it. Thence Prussia, with a population of over 15,000,000, and Brunswick, with 155,000, have equal votes.

It has been said, in certain quarters, that this complete equality of representation of all the states of the Union had been used by Prussia as a means of inducing the said states to submit to her original customs system, and to maintain her influence over them; but an impartial examination of such an imputation will show that all the German States who have united with Prussia, in the formation of a common system of customs and commerce, have adopted the Prussian system, with slight modifications, always by the way of free treaties, which were submitted beforehand to the examination and ratification of the representatives of the respective countries. If ratification has not been refused by them in any single instance, the reason of it is its conveniency, and not the influence of Prussia. It is the conviction that the Prussian system, whose advantages had been experienced for many years, was the best adapted for the basis of a German Union of Customs and Commerce.

The leading principles of this system, which secured its adoption by the other German States, are as follows:—

I. The maintaining a proper medium between the principle of protection and of free trade.

II. Allowing a competition of foreign with the home industry, in the home markets; consequently, the exclusion of prohibitory duties.

III. A complete and true reciprocity with foreign countries.

IV. Facilitating the interior trade, by removing the customs between the states.

V. Protective duties, for the support of home industry, not so great as to prevent commercial intercourse with foreign nations, or their competition.

VI. Establishing and regulating custom duties, with a regard of the interests of every part of the confederacy.

VII. Free importation of the raw materials for the home manufacture; and,

VIII. Convenient duties on those foreign articles, viz: sugar, tobacco, rice, &c., the principal export of other countries, to promote and facilitate the conclusion of reciprocity treaties.

To such a system of customs and commerce, the other German States could join, without any hesitation, because Prussia had made the experiment, and the result had been such as to induce imitation. This experiment was the more important for Germany, as Prussia unites under her dominion several provinces very different in climate, production, and other circumstances; and whose interests, although different, found a sufficient protection in the said system, which, having been a blessing to the Prussian provinces, could not be otherwise to other German States which are in the same position.

However, this adoption, by some of the German States, of the Prussian customs system, has not prevented its development and improvement afterwards, by common deliberation and resolution, whenever there was occasion for it. On the contrary, since the Zollverein has extended to its present state, the most important laws, viz: the new custom law, the custom organization, &c., &c., have passed, after a previous examination, at

the meetings of the plenipotentiaries of the several states ; and, by the same proceeding, provisions have been made to carry into execution the said custom laws.

The present constitution of the Zollverein has only preserved the old Prussian custom system in its leading ideas and principles before mentioned, which could not have been abandoned without destroying the commercial confederacy.

Another charge made against the Zollverein, is, "that it presses upon the Hanse Towns, and the other German States at the North sea coast which have not yet joined the Union, in order to force them into it." This charge has attracted the attention of those nations who are in commercial relations with those states, principally America, because she finds in the Hanse Towns, for instance, a most favorable market for her products. These towns, as well as the other small coast states, whose principal interests are commercial, impose upon products not European very moderate, or mere nominal duties, in comparison with those imposed by the Zollverein ; and, from this circumstance, apprehensions were entertained that the extension of the Zollverein to the North sea would be disadvantageous to the commercial intercourse of countries not European with the Hanse Towns, &c., &c.

Such an apprehension is without foundation ; because the German States at the North sea, which do not belong to the Zollverein, have scarcely one-ninth of the population of the Zollverein, and therefore are of little importance, in comparison to the latter, as principal consumer of those products. The people of the Hanse Towns, who, in the export lists published in the respective countries of exportation, appear as the principal customers, are only the speditioners for the greatest part of transatlantic products, and the real consumers are in the interior of Germany. If, therefore, the small German States on the sea coast should join the Zollverein, and the tariff of the latter should prevail, (which, however, is not to be expected,) the apprehended diminution in the consumption of foreign products, in consequence of somewhat higher duties, could possibly take place only among the small population of the said states ; but, by their annexation to the Zollverein, more advantages would be secured to the said export countries, in consequence of the great development of direct commerce between them and Germany.

In order to explain this by an example, we shall draw a comparison between the commercial position of the Hanse Towns, (Hamburg, Bremen, &c.), and the American seaport cities. The Hanse Towns are free ports, and desire to remain excluded from the commercial policy of the rest of Germany ;—the American seaport cities, New York, Boston, Philadelphia, &c., are included in the general commercial policy of the United States, and have not been permitted to establish themselves as free ports. Now, we would ask, are less European goods imported in New York, and consumed in the interior of the states, because New York is no free port ? Since the United States form one great commercial confederacy, they have unity of interests, have consequently power, and are able to establish a direct commerce with the whole world, whereby the American seaports gain as much as if they were free ports, and all the interior of the United States partakes of the advantages of that trade. All parts of the United States gain more, by such a harmonious union, than they

would do, if the seaport cities were allowed to carry out, with foreign nations, a policy different from that of the United States. New York imports and exports, on the whole, as much as if it was separated from the tariff system of the Union. Its natural position secures as well its commercial importance, as that of Hamburg or Bremen does. The latter would lose as little, if they were included in the German Commercial Union, as New York, by belonging to the American Commercial Union.

There is no reason or foundation for an apprehension "that the Zollverein should employ coercive means to enforce the annexation of the said coast states to the Customs Union." By what means could such a coercion take place? The only means would have been, to impose higher duties on all products entering into the Zollverein by the seaports not belonging to the Union, than on those imported by the ports of the Zollverein. But such a discrimination has never been made, although it will become more and more practicable by the extension and conclusion of the railroad net over all Germany, without any considerable injury to the consumers in the interior.

The policy of the Zollverein, in its relations to those German States who have not joined the Union, always has adhered to the principle "that the annexation should take place voluntarily, and under the reciprocal conviction of its conveniency;" because history shows us that reluctant confederates are worse than enemies, and because the disregard of that principle would only weaken the Union, and endanger its futurity.

As a proof of the liberal policy of Prussia towards the Hanse Towns, and the other German Coast States not belonging to the Zollverein, it may be stated that, at the meeting of the representatives of the Zollverein States at Carlsruhe, at the end of the last year, a memorial was presented by Prussia, of which the German newspapers have given extracts, recommending the adoption of a joint navigation act, on the part of the Zollverein States, with the above-mentioned coast states in favor of the national flag, granting equal rights to such nations, only, who are willing to act upon the principle of full reciprocity. It is further proposed, in the said memorial, to pass a law by which general differential duties are to be established in favor of all direct importations from such producing countries which are willing to grant the same advantage to importations from Germany, by vessels under the same national flag, and by vessels of the contracting state, or such other country which may be entitled to such a privilege by special treaty. The limited time of the said conference not having allowed action upon this proposition, it has been postponed to the next conference, which is expected to take place at Berlin, at an early period in the present year, where probably this national question of "opening the field to the direct commercial intercourse between Germany and the transatlantic states," will be carried into effect on principles of true reciprocity.

Art. VIII.—THE PROGRESS OF THE WEST:

CONSIDERED WITH REFERENCE TO GREAT COMMERCIAL CITIES IN THE UNITED STATES.

THE Albany Argus says, in the conclusion of an interesting article on the dependence of eastern towns on the west, for their growth—

“New York, if she wills, can still hold her present command over the western trade; but this will require immediate efforts, such as will test the energies of her merchants. He is blind who does not see that, at the present time, she is menaced by a spirit of competition on the part of wealthy, enterprising, and powerful cities, such as never before occurred in her past history. But, with an effort, she holds the game in her own hands. The western trade is a prize worthy of those who would struggle for the colossal commercial power of America. A city sustained by that trade, can never languish; for the increase of production of the western states is almost boundless. Its city must be far greater than even Alexandria or Thebes. So long as New York remains at the head of the western trade, where our state pride and her own commanding position justly place her, she must irresistibly advance in wealth, influence, and population, until she will be known not only as the great city of America, but as the great city of the world.”

Most of the positions of the Argus are sound. New York undoubtedly has it in her power to hold more of the western trade than any other eastern city; but it should be remembered that the centre of trade in this country is likely to follow the centre of population, which has already, in its westward course, reached the top of the Alleghanies. We lay it down as susceptible of demonstration, that the great city of America will be in the midst of, and not far from, the centre of the great population of America. Every man of tolerable intelligence knows that the centre is shortly to be in the great western valley. Including Canada, the North American Valley already has eleven of the twenty-one millions under the Anglo-Saxon dominion. This valley will have—

In 10 years,.....	16,500,000	In 60 years,.....	88,600,960
20 “.....	23,100,000	70 “.....	124,040,134
30 “.....	32,340,000	80 “.....	173,656,000
40 “.....	45,276,000	90 “.....	231,540,333
50 “.....	63,286,400	100 “.....	308,721,777

To come to this result, we have allowed the increase for the first ten years to be 50 per cent, being nearly 24 per cent less than the increase of the western states from 1830 to 1840. After that, and down to eighty years, we have allowed 40 per cent, being 4 per cent more than the increase of the white population of all the free states, old and new, from 1830 to 1840. From eighty years down, the rate allowed for each ten years is 33½ per cent, being the present rate of increase of the whole country. The Atlantic border will increase nearly as follows:—

From 10 millions in 10 years, at 15 per cent,.....	11,500,000
“ “ 20 “ “	13,225,000
“ “ 30 “ “	15,208,750
“ “ 40 “ “	17,490,062
“ “ 50 years, at 10 per cent,.....	19,239,068
“ “ 60 “ “	21,162,964
“ “ 70 “ “	23,279,250
“ “ 80 “ “	25,607,175
“ “ 90 “ “	28,167,892
“ “ 100 “ “	30,984,681

Fifteen per cent increase, each decade, is allowed for the first forty years, and 10 per cent afterwards. The increase of the Atlantic states, from 1830 to 1840, was 16.3 per cent; but this included the western portion of New York, Pennsylvania, and Virginia, which are in our valley.

It is fair to presume that the Argus expected at least one hundred years to pass away before New York should become the greatest city in the world. London has now about five times as many people as New York, and New York something less than five times the number of Cincinnati. To suppose the latter will surpass New York, is not a more extravagant anticipation than that New York will go ahead of London.

The internal exchanges of this country constitute the greatest part of the commerce even of New York, at which so large a part of our foreign commerce is carried on. The values transported on the Erie canal, alone, nearly come up to the values of all the exports of the United States. Our foreign commerce is increasing slowly; our home trade is expanding and augmenting rapidly. The latter, in all its branches, probably, now, is not less than fifteen times as great as the former. The home trade of the western valley, at the end of one hundred years, will be a trade of three hundred millions of people with each other, of the productions of their various climates, and more various industry; and also with the thirty millions on the Atlantic border. Will these three hundred millions go to New York to make their exchanges with each other? Is it even certain that half the product of the eastern slope, intended for western use, will not be brought to leading western marts for sale? or that western products intended for eastern consumption, will not be distributed from the western marts? Certainly, the three hundred millions will be backward children if they cannot make their exchanges with each other, without going eastward to the old homestead, a thousand miles out of the way.

Old ideas, whether hereditary, or the fruit of early education, are hard to eradicate or supplant. The salt sea, and commerce, and great cities, are naturally associated together in the minds of Western Europeans, and their descendants in America. As naturally is the interior of a broad continent associated, in their minds, with gloomy forests, desert prairies, and slow movements in all the channels of business. The idea of easy and rapid, and cheap movements of commercial equivalents, over the face of the continent, by means of river and lake steamers, and locomotives on railroads, with interlocking M'Adam highways and canals, is slow to enter the mind of the present generation. That land commerce has become so facile, as to compare with ocean commerce, may be acknowledged in the abstract, but its results have but just commenced a lodgment in the public mind.

If our estimate of the increase of the western valley should seem too large, let the reader reduce the aggregate, for one hundred years hence, to two hundred millions; and then, lest the Atlantic border should seem stinted in her allowance, set that section down for forty millions;—still, our deduction, in favor of western cities, stands on a firm foundation.

We might make out a strong case for western cities, independent of the above considerations, by exhibiting the means providing for a direct foreign commerce, away from the eastern cities. Little more than one year from this time will elapse, before the completion of the locks and canals around the falls of the St. Lawrence; by means of which, the ocean commerce will be accessible from the ports of the great lakes, in vessels of 350 tons

burthen. With iron vessels, of the propeller kind, voyages to all the ports of the world may be made from the interior of our country; from Toledo, Chicago, and Fond du Lac. In the south, by means of the Mississippi, a direct intercourse may be opened from Natchez, Memphis, and Evansville; and, in high water, from St. Louis, Louisville, and Cincinnati, with the West Indies, and the extensive coasts of the Gulf and Carribean sea, carried on in iron vessels, moved by steam and sail. Are these events as improbable as, fifty years ago, would have been deemed the changes that have taken place within that period? Are improvements to make slower progress, the next fifty years, than they have during the last fifty?

Art. IX.—THE SILVER MINES OF MEXICO.

AN ABRIDGMENT OF THE LAWS REGULATING THE MINES OF MEXICO.

THE laws which ruled the mines in Spain, were those which were established at Mexico, but the collection of all the documents bearing upon them had not been made; and their number, as well as their antiquity, rendering their interpretation very embarrassing, M. Gamboa issued, in the year 1761, his Commentaries, which contain, besides numerous explanations of the laws relating to the working of the mines, numerous facts, some very curious, as to the different methods of mining in Mexico. In 1743, a miner, named Reborate, thought of establishing a company, to furnish means to adventurers on terms less onerous than those generally fixed upon by merchants of the capital, who, stipulating for no interests on their advances, had a great advantage in insisting on being reimbursed in silver, valued at between six and seven piastres the marc (the price of the money being nine piastres,) according as the duration of their outlay increased. This project was submitted to the king, and appears to have furnished subsequently the idea of a special tribunal for mines—destined, at the same time, to aid the miners with funds, arising from a tax of one real per marc on all the silver produced in Mexico, which was paid into this establishment. At the same period it was thought necessary to review all preceding decrees, and at the date of the 22d of May, 1783, the king decreed certain regulations for the government of the mines of New Spain, as it was then called. In every mining district, a special tribunal was established for that purpose, similar to some of our minor courts, deciding, without appeal, to the extent of 400 piastres, and with appeal, beyond that sum, before a superior tribunal, established at Mexico and Guadalaxara, under the name of the Court of Alzadas. These local courts, the members of which were nominated by the inhabitants, were subordinate to the Tribunal General de Minería at Mexico, and the members of which were chosen by the principal districts; the number of votes given to each shows their relative importance at this period. Guanaxuato had six, Zacatecas four, San Luis three, Pachuca and Real del Monte two; every mining district having the title of a city (*ciudad*) had three, and those of a town (*villa*) two only. This sort of jurisdiction had very extensive limits, not only for the settlement of lawsuits, but also for the proper administration, and the manner of exploring the mines; it also embraced the subject of roads, the conveyance of water, and the preservation of the forests; under the same authority was also placed the Mining School (*Real Seminario de Minería*.) After

the independence, the commercial courts and the mining tribunals were suppressed, but the former are now being restored, and the latter are about to be re-constructed. These *ordenanzas*, or mining laws, have continued to be in operation, though limited to the province of the ordinary tribunals. They have been revised and dissected with great discernment, and seem now to be little needing ameliorations; however, we must observe, that there is no abrogation of that article which limits the possession of the mines to natives—that is to say, which excludes those who are not naturalized from having the entire possession, who may, however, have a partial interest in any of the mines. Every new mine belongs to him who denounces it, provided that, during the sixty following days, he has constructed a shaft in the vein of the mine at least of ten varas in depth. The concessions consist of a square of 200 varas. The abandoned mines, or those looked upon as such, by the works being suspended during a period of four consecutive months, can also be denounced. The metallurgical workshops (*haciendas de beneficio*) may also be considered as abandoned, and become the property of him who denounces them, whenever no works are carried on; the buildings are taken to pieces, and all the machinery withdrawn, but the proprietor has an extent of four months to preserve his property, if he prefers once more to renew operations. With a view to avoid disputes, a great many very proper regulations are established, amongst which are to be observed, those affecting the cost of exhausting the neighboring mines, and for the sharing of the mineral extracted on the concession of a stranger, by means of subterranean works which did not then exist at such a depth by the means of the proprietor. Useful precautions are also imposed as to the mode of exploring, and the safety of the workmen, but it is to be regretted, that too generally this interesting portion of the *ordenanzas* is not regarded, as respects the good management, and the hours of labor, with all that exactitude which the general interest demands, though the infringement is attended with the loss of possession. These same *ordenanzas* granted to the miners certain peculiar rights, some of which, as that of nobility, have ceased to exist, whilst others, relating to the rights of creditors, still exist the same as before. A miner, or proprietor of metallurgical workshops, cannot be dispossessed by his creditors, whose only course is to seize on the works, and conduct them on their own account, taking of the produce to the extent only of their demands; at the same time, furnishing to the debtor a sufficient sum over his indispensable expenses, and those of his family.

Under the Spanish government, which placed the military and the clergy under a peculiar jurisdiction, (*fueros*) these prerogatives are little surprising, and it is doubtful whether the class they were destined to protect, have derived any very great advantages; they have had, under all circumstances, this inconvenience, of obliging the miner to procure for himself the capital he found necessary, on conditions the harder in proportion as the reimbursement became the more fettered from his position. In Spain, the mines belonged to the crown, and could not be worked without special permission, which stipulated the part of the produce which should belong to the treasury; in 1504, shortly after the discovery of America, an *ordonnance* fixed this tax at a fifth of the value, which from that received the name of *quinto*; the booty collected by Cortez and his army was subjected to this regulation. After 1525, the working of mines of gold and silver, was permitted to all those who wished to undertake them, with the under-

standing that they should pay the ordinary tax on the produce. In 1548, this tax on the silver was reduced to a tenth of the value, for an extent of six years, but they still continued to receive it on this footing, by successive adjournments of the question, till the year 1572, when the tenth, instead of the fifth, was agreed upon without any other restriction; but this reduction of impost, which only applied to certain districts, did not become general till 1723. A law of Charles the Fifth fixed the rights of fusion, assay, and mark, at $1\frac{1}{2}$ per cent on the value of the metals. In 1584, Philip the Second decreed, that in future the mines of America should not be merely concessions subject to provisions, but that they should be the property of those who discovered them, provided they complied in other respects to the mining regulations. Some other supplementary imposts, established at different periods, and amounting together to $2\frac{3}{4}$ per cent, were abolished in 1777, and there only remained but the tenth of the value, and the right to $1\frac{1}{2}$ per cent on the fusion, the assay, and the mark. These rights, which existed on this footing until the emancipation of Mexico, were abolished, or rather modified, by a decree of the 20th February, 1822, which fixed equally what should be demanded on gold and silver, as to the different operations of assay, fusion, refining, &c. By this decree, all the duties are reduced to 3 per cent on the value of the metals. Since then they have added a right to 1 real each mark of silver of 11 deniers, valued at 8 piastres to 2 reals, or 66 reals (which is about $1\frac{1}{2}$ per cent,) for the establishment *de mineria*—so that the total of the actual demands on the ingots is $4\frac{1}{2}$ per cent for silver, and 3 per cent for gold. The expenses of fusion and assay are no longer a fixed duty, but are regulated on a footing which exceeds very little their real cost, which is of small importance. In Mexico, the assayers are required not only to settle the title of the ingots and the money, and to stamp the silver and jewels, but are also to see executed by themselves, the fusion of silver and gold, in that condition in which they are found at the close of the metallurgical labor necessary to separate them from the gangues. This precaution has been taken with the double view of avoiding any falsification of the ingots, and to insure the recovering of the duties. The general law requires the silver, in *marquetas*, to be brought to the laboratory of the assayer of the mining district in which the works are situated, such as it is after the volatilisation of the mercury, or the pieces of silver obtained by the treatment on the dry method. Some of the great works, such as those of Fresnillo and Real del Monte, for instance, have obtained the privilege of presenting their produce already converted into ingots at their establishments. It must be added, that there is great liberality as to the execution of this law, and that often the assayers mark, without referring them, blocks of silver of great weight, when they come from such establishments as are thought to be unimpeachable. This tolerance may, however, appear to be injurious some day when it is least expected; but in the present day, any frauds in ingots are unknown in Mexico, and the small number of differences which present themselves occasionally are due, either to some want of exactness in the assay, or rather, to some effects of liquation, difficult to be avoided, and which are very sensible on the ingots, which the law admits to a weight of 136 marks. The disputes between two assayers on the title of the same alloy, are decided by the *assayador mayor*, whose laboratory is established at Mexico. This is also the officer who issues, after examination, the diplomas to the assayers.

