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HUNT'S

MERCHANTS' MAGAZINE.

JUNE, 1846.

Art. I.—THE MORAL INFLUENCE OF STEAM.*

THE AGENCY OF STEAM CONSIDERED IN ITS DIVERSIFIED APPLICATION, AS RESULTING FROM THE PRESENT ADVANCED STATE OF SOCIAL IMPROVEMENT—COMPARATIVE VIEW OF ANCIENT AND MODERN COMMERCE, AND THE GRADUAL PROGRESS OF THOSE DISCOVERIES AND IMPROVEMENTS WHICH HAVE PREPARED THE WAY FOR STEAM AGENCY—CONSIDERATION OF STEAM IN ITS HISTORY AND ITS INFLUENCE.

THE history of nations is little more than a record of their wars and their commerce; the former carrying with them ruin and desolation; the latter spreading wide the blessings of wealth and civilization. The former drying up every source of moral and social improvement; the latter uniting communities in the bonds of peaceful intercourse, and stimulating to honorable and profitable enterprise. We read of a great leader of antiquity, who moistened with tears the boundary line of his conquests, and grieved to think that the known world had no more kingdoms to reward his ambition. How much more glorious the fortune of *him* who, triumphing over the prejudices of his age, discovered a new hemisphere, and gave to the mind of man a boundless field of action.

What success in arms was ever comparable to the first successful navigation of the Atlantic? Its reward was the discovery of a new continent, and that continent the domain and future heritage of civilized man.

Thanks to the benign and humanizing spirit of the age in which we live, if there be a maxim universally assented to as the result of the experience of all recorded time, it is that *peace* is the best and truest policy of nations, as it is of the individuals who compose them. The prosperity it promotes, has an all-pervading influence, which not only exalts the *rational* part of creation, by giving it the leisure and the opportunity of cultivating its higher powers, but multiplies the comforts of the *brute*, and mitigates the severity of his labors. Even the inanimate world rejoices beneath its smiles, developing the elements of usefulness in every varied form and

* The manuscript copy of this paper, read before the "Mercantile Library Association" of Charleston, South Carolina, April 3d, 1846, has been politely furnished by the author, CHARLES FRASER, Esq., for publication in this Magazine.

modification; and yielding to industry and well directed enterprise, the treasures which Providence has hidden in its bosom, as their noblest reward. And what is commerce, uniting the families of the earth in the bonds of friendly intercourse, and impressing them with the conviction of mutual dependence, but an extension of this great principle?

To what human means was it most likely for the *Prince of Peace* to refer, for conveying the "*words of truth to all nations,*" than to that communication between them, which commerce afforded. And *his* was a wisdom which, extending over all time, looked forward to the undreamed-of discoveries and improvements of human boldness and ingenuity, and embraced a far wider range of action than was revealed, even to those to whom the command was given.

How beautiful, then, is the thought, that nature, in rewarding the industry of man by superfluities of products, invites their interchange amongst the remotest nations, and the most opposite climates; and, by that means, unites them in the kindest feelings, and makes her very gifts the bonds of mutual and peaceful intercourse. How grateful, too, the reflection that, at this very moment, the vessels that are wafting from our shores the productions of our varied climate, and scarcely less varied industry, are also spreading the tidings of the gospel, and carrying with them the oil and the lamp that shall give light to the benighted regions of the earth. How unlike the doomed ships of ancient Tyrus, which emptied their riches and their merchandise upon the shores but to swell the pomp of an unholy luxury, and to make her downfall more awful and desolate! Such reflections show the distinctive character of the commerce of modern times, and elevate it, incomparably, beyond all of which history informs us. They associate it with an object which cannot fail to ennoble, we might almost say, to consecrate it. They raise the standing of the modern merchant far above those who, in their day, were called "kings and princes." They recognize, even in the tempest-worn mariner, a laborer in the great cause of human improvement.