Art. X.—MERCANTILE BIOGRAPHY.

THE LATE ABIJAH FISK, OF NEW ORLEANS.*

ABIJAH FISK was born at Waltham, Massachusetts, in December of the year 1785. His father, also named Abijah, was a respectable farmer, a man of great moral worth and patriotism, who served his country for more than five years, during the revolutionary war of 1775, as a soldier in the army and navy of the United States—in the latter, on board the *Oliver Cromwell*, a vessel of war from the state of Connecticut, on board of which vessel he was taken prisoner, after a desperate action, in which she was captured by a British ship of war, and carried into New York while that place was in possession of the British forces. Notwithstanding he was severely wounded, which disabled him in a great degree for life, he was carried on board the prison-ship, and there confined many months, suffering almost every hardship which can be conceived possible for any one thus circumstanced to endure. Yet he recovered, and once more, after the close of the war, returned to his farm at Waltham, where he was married to Miss Alice Adams, one of the descendants from the ancestors of the late John Adams, formerly President of the United States, where he continued for many years to till the ground with his own hands. When his son Abijah, the subject of this sketch, was seven years of age, he removed to Weston, the next town adjoining, in the same state, where this son continued to labor with his father in the field, except at short intervals, during which he attended the public school about ten or twelve weeks per annum, mostly in the winter, and which was the *only* opportunity he ever had of attending any school whatever until he was nearly eighteen years of age, when he left his father's roof, poor and friendless, with nothing to recommend him but the proud consciousness of integrity, energy, and persevering industry, for a residence in Boston, in a store or commercial house doing business mostly with the country, as a salesman and general attendant in the store and out of it, as occasion required his services. He soon attracted the attention of some of the neighboring establishments, from his activity and good management in the establishment in which he was employed; and in two years, when he was but twenty years of age, he was offered a capital of five or six thousand dollars and the credit and use of the name of a house of large means, to go into business in his own name, dividing the profits with them. He accepted the proposition, and in one year he found he had doubled the capital, and his credit was good for any sum he required. In this way he went on for several years, when he found he had made a pretty handsome sum. He separated from those who established him, paying them off in full most honorably the half of the profits.

He continued to prosper in business at Boston, with occasionally heavy losses, laboring very hard in his store with his own hands, until about the year 1820, when he had accumulated a capital of \$200,000, and upwards. About this time, or earlier, he had commenced some heavy operations at Savannah, in Georgia, by establishing a young man who had been a clerk of his for some time, (and he was remarkable for aiding others,) who soon involved his principal in great losses, and in the summer of 1822, owing to many losses in various ways, on shipments, endorsements, and the failure of about eighty or ninety houses in Boston at that time, his losses were

* We are indebted to the editor of the New Orleans Commercial Bulletin, for this brief but instructive memoir of an enterprising merchant of that city.

immensely heavy, and he stopped payment with the general *crash*, for about *six hundred thousand dollars*. He however quickly closed up his affairs—paid off all of his small creditors with interest—and with the larger ones he compounded, and paid eighty-one cents in the dollar on those who came upon him with paper on which he was only endorser, but ultimately paid up every one, or *nearly* every one, every dollar, with interest. There was not, it is believed, more than one or two exceptions to subsequent full payment, and if any, it was for cause. In one instance, one creditor put him in prison, and kept him there in a little room of eight by twelve or fourteen feet, for six months, in *close* confinement, refusing to take eighty-one cents in the dollar; but finding at length that his debtor could not be driven in that way, he came to terms, and received what he might have had at first.

After settling up with all, he sailed for Havana in 1823. Having some friends, he commenced operating there and in Rio de Janeiro, in coffee and sugar, and shipping largely to New Orleans principally, but frequently to European ports, to St. Petersburg, and other places.

Having carried on a successful course of operations for about seven years, he came at length and settled in New Orleans, in the early part of 1830. It may have been remarked that Mr. Fisk was the founder of the very valuable trade in coffee between Rio de Janeiro and New Orleans. He in fact first introduced this article into consumption in that part of the country.

From the time of establishing himself in New Orleans, his operations and course of business are known to have been very large; that he has made and lost immense sums of money. His losses in 1839 and 1840, in about eighteen months, were more than \$400,000, of which about \$320,000 were in cotton; yet he stood up manfully under them, never faltering, but paying up reclamations without suffering himself to despond, although nearly crushed. He lost by a single individual, for whose family he felt a great sympathy, and desired for their sakes to assist the head of it, although admonished that he was unworthy of his confidence, the sum of \$75,000.

When we look at this stripling youth of eighteen years, emerging from the humble pursuits of the farm, and wending his way to the metropolis, and from the thoughts of how to realize the best return from the cultivation of a few acres, to the immense commercial operations of millions in a single year, we are lost in wonder and surprise. This is the result of free school education, and the inculcation by his parents, in childhood, of religious and moral principles, which have been the foundation and polar star of his actions and success under the kind guidance of Providence, through life. Although his operations have been bold, and generally of the largest class, yet he has ever been retiring in his habits, desiring to be unnoticed, and saying but little in regard to what he was doing. He was but little known in reality; all his feelings and impulses were generous and kind, when properly understood; and he has done much in his unobtrusive way to promote the happiness of very many persons, and in several instances, to a large extent. His word was universally appreciated as truth itself—and no man's honor stood fairer. He is gone, we trust, to where the wicked cease from troubling, and the weary are at rest.

During his last illness, the same manly firmness continued to the last moment of his life; never uttering complaint, and when all hope had fled, the day before his departure, giving directions about the disposition of his body; and a short time before the final close, saying he was going, bidding farewell to those around him, asking the hour, and then taking his flight forever.

MERCANTILE LAW CASES.

CASES DECIDED IN THE SUPREME COURT OF LOUISIANA, AT THE CLOSE OF THE LAST TERM, 1845.

THE following cases, decided in the Supreme Court of Louisiana, at the close of the last term of 1845, were prepared by the reporter of the Supreme Court of that state, and are published under his supervision.*

LAUGHLIN, *et. al.*, v. GANAHL.

Plaintiffs having sold to defendant a quantity of cotton, delivered it to him on receiving only a part of the price. The purchaser shipped the cotton, consigning it to a house of which the intervenor was a member, for sale on account of the shipper; and, in consequence of advances made by the intervenor, had the bill of lading made out in the name of the latter. Plaintiffs having sued to recover the balance of the price, sequestered the cotton; and the party who had made the advances intervened, claiming a privilege on its proceeds. *Held*, that by delivering the cotton before payment in full, the vendors authorized defendant to consider himself its absolute owner; that by suffering the intervenor to take the bill of lading in his name, defendant gave him the same right to the cotton from the date of the bill, as if he had endorsed to him a bill of lading filled up in defendant's own name, which would transfer the property; that the privilege of the vender, under art. 3,194 of the Civil Code, exists only so long as the property remains in possession of the purchaser; and that under art. 3,214 of the Civil Code, the intervenor was entitled to a privilege on the proceeds of the cotton, for the advances made by him.

The intervenor appealed from a judgment of the District Court of the First District, dismissing his intervention, and decreeing to the plaintiffs the proceeds of the property sequestered in this suit. The judgment was reversed, and one rendered in favor of the plaintiffs.

SELLICK v. KELLY, *et. al.*

Under art. 275 of the Code of Practice, or under the 9th section of the act of 7th April, 1826, to obtain a sequestration, the applicant must make oath that he fears that the party having possession of the property may remove it beyond the limits of the state during the pendency of the suit. It is not any privilege of mortgage which the creditor has on the property, but the circumstance which causes him to apprehend that its removal may deprive him of his recourse upon it, that gives the right of sequestration. The requisites for obtaining a sequestration under the act of 1826, where the party has a lien or privilege on the property, are the same as under section 6 of art. 275 of the Code of Practice, in cases in which the creditor has a special mortgage.

Where a sequestration has been illegally issued, the true standard of damages is the probable loss sustained by the defendant in consequence of having been deprived of the free use or disposal of his property. He should be placed as nearly as possible in the situation he would have been in, had the sequestration not been issued.

This was an action before the District Court of the First District against the principal and sureties in a sequestration bond, for damages for an illegal sequestration. There was a judgment below against the defendants for \$50, from which they appealed. The judgment in the Supreme Court gave the plaintiff \$800, the penalty of the bond.

HYDE v. HEPP.

Action to recover of defendant the value of certain carriages, consigned by plaintiff to a third person for sale, and sold under a *fi. fa.* by defendant, and pur-

* Commercial Bulletin.

chased by him as the property of one of his debtors. The consignee, who resided in another state, having since died, plaintiff offered the clerk of the consignee as a witness. On an objection to his testimony, on the ground that his only knowledge of the matters in controversy, being derived from a correspondence between the plaintiff and consignee, not produced nor accounted for, was not the best evidence: *Held*, that his testimony was admissible, and that plaintiff cannot be supposed to have the means of procuring the books and papers of the deceased, nor the letters written to him.

This was an appeal from a judgment of the Parish Court of New Orleans. There was a judgment below in favor of the plaintiff, which was affirmed on appeal.

GANNON v. MCGAWLEY.—MCGAWLEY v. GANNON.

Action to recover an amount due for drayage, and defence that the price claimed exceeded the value of the services. Plaintiff having proved by a witness that defendant had agreed to pay a certain price therefor, the latter offered to introduce evidence to show that the usual price was less. *Held*, that the evidence was admissible, defendant having a right to introduce evidence to contradict plaintiff's witness, or to establish a different price.

The defendant in an action for an amount claimed for drayage, having previously sued plaintiff, in another court, for a sum alleged to be due to him also for drayage, it was agreed between the parties that the latter suit should be transferred to the court in which the first was pending, to be tried immediately after the first suit. The two suits were ordered by the court to be consolidated and tried together. *Held*, that when the suit was filed in the court to which it was transferred, it became a part of its records, and was under its control in the same manner as if it had originated there, and that the two actions were properly consolidated.

McGawley is appellant from a judgment of the Commercial Court in these suits, in favor of her adversary, for a balance due for drayage. The judgment of the lower Court was affirmed on appeal.

GURLIE v. FLOOD.

A judgment discharging the future property of an insolvent who had made a *cessio bonorum* from all proceedings for the recovery of debts previously contracted, though it may not have strictly conformed to the law under which it was rendered, will be conclusive against a creditor who was a party to the proceedings, and took no appeal therefrom within the time prescribed by law.

One who was a creditor of an insolvent at the time of his surrender, cannot take out an execution against property subsequently acquired. Property acquired since the cession cannot be proceeded against by any of the creditors individually. It must be abandoned for the benefit of all the creditors, and those who have become such since the first cession must be paid in preference to the others. C. C. 2,173.

This was an appeal from a judgment of the Parish Court of New Orleans, making absolute a rule taken by defendant on plaintiff to show cause why a *fi. fa.* should not be set aside as having been illegally issued. The judgment below was affirmed.

GAILLARD v. THE CITIZENS' BANK OF LOUISIANA.

The managers of a bank, appointed under the provisions of the 29th section of the act of 14th March, 1842, providing for the liquidation of banks, may be sued for any cause of action, though arising under the administration of former boards of directors.

Though a bank has been put in liquidation under the 29th section of the act of 14th March, 1842, and an order has been made staying all proceedings against it, a creditor may sue the bank in the court before which the proceedings for a liquidation are pending, where he only prays for a judgment recognizing his claim, and ordering it to be paid in course of administration.

The plaintiff appealed from a judgment of the District Court of the First Dis-

trict, dismissing his suit against the Citizens' Bank, on the ground that the claim should have been established in the *concurso*, contradictorily with the creditors of the bank. The judgment was reversed, and the case remanded for further proceedings.

MANDION *v.* THE FIREMEN'S INSURANCE COMPANY OF NEW ORLEANS.

A stockholder in an insolvent company, a part of whose subscription is unpaid, cannot, by a donation to an insolvent individual, made to get rid of his liability for such unpaid stock, avoid his responsibility as a stockholder. A creditor, having a *feri facias* against the company, may proceed against him in the manner pointed out by the 13th section of the act of 20th March, 1839, and, on proving that the donation was not real, recover judgment for any balance due on the stock.

James Calloway appealed from a judgment of the Commercial Court, condemning him to pay a balance due on stock of the Firemen's Insurance Company. The judgment of the lower court was affirmed.

MANDION *v.* THE FIREMEN'S INSURANCE COMPANY.

Where stock on which a balance was still due on account of the original subscription, was transferred to a third person merely to secure a loan, and, on payment of the loan, was retransferred, such third person will not be liable to creditors of the Company for any balance due on the shares, where the transfer, though an absolute one on its face, was not signed and accepted so as to preclude him from showing that it was intended only as a security.

The plaintiff appealed from a judgment of the Commercial Court in favor of Spangenberg, discharging him from a liability for the balance due on certain shares of the Firemen's Insurance Company, transferred to him by Ferriday as collateral security. The judgment below was affirmed on appeal.

SHELDON *v.* THE NEW ORLEANS CANAL AND BANKING COMPANY.

The mere seizure under a *fi. fa.* of a judgment in favor of a debtor, does not divest the property of the latter, and transfer it to the seizing creditor. It gives him at most a right to proceed and sell the judgment, and to be paid by preference out of the proceeds. A *fi. fa.* is the warrant of the sheriff, authorizing him to seize property and keep it, and to sell it to satisfy the judgment under which it was issued. When a seizure has been made, the sheriff is not bound to return the writ, though it have subsequently expired. He may retain it, and sell the property seized; if he returns the writ, he will be without authority to hold, or dispose of the property; and any privilege resulting from the seizure will cease to exist.

Where the proceeds of property seized and sold under a *fi. fa.*, are claimed in virtue of a previous seizure under a *fi. fa.*, the claimant must oppose, by way of third opposition, the application of the proceeds to the satisfaction of the second execution. C. C. 396, 397, 401, 402.

This was an appeal from a judgment of the District Court of the First District, in a contest between certain creditors of the plaintiff, Sheldon. The judgment below was affirmed.

SUCCESSION OF DURNFORD—MCDONOGH, APPELLANT.

The obligations of a warrantor depend upon the law in force at the time of the sale.

Under the Code of 1808, the vender was bound, in case of eviction of the purchaser, to pay him, in addition to the price, &c., the increased value of the property at the date of the eviction, though the purchaser did not contribute to such increase. Book III., tit. VI., arts. 54, 57. The original price, added to the rents and profits, does not necessarily constitute the measure by which the liability of the warrantor is to be measured; other things must be taken into consideration; and the general rule, that damages are to be measured by the loss actually sustained, and not by the gains of which the party has been deprived, is inapplicable.

The curator of a succession having credited himself in his account with a sum

exceeding the amount of the assets of the succession in his hands, claimed in consequence of his eviction from land sold to him by the deceased, on the opposition of the heirs it was decided, that the claim of the curator, so far as it exceeded the assets in his hands, was prescribed; and judgment was rendered allowing his claim to the amount of such assets. On appeal: *Held*, that the claim was an entire one, arising from the same cause, and could not be prescribed in part; and that the account should be homologated.

McDonogh appealed from a judgment of the Probate Court of New Orleans, allowing him but a part of a claim set up by him as the value of certain lands sold to him by the deceased. The judgment below was reversed, and instead of \$9,809 26, the appellant was allowed a credit of \$18,000.

DELAUVIGNE, SYNDIC, v. GAIENNIE, *et. al.*

A recorder of mortgages cannot be compelled to erase a mortgage without making the mortgagee a party to the proceedings, unless a judgment ordering the erasure has been rendered contradictorily with the latter.

Where a mortgage has been erased in pursuance of a judgment of a court of competent jurisdiction, rights acquired by subsequent mortgagees, before any proceedings to annul the judgment, will not be affected by any illegality in it. Third persons are not bound to look beyond the judgment, which, if rendered by a court of competent jurisdiction, must have its full effect, and can only be annulled by a direct action. *Aliter*, as to the parties themselves, or their *ayans*—*cause* with notice; as to them, the rights of a mortgagee cannot be affected by any order or decree in a case to which he was not a party.

The Citizens' Bank appealed in this case from a judgment of the District Court of the First District in favor of the plaintiff, ordering the reinstatement in its original position, of a mortgage in his favor, (which had been erased under a judgment of Court) and giving him a preference over the appellants, who were subsequent mortgagees. The judgment below was reversed, and the petition dismissed.

BARKER *et. al.*, v. PHILLIPS.

The property of a debtor being the common pledge of his creditors, every act done by him with intent to deprive them of their eventual rights upon his property, is illegal. C. C. 1,963, 1,964.

Where one purchases property from an absconding debtor, with notice that his object in selling was to deprive his creditors of their recourse upon it, and such purchase operates to their injury, it will be annulled. C. C. 1,973. But the purchaser, though in bad faith, will be entitled to a restitution of so much of the consideration, or price paid by him, as he shall prove to have enured to the benefit of the creditors, by adding to the amount applicable to the payment of their debts. C. C. 1,977.

The intervenor, W. Haynes, claiming to be the owner of certain goods by purchase from the defendant, appealed from a judgment of the Commercial Court in this case, dismissing his intervention. The judgment was affirmed so far as it annulled the sale to the intervenor; but the latter was decreed to receive, out of the proceeds of the goods, a portion of the price paid by him, which he might prove to have enured to the benefit of the attaching creditors.

CLARK v. HARTWELL.

Where a party notified by his adversary to attend at a certain hour at a commissioner's office for the purpose of taking the deposition of a witness, attends at the appointed hour, and waits for half an hour without the commissioner's appearing, and leaves, and after his departure the commissioner arrives, and proceeds to take the deposition, it will be inadmissible on the trial.

The defendant appealed from a judgment of the Parish Court of New Orleans, rendered against him in an action for the contract price of a tomb. The judgment below was affirmed.

COMMERCIAL CHRONICLE AND REVIEW.

STATE OF THE COMMERCIAL WORLD—UNITED STATES FINANCES—REVENUE AND EXPENDITURE OF NEW YORK STATE CANALS—NEW YORK CANAL DEBT—DEBT OF PENNSYLVANIA—QUANTITIES OF IRON TRANSPORTED OVER TWO LINES OF RAILROAD, FROM PHILADELPHIA TO NEW YORK—DEBT OF MICHIGAN—MICHIGAN RAILROAD EARNINGS—FINANCES OF MARYLAND—DEBT OF SOUTH CAROLINA—KENTUCKY STATE DEBT—KENTUCKY SOURCES OF REVENUE—AMOUNT OF BONDS ISSUED BY THE STATE OF GEORGIA—TERRITORIAL DEBT OF FLORIDA—TAXABLE VALUATIONS, AND DEBTS OF THE STATES OF OHIO, INDIANA, KENTUCKY, MICHIGAN, GEORGIA, PENNSYLVANIA, AND NEW YORK—CANAL TOLLS OF THE STATES OF NEW YORK, OHIO, AND PENNSYLVANIA, ETC., ETC., ETC.

THE state of the commercial world is evidently approaching a crisis, brought on by the workings for thirty years of peace, of systems of commercial legislation and finance, that had their origin in, and their operation during, almost constant wars in Europe. The commercial policy of England, since the peace of 1815, has been undergoing a constant and gradual change, in the relations of restrictions and ameliorations of those prohibitions which formerly pervaded her commerce to a very great extent. In the same period, during which, these changes have been brought about, her population and manufacturing industry have advanced in a much greater degree than ever before. Although in almost every other particular, England has become more liberal in her policies, she has hitherto adhered to a strictly protective system, in relation to her corn laws. That is to say, by the operation of the sliding scale of duties, she has maintained in England a price for food higher than that of other countries. By those means, the production of home-grown produce has been promoted to a very great extent; not, perhaps, that her farmers generally have reaped a greater reward for their industry than those of other countries, because large tracts of poor lands have been brought under cultivation, that under a state of free trade could not compete with those better suited to the culture. In keeping prices at a level which would remunerate production in such locations, those of more favored regions have necessarily derived large profits, and the aid of science has been called in to extract from all locations, as far as possible, sufficient for the consumption of the whole population. The latter has, however, now swollen beyond the capacity of the land to feed; and the time has come, not only to draw large supplies from abroad, but to do so on such terms as will make food come as cheap as possible to the people of England. The entire repeal of the duties on food, is therefore expected to be the great result of the present session of parliament, a result which will doubtless affect, in a most extraordinary manner, the interests of the whole commercial world. The event is looked for with the greatest interest by the mercantile community. We are inclined to think that the effect of an immediate entire repeal of duties, will have far less immediate influence upon affairs than is apprehended. The supply of corn in England is very large, larger than ever, and prices of food are by no means high in England, and do not greatly exceed those of the continent; consequently, a more favorable time to open the ports could not be devised. A very large trade must, however, ultimately grow up in breadstuffs; an equalization of prices all over the world, will bring the public lands of the west in competition with all others, and a good deal of the poor land in England will be turned into sheep-walks, thus increasing the demand for foreign corn, also enhanced by the low prices that a free port will bring about.

Political affairs also seem to be approaching a crisis, although nothing material has occurred to affect commercial affairs since the date of our last number. Money has continued high in price, and difficult to be obtained, by reason rather of the indisposition to lend during the present state of uncertainty, than of any over-demand. A great deal of

money has been paid off by some of the governments, and the gradual approximation to restored credit, by the delinquent states, is calculated to have a very beneficial influence upon the commercial world, as soon as the present state of uncertainty shall have passed. The operations of the federal treasury have been during the past year as follows:—

UNITED STATES FINANCES.

Revenue.

	1844.	1845.	Increase.	Decrease.
Customs,.....	\$26,183,571	\$27,528,113	\$1,344,542	.....
Lands, &c.,.....	2,320,947	2,241,021	.....	\$79,926
Total,.....	\$28,504,518	\$29,769,134	\$1,264,616	.....

Expenses.

Current,.....	\$21,182,911	\$23,192,979	\$2,610,068	.....
Debt,.....	11,775,916	6,775,227	.....	\$5,000,689
Total expense,.....	\$32,958,827	\$29,968,206	.....	\$2,990,621
Debt outstanding Dec. 1,...	23,850,673	17,075,445	.....	6,775,227
Balance in treasury,.....	7,857,379	7,658,306	.....	199,073

The federal government has reduced its debt during the year by the payment of the loan of 1841, due January, 1845, and the retirement of the outstanding treasury notes. The expenditures for the year ending July 1, 1846, are estimated to exceed the revenues by \$2,807,051 90, unless the tariff is so reduced as to admit of an increase in the customs revenues. On the whole, the finances of the federal government are in a flourishing condition. Those of the state of New York are in a still better condition, and large reductions of the outstanding canal debt have taken place, being paid off as they fell due, out of the surplus revenues of the canals. During the past year the revenues and expenses of the canals have been as follows:—

REVENUE AND EXPENDITURE ON NEW YORK STATE CANALS.

Revenue.		Expenses.	
Tolls,.....	\$2,374,874 03	Interest of debt,.....	\$1,057,474 10
Water rents,.....	1,525 87	Given to general fund,...	200,000 00
Interest canal revenue,...	41,270 67	Repairs, &c.,.....	703,104 54
Total,.....	\$2,417,670 57	Total,.....	\$1,960,578 64
Surplus applicable to principal of debt,.....			457,091 93

The canal debt has been diminished as follows:—

NEW YORK CANAL DEBT.

Amount of debt July, 1845,.....		\$20,958,905 58
Paid July, 1845, Erie and Champlain Canal debt,...	\$1,380,250 25	
Paid Jan. 1, 1845, Chenango " ..	2,362,535 66	
Payable July 1, 1846,.....	571,304 00	
Total paid,.....		4,314,089 91

Amount of debt July, 1846,..... \$16,644,815 67

This debt bears interest as follows:—

		Annual Interest.
7 per cent stock,.....	\$3,647,136 00	\$255,299 52
6 " ..	1,481,782 00	88,906 92
5 " ..	11,515,897 57	575,794 88
Total in July, 1843,.....	\$16,644,815 57	\$920,001 32
Debt September, 1844,.....	20,713,905 58	1,126,397 90
Diminution,.....	\$4,069,090 01	\$206,396 58

The amount of the general fund debt is \$5,889,549, mostly composed of stocks issued to railroad companies that failed. The whole debt of the state is therefore \$22,534,364. The diminution in the charge upon the canal fund through the reduction of the debt will greatly accelerate the operation of the sinking fund, and in a few years the state of New York will be possessed of the noble revenues of the canal free of debt; and the large reductions of toll, which such an event will permit, must ever insure the Erie canal as the most important avenue to market for western produce, more particularly, as that the prospect of open ports in England for western produce, will task every avenue to the utmost of its capacity, to forward produce.

Pennsylvania last year resumed her payments, and has maintained them through the year, and with sufficient means provided to discharge the two next accumulations of interest, and is now organizing and consolidating her finances so as to make permanent her restored credit. The treasurer's report, Mr. James R. Snowden, in reviewing the state affairs, points out such amendments of existing laws, as will, in his opinion, place the means of the commonwealth beyond contingency. The debt of the state is given as follows:—

DEBT OF PENNSYLVANIA, DEC. 1, 1845.

6 per cent stock debt,.....	\$1,752,335
5 " " ".....	34,786,932
4 " " " ".....	200,000
Total stock debt,.....	\$36,739,267
Relief notes circulating,.....	1,258,572
Interest certificates,.....	\$2,689,022
" unclaimed,.....	28,392
" on certificates to August, 1845,.....	171,389
	2,888,803
Domestic creditors,.....	99,751
Total debt, Dec. 1, 1845,.....	\$40,986,393

The estimates of the revenue and expenditures for 1846 are as follows:—

<i>Revenue.</i>		<i>Expenditure.</i>	
Tax, real and personal,.....	\$1,300,000	Interest,.....	\$2,023,996
Other taxes,.....	651,700	Other expense,.....	912,500
Tolls,.....	1,275,000	Public works,.....	577,500
Total,.....	\$3,226,700	Total,.....	\$3,513,996
Excess expense,.....			287,296
Available balance, December, 1845,.....			384,886

Balance, December, 1846,..... \$97,590

The estimate for tolls is \$121,000 more than last year, and the expenses of the works \$83,840 less, making a difference of revenue equal to \$204,840. A very important feature in the finances of the state is, however, the fact that during the past year the tax collected is greater than the amount assessed. The assessments and collections have been as follows:—

Years.	Tax assessed.	Tax collected.	Excess assessment.	Exc. coll'n.
1841,.....	\$523,200 44	\$33,292 77	\$489,907 67	.....
1842,.....	663,075 12	486,635 85	176,439 27	.....
1843,.....	992,206 81	553,911 38	438,295 43	.....
1844,.....	946,055 60	751,210 01	194,845 59	.....
1845,.....	1,300,751 56	1,318,332 02	.....	\$17,580 46
Total,...	\$4,425,289 53	\$3,143,382 03		

The excess of assessment is \$1,281,907 20, but the balance outstanding is \$273,535 80, after deducting \$408,371 40 for expenditures and collections. This is a remarkable im-

provement in the payment of the state dues, and evinces the fact that the people of Pennsylvania are as prompt as any in the world to pay taxes when they are firmly and fairly levied. The past failure has been owing entirely to the injurious influence of the overwrought credits of former years. The repeal, in February, 1836, of the tax on real and personal property, left the whole system of finance in a measure to be reorganized when the "promise-mine" failed. During the past years, it has gradually been improving, and the recommendations of the present treasurer point out such defects as require to be remedied, so as to insure the future full and regular collection of the revenue, to an extent sufficient to meet all the demands upon the treasury. The treasurer also advises a tax upon coal, the proceeds of which to be appropriated to a sinking fund. He states that, during the past year, 2,200,000 tons have been sent to market; and estimates that, for the future, a tax of 10 cents per ton will yield \$260,000 per annum, for the purposes of a sinking fund. This tax has been often proposed before, and no doubt would operate well for the interests of Pennsylvania, by throwing upon New York and the east the tax; but how far it is competent for Pennsylvania to tax one article of business more than another, is a question—for instance, the iron trade. The following quantities have last year been transported over two lines from Philadelphia to New York:—

	1ST LINE.		2D LINE.		TOTAL 2 LINES.	
	Tons.	Cwts.	Tons.	Cwts.	Tons.	Cwts.
Bar,.....	462	14	667	2	1,129	16
Pig,.....	3,281	19	2,447	0	5,728	19
Bloom,.....	140	9	109	12	250	1
Sheet,.....	14	17	23	3	38	0
Boiler,.....	417	1	1,600	12	1,647	13
Cast,.....	175	5	159	19	335	4
Total,.....	5,007	12	4,492	7	9,499	19

There is no reason why iron or any other commodity should not be taxed as well as coal. Pennsylvania has, however, permanently resumed her place as a debt-paying state.

The finances of Indiana have also become interesting. A proposition has been made by Mr. Butler, as the agent of the bondholders, to the legislature of the state, and it has now assumed the shape of a bill before the legislature, which, in all probability, will become a law. It is known that no interest has been paid on the public debt of Indiana since January, 1841, but the resources of the state have in that time considerably improved; that is, her taxable property increases at the rate of \$6,000,000 per annum, and her taxable polls 6,000 per annum; and the time has arrived, when her ability to pay should be put to the test. The bondholders, in making their proposition through Mr. Butler, have not assumed, however, that Indiana is, or will be able to pay by taxation more than one-half the annual interest; but they depend upon the great Wabash and Erie canal of Indiana, connecting the Ohio river at Evansville with Lake Erie at Toledo, Ohio, as a source of revenue capable of discharging in full all of principal and interest that is not paid by taxation. That work, however, is incomplete. It is in operation only from Lafayette, Indiana, north to the Ohio line. The federal government, however, has made a donation of some 800,000 acres of land towards the completion of the work, which, when done, will doubtless be one of the most valuable in the Union. The position of Indiana, in respect to that work, is similar to that of Illinois, in relation to her great canal. The proposition, therefore, is, that Indiana should pay by taxation a portion of the interest on her public debt, and place the whole in a train of settlement, provided that the bondholders advance the funds to complete the canal, and take that canal and its lands in trust; to sell the lands on the completion of the work, at prices not under \$1 25, \$2, and \$2 50 per acre, according to quality; out of the proceeds discharge the loan, principal and interest, for the completion of the work, and thereafter depend upon its revenues for 2½ per cent of the interest of the debt, as it will stand January, 1853, and for

one-half of the arrearage interest, from January, 1841, to January, 1843; and to carry out this, the bondholders are to advance \$2,250,000 for the completion of the canal. In this state of things, a law has been proposed, which provides for the imposition of a tax of 25 cents on \$100 of valuation, and a poll tax of 75 cents, out of the proceeds of which is to be paid 2 per cent on the interest of the state debt from January, 1847, to January, 1853, inclusive. This tax, it is supposed, based on the progressive increase of the state property, will swell in productiveness, and be ample not only to discharge the domestic debt, which is now \$638,435, but pay the 2 per cent up to January, 1853, and thereafter pay 2½ per cent on the whole debt, with arrearages added, and to suffer the accumulation of a surplus as a sinking fund. The first payment of interest on the public debt is to take place January, 1847, and the whole debt will then be as follows:—

Principal of debt,.....	\$11,090,000
Arrears of interest, January, 1841, to January, 1847,.....	3,327,000
Total,.....	\$14,417,000

Now the laws provide that the tax shall pay 2 per cent on the principal of the debt, making the first payment July, 1847; the revenues of the canal to yield 2½ per cent, and these payments 2 per cent from the tax, and 2½ per cent from the canal, making together 4½ per cent, to continue up to Jan. 1st, 1853, or six years; at which time it is evident there will have been a deficit of ½ per cent per annum, for six years, from 1847, amounting to \$332,700, and also the \$3,327,000 arrearage due January, 1847, when the payments commenced. In 1853 one-half the arrearage due January, 1847, that is to say \$1,663,500, and the amount of the ½ per cent arrears, from 1847 to 1853, being \$332,700, shall be added to the principal, and the debt will then stand as follows:—

Principal of debt,.....	\$11,090,000
One-half arrears, 1841 to 1847,.....	1,663,500
One-half per cent arrearage, 1847 to 1853,.....	332,700
Total debt, 1853,.....	\$13,086,200
Interest at 5 per cent per annum,.....	654,310

From that time forth, the tax is to pay one-half of this interest, or \$327,155, and the canal tolls the remaining \$327,155. There will then be unprovided for, the remaining half of the arrearage interest due from 1841 to 1847, amounting to \$1,663,500; for this, a special stock, bearing 5 per cent interest, is to be issued, and which is also to include any deficit from the above sums that may arise from other sources. This special stock to be chargeable only against the canal, its tolls and lands; and the faith of the state is *not* pledged that they will be sufficient to discharge it. These provisions certainly make the payment of the debt as easy to the people of Indiana as could reasonably be expected, and involve a great loss of interest to the bondholders; that is to say, on the \$3,327,000 due the bondholders January, 1847, up to 1853, no interest is paid; and this interest would amount to \$998,100, without reckoning the back interest due on each coupon from the time it was dishonored. The canal and its lands is chargeable, therefore, with the loan for its completion, \$2,250,000, and the special stock of \$1,663,500; making together \$3,913,500, which may probably be paid from the canal lands. It has also to pay annually 6 per cent on the loan for its completion, say \$135,000 per annum, and 2½ per cent on the state debt, say \$327,155, making \$462,155 over and above its current expenses. This is a large sum to pay, and when the bondholders have so much confidence in the resources of Indiana as to accept the canal as security for payments so large, surely the people of Indiana should have sufficient confidence in themselves to discharge the remainder of the claim by taxation; and they will, no doubt.

The state of Michigan also should have commenced the payment of the interest on that portion of the \$5,000,000 loan negotiated with the Morris Canal Bank, for which she received pay. The debt of Michigan is as follows:—

DEBT OF MICHIGAN.

Due on \$5,000,000 loan, including interest to July, 1845,.....		\$2,990,000
Palmyra and Jacksonburgh Railroad bonds,.....	\$20,000	
“ “ “ “ interest to Nov., 1844,....	4,900	24,900
Detroit and Pontiac Railroad,.....	\$100,000	
“ “ “ “ interest to July, 1844,.....	17,280	117,280
University bonds,.....	\$39,212	
General fund do.,.....	100,000	
Penitentiary do.,.....	60,000	
“ do., interest,.....	8,850	
Delinquent tax bonds,.....	15,000	223,060
Total fund debt,.....		\$3,335,242
Unfunded debt and interest,.....		721,935
Total debt July 1, 1844,.....		\$4,077,177
“ “ “ “ 1845,.....		4,121,720

The chief revenues of the state, applicable to the interest, are the revenues of the two railroads belonging to the state, the Central and the Southern; which have progressed as follows:—

MICHIGAN RAILROAD EARNINGS.

	1845.	1844.	1843.
Central railway,.....	\$202,746	\$211,170	\$149,989
Southern,.....	62,736	60,342	24,261
Total,.....	\$265,482	\$271,512	\$174,248

The finances of the state of Maryland have also exhibited a great improvement during the past year. The revenue and expenses have been as follows:—

Revenues.		Expenses.	
Ordinary,.....	\$283,950 91	Ordinary,.....	\$204,612 68
“ previous year,....	39,217 33	Hospital,.....	5,000 00
Tobacco inspection,.....	33,973 61	Tobacco warehouse,.....	24,651 99
Taxes,.....	507,781 04	Public buildings,.....	2,899 86
Companies,.....	94,800 00	Interest on debt,.....	710,784 51
Repaid,.....	6,865 91	Total,.....	\$948,448 84
Total,.....	\$966,589 00.		

This shows an excess of \$18,140 16 in the revenues, and a consequent increase of the balance in the treasury to \$199,412 16 to December 1, 1845, when an amount equal to \$1,436,177 57 was due for arrearage interest. The amount received from incorporated companies, particularly the Susquehanna canal, has been increased by an important sum during the last year, and they afford the prospect of yielding a yearly increasing revenue, so as eventually to aid in redeeming the state from her difficulties.

The state of South Carolina has reduced its debt, during the past year, by the sum of \$189,652 65, and it now amounts to \$3,234,502 31; being reduced from \$4,553,770 91 in January, 1840.

The debt of the state of Kentucky is as follows:—

5 per cent bonds, payable 35 years after date,.....		\$165,000
5 “ “ “ “ 30 “ “		450,000
6 “ “ “ “ “ “		3,579,000
6 “ “ “ “ “ “	6	100,000
6 “ “ “ “ “ “		84,000
Money borrowed from Bank of Louisville,.....		30,000
Total amount,.....		\$4,408,400

Kentucky owns \$1,270,500 of the stocks of the several banks of the state. The interest on the state debt is paid regularly in the city of New York, and the receipts of the sinking fund progress in a satisfactory manner. The chief sources of revenue are as follows:—

	1843.	1844.	1845.
Turnpike tolls,.....	\$13,502 08	\$18,805 01	\$24,869 41
Kentucky river,.....	3,900 00	10,863 45	17,244 15

The debt of the state of Georgia is given by the state treasurer as follows:—

AMOUNT OF BONDS ISSUED BY THE STATE OF GEORGIA, NOVEMBER 3d, 1845.

Federal bonds at 6 per cent,.....		\$1,435,250
Interest paid this amount, at 6 per cent,.....	\$83,110 00	
Sterling bonds at 5 per cent,.....		292,510
Interest paid this year, 5 per cent,.....	20,933 83	Sterl. Ex. 9½
Total,.....	\$104,043 83	\$1,727,760

The legislature of the state of Florida have been in session, but the old territorial debt does not appear to attract the attention of any of its rulers; and the probability is, that nothing will be done for its discharge.

We may enumerate the taxable valuations, and debts of the leading states above mentioned, as follows:—

States.	Taxables.	Debt.
Ohio,.....	\$144,160,469	\$20,110,000
Indiana,.....	118,500,000	14,417,000
Kentucky,.....	228,488,161	4,408,400
Michigan,.....	28,922,098	4,121,720
Georgia,.....	64,900,000	1,727,760
Pennsylvania,.....	420,296,130	40,986,393
New York,.....	599,891,923	22,534,364
Maryland,.....	177,139,645	13,400,000
Total, 8 states,.....	\$1,782,298,426	\$121,705,637

The debts of Ohio, Indiana, Pennsylvania, and New York, were contracted for the construction of avenues to market, by which the farm produce of the interior should be made available. The works of the states, except that of Indiana, have been in operation for years; but the Wabash and Erie Canal has only been partially active, and it yielded, during the last year, about \$46,000 of tolls, only. The tolls on the works of Ohio, Pennsylvania, and New York, have been as follows:—

CANAL TOLLS OF NEW YORK, OHIO, AND PENNSYLVANIA.

Years.	Pennsylvania.	Ohio.	New York.	Total.
1841,.....	\$1,079,896	\$516,856	\$2,034,882	\$3,631,624
1842,.....	920,499	475,531	1,749,197	3,145,227
1843,.....	1,029,401	472,554	2,081,590	3,573,545
1844,.....	1,164,325	519,676	2,446,374	4,130,375
1845,.....	1,154,591	466,698	2,646,453	4,267,642

There is an aggregate increase in the whole, but it is not to be disguised that, but for the important influence of the foreign news in bringing forward produce, towards the close of the season, that otherwise would not have reached market, the tolls of New York would scarcely have exhibited an excess over last year. The revenues of New York, Pennsylvania, Ohio, Michigan, Maryland, Indiana, and Illinois, and the discharge of their debts, are mainly dependent upon the business of their public works, which consists in bearing forward to market the produce of the soil. When, therefore, as in the case of New York, a momentary foreign demand had the effect, at an opportune moment, to raise the revenues of the state, and facilitate the payment of the large sums that have been discharged, what may not be expected when that demand, under the abolition of the corn laws, becomes steady, regular, and yearly increasing in magnitude, drawing from every quarter supplies to meet the vast wants of Great Britain?