Extensive as was the commerce of antiquity, it was destitute of that bold and venturesome spirit which belongs to that of modern times. Though wonderfully successful in its objects, it never aimed at discovery. Science had done too little for it to claim any devotion on its part, to her advancement. The maritime trade which enriched Phœnicia, the earliest commercial nation known to history, was a coasting one. The ports of Europe and Africa, along the shores of the Mediterranean, its numerous islands, the rivers emptying into it, and connecting it with a widely extended interior, as also the borders of the Archipelago and Euxine sea, furnished all the chief articles of luxury which centered in that great emporium. We may say articles of luxury, for such constituted the chief objects of ancient commerce, as gold, silver, precious stones, ivory, aromatics, and myrrh; and well might we believe it, when we are informed by historians that, on one occasion, a single festival consumed twenty-five tons of frankincense. Carthage, Alexandria, and every other city that turned its attention to trade, pursued the same timid course of navigation; and it is worthy of remark that, in their extensive nautical traffic, oars were their chief propelling power. When naval ascendancy became an object with rival nations, the number of these was multiplied, to give additional speed to their vessels, for the largest of them carried but one mast.

Thus, whilst some of the arts practised by the ancients, attained an

excellence which, if ever equalled, can never be surpassed by all the skill and improvement of modern genius, as is attested by what remains of their sculpture and their architecture, subsequent ages have exceeded them in every branch of navigation, and have always advanced in proportion to the expanding interests of commerce ; and we may boldly assert that in nothing has modern ingenuity been more conspicuous than in building, equipping, and navigating ships. The stars, which served the ancient navigator only as beacons to direct his course, and which, when obscured, left him in hopeless uncertainty, have since furnished, by the calculations of science, the most unerring guide. The clouds that now dim their light, cast no corresponding darkness over his vessel's course. The compass and the quadrant, the chronometer, the reckoning, and his nautical tables, enable the modern sailor to ascertain, with almost infallible precision, his bearing and situation. Whatever be the extent of his voyage, however unknown the seas he explores, however severe the latitude, or repulsive the coast, he carries with him, in the discoveries of science, a light to cheer him in his gloomiest hour, and to give augury of escape from the most complicated perils. The recent enlargement of the telescope, has enabled that gigantic wanderer of the night to explore new regions of space, and to introduce to the astronomers, bodies that have moved in their orbits, undiscovered, from the beginning of time. Nor are the *materials* of modern commerce less remarkable for their superiority to that of the ancients, than the *navigation* by which it is conducted. Although a vessel may not now waft the odors of Arabia, or be freighted with the silver of Tarshish, or the gold of Ophir, to pamper the luxury and corrupt the morals of a people, by marking more distinctly the line of division between the wealthy and the indigent, she conveys the rich reward of agricultural labor, of mineral exploration, and of manufacturing enterprise. She disseminates the treasures of science and learning, and, what gives her more value than all the argosies of old, she is the harbinger of human progress and Christian civilization.

If we consider but a few of the exports of our own country, we shall find them fully sustaining the character here described. The sugar, cotton, rice, and naval stores of the South—the grain, hemp, flour, bacon, of the Middle and Western States—the fish, oil, manufactured cottons, and other productions of New England enterprise and industry, are, all, articles contributing to the immediate support and comfort of other nations, and enhancing the importance of our peaceful commercial relations. There is not an ocean which our vessels do not traverse, a port they do not visit, or a people which does not extend to them the hand of amity. New commodities are daily springing up from the hot-bed of American skill and industry, to make our commerce more diffusive, and its value more certain. Extending our view to other portions of the civilized world, we find them applying all their energies to such useful pursuits, as shall enhance the value of their productions as articles of trade. We behold nations dispensing the redundancy of their products, whether of food or raiment, to supply the deficiencies of others ; thus equalizing the gifts of nature, however partially distributed. An end so consonant to the noblest dictates of philanthropy belongs exclusively to *modern commerce*, for some of the least of whose facilities, all the wealth of antiquity would have been no equivalent. The commerce of the present age, is not confined to those perishable articles which the perpetually recurring physical wants of society require, or its

luxury covets ; but it enriches nations with that wealth which nothing can destroy. It disseminates the literature of the world, and brings minds in contact, however widely separated.

Such are some of the privileges with which it has pleased Providence to distinguish the age in which we live. It has placed us on an eminence from which we can survey the past, and look upon its boasted improvements as so many steps in the progress of human advancement. Elements of happiness and prosperity are developed to us, which it never entered into the philosophy of our predecessors to conceive. We are made familiar with things "hidden from the wise and prudent of other times," and are enabled to connect, as by an almost necessary concatenation, the great process of social improvement. And, in this process, how beautiful has been the adaptation of each successive discovery to the period and condition of society in which it was made.