The advices by the *Hibernia*, down to the 4th of January, inform us of the abortive attempt of Lord John Russell to construct a ministry, and the consequent recall of Sir Robert Peel to power, with his former ministry, embracing some unimportant modification. The basis of the restoration is said to be a compromise on the corn question, so far as to do away with the sliding scale, and to impose a fixed duty, at some rate ranging from 3s. to 10s. per quarter. The average duty now paid under the sliding scale, on imports of corn, is scarcely 8s. Some modification, however, will take place, and that speedily. In a political point of view, the news is pacific; more particularly in that the formation of a new ministry was frustrated by the known warlike policy of some of its necessary members. The great want of the country, extended markets for its goods, can be satisfied only by a very liberal commercial policy. If that policy is responded to by other nations, the object for which England maintains her colonial policy will have been attained by other means. The state of commercial affairs, which had been disturbed by fears in relation to the harvest, were becoming quieted, as the foundation for them is discovered to have been exaggerated. The general check which had been given to the purchase of goods, by apprehensions of the usual effects of a high price for food, was becoming relaxed, and trade began to revive generally; while, from a similar cause, the spirit of enterprise having been in abeyance, and an indisposition to lend money prevalent, a considerable diminution in outstanding obligations had resulted; which had, in its turn, produced an abundance of money; and, as fears abated, a fall in its price. The misgivings in relation to the result of the railroad operations, were also passing away. The exchanges continue in favor of England; yet the bullion in the bank, down to the close of the year, continued to diminish. The leading features of the bank were as follows:—

	BANK OF ENGLAND.				
	July 26.	Aug. 9.	Sept. 27.	Nov. 22.	Dec. 27.
Notes issued,.....	£29,243,520	£29,141,605	£28,557,990	£27,036,550	£26,771,510
Gold coin and bullion,	13,244,126	13,151,836	12,717,050	11,414,931	11,189,484
Silver bullion,.....	1,999,394	1,989,769	1,840,940	1,594,619	1,582,026
<i>Banking Dept.</i>					
Rest,.....	£3,321,972	£3,340,750	£3,621,711	£3,252,209	£3,227,443
Public deposits,.....	2,981,908	4,034,767	8,802,110	7,363,168	9,698,409
Other deposits,.....	10,745,613	10,187,780	8,070,212	9,024,223	8,482,239
Seven day and other bills,.....	1,085,211	1,350,220	1,000,311	1,063,589	961,859
Government securities,	13,579,314	13,321,844	13,348,643	13,201,863	13,201,863
Other securities,.....	10,607,877	11,634,159	14,149,003	15,454,390	16,252,051
Notes,.....	7,942,485	7,682,465	7,946,995	6,076,985	6,914,660
Gold and silver coin,.	549,998	528,049	602,703	522,951	554,376

The notes put out by the issue department have diminished £2,500,000, or nearly 10 per cent, while the notes held by the bank have diminished but £1,000,000. Gold coin and bullion has been drawn from the bank by the return of notes to the issue department, to the extent of £2,100,000, which has probably passed into circulation. The amount of private securities held by the bank, has become very large, and may have reference to the approaching railroad settlements. The specie in bank and in England, is very large, and the price of wheat on the continent is nearly as high as in England. These two circumstances, eminently conspire to make the present time the most auspicious for a change in the corn laws.

The news was well received on this side of the water, and tended to impart a considerable degree of cheerfulness to the markets generally.

COMMERCIAL REGULATIONS.

CHINESE TARIFF OF IMPORTS AND EXPORTS.

We published in the Merchants' Magazine for January, 1846, an official copy of the treaty between the United States and China—we now give, below, the tariff of duties to be levied on imported and exported merchandise at the five ports, as settled by that treaty:—

TARIFF OF DUTIES TO BE LEVIED ON IMPORTED AND EXPORTED MERCHANDISE AT THE FIVE PORTS.

The duties which it is agreed shall be paid upon goods imported and exported by the United States, at the custom-houses of Canton, Amoy, Fuchow, Ningpo, and Shanghai, are as follows, the articles being arranged in classes, viz :

Exports.

[A tael is equal to \$1 25 to \$1 40; a mace, $12\frac{1}{2}$ to 14 cents; a candareen, 100th part of a mace.]

CLASS I.—*Alum, Oils, &c.*

Articles of merchandise.	Tael.	Mace.	Cand.
Alum, i. e., white alum, formerly white alum and blue stone,....per 100 catties*	0	1	0
Anniseed oil, not formerly contained in the tariff,.....	5	0	0
Cassia oil, " " " "	5	0	0

CLASS II.—*Tea, Spices, &c.*

Tea, formerly divided into fine and native black, and fine and native green teas,.....per 100 catties	2	5	0
Anniseed star,.....	0	5	0
Musk,.....each catty	0	5	0

CLASS III.—*Drugs.*

Capoon cutcheny,.....per 100 catties	0	3	0
Camphor,.....	1	5	0
Arsenic, under different Chinese names,.....	0	7	5
Cassia,.....	0	7	5
Cassia buds, not formerly contained in the tariff,.....	1	0	0
China root,.....	0	2	0
Cubebs, not formerly in tariff,.....	1	5	0
Galingal,.....	0	1	0
Haztall,.....	0	5	0
Rhubarb,.....	1	0	0
Turmeric,.....	0	2	0

CLASS IV.—*Sundries.*

Bangles, not formerly in tariff,.....per 100 catties	0	5	0
Bamboo screens and bamboo ware,.....	0	2	0
Corals, native or false corals, not formerly in the tariff,.....	0	5	0
Crackers and fire-works, formerly classed as rockets,.....	0	7	5
Fans, (feather fans, &c.) not formerly in the tariff,.....	1	0	0
Glass, glass-ware of all kinds, formerly classed as native crystal-ware,.....	0	5	0
Glass beads, or false pearls,.....	0	5	0
Kittisols, or paper umbrellas,.....	0	5	0
Marble, marble slabs, not formerly in the tariff,.....	0	2	0
Rice paper pictures,.....	0	1	0
Paper fans,.....	0	5	0
Pearls, (false,) not formerly in the tariff,.....	0	5	0

* $1\frac{3}{4}$ pounds.

CHINESE TARIFF OF IMPORTS AND EXPORTS—Continued.

Articles of merchandise.	Tael.	Mace.	Cand.
<i>CLASS V.—Painters' Stores, &c.</i>			
Brass leaf,.....per 100 catties	1	5	0
Gamboge,.....	2	0	0
Red lead,.....	0	5	0
Glue, as fish-glue, cowhide-glue, &c.,.....	0	5	0
Paper, stationery,.....	0	5	0
Tin-foil,.....	0	5	0
Vermillion,.....	3	0	0
Paintings, (large,) formerly divided into large and small paintings,.....each	0	1	0
White lead,.....per 100 catties	0	2	5
<i>CLASS VI.—Wares of various kinds.</i>			
Bone and horn ware,.....per 100 catties	1	0	0
China ware, fine and coarse, formerly classed as fine native, coarse, and mid- dling,.....	0	5	0
Copper ware and pewter ware,.....	0	5	0
Manufactures of wood, furniture, &c.,.....	0	2	0
Ivory ware, all carved ivory work included, formerly divided into ivory and ivory carvings,.....	5	0	0
Lacquered ware,.....	1	0	0
Mother-of-pearl ware,.....	1	0	0
Rattan ware, rattan and bamboo work,.....	0	2	0
Sandal-wood ware,.....	1	0	0
Gold and silver ware, formerly divided into gold ware and silver ware,.....	10	0	0
Tortoise-shell ware,.....	10	0	0
Leather trunks and boxes,.....	0	2	0
<i>CLASS VII.—Canes, &c.</i>			
Canes or walking-sticks, of all kinds,.....per 1,000 pieces	0	5	0
<i>CLASS VIII.—Articles of Clothing.</i>			
Wearing apparel, whether of cotton, woollen, or silk, (formerly divided into cotton clothing, woollen do., silk and satin do., and velvet,)...per 100 catties	0	5	0
Boots and shoes, whether of satin, leather, or otherwise,.....	0	2	0
<i>CLASS IX.—Fabrics of Hemp, &c.</i>			
Grass-cloth, and all cloths of hemp or linen,.....per 100 catties	1	0	0
Nankeen, and all cloths of cotton, (formerly not in the tariff,).....	1	0	0
<i>CLASS X.—Silk, Fabrics of Silk, &c.</i>			
Raw silk of any province,.....per 100 catties	10	0	0
Coarse or refuse silk,.....	2	0	0
Organzine, of all kinds,.....	10	0	0
Silk riband and thread,.....	10	0	0
Silk and satin fabrics of all kinds, as crape, lutestrings, &c., (formerly classed as silk and satins,).....	12	0	0
Silk and cotton mixed fabrics,.....	3	0	0
Heretofore a further charge per piece has been levied—the whole duty is now to be paid in one sum, and the further charge is abolished.			
<i>CLASS XI.—Carpeting, Matting, &c.</i>			
Mats of all kinds, as of straw, rattan, bamboo, &c.,.....per 100 catties	0	2	0
<i>CLASS XII.—Preserves, &c.</i>			
Preserved ginger, and fruits of all kinds,.....per 100 catties	0	5	0
Soy,.....	0	4	0
Sugar, white and brown,.....	0	2	5
Sugar candy, all kinds,.....	0	3	5
Tobacco, prepared and unprepared, &c., of all kinds,.....	0	2	0

CHINESE TARIFF OF IMPORTS AND EXPORTS—Continued.

Articles of merchandise.	Taels.	Mace.	Cand.
<i>CLASS XIII.—Unenumerated articles.</i>			
All articles which it has not been practicable to enumerate herein specifically, are to be charged a duty of 5 per cent ad valorem.			
<i>CLASS XIV.</i>			
Gold and silver coin, and gold and silver,.....			Du. free.
<i>CLASS XV.</i>			
Bricks, tiles, and building materials,.....			Du. free.
IMPORTS.			
<i>CLASS I.—Wax, Saltpetre, &c.</i>			
Wax, foreign, as beeswax, also called tile-wax,.....per 100 catties	1	0	0
Oil of rose mallows,.....		1	0
Saltpetre, foreign,.....	0	3	0
This article is only allowed to be sold to the government merchants. Formerly this regulation did not exist.			
Soap, foreign, as perfumed soap,.....	0	5	0
<i>CLASS II.—Spices and Perfumes.</i>			
Gum benzoin and oil of benzoin,.....per 100 catties	1	0	0
Sandal-wood,.....		0	5
Pepper, black,.....	0	4	0
All other articles of this class, not specifically mentioned herein, to pay a duty of 10 per cent ad valorem. Perfumery, 5 per cent ad valorem.			
<i>CLASS III.—Drugs.</i>			
Assafœtida,.....per 100 catties	1	0	0
Camphor, superior quality—i. e., pure, formerly classed as good and inferior,.....per catty	1	0	0
Camphor, inferior quality, or refuse, formerly uncleaned camphor,.....	0	5	0
Cloves, superior quality, picked,.....per 100 catties	1	5	0
Cloves, inferior quality, (mother-cloves,).....	0	5	0
Cow bezoar,.....per catty	1	0	0
Cutch,.....per 100 catties	0	3	0
Gambier,.....	0	1	5
Aneca nut,.....	0	1	5
Ginseng, foreign, superior quality, &c.,.....	38	0	0
Ginseng, inferior quality, &c.,.....	3	5	0
Of every 100 catties of foreign ginseng, of whatever sort, one-fifth part is to be considered as of superior quality, and four-fifths of inferior quality.			
Gum olibanum,.....	0	5	0
Myrrh,.....	0	5	0
Mace of flower of nutmeg,.....	1	0	0
Quicksilver,.....	3	0	0
Nutmegs, first quality,.....	2	0	0
Nutmegs, second quality, or coarse,.....	1	0	0
Putchuk,.....	0	7	5
Rhinoceros horns,.....	3	0	0
<i>CLASS IV.—Sundries.</i>			
Flints,.....per 100 catties	0	0	5
Mother-of-pearl shells,.....	0	2	0
<i>CLASS V.—Dried meats.</i>			
Birds' nests, first quality, mandarin,.....per 100 catties	5	0	0
Birds' nests, second quality, ordinary,.....	2	5	0

CHINESE TARIFF OF IMPORTS AND EXPORTS—Continued.

Articles of merchandise.	Tael.	Mace.	Cand.
Birds' nests, third quality, with feathers,.....per 100 catties	0	5	0
Bicho de mar, first quality, black,.....	0	8	0
Bicho de mar, second quality, white,.....	0	2	0
Sharks' fins, first quality, white,.....	1	0	0
Sharks' fins, second quality, black,.....	0	5	0
Stock fish, called dried fish,.....	0	4	0
Fish maws, not formerly in tariff,.....	1	5	0

CLASS VI.—*Painters' stores.*

Cochineal,.....per 100 catties	5	0	0
Smalts,.....	4	0	0
Sapan wood,.....	0	1	0

CLASS VII.—*Woods, Canes, &c.*

Rattans,.....per 100 catties	0	2	0
Ebony,.....	0	1	5
All other imported woods, as red wood, satin wood, yellow wood, not specifically enumerated, to pay a duty of 10 per cent ad valorem.			

CLASS VIII.—*Clocks, Watches, &c.*

Clocks, watches, telescopes, glass panes and crystal wares of all kinds, writing desks, dressing cases, jewelry of gold and silver, cutlery, swords, etc.
All the foregoing, and any other miscellaneous articles of the same description, 5 per cent ad valorem.

CLASS IX.

Gold and silver bullion, duty free.

CLASS X.

Cotton, fabrics of cotton, canvass from 75 to 100 chih long, and 1 chih 7 tsun to 2 chih 2 tsun wide,.....per piece	0	5	0
Cotton, allowing 5 per cent for tare,.....per 100 catties	0	4	0
Long white cloths, 75 to 100 chih long, and 2 chih 2 tsun to 2 chih 6 tsun wide, formerly divided into superior and inferior fine cotton cloth,....per piece	0	1	5
Cambrics and muslins from 50 to 60 chih long, and 2 chih 9 tsun to 3 chih 3 tsun wide,.....per piece	0	1	5
Cottons, gray or unbleached, domestic, and from 75 to 100 chih long, and 2 chih to 2 chih 9 tsun wide, formerly classed as coarse long cloths,.....	0	1	0
Twilled cottons, gray, same dimensions,.....	0	1	0
Chintz, and prints of all kinds, from 60 to 70 chih long, and from 2 chih to 9 tsun, to 3 chih 3 tsun wide, formerly called ornamented or flower cloths,....	0	2	0
Cotton yarn or cotton thread,.....per 100 catties	1	0	0
Linen, fine, not formerly in the tariff, from 50 to 75 chih long, and 1 chih 9 tsun to 2 chih 2 tsun wide,.....	0	5	0
Bunting,.....per chang	0	0	1½
All other imported articles of this class, as ginghams, pulicats, dyed cottons, velveteens, silk and cotton mixtures, and mixtures of linen and cotton, etc., 5 per cent ad valorem.			

CLASS XI.—*Fabrics of Silk, Woollen, &c.*

Handkerchiefs, large, above 2 chih 6 tsun,.....each	0	0	1½
Handkerchiefs, small, under 2 chih 6 tsun,.....	0	0	1
Gold and silver thread, superior or real,.....per catty	0	1	3
“ “ inferior or imitation,.....	0	0	3
Broadcloth, Spanish stripe, etc., from 3 chih 6 tsun to 4 chih 6 tsun wide, per chang,.....	0	1	5
Narrow cloths, as long ells, cassimeres, etc., formerly classed as narrow woollens,.....per chang	0	0	7
Camlets, (Dutch,).....	0	1	5
Camlets,.....	0	0	7
Imitation camlets or bombazettes,.....	0	0	3½

CHINESE TARIFF OF IMPORTS AND EXPORTS—Continued.

Articles of merchandise.	Tael.	Mace.	Cand.
Woollen yarn.....per 100 catties	3	0	0
Blankets, .....each	0	1	0
All other fabrics of wool, or of mixed wool and cotton, wool and silk, etc., 5 per cent ad valorem.			

CLASS XII.—*Wines, &c.*

Wine and beer in quart bottles.....per 100	1	0	0
Wine in pint bottles.....each	0	5	0
Wine in casks.....per 100 catties	1	5	0

CLASS XIII.—*Metals.*

Copper, foreign, in pigs, etc.....per 100 catties	1	0	0
Copper wrought, as sheets, rods, etc.....	1	5	0
Iron, foreign, unmanufactured.....	0	1	0
Iron, as in pigs, iron manufactured, as in bars, rods, etc.....	0	1	5
Lead, foreign, as in pigs, or manufactured.....	0	2	8
Steel, foreign, of every kind.....	0	4	0
Tin, foreign.....	1	0	0
Tin plates, formerly not in the tariff.....	0	4	0
Spelter is only permitted to be sold to government merchants.			
All unenumerated metals, as zinc, yellow copper, etc., 10 per cent ad valorem.			

CLASS XIV.—*Jewelry.*

Cornelians.....per 100 stones	0	5	0
Cornelian beads.....per 100 catties	1	0	0

CLASS XV.—*Skins, Teeth, Horns, &c.*

Bullocks' and buffalo horns.....per 100 catties	2	0	0
Cow and ox hides, tanned and untanned.....	0	5	0
Sea otter skins.....each	1	5	0
Fox skins, large.....	0	1	5
Fox skins, small.....	0	0	7½
Tiger, leopard, and marten skins.....	0	1	5
Land otter, raccoon, and sharks' skins.....per 100	2	0	0
Beaver skins.....	5	0	0
Hare, rabbit, and ermine skins.....	0	5	0
Sea-horse teeth.....per 100 catties	2	0	0
Elephants' teeth, first quality, whole.....	4	0	0
Elephants' teeth, second quality, broken.....	2	0	0

CLASS XVI.—*Unenumerated.*

All new goods, which it has not been practicable to enumerate herein, a duty of 5 per cent ad valorem.

CLASS XVII.

Rice and other grains, duty free.
Contraband—Opium.

Shipping dues—These have hitherto been charged on the measurement of the ship's length and breadth, at so much per chang; but it is now agreed to alter the system, and charge according to the registered statement of the number of tons of the ship's burden. On each ton, (reckoned equal to the cubic contents of 122 tows,) a shipping charge of 5 mace is to be levied, and all the old charges of measurement, entrance and port clearance fees, daily and monthly fees, etc., are abolished.

C. CUSHING.

TSIYENG.*

* Manchu characters used.

BRAZILIAN CONSULATE FEES,

OR EMOLUMENTS TO BE PAID BY VESSELS, BOTH NATIONAL AND FOREIGN.

In this Department of State for Foreign Affairs, there is to be found registered in Book I. of Register of Decrees, page two hundred and seventy, what the supplicants mention, establishing a new tariff of Consular emoluments, viz.:

The Regent in name of the Emperor, in revoking the Tariff of Consular emoluments ordered to be observed by Decree of 9th of September last year, has determined that the following shall be put into execution, signed by Antonio Peregrino Maciel Monteiro, Minister and Secretary of State for Foreign Affairs, who will so understand and have executed with the necessary despatches.

Palace of Rio de Janeiro, 12th of March, 1838—17 of Independence and of the Empire.

Pedro d'Araujo Lima—Antonio Peregrino Maciel Monteiro.

TARIFF OF FEES WHICH VESSELS AND PERSONS, BOTH NATIONAL AND FOREIGNERS, SHOULD PAY AT BRAZILIAN CONSULATES.

Certificate or Legalization.	(Duplicate.)	Span. dols.
Manifest of a cargo of a vessel of 150 tons.....		6
“ “ from 151 a 200 tons.....		8
“ “ 201 a 250 “		10
“ “ 251 a 300 “		12
“ “ 301 a 350 “		14
“ “ 350 tons upwards.....		16
Bill of Health.....		3
Signature on Bill of Health.....		1½
Roll of Equipage.....		1½
Inventory of a Vessel.....		8
Survey on a Vessel.....		8
“ of goods on board.....		8
“ “ shore.....		5
A Passport.....		2½
Signature on Passport.....		1
Acknowledgment of signatures or legalization of any document passed by the Consulate.....		1
Acknowledgment of signatures or legalization of any document not passed by the Consulate.....		1½
Any Certificate.....		2
Exceeding two pages, for each one.....		1
A Will.....		5
Approbation of same.....		4
Term of opening of same.....		4
Inventory of Estate (for death).....		5
A Procuration.....		2
Registering any document in the books of the Consulate, per page.....		½
Bill of sale, purchase or deed of partnership.....		3
A Protest or Declaration.....		2
Interrogatory of witnesses, for each one interrogated.....		2
A Certificate of the Consul to serve in any station.....		1
Translation of any document, per page.....		2
For the presence of the Consul to acts which require his absence from the Consulate, for each day and every three miles' distance, besides expenses.....		2½
For money received or paid for account of government, a commission of “ “ “ private persons.....		1 p. ct. 2½ p. ct.
For deposit of money or goods in the Consulate and administration of goods of Brazilian subjects who die intestate, on the amount or value, a commission of.....		2½ p. ct.
For being present at a sale, if requested.....		2 p. ct.
For gathering objects belonging to cargo or hull of a wrecked vessel, ..		2½ p. ct.

CONSULAR FEES ON BRAZILIAN VESSELS.

For a Vessel of 150 tons.....	\$15
“ 151 to 200 tons.....	17½
“ 201 to 250 “.....	20
“ 251 to 300 “.....	22½
“ 301 to 350 “.....	25
“ 350 tons upwards.....	30

In these Consular fees on Brazilian vessels the expense of certifying the Manifest of cargo is included; and to poor sailors and Brazilian subjects will be given, gratis, all documents they may require.

Palace of Rio de Janeiro, March 12, 1838.

(Signed) ANTONIO PEREGRINO MACIEL MONTEIRO.

Nothing else was contained in said Register book, nor in any other is it known that the (referred to) table of emoluments which ought to be paid at Brazilian Consulates, both by vessels and subjects, whether national or foreigners, has been altered, which I declare in this, and pass in compliance with the above despatch.

Department of State for Foreign Affairs, September 3, 1845.

(Signed) JOZE DOMINGOS DE A. MONCARVO.

COMPEND OF THE TARIFF OF CUBA.

We give, below, a compend of the tariff of Cuba, as it affects American produce, imported in American vessels, which is to take effect on the 1st of March, 1846. On the same day, the tonnage duty will be re-imposed upon vessels loading with molasses. In calculating the duty on imports, 1 per cent on the amount of duty must be added, called the *balanza*.

A COMPEND OF THE TARIFF OF CUBA, TO TAKE EFFECT 1ST OF MARCH, 1846.

Articles.	Valuat'n.	Duty.	Articles.	Valuat'n.	Duty.
Ale, cask,.....aroba	\$1 50	33½ c.	Hay,.....qtl.	50	27½ c.
Ale, bottles,.....dozen	3 00	33½	Herring,....bxs. of 100 fish	62	33½
Apples,.....bbl.	3 00	27½	Hogsheads, casks,....each	\$2 00	27½
Barrels, empty,.....each	50	27½	Hoops,.....M.	30 00	27½
Beef,.....bbl.	9 00	33½	Horses, geldings,....each	150 00	33½
Beef, jerked,.....aroba	1 75	27½	Lard,.....qtl.	12 00	33½
Beef, smoked,.....qtl.	7 00	33½	Mackerel,.....bbl.	3 00	27½
Beans,.....aroba	75	33½	Nails, copper,.....qtl.	25 00	27½
Beer, cask,.....aroba	1 50	33½	Nails, iron,.....qtl.	7 00	27½
Beer, bottles,.....doz.	3 00	33½	Oars,.....100 feet	6 25	27½
Biscuit, box,.....4 lbs.	75	33½	Oil, sp. and whale,....qtl.	10 00	27½
Boards, white and yellow pine,.....M. ft.	20 00	27½	Onions,.....qtl.	1 50	33½
Bricks,.....M.	12 00	32½	Paper, letter,.....rm.	2 50	33½
Butter,.....qtl.	14 00	27½	Paper, wrapping,.....rm.	50	33½
Candles, tallow,.....qtl.	12 00	33½	Pork,.....bbl.	14 00	33½
Candles, sperm,.....qtl.	32 00	27½	Pork, sides,.....qtl.	9 00	27½
Cheese, American,.....qtl.	10 00	27½	Potatoes,.....bbl.	2 50	27½
Coal,.....ton	3 75	32½	Rice,.....qtl.	6 00	33½
Cocoa, Caraccas,.....qtl.	16 00	27½	Scantling,.....M. feet	18 00	27½
Cocoa, all other,.....qtl.	6 00	27½	Shingles,.....M.	3 75	27½
Codfish,.....qtl.	3 50	27½	Shooks, sugar-box,....each	75	27½
Cordage, tarred,.....qtl.	12 00	33½	Shooks, hhd,.....each	1 00	27½
Cordage, Manilla,.....qtl.	7 50	33½	Soap, bar,.....qtl.	8 00	33½
Cotton,.....qtl.	10 00	27½	Staves,.....M.	25 00	27½
Cider, bottles,.....doz.	3 00	33½	Tallow,.....qtl.	7 50	27½
Flour, barrel,....bbl., fix'd duty	9 59		Tar,.....bbl.	3 00	27½
Hams,.....qtl.	10 00	33½	Tongues, smoked,....qtl.	7 00	27½

EXPORT DUTIES.

Coffee,.....qtl.	20	Sugar,.....box	37
Rum,.....pipes	Free.	Segars,.....M.	50
Molasses,.....hhd.	Free.	Tobacco,.....qtl.	\$1 50
Honey,.....hhd.	\$1 37		

A gentleman at Havana, under date December 6th, 1845, thus speaks of this tariff:—"It in effect differs very little from the old tariff, being only a simplification of the method of calculating the duties; which, under repeated impositions and reductions, had become quite complicated. Many of the best friends of the country had anticipated a reduction in the duties on articles of consumption, which are exceedingly onerous, and are fast grinding the poor to pauperism, from the tendency of the present system of collection of revenue to the accumulation of wealth in the hands of the few."

NAUTICAL INTELLIGENCE.

PORT ADELAIDE, SOUTH AUSTRALIA.

H. C. STACKERMAN has addressed a circular to ports interested in the South Sea whale fishery, dated Adelaide, South Australia, April 15, 1845, in which he refers to the advantages it presents to whalers, in consequence of its rapid rise, since its foundation in 1837.

Port Adelaide is situated in St. Vincent's Gulf, the entrance to which is 33. 48. S. L., and 138. 36. E. G. The passage through Investigators' Straits, and through the gulf, is perfectly safe and easy, keeping clear of the S. E. point of York's Peninsula, where there is a sand bank.

Vessels drawing 18 feet may safely get into the harbor, which offers the security of any dock.

At the mouth of the gulf, is Kangaroo Island, where, during the season, several small coasters are on the look-out for whalers, for the purpose of boarding them, and selling them at high prices, provisions and other articles, which they have bought in Adelaide. To obtain this object, and in order to induce the captain not to enter the port, but to buy from them, they will give false reports on the state of the market.

We give below, the particulars of the port charges at Port Adelaide, such as they are at present; "but the general impression is, that very shortly a considerable reduction will take place, and additional inducements thereby be offered to whalers to call here—a more favorable port than which, according to the opinion of several American and European continental captains of whalers, who have had occasion to touch here, will not exist in these quarters for taking in new stock, etc., and for touching in case of any accident."

In payment of stores, or provisions supplied, oil can be landed for consumption in the colony, subject to 107 ad valorem duty, which is also the rate on all other foreign articles, excepting spirits, subject to 12s. a gallon, and tobacco, to 2s. per pound; this article is always sold in bond, by the importer, the buyer paying the duty.

PORT CHARGES—Custom-house entrance and clearance, £2 2s.; pilotage, payable inwards and outwards, drawing 9 a 10 feet, £4; 10 a 11 feet, £4 10s., rising 10s. per additional foot.

HARBOR DUES—A vessel to 300 a 400 tons, £2; 400 a 500 tons, £2 10s.; exceeding 500 tons, £3; tonnage dues, 6s. a ton.

PRICES CURRENT—Beef, 2½d. a 2½d. per lb.; pork, 2½d. a 3d.; mutton, 2d. a 2½d. per lb.; wethers, 12s. a 13s. each; pigs, 15s. a 20s. each; flour, first quality, at 9s. per 100 lb.; second do., 6s. 6d. a 7s. 6d.; biscuit, 13s. a 15s. per cwt.; butter, 6d. a 8d. per lb.; cheese, 5d. a 5½d. per lb.; bacon, 5d. a 5½d. per lb.; potatoes, £3 a £5 per ton, according to season. Vegetables abundant and cheap during the season; fruits, do. do.; tea, coffee, sugar, rice, at about the European prices.

SUNKEN ROCK—CHINCHA OR GUANO ISLANDS.

Masters of vessels proceeding from the port Pisco to the Chincha or Guano islands, should give the N. E. point a good berth, until the centre of the island bears south, and then haul into their moorings abreast of the loading shoots, there being a sunken rock about half a cable's length off the N. E. point of the island, not laid down in any chart.

RIO GRANDE ST. PEDRO.

The following notice, dated Rio Grande, March 30th, 1845, has been published over the signatures of Russel Snow, brig Sylph; Bennett Morgan, brig Osceola; Thomas M. Mayhew, barque Brothers; and Azariah Done, barque Bevis:

"It is usual to charter vessels for the Rio Grande St. Pedro. We consider the whole of this place Rio Grande St. Pedro, and it is generally considered so in the United States; and on all the books and charts of the coast, the St. Pedro is to distinguish this place from the Rio Grande north of Perambuco. The merchants here say, that only Rio Grande South, as it is usually called, is Rio Grande St. Pedro; and though vessels arrive at Rio Grande North, and enter at the custom-house, and are ready to discharge, they will not allow that they are at Rio Grande, and refuse to allow the days while laying there. Vessels can very seldom go to the South, or Rio Grande St. Pedro, as they call it, drawing more than nine feet of water, and vessels drawing more than that are obliged to go to the North and discharge part of their cargo, which causes much trouble and detention.

So that American vessels, drawing more than nine feet, should never charter for Rio Grande, without having it expressed in their charter-party, that their lay days begin upon entry at St. Josephs, or Rio Grande North, and when lightened sufficiently to proceed to the South, if the consignee wishes."

COMMERCIAL DECREE OF THE GOVERNMENT OF CUBA.

It was officially announced at Havana, November 12, 1845, that the port of Sagua la Grande would be open on the first of January, 1846, under the following restrictions:

I. Spanish vessels registered in Spain will be permitted to enter the port of Sagua la Grande to discharge, and to load produce under the present restrictions.

II. Also, vessels of other nations in ballast, to load sugar and other productions.

III. Also, Spanish and foreign vessels from foreign ports, with the following articles, viz: joists, boards, planks, staves, wooden hoops, empty hogsheads, and hogshead shooks, do. barrels and barrel shooks, shingles, box shooks, sugar mould and zinc and tin plate for do., hemquen bags and linen do., hemquen rope, salt beef and pork, salt from the island, codfish, fish and mackerel, iron nails, steam engines for sugar estates, loose extra pieces for do., sugar-mill rollers, sugar boilers, and tanks and bricks.

IV. Vessels having on board any articles not specified in the above list, will have to discharge those articles in some qualified port before they can enter the above mentioned port.

VICTORIA ROCK OFF ANGLESEA.

TRINITY HOUSE, LONDON, 24th Oct., 1845.—This corporation has caused a buoy, colored red and white, in horizontal stripes, and marked "Victoria," to be placed about fifty fathoms to the northward of the rock, upon the gravel bank off the north coast of Anglesea, upon which the Victoria steam vessel recently struck. This buoy lies in two fathoms at low water spring tides, and with the following marks and compass bearings, viz: Cemaes Mill $\frac{1}{2}$ point open east of the beacon on Harry's Furlong, S.E. $\frac{3}{4}$ S. Kemlyn Mill touching the eastern end of Kemlyn Farm, S. High water of Henborth Point, in line with Pengarn Beacon.

VARIATION OF THE NEEDLE.

The following is a corrected report of the variation and dip of the needle at Bermuda, taken with great care by Captain Barnette, of H. M. surveying vessel Thunder. In old charts but two degrees of variation are given, whereas from the present observation it appears that there are 7 degrees 1 minute west, and which is very likely to be the reason why so many ships pass the islands without seeing them, and others run on the reefs in the neighborhood. Variations of the needle at Bermuda, in October, 1845, 7 degrees 1 minute W.; dip of the needle, 65 degrees 26 minutes 15 seconds west.

COMMERCIAL STATISTICS.

COMMERCE AND NAVIGATION OF THE UNITED STATES.*

A CORRESPONDENT of the New York "Evening Gazette," at Washington, is furnishing several abstract statements of the treasury report, which will doubtless answer an excellent purpose for immediate reference; but we prefer, as usual, to wait the appearance of the official document, as it is important that such statements in a standard work, which we profess to publish, should compare with the official documents. Besides, it has been our custom to present a full and comprehensive statement of the whole report, occupying about sixteen pages, in a single number of the Merchants' Magazine.

IMPORTS AND EXPORTS OF THE UNITED STATES DURING THE YEAR ENDING 30TH JUNE, 1845,
COMPARED WITH THOSE OF THE PREVIOUS YEAR.

<i>Imports.</i>		1844.	1845.
Specie and bullion,.....		\$5,380,429	\$4,070,242
Merchandise free of duty,.....		18,936,452	18,077,598
" paying ad valorem duties,.....		52,315,291	60,191,862
" paying specific duties,.....		31,352,863	34,914,862
Total imports,.....		\$107,985,035	\$117,254,564
<i>Exports.</i>			
Foreign goods, free of duty, (exclusive of specie,).....		\$2,251,550	\$2,413,050
" paying ad val. dut., ".....		1,706,206	2,107,292
" paying specific duties, ".....		2,256,302	3,064,439
Foreign gold and silver coin,.....		5,270,809	7,762,049
Total foreign articles re-exported,.....		\$11,484,867	\$15,346,830
American gold and silver coin,.....		183,405	844,446
Domestic produce,.....		99,531,774	98,455,330
Total exports,.....		\$111,200,046	\$114,646,606
Total of imports and exports,.....		219,635,081	231,901,170

The proportion of the above imports and exports which were carried in American and Foreign vessels, is as follows:—

	In American vessels.		In Foreign vessels.	
	1844.	1845.	1844.	1845.
Foreign goods imported,.....	\$94,174,673	\$102,438,481	\$14,260,362	\$14,816,083
" re-exported,...	8,744,154	11,459,319	2,740,713	3,887,511
Domestic produce exported,.	69,706,375	75,483,123	30,008,804	23,816,653
Total,.....	\$172,625,202	\$189,380,923	\$47,009,879	\$42,520,247

* This summary view of the commerce and navigation of the United States, for 1845, was compiled at Washington, from the manuscript official report of the Secretary of the Treasury, by a correspondent of the New York "Evening Gazette," "Charleston Mercury," and "Constitution," and published in those Journals. The official report has not been printed, and will not probably be for some months to come, unless the present Secretary of the Treasury, or the printers to Congress, are more expeditious than their predecessors. We are induced, however, to hope, from the fact that the document was promptly laid before Congress at its opening, (an unusual circumstance,) that measures have been taken for its more timely publication. We have alluded to the importance of this subject in previous years, and urged the importance of greater expedition in the matter, citing the promptness manifested in England and France, in causing their statistical and commercial documents to be published at an early day after they were completed. We cannot vouch for the accuracy of these statements, although we have every reason to believe that the abstract was made with care, and that they will be found generally correct, when compared with the official document.—[Ed. MER. MAG.]

The number and tonnage of vessels, with their crews, entering and clearing from the United States, is as follows:—

	American.		Foreign.	
	1844.	1845.	1844.	1845.
Number of vessels entering,.....	8,148	8,133	5,557	5,590
“ clearing,.....	8,343	8,197	5,500	5,583
Tonnage entering,.....	1,977,438	2,035,486	916,992	910,563
“ clearing,.....	2,010,924	2,053,977	906,814	930,275
Crews—Men entering,.....	97,459	99,020	55,948	55,315
Men clearing,.....	99,300	100,794	55,075	54,657
Boys entering,.....	3,421	2,562	1,004	700
Boys clearing,.....	3,108	2,462	964	720

The following is a statement of the tonnage owned in the United States, in tons and 95ths:—

	1844.		1845.	
	Permanent.	Temporary.	Permanent.	Temporary.
Registered,.....	859,008.30	209,757.61	882,538.48	212,633.91
Enrolled licensed,.....	1,171,437.53	2,099.80	1,264,060.44	18,283.62
Licensed under 20 tons,...	30,746.77	7,045.86	32,330.45	7,165.01
Total,.....	2,061,192.65	218,902.47	2,178,929.42	238,082.59
			1844.	1845.
Total permanent and temporary,.....			2,280,095.07	2,417,002.06
The registered and enrolled in the whale fishery,.....			168,293.63	190,695.65
The registered steamboat tonnage,.....			6,909.42	6,491.51
The proportion of the enrolled and licensed—				
Tonnage employed in the coast trade,.....			1,078,867.62	1,190,898.27
In the cod fishery,.....			78,178.86	69,825.66
In the mackerel fishery,.....			16,170.66	21,413.05
In the whale fishery,.....			320.14	.....
Total,.....			1,173,537.38	1,282,344.11
The proportion of that in the coasting trade employed in steam navigation,.....			265,269.86	319,527.07
The number of vessels built,.....			766	1,038
Their tonnage,.....			103,537.29	146,018.02

COMMERCE OF THE PENNSYLVANIA CANAL.

We have compiled from an official statement published in the Pittsburgh Gazette, the movement of trade, east and west, for the years ending November 3, 1844 and 1845. In reviewing the flow of trade upon this great artery of the State of Pennsylvania, it is not, in the opinion of the editors of the Gazette, to be concealed that these tables afford grounds for serious alarm.

Heretofore the main line of Pennsylvania has been regarded as the shortest and cheapest route between the northern seaboard and the valley of the Ohio; especially has this been the case in the eastern part of the state, and Philadelphia has thought herself secure in the possession of its lucrative trade, so long as no parallel rival route offered easier means of transitu between the West and the East. According to the tonnage there is an increase of the trade moving eastward of 13,000,000 lbs. An inspection of the table will show that there has been a falling off in all the leading western staples, with the exception of beef and pork, (the amount of which is insignificant,) feathers, wool, leaf tobacco, whiskey, and ashes.

We quote the comments of the Gazette in reference to the decline of trade on the Pennsylvania Main Line of State Works.

"Respecting the movement westward, the enormous decrease on the item of dry goods, is an argument no one can answer. Even in the items which show an increase, no one can pretend that they keep pace with the annual increase of consumption in the valley of the Ohio. Where then are we to look for an explanation? Nothing could be more easily found. The cause is the diversion made by the Erie Canal, and the Erie Extension and Miami Canals. Is it not a notorious and undeniable fact, that Philadelphia merchants, to preserve their customers, were obliged to pay the freight on their purchases to New York, that they might be forwarded *via* the routes mentioned? Had the arguments urged upon the Canal Commissioners by the Boards of Trade in this city and Philadelphia, been listened to, and their advice acted upon, there would have been nothing of all this.

"We might go into particulars, and we could point out districts where thousands of tons of Western produce could have been drawn to this route had a common sense policy been pursued. We could name one where 30,000 bbls. of flour lay for a choice of routes, and finally went south; another where thousands of bbls. of pork, beef, lard, &c., waited for a decision in the charges here, and then followed the flour, &c. It is not necessary. If this year's business on the Canal at Pittsburgh is not evidence enough, we despair of ever having any sufficiently potent to enforce conviction upon the subject. It is sheer folly to suppose from the operations on the new routes from the Lake to the Ohio, the past season, that they cannot do better. The business of 1846 will for ever silence this plea for high tolls upon the Main Line of Pennsylvania. Let the policy of New York be followed. Early in 1845 her talented and sharp-sighted Commissioners published a very low scale of tolls on the Erie Canal, to govern the operations of the coming year. Happily for Pittsburgh, her commercial and manufacturing interests now depend in but a limited degree upon the canal."

MOVEMENT OF TRADE EASTWARD ON THE PENNSYLVANIA CANAL, FROM PITTSBURGH, FOR THE YEARS 1844 AND 1845.

	1844.	1845.	Increase.	Decrease.
Flour,.....bbls.	100,454	82,092	.....	18,352
Seeds,.....bush.		3,152	3,152	.....
Beef and Pork,.....bbls.	363	4,575	4,212	.....
Bacon,.....lbs.	19,105,805	15,155,344	.....	3,950,461
Cheese and Butter,.....lbs.	1,645,472	1,126,750	.....	518,722
Tallow,.....lbs.		422,583	.....	.....
Lard,.....lbs.		2,236,703	.....	.....
Feathers,.....lbs.	584,279	773,908	189,629	.....
Wool,.....lbs.	3,166,969	3,763,570	596,601	.....
Cotton,.....lbs.	1,125,746	965,041	.....	160,705
Hemp,.....lbs.	881,961	865,444	.....	16,517
Tobacco,.....lbs.	17,303,415	24,015,613	6,712,198	.....
Leather,.....lbs.	69,791	104,383	34,592	.....
Hides,.....lbs.	492,684	117,571	.....	375,113
Furs,.....lbs.	103,007	91,066	.....	11,941
Groceries,.....lbs.	1,379,780	1,063,472	.....	316,308
Merchandise,.....lbs.	324,318	224,135	.....	100,183
Drugs,.....lbs.	80,634	16,004	.....	64,630
Rags,.....lbs.	669,742	417,537	.....	252,205
Iron and Nails,.....lbs.	500,400	449,304	.....	51,096
Hardware,.....lbs.	159,171	121,701	.....	37,470
Agricultural Produce,.....lbs.	869,374	77,198	.....	792,174
Whiskey,.....gals.	77,591	112,841	35,250	.....
Pigs and Castings,.....lbs.	2,646,167	3,956,728	1,310,561	.....
Coffee,.....lbs.	90,722	54,879	.....	35,843
Window Glass,.....bxs.	3,099½	3,794½	695	.....
Ashes,.....lbs.	277,220	772,269	495,049	.....
Lard Oil,.....gals.	38,319	31,551	.....	6,768
Bones, &c.....lbs.		161,755	.....	.....
Furniture,.....lbs.	250,744	290,936	40,192	.....
Sundries,.....lbs.	1,597,539	1,007,366	409,827	.....
Coal,.....tons.	350	2,311	1,961	.....