An imperfect knowledge of astronomy, (as we have seen) was sufficient for the circumscribed navigation of the ancients. But when the interests of nations required the expansion of commerce, and they found a barrier to it in the untried dangers of that ocean upon which its vitality depended, a simple discovery, suggested by the accidental observation of magnetic attraction, at once removed that barrier, and gave to the mariner a passport as unlimited as the globe. So, too, with regard to *letters* amongst the ancients. The laborious and expensive process by which their thoughts were preserved and transmitted, necessarily restricted the circulation of knowledge. Learning was, comparatively, the privilege of few ; and it is only a matter of wonder that so much of their poetry, their history and philosophy, has escaped the ravages of time, and the still more desolating effects of the barbarism and ignorance of the ages through which they subsequently passed.

But no sooner did civilization begin to dawn, and the mind to peer through the gloom which had so long overshadowed its energies, than the discovery of printing came to its aid ; and this was an ally against which all the powers of darkness could not prevail. It burst at once the prison-doors of knowledge, and unfettered those treasures of genius which had lain so long hidden, like the diamond imbedded in its native earth. Would the interests of mankind have been promoted by the discovery of printing before Christianity had made such progress, and encountered such obstacles, as to make it an indispensable agent in human civilization ? Might it not, under other influences than those which prevailed at the period of its invention, have received an impulse favorable to the propagation of error and superstition, and thus have blighted the fairest hopes of man ?

" And who dare think that Providence is slow,
Because it takes the privilege to choose
Its own appointed time, when it will send
Its blessings down ?"

Ancient systems of government, also, bore exclusive relation to the condition of the people over whom they prevailed, and would be found to yield their boasted pre-eminence to the discovery of the checks and balances which form the pride of modern political systems.

And might not man, thus surrounded with the trophies of the skill and enterprise of the past, with every blessing in his reach which the industry and success of his predecessors have won for him, and with such accumulated proof before his eyes, that there is not an element in nature, or a

known property of matter, that has not been rendered subservient to his comfort—might he not have justly concluded that the sum of social happiness was complete, and that he had only to prove himself worthy of its enjoyment? Yes, but Providence would have rebuked the thought, not by chastising his inactivity, but by other and higher evidences of its favor, by placing under his control an agent of illimitable force, requiring all the moral, intellectual, and physical energies of his nature, to direct it to the ends of which it is capable—ends commensurate with all that we can imagine of human attainment.

That agent has been discovered to him; and if the discovery of steam, or rather, the development of its powers, in their application to commerce and manufactures, has been reserved for the nineteenth century, it is only because that era exhibits a higher degree of civilization, and therefore, a fitter field for its operations, than was ever before known in the history of society. We remember to have seen a series of maps illustrating the successive advances of one of the great cities of the world, from its earliest beginning to its present condition of unexampled prosperity. Each page, as it was turned over, became more interesting, until the last displayed an extent and magnificence which seemed to defy the further improvements of time; and can we but be struck with the figurative allusion of that last page to the corresponding one of the great moral chart we have been surveying.

Steam has developed, to an extent never before conceived, the value of the improvements and discoveries of the past. It has stimulated the researches of science, it has perfected every branch of the mechanic arts. The attainments of philosophy, the diversified inventions of human ingenuity, and, above all, the general progress of literature, seem to have been but the preludes to a discovery destined, in its ultimate development, to promote, beyond every known agent, the great aim of social economy and prosperity. And it is the pride of our country to have had a most prominent and honorable share in its direction to so glorious a result.

A distinguished Roman, whose statue has escaped the ravages of time, is represented with a globe in his hand, as an emblem of universal conquest. Vain boast! Does that globe represent on its surface the fairest portion of Earth? Does it embrace within his dominion the shores we inhabit, or foreshadow, however faintly, that hemisphere which was destined to be, in after times, the great starting point of those improvements whose triumphs were indeed to be universal? If such were the ornament of Pompey's statue, how much more emblematic would it be of the fame of Fulton, to whom peace, commerce, religion, science, and learning, are indebted for that adaptation of steam—

“By which remotest regions are allied,
Which makes one city of the universe.”