MOVEMENT OF TRADE WESTWARD ON THE PENNSYLVANIA CANAL, TO PITTSBURGH, FOR THE YEARS ENDING NOVEMBER 30, 1844 AND 1845.

	1844.	1845.	Increase.	Decrease.
Dry Goods,.....lbs.	24,133,173	17,792,055	.....	6,341,118
Hardware,.....lbs.	8,417,359	10,581,399	2,164,040	.....
China Ware,.....lbs.	4,565,005	4,625,248	60,243	.....
Muslin,.....lbs.	5,625,146	5,381,639	.....	243,507
Groceries,.....lbs.	5,108,266	5,118,460	10,194	.....
Drugs,.....lbs.	1,721,778	848,745	.....	873,033
Coffee,.....lbs.	9,092,807	9,532,271	439,464	.....
Tobacco, manufact'd., lbs.	763,465	1,222,750	459,288	.....
Liquors, foreign,.....gals.	37,337	28,786	.....	8,551
Leather,.....lbs.	415,775	478,926	63,151	.....
Hemp,.....lbs.	388,669	244,372	.....	144,297
Blooms,.....lbs.	18,824,166	15,332,782	.....	3,491,384
Pig Metal,.....lbs.	5,094,722	7,374,738	2,280,016	.....
Paints,.....lbs.	.....	525,502	.....	.....
Tin,.....lbs.	.....	1,014,066	.....	.....
Glass Ware,.....lbs.	57,988	95,598	37,610	.....
Salt,.....bush.	206,475	190,265	.....	16,210
Fish,.....bbls.	8,506	17,240	8,734	.....
Oils,.....gals.	33,610	42,014	8,404	.....
Tar and Rosin,.....lbs.	240,286	451,645	211,359	.....
Marble,.....lbs.	391,410	374,642	.....	16,768
Iron and Nails,.....lbs.	3,583,235	5,378,794	1,795,559	.....
Clay,.....lbs.	.....	1,084,709	.....	.....
Copper,.....lbs.	.....	251,687	.....	.....

The Tables exhibit the movement of the leading articles. We append the aggregates of some minor items:—

EXPORTS FROM PITTSBURGH IN 1845.

Oil Cake,.....lbs.	46,630	White Lead in Oil,.....lbs.	60,159
Deer and Buff. Skins,.....	641,477	Cordage,.....	72,777
Earthenware,.....	20,967	Not enumerated,.....	625,057
Paper,.....	26,342		

IMPORTS AT PITTSBURGH IN 1845.

Barley,.....bush.	1,872	Cordage,.....	25,771
Rye,.....	2,971	Not enumerated,.....lbs.	708,649
Bran,.....	2,828	Anvils,.....	302,843
Corn,.....	945	Coal,.....tons.	35½
Oats,.....	24,137	Cinders,.....lbs.	5,130
Potatoes,.....	2,826	Spanish Whiting,.....	485,006
Wheat,.....	1,267	Steel,.....	13,369
Hay,.....tons.	189½	Cheese,.....	11,918
Seeds,.....bush.	748	Oysters,.....	90,882
Mahogany,.....lbs.	16,092	Brick,.....M.	1,230
Posts and Rails,.....No.	4,789	French Burrs,.....lbs.	140,487
Staves,.....	139,090	Mill Stones,.....	38,660
Boards,.....ft.	612,932	Roofing Slate,.....	254,800
Alum,.....lbs.	16,537	Stone,.....perch.	1,374
Copperas,.....	45,131	Paper,.....lbs.	207,391
White Lead,.....	6,128	Rags,.....	7,167
Earthenware,.....	22,987		

The items of grain, and produce generally, show how little is received at Pittsburgh from the country lying along the canal. In fact there is very little that enters into consumption contributed by it, except blooms, pig metal, salt, and a few other articles.

The tolls of the Pennsylvania Canal for the fiscal year, 1845, amounted to a total of \$93,270 43.

NUMBER OF BOATS CLEARED AND MILES TRAVELED BY PASSENGERS.

	Boats.		Miles Traveled.	
	1844.	1845.	1844.	1845.
December.....	30	53	.....	24,605
March.....	234	232	54,015	9,360
April.....	478	426	213,621	67,258
May.....	398	401	183,740	216,915
June.....	328	309	158,263	203,668
July.....	298	318	123,198	134,544
August.....	318	323	105,564	137,815
September.....	306	372	136,794	122,756
October.....	361	386	139,772	181,327
November.....	266	317	61,428	267,487
	<u>3,007</u>	<u>3,167</u>	<u>1,176,395</u>	<u>1,365,735</u>
	Increase 160.		Decrease 189,340.	

The periods at which the Canal opened for a series of years, were as follows:—

1838.....	March 27th.	1842.....	March 7th.
1839.....	“ 26th.	1843.....	May 7th.
1840.....	“ 16th.	1844.....	March 14th.
1841.....	“ 27th.	1845.....	“ 10th.

COMMERCE OF THE NEW YORK CANALS.

The following table, compiled from the records of the Canal Department, comprises the whole movement, on the canals of the state, on all property arriving at and clearing from tide-water, during the years 1844 and 1845. The annual report of the Canal Commissioners, embracing a full account of the trade and tonnage of the canals of New York, for 1845, will soon be published; when we shall prepare and lay before the readers of this Magazine our usual annual digest of all those statements that render it valuable for preservation for reference with the movements of future years.

STATEMENT OF ALL THE PROPERTY WHICH CAME TO THE HUDSON RIVER ON THE CANALS, IN 1844 AND 1845, WITH THE QUANTITY AND ESTIMATED VALUE OF EACH ARTICLE, IN ALBANY AND TROY.

Articles.	Agriculture.		Agriculture.	
	Quantity.	Value.	Quantity.	Value.
Pork.....	bbls. 63,646	\$572,814	45,153	\$571,637
Beef.....	50,000	250,000	67,699	507,743
Bacon.....	lbs. ....	.....	1,631,700	118,299
Cheese.....	26,674,500	1,333,725	27,542,861	1,921,000
Butter and lard.....	22,596,300	2,716,909	21,825,455	3,055,564
Lard.....	.....	.....	3,064,800	245,184
Wool.....	7,672,300	2,915,474	9,504,039	2,946,252
Hides.....	.....	.....	293,009	36,627
Flour.....	bbls. 2,222,204	9,999,918	2,517,250	14,021,081
Wheat.....	bush. 1,262,249	1,211,759	1,620,033	1,941,869
Rye.....	62,239	43,506	157,438	111,002
Corn.....	17,861	8,931	35,803	21,479
Barley.....	818,472	527,410	1,137,917	671,371
Other grain.....	1,166,524	396,618	1,294,609	491,951
Bran and ship-stuff.....	1,177,489	303,153	1,067,665	160,150
Peas and beans.....	21,176	32,464	66,175	70,145
Potatoes.....	18,263	6,905	145,569	58,076
Dried fruit.....	lbs. 1,299,400	103,952	360,966	32,477
Cotton.....	79,600	5,971	66,800	5,177
Tobacco.....	318,900	35,079	670,900	80,508
Clover and grass-seed.....	4,594,800	321,636	3,161,200	221,284
Flax-seed.....	3,114,000	62,280	8,303,960	166,079
Hops.....	1,319,700	171,561	874,200	157,356
Total value.....		\$21,020,065		\$27,612,291

<i>The Forest.</i>					
		1844.		1845.	
Articles.	Quantity.	Value.	Quantity.	Value.	
Furs and peltry,.....lbs.	832,200	\$1,040,275	708,749	\$873,436	
Boards and scantling,.....ft.	232,434,700	4,001,691	237,924,666	4,044,720	
Shingles,.....M.	78,125	234,381	72,120	234,390	
Timber,.....ft.	921,982	160,605	2,492,668	498,534	
Staves,.....lbs.	97,533,000	390,131	139,754,800	628,898	
Wood,.....cords	16,550	114,737	17,696	86,258	
Ashes,.....bbls.	80,646	1,774,212	69,668	1,393,360	
Total value,.....		\$7,716,032		\$7,759,596	
<i>Manufactures.</i>					
Domestic spirits,.....galls.	1,194,317	\$298,582	1,588,601	\$444,809	
Leather,.....lbs.	3,909,000	935,051	15,363,925	2,765,508	
Furniture,.....	2,177,400	217,740	2,561,624	256,162	
Bar and pig lead,.....	41,800	1,672	223,500	8,940	
Pig iron,.....	6,422,600	96,340	8,031,218	140,546	
Iron-ware,.....	944,900	37,796	4,665,388	186,615	
Domestic woollens,.....	867,200	1,170,720	1,407,529	1,900,029	
“ cottons,.....	1,584,600	491,126	1,879,446	582,628	
Salt,.....bbls.	175,013	240,643	172,968	147,023	
Total value,.....		\$3,489,670		\$6,432,259	
Merchandise,.....	492,300	86,153	505,708	88,497	
<i>Other Articles.</i>					
Stone, lime, and clay,.....lbs.	50,159,800	\$75,239	55,344,593	\$83,016	
Gypsum,.....	1,891,800	8,398	12,263,800	27,656	
Mineral coal,.....	18,480,700	55,993	47,798,300	119,496	
Sundries,.....	54,722,400	2,188,896	83,237,259	3,329,490	
Total value,.....		\$2,328,526		\$3,559,658	
<i>Aggregates.</i>					
Forest,.....tons	545,202	\$7,716,032	607,930	\$7,759,596	
Agriculture,.....	383,363	21,020,065	447,627	27,612,291	
Manufactures,.....	39,957	3,489,670	49,812	6,432,259	
Merchandise,.....	246	86,153	253	88,497	
Other articles,.....	62,627	2,328,526	99,321	3,559,658	
Total,.....		1,031,395	\$34,640,446	1,204,943	\$45,452,301

STATEMENT OF PROPERTY CLEARED FROM THE HUDSON RIVER, ON ALL THE CANALS, IN 1844 AND 1845, VALUE OF SUCH PROPERTY, TOLLS, AND NUMBER OF BOATS CLEARED.

	1844.	1845.
Boats cleared,.....	19,393	20,040
Tons,.....	208,699	224,013
Value,.....	\$53,142,403	\$55,453,998
Tolls,.....	682,068	727,482

STATEMENT OF THE VALUE OF ALL THE PROPERTY WHICH CLEARED FROM AND CAME TO THE HUDSON ON THE CANALS, IN THE YEARS 1844 AND 1845.

	1844.	1845.
Arrived,.....	\$34,640,446	\$45,452,301
Cleared,.....	53,142,403	55,453,998
Total,.....	\$87,782,849	\$100,906,298
Excess in 1845 over 1844,.....		13,123,449

The total value of merchandise and property which cleared from and came to the Hudson river, on the canals of New York, in 1845, was valued at \$100,906,298; being but about \$17,000,000 less than the whole imports of the United States from foreign countries, in the year 1845.

STATISTICS OF THE AMERICAN WHALE FISHERY.

We give, below, several tables, derived from the New Bedford Shipping List, of the American Whale Fishery; they exhibit a statement of the imports of sperm and whale oils, and whalebone, into the United States in each month, from Jan. 1st, to the 31st of December, 1845; the imports in each year, from 1838 to 1845; the quantity of oil and whalebone on hand at the principal ports engaged in the business; the average time employed in voyages, and average cargoes of 1845; average prices of the products of the whale fishery; the number and tonnage of vessels employed on the 1st of January, of the year 1844, 1845, and 1846, and the number of vessels belonging to the several ports designated.

IMPORTS OF SPERM AND WHALE OILS, AND WHALEBONE, INTO THE UNITED STATES, FROM JAN. 1, 1845, TO JAN. 1, 1846.

1845.	Bbls. Sperm.	Bbls. Whale.	Lbs. Bone.
January,.....	4,516	13,306	118,061
February,.....	16,123	56,555	538,519
March,.....	9,738	29,192	543,675
April,.....	19,914	56,746	686,266
May,.....	30,385	58,275	559,150
June,.....	13,181	10,852	65,000
July,.....	16,347	20,858	208,210
August,.....	9,346	10,312	313,873
September,.....	9,244	12,052	106,469
October,.....	9,137	2,765	22,319
November,.....	10,297	1,277	5,600
December,.....	9,689	540	.....
Total,.....	157,917	272,730	3,167,142

IMPORTS OF SPERM AND WHALE OIL, FROM JAN. 1, 1838, TO JAN. 1, 1846; AND OF BONE, FROM JAN. 1, 1844, TO JAN. 1, 1846.

	Sperm.	Whale.	Bone.
1838,.....	132,356	226,552	.....
1839,.....	142,336	229,783	.....
1840,.....	157,791	207,908	.....
1841,.....	159,304	207,348	.....
1842,.....	165,637	161,041	.....
1843,.....	166,985	206,727	.....
1844,.....	139,594	262,047	2,532,445
1845,.....	157,917	272,730	3,167,142

We estimate the quantity of sperm oil to arrive in 1846, at 117,000 bbls. Of whale, it is impossible as yet to form an estimate with any degree of accuracy, owing to the meagre accounts yet received from the northwest coast.

STATEMENT OF OILS AND WHALEBONE ON HAND, DECEMBER 30, 1845.

	Sperm.	Whale.	Bone.
New Bedford,.....	8,101	2,620	201,000
Fairhaven,.....	6,300	2,600	10,000
Westport,.....	3,200	.....	.....
Nantucket, about,.....	20,000	.....	.....
Edgartown,.....	1,000	.....	.....
Falmouth,.....	500	.....	.....
Newport,.....	500	.....	.....
Boston,.....	1,100	.....	.....
Total,.....	40,701	5,221	211,000

The above statement includes all recent importations, and all crude oils in manufacturers' hands, in the ports named.

AMOUNT OF OIL ON HAND, JANUARY 1, 1845.

Sperm,.....	bbls.	32,992
Whale,.....	.....	12,950

AVERAGE VOYAGES—ARRIVALS IN 1845.

	Average absence.	Average cargo.
91 sperm whalers,.....	43m. 21 d.	1,291 387
201 two season right whale,.....	24m. . . d.	196 2,187
8 one season right whale,.....	12m. 4 d.	46 844
43 Atlantic sperm whale,.....	13m. 7 d.	338 76

AVERAGE STATEMENT OF THE PRICES OF SPERM AND WHALE OIL AND WHALEBONE.

	Sperm, gall.	Whale, gall.	Bone, lbs.
1845,.....	87½ c.	36 c.	33½ c.
1844,.....	90½	36½	40
1843,.....	63	34½	35¾
1842,.....	73	33¾	23
1841,.....	94	31¾	19¾
1840,.....	100	30½	19

COMPARATIVE STATEMENT OF THE NUMBER AND TONNAGE OF VESSELS EMPLOYED IN THE WHALE FISHERY, JANUARY 1.

	Ships and bqs.	Brigs.	Schs.	Sloops.	Tons.
1846,.....	680	34	22	1	233,262
1845,.....	643	35	16	1	218,655
1844,.....	595	41	8	1	200,147

Of the above, the number owned at each port is as follows:

	Ships and bqs.	Brigs.	Schs.	Ships and bqs.	Brigs.	Schs.
New Bedford,.....	252	3	1	Westport,.....	8	3
Nantucket,.....	73	1	.	Bristol, R. I.,.....	5	1
New London,.....	69	1	7	Mattapoisett,.....	5	5
Sag Harbor,.....	63	.	.	Fall River,.....	5	2
Fairhaven,.....	48	.	.	Wareham,.....	4	2
Warren, R. I.,.....	25	.	.	Falmouth,.....	4	.
Stonington, Conn.,.....	26	.	.	Holmes's Hole,.....	3	1
Mystic, Conn.,.....	18	.	.	Provincetown,.....	3	9
Greenport,.....	11	.	.	Lynn,.....	3	.
Newport,.....	10	1	1	Plymouth,.....	3	.
Providence, R. I.,.....	9	.	.	Bridgeport, Conn.,.....	3	.
Edgartown,.....	8	2	.	Sippican,.....	3	2
Cold Spring,.....	8	.	.			

MACKEREL FISHERY OF MASSACHUSETTS.

We give, below, an official abstract return of the number of barrels, halves, quarters, and eighths of barrels of mackerel, inspected in Massachusetts, from January 1st, 1845, to December 31st, 1845. It will be seen that there is an increase in 1845 of 116,122 barrels over the previous year. These returns include 6,000 barrels of English mackerel.

Towns.	No. 1.	No. 2.	No. 3.	½ No. 1.	½ No. 2.	½ No. 3.
Boston,.....	2,190	11,077	11,288	6,016	7,335	2,912
Beverly,.....	14	21	19	00	00	00
Barnstable,.....	213	1,820	1,403	346	311	18
Cohasset,.....	646	4,673	9,372	1,337	2,948	474
Chatham,.....	10	501	397	50	40	30
Duxbury,.....	11	42	32	00	00	00
Dennis,.....	599	2,005	2,191	222	1,109	148
Gloucester,.....	4,106	18,260	18,342	4,494	7,112	1,245
Hingham,.....	1,370	7,662	6,369	831	1,739	359
Marblehead,.....	20	295	236	15	63	35
Newburyport,.....	1,830	2,532	5,463	1,740	423	60
Provincetown,.....	724	3,528	4,741	503	1,734	40
Rockport,.....	987	3,206	3,876	380	896	87
Scituate,.....	57	482	809	40	235	4
Salem,.....	00	52	45	00	00	00
Truro,.....	873	5,530	7,213	1,315	2,552	174
Wellfleet,.....	1,909	8,027	7,949	826	2,617	250
Yarmouth,.....	63	1,707	2,680	389	593	43
Total,.....	15,622	71,420	82,425	18,504	30,707	5,879

TABLE—Continued.

Towns.	½ No. 1.	½ No. 2.	½ No. 3.	½ No. 1.	½ No. 2.	Total.
Boston,.....	3,696	2,519	74	5,259	1,707	35,129½
Beverly,.....	00	00	00	00	00	54
Barnstable,.....	48	12	00	30	00	3,792½
Cohasset,.....	1,418	571	3	123	4	17,584½
Chatham,.....	20	00	00	00	00	973
Duxbury,.....	00	00	00	00	00	85
Dennis,.....	406	473	19	250	106	5,803½
Gloucester,.....	1,856	1,776	509	58	285	48,711½
Hingham,.....	820	610	00	520	00	17,288
Marblehead,.....	3	00	00	00	00	608½
Newburyport,.....	453	43	00	6	1	11,061½
Provincetown,.....	11	8	17	19	3	10,143½
Rockport,.....	136	201	00	00	00	8,835
Scituate,.....	3	1	00	00	00	1,488½
Salem,.....	00	00	00	00	00	97
Truro,.....	254	127	2	52	75	15,748½
Wellfleet,.....	404	00	00	61	75	19,899½
Yarmouth,.....	131	24	00	00	00	5,091½
Total,.....	9,659	6,565	624	6,378	2,256	202,303

RECAPITULATION.

No. 1,.....	1845.	1844.	
No. 2,.....	28,086	28,843	757 less.
No. 3,.....	88,696½	22,515	66,171½ more.
	85,520½	34,823	50,697½ more.
Total,.....	202,303	86,181	

SHIPPING BUILT IN THE DISTRICT OF BATH, MAINE.

We have obtained, from an authentic source, a list of all the vessels built in the district of Bath, in the state of Maine, in 1845, which we publish below. The district comprises Hallowell, Augusta, Gardiner, Phipsburgh, Pittston, Bowdoinham, Richmond, Georgetown, and Bath.

Ships.					
Name.	Where built.	Tons.	Name.	Where built.	Tons.
Arkansas,	Bath,	399.20	Vermont,	Phipsburgh,	398.25
B. C. Bailey,	"	470.92	Robert Patten,	Bowdoinham,	376.31
Emma Watts,	"	449.69	Columbia,	Bath,	399.38
Macedonia,	"	414.75	Charlotte Reed,	"	471.09
Barks.					
Cuba,	Brunswick,	207.04	Lowell,	Gardiner,	347.62
Juniata,	Pittston,	395.00	Globe,	Richmond,	366.53
Nacoochee,	Augusta,	254.74			
Brigs.					
North Star,	Bath,	152.55	Naritiske,	Hallowell,	160.79
Orion,	Richmond,	179.10	Caribbee,	Pittston,	219.11
Home,	Gardiner,	138.94	James Marshall,	Richmond,	164.78
Stephen Young,	Pittston,	196.73	Wanderer,	Bowdoinham,	197.32
Curacoa,	Richmond,	131.06	Consuelo,	Richmond,	173.14
Globe,	Pittston,	208.84	Charles Henry,	"	144.42
Schrs.					
A. Emery,	Phipsburgh,	98.47	Somerset,	Augusta,	101.92
Ustaloga,	Pittston,	129.47	Ophir,	Gardiner,	134.30
Harbinger,	Georgetown,	36.15	Sylva Wildes,	Phipsburgh,	70.13
Orion,	"	37.04	Enterprise,	Bowdoinham,	98.56
Yucatan,	Richmond,	106.70	Alexandria,	Augusta,	111.83
Oregon,	Georgetown,	40.62	Bath,	Bath,	99.34
Splendid,	Richmond,	21.00	—,	Georgetown,	62.54

		<i>Steamboat.</i>			
Nequasset,	Bath,	99.27			
		<i>Boats.</i>			
Yankeedonia,	Georgetown,	13.83	Little Sarah,	Bath,	8.62
Noble,	Bath,	15.62	King-Fisher,	Georgetown,	12.51
Lilly,	Hallowell,	7.27	Youth,	"	6.51
Mary Elizabeth,	Georgetown,	15.75	Lydia and Harriet,	"	16.11

RECAPITULATION.

Total tonnage of ships,.....	Tons. 95ths.
“ “ barks,.....	3,379.74
“ “ brigs,.....	1,559.02
“ “ schooners,.....	2,068.73
“ “ steamboat,.....	1,140.37
“ “ boats,.....	99.27
	96.42
Total of all,.....	8,351.65

MERCANTILE MISCELLANIES.

IMPORTANCE OF MERCANTILE LIBRARY ASSOCIATIONS.

We have received a copy of an address delivered before the Boston Mercantile Library Association, on the occasion of the twenty-fifth anniversary, by the HON. ROBERT C. WINTHROP; forming an octavo pamphlet of 38 pages, the first twenty of which are devoted chiefly to local topics, and the remainder to the pursuit of commerce in its larger and more comprehensive relations. From the former part, we give below a single extract illustrative of the importance of mercantile associations, so admirably adapted to prepare their members for the future merchants of the country; "those, who in the progress of time, are to take the places of the intelligent, the enterprising, the wealthy and honorable men, who now carry on the vast foreign and domestic trade" of our great commercial cities. The second article in the present number of this Magazine, embraces an extended extract from Mr. Winthrop's admirable address, which exhibits, in a clear and forcible manner, the influence of commerce in the affairs of the world.

"If there be a class of institutions more important than any or all others, to the moral character of our community, it is that which furnishes entertainment and employment during the evenings—the long winter, and the short summer evenings, too—for young men; and more especially for those, who either have no homes to which they may resort, or for whom the influences of the paternal roof have been in any way paralyzed. Libraries and reading-rooms for the merchants' clerks and the mechanics' apprentices of our city, numerous enough and spacious enough to accommodate them all, and furnished with every temptation which the amplest endowments can supply; these are among the most effective instruments which can be devised, for advancing our highest moral and social interests, and are entitled to the most liberal encouragement of all true philanthropists. It is not enough that the tipping shops and gambling tables are broken up. There is mischief still for idle minds to devise, and for idle hands to do. Innocent entertainment and useful occupation must be supplied, and supplied with some circumstance of interest and attraction, and fascination, if possible, or you have only driven dissipation and vice from the public haunt to the private hiding place, where they will lose nothing of their grossness or their guilt, by losing all their apprehension of exposure. And when the cheering spectacle is exhibited of the young men of the city, associating themselves for this great end of their own self-defence; organizing themselves not into a company, like that recently instituted by the merchants' clerks of London, for making up to their employers out of a common stock, the losses which may result from their own annual, ascertained, average of fraud and roguery, but into a company to insure themselves against the vices and immoralities and idleness from which those losses and those frauds flow as

from their fountain—what heart can refuse them its sincerest sympathy, what tongue its most encouraging word, what hand its most efficient aid?

“If there be an appeal for sympathy and encouragement which no patriotic or philanthropic breast can resist, it is that of young men struggling against the temptations which beset their path, and striving to prepare themselves, intellectually and morally, for discharging the duties which are about to devolve on their maturer life. And if there be a spectacle calculated to fill every such breast with joy, and to reward a thousand fold those who may have contributed in any way to the result, it is that of young men who have thus striven and struggled with success. There is a name in history. It is associated with some of the proudest achievements of the proudest empire of the world. It has been shouted along the chariot-ways of imperial Rome on occasions of her most magnificent triumphs. Whole volumes have been filled with the brilliant acts which have illustrated that name in three successive generations. But there is a little incident which takes up hardly ten lines on the historic page, which has invested it with a charm higher and nobler than all these. The Sybils, we are told, had prophesied that the *Bona Dea* should be introduced into Rome by the best man among the Romans. The Senate was accordingly busied to pass judgment who was *the best man in the city*. And it is no small tribute to the Roman virtue of that day, that all men are said to have been more ambitious to get the victory in that dispute, than if they had stood to be elected to the highest and most lucrative offices and honors within the gift of the Senate or the people. The Senate at last selected PUBLIUS SCIPIO; of whom the only record is, that he was the nephew of Cneus, who was killed in Spain, and that he was a *young man*, who had never attained to that lowest of all the public honors of the empire, for which it was only necessary for him to have reached the age of two-and-twenty years. We may admire—we must admire—the resistless energy, the matchless heroism, of those two thunderbolts of war—Scipio, the conqueror of Hannibal, and Scipio, the destroyer of Carthage. But who does not feel, that this little story has thrown around that name a halo of peerless brilliancy; yes, one

Which shall new lustre boast,
When monarchs' gems and victors' wreaths
Shall blend in common dust!"

CONSUMPTION OF SUGAR IN DIFFERENT COUNTRIES.

The Zollverein, with a population of 29,066,000 souls, consumes annually 70,000 tons of cane, and 10,500 of beet-root sugar. Belgium, Holland, Oldenburgh, Hamburg, Bremen, Lubeck, Hanover, and Meckburgh, with a gross population of 10,349,000, consume altogether 51,000 tons of cane, and 5,000 of beet-root sugar. Russia, with a population of 56,778,000, consumes 62,400 tons of cane, and 6,000 of beet-root sugar. France, with a population of 35,400,000, consumes 89,000 tons of French colonial sugar, 11,000 tons of foreign colonial sugar, and 28,000 tons of beet-root sugar. Portugal, with a population of 3,412,000, consumes 10,000 tons of sugar. Spain, with a population of 13,786,000, consumes 36,000 tons (36,000 tons of Cuba sugar in 1844.) Sweden, Norway, and Denmark, with a population of 6,509,000, consume altogether 12,000 tons of sugar. Great Britain and Ireland, with a population of 28,323,000, consumes 240,000 tons of sugar per year; the Ionian islands, Gibraltar, Cracow, and Switzerland, consume altogether about 46,000 tons of sugar. Turkey and Greece, with a population of 10,700,000, consume only 4,000 tons of sugar. Canada, and other colonies, with a population of 4,544,000, consume, it is estimated, about 15,000 tons; and the United States, with a population of 18,700,000, consumes 150,000 tons of sugar. The gross total population of the above sugar-consuming countries, amounts to 278,033,000 souls, and the total annual consumption of sugar amounts to 845,900 tons. In the Zollverein, the proportion of sugar consumed by each individual per annum, amounts to 6 1-8 lbs.; in the German states, not therein included, to 12 1-16 lbs.; in Russia, to 1 1-16 lbs.; in France, to 8 2-10 lbs.; in Portugal, to 6 6-10 lbs.; in Spain, to 6 5-10 lbs.; in Scandinavia, to 4 1-10 lbs.; in Great Britain, to 19 lbs.; and in the United States of America to 18 lbs.

FIRST TRADING SETTLEMENT ON THE COLUMBIA RIVER.

It is stated by J. T. Buckingham, Esq., the editor of the Boston Courier, that Captain Jonathan Winship, of Brighton, projected and commenced the first attempt, by any civilized person, to establish a trading establishment on the Columbia river. Two ships were employed on the expedition, the *O'Cain*, under the command of Captain Winship himself, and the *Albatross*, commanded by Captain Nathan Winship, his brother. The latter sailed from Boston July 7, 1809, with about twenty-five persons on board, and with the proper outfit for such an undertaking. She had a long passage to Cape Horn, and arrived at the Sandwich Islands March 25, of the succeeding year. Here an addition of twenty-five persons, all islanders but one, was made to the party, and the ship was properly provisioned. She sailed for the Columbia April 18, and arrived at the mouth of the river May 25. The log-book of the ship describes her course up the river as one of great difficulty, through the strong current, the shallowness of some parts of the river, and ignorance of the channel, Vancouver's chart being quite incorrect. After cruising up the river ten days, a place was selected for the settlement, and preparations were made for the erection of a large trading and dwelling-house, land was cleared for cultivation, and some seeds were sown, when a rise in the river put a stop to their operations. The land was overflowed, and the house, which was nearly finished, was filled with water to the depth of eighteen inches. Of course the spot had to be abandoned.

At this time, Captain Jonathan Winship, in the *O'Cain*, was at Sir Francis Drake's Bay, California, and his brother determined to join and consult with him, before attempting another location. The settlement was temporarily abandoned, and the *Albatross* left the river July 18. The two ships continued trading and sealing upon the coast, but did not return to the Columbia, as Mr. Astor's projected settlement had become known; and as he had sent out force and material for the large establishment of Astoria, it was considered useless for a rival company, so much inferior in strength, to attempt to compete with him. The expedition, however, was not finally given up, until the breaking out of the war of 1812, when all thought of renewing it was abandoned.

DUTY ON, AND CONSUMPTION OF TEA.

In Great Britain, the consumption of tea is equal to one pound and a half to each individual of the population, per annum. Foreign coffee pays sixteen cents per pound duty in Great Britain, and Colonial eight cents. In 1821, the consumption per head to the inhabitants of the United States, was one pound and a quarter, and in 1830, the proportion had increased to three pounds per head. It is now more than four pounds per head. In the Island of Newfoundland, where the duty is about five cents per pound, the annual consumption is equal to five pounds per individual of the whole population; and in the Channel Islands, where the duty is also very low, the annual consumption is equal to four pounds and a half to each person. Coffee is admitted free of duty into the United States. A low duty of one or two cents per pound would add something to our revenue, without materially affecting the consumption, and enable the government to reduce the duty where it bears more heavily.

THE BRITISH REVENUE.

The last quarterly returns of the revenue of Great Britain show a decrease amounting to £800,000, as compared with the corresponding quarter in 1844. In order to understand the reason for such a decrease, it should be borne in mind that the reductions of Sir Robert Peel, in the session of Parliament, in the customs and excise duties, amounted to £3,000,000, viz.: sugar duties, £1,300,000; export duties, (coals,) £118,000; cotton, (about) £700,000; sundries, £320,000; auction duties, £250,000, and glass, £642,000.

THE BOOK TRADE.

1.—*The History of Rome*. By THOMAS ARNOLD, D. D., late Regius Professor of Modern History in the University of Oxford, Head Master of Rugby School, and Member of the Archaeological Society of Rome. Three volumes in two. Reprinted entire from last London edition. In two volumes. New York: D. Appleton & Co. Philadelphia: G. S. Appleton.

It must be a satisfactory consolation to the admirers of Dr. Arnold, that his great unfinished history is published this side of the Atlantic, subsequently to the issue of his other interesting volumes. Whatever may be the opinions of critics of the fidelity with which he has copied Niebuhr, to whom Dr. Arnold expresses the deepest obligation, no one can deny that he has imparted to his history of that oft-storied land, a philosophic interest, that it has not yet received from an English pen. The first volume embraces the period from the founding of Rome, till its capture by the Gauls, in the 4th century before the Christian era. In the next, we are brought to the end of the first Punic war. The distinguished author intended to have carried the history to the coronation of Charlemagne, A. D. 800, but the last volume, published since his death, closes with the war of Scipio and Hannibal, in Africa. Thus unfinished, at the threshold of the period in the narration of which he would have displayed the historian's power, it gives but a fragmentary idea of what it would have been if completed. But as it is, it will be looked upon as a model of classical and philosophical history, gracefully scholarlike in style and execution, severely accurate and critically truthful in narration, most elegant in its original design, most beautiful even in its incompleteness, admirable not more from itself than its author. It is issued in two finished volumes of Appleton's best style.

2.—*The History of New Netherlands, or New York, under the Dutch*. By E. B. O'CALLAGHAN, Corresponding Member of the New York Historical Society. New York: D. Appleton & Co.

This splendid volume gives a history of New York, from its first settlement, in 1609, until the year 1646. It also contains an account of the Dutch West India Company, and their attempts to find a passage to India, which resulted in the settlement of, and their subsequent connection with the colony. A map of New Netherlands, and many valuable papers, obtained from Holland through Dr. Brodhead, are also prefixed to the work. The author has evidently compiled this valuable matter from the most authentic sources, and principally, we believe, from the colonial annals in Albany. We are pleased to learn, that a continuation of the history of the colony, under Peter Stuyvesant, will follow, should the present volume be successful, which it certainly deserves to be, as its importance to our historical literature can only be discerned by an examination of its faithfulness and the valuable materials incorporated in it. It is a noble monument of the research and scholarship of its author, and a credit to the discriminating taste of its enterprising publishers.

3.—*Christmas Holydays in Rome*. By the Rev. WM. INGRAHAM KIP, author of the "Double Witness of the Church," "The Lenten Fast," etc. New York: D. Appleton & Co.

The writer of this work entered upon his task knowing how often the field had been occupied before him, but, by choosing novel and peculiar portions of the subject for his pen, has produced an interesting and delightful volume. In the description of the "eternal city" at Christmas-time, he has occupied a considerable part of the work, and with matter relating to the Romish church, in regard to which there is a spirit of much candor and judgment displayed. He neither lavishes indiscriminate abuse, or unwarrantable praise, but shows in what its good lies, and why it has so long ruled the minds of men. St. Peter's church mirrors itself to his mind in not an unworthy manner, and of the Vatican, Capitoline Hill, the papal court, and the country about Rome, he has sketched many beautiful features, that will make the oft-described city seem new to those who think themselves familiar with it.

4.—*A Practical Treatise on Healthy Skin, with Rules for the Medical and Domestic Treatment of Cutaneous Diseases*. By ERASMUS WILSON, F. R. S., etc., etc. Illustrated with six steel engravings. New York: D. Appleton & Co. Philadelphia: G. S. Appleton.

This department of medical science has long needed a work like this, for besides being scientific and analytical, it is adapted to the purposes of the physician, as well as that of the patient. The structure of the skin, its peculiarities, and the different kinds of eruptions, both those which impair the outward beauty, and those which spring from unhealthy affections, or cause them, and its relation to the general health of the system, are all carefully explained. The influence of diet, clothing, and exercise, upon it, and particularly the chapter on hydropathy, with that upon bathing, the different and best kinds of baths; all of this information is needed by almost every individual.

5.—*Chances and Changes; or, Life as it is; Illustrated in the History of a Straw Hat*. By CHARLES BURDETT, A. M., author of "Never Too Late," "The Elliott Family," "Trials and Triumphs," "The Adopted Child," etc. New York: D. Appleton & Co.

Those who have read and admired the previous stories of Mr. Burdett, should not forego the pleasure this will afford them, for it bears the marks of a growing mind and a more mature intellect. Like all the previous efforts of Mr. Burdett, it inculcates sound practical lessons of morality and religion in the form of interesting and agreeable narrative.

- 6.—*Poems by Felicia Hemans, with an Essay on her Genius.* By H. T. TUCKERMAN. Edited by RUFUS W. GRISWOLD. Philadelphia: Sorin & Ball.

If any attractiveness could be added to Mrs. Hemans's poems, which they did not intrinsically possess, it is offered here, in the beautiful essay by Henry T. Tuckerman, which follows the comprehensive memoir by Mr. Griswold. It is a masterpiece of criticism, and skilful appreciation of genius. Of the poems themselves, and the value of the volume, it would be almost detraction to speak; to read the one with which the volume ends, "A Poet's Dying Hymn," is enough for us not to wonder at the universal acknowledgment of her genius; and when we add that the execution of the volume is superior, and like many from the same publishers which we have received, almost unsurpassed, we trust that its claims upon the book-purchasing community will be duly acknowledged.

- 7.—*The Poetical Works of James Montgomery, with a Memoir of the Author.* By REV. RUFUS W. GRISWOLD. In two volumes. Philadelphia: Sorin & Ball.

Few poets have been done up in more costly binding than is the dress with which these volumes are clothed. Besides the exterior, the elegant engravings and the distinct typography are highly creditable to the taste of the publishers. One of the best features of the contents, is the memoir, by Mr. Griswold, of the editor-poet's life, and critical view of his poems. Of Montgomery's poetry, we have always been admirers; in the poems not directly sacred and religious, there is a soul-elevating spirit which is productive of the best influence upon the heart. Though of a school little admired now, because shut out by the innovation of an energetic striving for novelty, his productions are sufficient to have given him an enviable rank among the poets of the day. These volumes should have a conspicuous position on the shelves of the library, and we should consider it a great addition to literature, if editions of the most popular English poets could be published in a style uniform with these; for in mechanical beauty they have rarely been excelled.

- 8.—*A Practical Manual of Elocution, Embracing Voice and Gesture, Designed for Schools, Academies, and Colleges, as well as for Private Learners.* By MERRITT CALDWELL, A. M., Professor of Metaphysics, etc., in Dickinson College. Philadelphia: Sorin & Ball.

This is one of the most theoretical books on the subject of elocution, and at the same time most practical, we have ever seen. Professor Caldwell has suited his system to the philosophy of the human voice, as given by Dr. Rush, and embodied scientific principles, as well as the accurate precepts. The cuts are well adapted to illustrate these explicit rules, and in that part of the work which treats of pulpit and dramatic action, it will be seen how much depends upon the publishers for the correct issue of a work like this. In this respect, they have well discharged their task.

- 9.—*The Life and Times of Henry Clay.* By CALVIN COLTON, author of the "Junius Tracts," "Four Years in Great Britain," etc. New York: A. S. Barnes & Co.

It would be difficult for a political or personal friend of the subject of this memoir, to speak of it otherwise than in terms of eulogy; for who could write a life of Henry Clay without the enthusiasm which the subject would impart, were he ever so dull? But Mr. Colton has done his work—a great work—bravely and well. We consider Henry Clay the first indigenous noble fruit of our republic, to have produced whom were worthy a sacrifice by any country—him, to whom the present has done dishonor, that the future may do him glory. This is the first successful life of Henry Clay, yet written; this describes the man, not as a politician, orator, statesman, alone, but as all, and that honestly, candidly, thoughtfully, and the darkest and deepest passages intelligibly and philosophically. The chapters of his early life and personal character, are beautiful, and the account of his political rise, intensely interesting. Mr. Clay's political principles and views are clearly and accurately given, and the ingratitude of the American people powerfully suggested, but little touched upon. Mr. Colton has, in short, done his work well; and as hallowing time cleaves more closely to these glorious events—the gold and jewels of our history—his labors will not be forgotten. The memoir is comprised in two as noble volumes as ever emanated from the American press.

- 10.—*Williams' Statistical Companion and Pictorial Almanac for 1846.* With Sixteen Portraits. New York: Homans & Ellis.

This is decidedly the best manual of the kind that we have ever seen published. It contains the usual calendar pages of an almanac, the most interesting statistics of the United States and European countries, accurately compiled, and presented in a very concise, and at the same time comprehensive form; and although an almanac, it will be useful as a book of reference in all time to come. It contains sixteen portraits of the reigning sovereigns of Europe, and other distinguished functionaries at home and abroad. It is worth a dozen of the Doggett's New York Almanac.

- 11.—*A Picture of New York in 1846, with a Short Account of Places in its Vicinity; Designed as a Guide to Citizens and Strangers; with Numerous Engravings and a Map of the City.* New York: Homans & Ellis.

Corresponding in size, style, etc., with the Statistical Almanac by the same publishers, it is emphatically what its title designates, a "Picture of New York." The numerous engravings of churches, banks, etc., and the various public buildings that ornament the city, are all beautifully executed, and add not a little to the interest of the letter-press information with which the volume abounds. We may refer to this in a future number of the Magazine.

12.—*The Letters and Speeches of Oliver Cromwell*. By THOMAS CARLYLE. In two volumes. New York: Wiley & Putnam's Library of Choice Reading.

A modest title, truly, for a great and extraordinary work, in which it can be seen how materials, such as speeches and letters, old and dead, like the "dry bones" of the prophets, can be so arranged, revived, and infused with life, by the breath of genius and power, as to form a living, beautiful work. Mr. Carlyle has not merely been an editor of these, but with these, he has been the first biographer of Cromwell and most philosophical historian of the time. He has supplied the interstices of the history, and an introduction and conclusion, saying little, save by way of deduction, in that expressive, condensed, odd—eminently odd—style of his. He admires Cromwell, and wishes to make us do the same, not after his own *dictum*, but from the true graphic picture of the man, as expressed in his public writings, his social and political deeds, and his private letters and prayers. To us, this crabbed, fearless philosophy of his, these lashings of the mercenary spirit of the now decaying, but once heroic commonwealth, for which he writes so patriotically, has much refreshing nobleness.

13.—*Memoirs of Benvenuto Cellini, a Florentine Artist, Written by Himself; Containing a Variety of Information respecting the Arts and the History of the Sixteenth Century*. With the Notes and Observations of G. P. CARSSARL. Translated by THOMAS ROSCOE, Esq. In two volumes. Foreign Library, Nos. I. and II. New York: Wiley & Putnam.

Mr. Roscoe, as a translator of Italian works, has given to this most perfect of autobiographies, all the clearness of the most *recherche* English work. Benvenuto, at once a soldier, musician, and poet, was long engaged in the humble occupation of goldsmithing and bronze-casting, out of which material he made himself a distinguished artist. Intimate with the artists and statesmen of that time—the age of "Medici" the magnificent, he has rendered a lasting benefit to posterity, by giving it so much of interest concerning them. After he fixed their portraits upon the canvass, he transferred to his record the reflection their characters had painted on his mind; and even the adventures of his own life, in the description of which he unconsciously portrays his power, have an interest that is surprising. It is seldom that an artist and genius, as well as man of action, bravery, and independence, is equally industrious to do for his contemporaries in his own autobiography what Cellini has done in his.

14.—*The Rhine*. By VICTOR HUGO, in Two Parts. Foreign Library. New York: Wiley & Putnam.

These graphic pictures of the Rhine, are written in the form of letters to a friend, and partake rather of the art and judgment of an experienced scholar, and man of the world, than of the poet. They embody many historic legends and associations of the middle ages, connected with the castled river whose banks are lined with the ruins of times full of chivalry and poesy. Hugo's mind blends the grotesque, fantastic and romantic, in descriptions of truthful detail, that admirably adapt the book to the purposes of guide and reference for those who travel through that beautiful region. With a clear and observing intellect, and brilliant imagination, he wants that deep noble enthusiasm, so characteristic of the Teuton and Saxon, and always deficient in French writers.

15.—*Lectures on the English Poets*. By WILLIAM HAZLITT. From third London edition, edited by his son. New York: Wiley & Putnam's Library of Choice Reading.

The introductory lecture is on "Poetry in General," and is doubtless one of Hazlitt's most labored and discriminating efforts. In the subsequent lectures, he takes up successively, and in his most philosophical and yet engaging style, Chaucer and Spenser, Shakespeare and Milton, Dryden and Pope, Thompson and Cowper, Swift, Young, Gray, Collins, Shenstone, Chatterton, Burns; and of the living poets, Rogers, Campbell, Moore, Byron, Scott, Wordsworth, Southey, and Coleridge; in addition, appendices on Milton's Lycidas and Eve, Wordsworth's Excursion, and Pope, Bowles, and Lord Byron.

16.—*Tasso's Jerusalem Delivered. Godfrey of Bulloigne, or the Recovery of Jerusalem, done into English Heroical Verse from the Italian of Tasso*. By EDWARD FAIRFAX. First American, from the seventh London edition, reprinted from original folio of 1600. To which are prefixed an Introductory Essay, by LEIGH HUNT, and the Lives of Tasso and Fairfax, by CHARLES KNIGHT. New York: Wiley & Putnam's Library of Choice Reading.

Few poets have been more fortunate in their translators, than he who sang the high and chivalrous deeds of the crusaders in his "Jerusalem Delivered." Lord Fairfax had a poet's taste and appreciation, which the greatest critics of England have placed but little below Tasso's genius. The grand, magnificent poem, needs no remark, but that, with the life of the mighty fabricator, and of his elegant translator combined, offer attractions very rarely presented so conveniently to the public.

17.—*The Pilgrim in the Shadow of the Jungfrau Alp*. By GEORGE B. CHEEVER, D. D. New York: Wiley & Putnam's Library of American Books, No. XI.

What we said in our notice of Dr. Cheever's previous work, "Wanderings of a Pilgrim under the Shadow of Mont Blanc," in a former number of this Magazine, will apply with equal force to the present volume. The descriptions of whatever is wonderful, sublime, gloomy, or terrible in nature, embracing the Jungfrau, the Grand Scheideck, the pass of the Furca, the romantic St. Gothard, the sky gazing brow of the Righi, the Wallenstadt passes, the amazing pass of the Splügen, and all that the author could see, are fully appreciated, and graphically and powerfully described. Dr. Cheever goes "moralizing all the way upon icy texts, and wishing to make a volume more of thoughts than things." The only fault that we find with Dr. Cheever, is the sticking-outness of his puritan piety, which is not always the most tolerant.

18.—*The Practical Astronomer, Comprising Illustrations of Light and Colors; Practical Descriptions of all kinds of Telescopes; the Use of the Equatorial Transit; Circular and other Astronomical Instruments; a Particular Account of Rose's Large Telescopes, etc.* By THOMAS DICK, LL. D., author of the "Christian Philosopher," "Celestial Scenery," "Sidereal Heavens," etc. Illustrated with One Hundred Engravings. New York: Harper & Brothers.

The present work, which forms the fifth volume of "Harpers' New Miscellany," is intended for the information of general readers, especially for those who have acquired a relish for astronomical pursuits, and who wish to become acquainted with the instruments by which celestial observations are made, and to apply their mechanical skill to the construction of some of those which they may wish to possess. The minute details, in reference to the construction and practical application of all kinds of telescopes, etc., are not, we believe, to be found in general treatises on optics and astronomy.

19.—*A Pocket Atlas of the Descriptive Anatomy of the Human Body.* By J. N. MOSSE, M. D., Professor of Anatomy, Paris. Translated from the last Paris edition, and edited by GRANVILLE SHARP PATTISON, M. D., Professor of Anatomy in the University of New York; Member of the Medico-Chirurgical Society of London, etc., etc. New York: Harper & Brothers.

This work, though thoroughly scientific in its character, will not be altogether without interest to those who understand the anatomy of that "fearful and wonderful" being, who, we are told in sacred writ, was made but little lower than the angels. It embraces several hundred engravings, forming a complete atlas of the entire human anatomy in all its parts. The French edition of this work is considered one of the most beautiful works ever published in Paris, and the most critical must admit, says Pattison, that, in so far as the engraving and coloring is concerned, the American edition is, to say the least of it, fully equal to that executed by the Parisian artists. It is published by the Harpers at less than half the price charged for imported copies. The engravings on steel reflect the highest credit on that clever artist, Mr. Ormsby.

20.—*Pilgrims' Progress.* With a Life of John Bunyan, by ROBERT SOUTHEY, Esq., LL. D. Illustrated with fifty cuts, by Adams, after designs by Chapman, Harvey, and others. New York: Harper & Brothers.

A new and beautiful edition of a book, which, as Southey has truly said, makes its way through the fancy to the understanding and the heart. The child peruses it with wonder and delight; in youth, we discover the genius which it displays; its worth is apprehended as we advance in years; and we perceive its merits feelingly in declining age.

21.—*The Life of John Paul Jones.* By ALEXANDER SLIDELL MACKENZIE. Two vols. New York: Harper & Brothers.

The materials of this work are the best that could be found, relative to this hero of the ocean, and the account of the battles at sea, in which he distinguished himself so nobly, are well described. A great part of the information embodied in these volumes have such intimate connection with our own history, that the necessity for such a biography must be apparent. The portrait which forms the frontispiece, is taken from a miniature painted by a countess of the French court at the time of Paul Jones' visit after the capture of the Serapis, and afterwards deposited in the New York Naval Lyceum, and its accuracy is corroborated by his bust in the Academy of Design.

22.—*Tragedies, to which are added a few Sonnets and Verses.* By T. N. TALFOURD, Sergeant-at-Law. New York: C. S. Francis & Co.'s Cabinet Library. Boston: J. H. Francis.

The revival of the drama, and increasing demand at this time for the literature pertaining to it, enhance the worth of this publication to our community. It contains the author's three celebrated tragedies, besides sonnets on different subjects, and some of his other poetical productions. Our reading public, no less than the patrons of the dramatic art, have paid full tribute to the many excellences of "Ion," and not even the scalpel of the critic has marred its classical beauty or perfection. Like a Grecian statue, it is perfect in its kind, and appeals to the admiration of our time, for its embodiment of an ancient idea, expressed with all the spirit of the age from which its characters were taken. The other tragedies are less celebrated and finished, but all justify Sergeant Talfourd's claim to be called one of the first dramatists of the day.

23.—*Views, with Ground Plans, of the Highland Cottages at Rozbury, (near Boston,) designed and erected.* By WILLIAM BAILEY LANG. Boston: L. H. Bridgman & Co.

This volume contains finished drawings of several Highland cottages designed and erected by Mr. Lang, a highly respectable merchant of Boston; erected, too, without the aid of any professional architect. It is certainly a gratifying circumstance to find a gentleman in the midst of a busy commerce, cultivating a taste for architecture and rural life; we consider such an one a public benefactor, for setting an example so worthy of imitation. We wish there were more merchants, who, like Mr. Lang, would find amusement in thus endeavoring to create a taste for the useful and the elegant. "Abundant," says Mr. Lang, "as our country does in all directions, with an endless variety of beautiful sites for residences, it must be a source of regret to every lover of the picturesque, that the advantages lavished upon us so unsparingly by nature, have been, in times past, almost totally neglected." Mr. Lang has evinced, in these specimens of his self-taught skill, a true appreciation of the beautiful in nature and art, which justly entitle him to be named with Roscoe, Lamb, and the Medici family.

24.—*The Greece of the Greeks.* By G. A. PERDICARRIS, A. M., late Consul of the U. S. at Athens. In two volumes. New York: Paine & Burgess.

This rather striking title, is given to the book because it is an expression of the "views and opinions of the Greeks in general," and in this respect, the Greece represented in his book is that of the Greeks themselves, and more particularly of the Greeks of this day—their present condition, politically and morally. The author, from his familiarity with the modern Greek by birth, and an education received in this country, and especially from his late position, is well fitted to produce the best work on this subject. It is partly a journal, giving descriptions of the country as it is at present, alluding occasionally to the myriad classic associations called up by every foot of ground, suggesting a world of thought. The volume is illustrated with numerous well executed lithographs of ruins, and the scenery of the most noted places as they are now, with a frontispiece of the king and queen. It is an attractive book, and does great credit to its author.

25.—*Physical Education and the Preservation of Health.* By JOHN C. WARREN, M. D., Professor of Anatomy and Surgery in Harvard University. Boston: William D. Ticknor & Co.

The reader will find some things new in this volume, and it may serve to force trite and acknowledged truths upon his attention, and awaken his mind to a consideration of the most vital and important duty in our earthly existence. It was delivered by the author originally as a lecture, and treats, rather didactically than practically, upon physical training, to which subject, in addition to that of digestion, exercise, sleeping, bathing, and tobacco, the little volume is devoted. It might be made a useful manual to all, for there are many hints in it, an adoption of which would be followed doubtless by the most remarkable effects.

26.—*Characteristics of Women, Moral, Political, and Historical.* By MRS. JAMIESON, author of the "Diary of an Ennuyee;" "Memoirs of Female Sovereigns," etc. From the last London edition. Boston: Wm. D. Ticknor & Co.

It is highly creditable to the taste of these publishers, that they should appreciate so well the wants of the community as to republish this unexcelled work of its kind; for, what Hazlitt and Schlegel have done for Shakespeare's heroes, Mrs. Jamieson has for his perfect ideals of women. The debt which she has laid upon her sex, by her histories and analyses of the character of distinguished women, she has here brought to a beautiful completion, in giving an opportunity, by presenting true conceptions of those living characters whose only existence must be in the mind of genius, to supply that want which the soul feels to exist in the sober prose of nature and human life.

27.—*The Modern Standard Drama; a Collection of the most Popular Acting Plays, with Critical Remarks; also, the Stage Business, Costumes, etc., etc.* Edited by ERES SARGENT, author of "Velasco, a Tragedy," etc. Volume I. New York: William Taylor.

The first volume of this library of dramatic literature, embraces six as popular plays as are to be found in the whole range of the modern drama, viz: Ion, by Thomas Noon Talfourd; Fazio, by the Rev. H. H. Milman; the Lady of Lyons, Money, and Richelieu, by Edward Lytton Bulwer; the Wife, by James Sheridan Knowles; the Honey Moon, by Richard B. Tobin; the School for Scandal, by Richard B. Sheridan. Mr. Sargent has written a preface to each play, and a brief memoir of Mrs. A. C. Mowat, whose portrait forms the frontispiece of the volume. Mr. Sargent, whose taste in this department of literature is undoubted, has rendered a great service to the lovers of the drama, by giving them an opportunity to recall, by perusal, the impressions derived from the actual representation of these most choice modern plays.

23.—*The Chronic Diseases; their Specific Nature and Homopathic Treatment.* By Dr. SAMUEL HAN-
NEMANN. Translated and Edited by Charles J. Hempel, M. D. New York: William Radde.

These volumes, now for the first time translated into English, from the great German founder of a system of medicine, that has already produced a revolution in the science, and is, if we mistake not, destined to exert a still greater influence in the practice, are confined to the Antipsoric and some other remedies. Though mainly designed for the medical practitioner and student, the present work will not prove altogether uninteresting to the intelligent inquirer after truth. The reputation of Dr. Hempel is a sufficient guarantee for the fidelity of the translation. We hope that the enterprise of Mr. Radde, the publisher, in bringing out works of this class, will be duly appreciated.

29.—*Aids to Reflection.* By SAMUEL TAYLOR COLERIDGE, with the Author's Last Corrections. Edited by HENRY NELSON COLERIDGE. With a Prefixed Preliminary Essay. By JOHN M'VICKAR, D. D., Professor of Moral Philosophy in Columbia College. New York: Stanford & Swords.

In this work, the index of the most progressive theology, the great world-teacher of truth seems to have intended his views not for sectional or sectarian influence, but for humanity. The first American editor of the work, the Rev. James Marsh, a name identified with Coleridge's in England and America, in his celebrated preliminary essay, applied the views of the work to his own theological tenets. A contrary apprehension of Coleridge's characteristics of theological belief, (based rather upon conclusions drawn from single expressions, than from an enlarged comprehension of the predominant ideas,) was the occasion of the first edition of the present volume. Setting aside this sectarian difference, no one can be indifferent to the fact that so many copies have been issued of one of the most earnest and thoughtful works which the Anglo-Saxon tongue has been the instrument of imparting to the student of philosophy, the earnest and truth-loving Christian, or the reflecting man.

30.—*The Alps and the Rhine; a Series of Sketches.* By J. T. HEADLEY. New York: Wiley & Putnam's Library of American Books, No. X.

This volume embraces rather a series of graceful and graphic sketches of the Alpine portion of Switzerland, and the scenery of the Rhine, than the usual Salmagundi of an ordinary book of travels. Mr. Headley, in writing of Switzerland, has omitted, almost altogether, notices of the character of the people, except of those occupying the valleys of the Alps. He has excluded all matter extraneous from his purpose, which appears to be that of giving a definite idea of the scenery of the Alps; and so far as we are capable of judging, he has grouped together the most wonderful forms of nature, as displayed to his admiring vision, amid scenes where God has clothed the world with whatever is beautiful and sublime.

31.—*Voltaire and Rousseau against the Atheists, or Essays and Detached Passages from these Writers, in Relation to the Being and Attributes of a God, Selected and Translated from the French.* By J. AKERLY. New York: Wiley & Putnam.

If this pamphlet has no other use than to defend these two opposers of orthodoxy from the charge of atheism, it will not be thrown away. But it has another; for if there is any one who can doubt the existence of the Deity, they will hardly find more cause for conviction of their error, than is embraced in these writings of infidels, in moral philosophies or sermons of theologians. Even the empirical "Bridgewater Treatise" philosophers, who would prove, not by a *priori* ideas, but by the poor logic of induction, or scientific reasoning, his being, will find here a greater revelation of his existence—that which the soul is conscious of, and which no honest soul can deny, though it denies all else—the conviction that *he IS—as we are.*

32.—*Fac Similes of Letters from His Excellency George Washington, President of the United States of America, to Sir John Sinclair, Bart., M. P., on Agricultural and other Interesting Documents. Engraved from his Original Letters, so as to be an exact Fac Simile of the Hand-Writing.* Washington: Franklin Knight.

33.—*Monuments of Washington's Patriotism, containing a Fac Simile of his Public Accounts kept during the Revolutionary War, and some of the most interesting Documents connected with his Military Command and Civil Administration.* With embellishments. Fourth edition. Washington: Franklin Knight.

Each of these volumes contains one of the most perfect engravings ever executed by Sartain, of Stewart's best likeness of Washington, and a well executed engraving of Mount Vernon, and his "tomb" and "sarcophagus." The engraving of the fac similes is also admirable, and the whole execution of the works. The accounts extend through the most eventful period of our country's history, commencing June, 1775, and ending with June, 1783; and, in the language of a distinguished United States senator, they not only demonstrate an extraordinary degree of disinterested patriotism in the great father of his country, but exhibit, in bold relief, the systematic order he uniformly observed in all matters of business, and often under the most adverse circumstances, which is worthy of all imitation, by persons in every situation in life. The characteristic fac simile autograph recommendatory letters of Clay, Ewing, Webster, Woodbury, Crittenden, Tallmadge, Sergeant, Evans, Henderson, and other distinguished statesmen, will be viewed by many as an interesting feature of the publication. The letters in the first-named volume are a rich legacy to our industrious farmers, not only on account of their intrinsic excellence, but as a memorial of a great and good man.

34.—*The Hermit of Warkworth, and the Two Captains.* By the author of "Undine," "Aslauga's Knight," etc. Edited by a LADY.—*Natalia; Aslauga's Knight, and other Tales.* Edited by a LADY. Boston: Jordan & Wiley.

These two works are bound together, in one neat volume; the first containing the "Hermit of Warkworth," a poetical tale, and the "Two Captains;" and the last "Natalia," "Aslauga's Knight," "Blanche Rose," and a *vision* in verse—"Conjugal Love." They embody the peculiar genius of their author, Frederick De La Motte Fauque, characterised by so much of the supernatural, and wild and fanciful in creation, which marks his best known production, "Undine." Aslauga's Knight is a tale displaying the power of genius in the portrayal of a character of deep devotion. "Blanche Rose" is more common-place in its character, while "Natalia" pictures a perfect woman; and in the "Two Captains," we see the chivalrous idea beautifully interwoven with the superstitious.

35.—*First Lessons in English Composition; or, a Help to Young Writers.* By E. NOTT, D. D., President of Union College. New York: Saxton & Miles.

This is the most comprehensive, common-sense treatise on the principles of composition, that we have ever seen. In the familiar form of short dialogues, all the rules of composition are stated with a clearness and conciseness truly astonishing.

36.—*First Lessons in Political Economy, for the Use of Schools and Families.* By JOHN McVICKAR, D. D., Professor of Political Economy, Columbia College, New York. New York: Saxton & Miles.

Dr. McVickar has, in this little treatise, rendered the first principles of an apparently dry science, so familiar and agreeable, that they can scarcely fail to interest the youngest student. It is just the book that our merchants, who intend to educate their sons for the commercial calling, should put into their hands.