If the remarks thus imperfectly expressed, have, in any manner, served the purpose for which they were designed, of showing how exactly suited to the condition of the world have been those discoveries which have most prominently accommodated themselves to its necessities, and how accidental have been the suggestions leading to those discoveries, we will see in them a plan of wider extent and deeper wisdom than could have ever been devised by man.

There is an analogy between the moral and the material developments of nature, proving that they are equally gradual and progressive; and it

is equally true that the hidden properties of matter, which have been, from time to time, fortuitously revealed to man, could never have been made available by his ingenuity, or have led to any useful discovery, without a concurrence of extrinsic circumstances to favor its adoption. Hence it is that steam, which has been long known in Europe as an agent of great power, was applied there with so little effect. So difficult was it to divert industry from its old and beaten tracks, that every effort to extend its usefulness by experiment, was deemed visionary, and therefore discountenanced. It was in the United States that the infant Hercules found a congenial atmosphere, and imbibed that vigor which has since characterized his labors and his triumphs. And it is a fact, not unworthy of our notice, that, although the project of applying steam to navigation in this country depended, unfortunately for its success, upon expensive experiments, which its authors were unable to continue or improve, yet that that project originated with the earliest impulses of republican freedom, as though there had been some mysterious connection between those two great agents, which was to give them a united influence on the future destinies of man. There is a singular coincidence in regard to the time when the two rival claimants of the invention first turned their attention to it. It was in 1785, that *John Fitch*, a watchmaker of Philadelphia, first conceived the design of a steamboat. It was also in the same year that *James Rumsey*, of Virginia, was contemplating a similar experiment, as appears by a letter of General Washington to him, of the 5th March, 1785, wishing success to his plan. Rumsey's experiment was made in 1787, on the Potomac. Fitch made his on the Delaware, in 1788, and succeeded in propelling his boat for a short distance, at the rate of eight miles an hour. The only end gained by these experiments, was the proof they furnished of the practicability of the project. They were a little too far in advance of the condition of the country, exhausted as it then was, to be followed up by any systematic or permanent improvement. But they remained as hints for the future direction of some more fortunate adventurer.

There is a touching interest in the subsequent history of John Fitch. His enterprise had involved him in debt; but with poverty, his ardor felt no abatement. Congress had rejected his application for assistance; he was without the support of friends, and yielding, at length, to despondency, he withdrew to the West. Even *there*, his genius found consolation in the prediction, that in less than a century, all the great western rivers would be covered with steamboats; and so possessed was he with that thought, that his last request was "to be buried on the banks of the Ohio, that the music of the steam-engine might soothe his spirit." Poor Fitch! let all the sympathies due to unrequited genius hover over that grave. *If it be solitary*, let it be cheered by the pilgrim feet of him that honors obscure merit, and can breathe a sigh over its last resting-place. *If it be silent*, let nature mingle her sweetest harmonies with those sounds which respond to the last earthly hope of his departing spirit.

One of those who witnessed the experiment on the Delaware, was the celebrated *Brissot*, then travelling through the United States, who mentions that it was met by the sarcasm and raillery of the Americans; and expresses his indignation that they should have so discouraged the generous efforts of one of their fellow-citizens. He considered it an all-important project in a country abounding in rivers, and where labor, of all kinds, was so dear. Afterwards, and before the publication of his volume of

travels, he met Mr. Rumsey in London, who, nowise daunted by the difficulties he had experienced, or had yet to encounter, proposed building a steam vessel which should cross the Atlantic in fifteen days. Fifty years elapsed before the magnificent project was realized. But a conception so bold and so novel for the period in which it was made, shows the prophetic energies of genius. When Fulton, at a subsequent period, availing himself of intermediate improvements, proposed the navigation of the Hudson by steam, it was doubted whether the success of the project would justify the expense which it necessarily involved. Many thought that the travelling was not sufficient to maintain it. Its practicability was at least doubtful to many, and by all it was deemed visionary and chimerical. But every obstacle vanished before the unconquerable vigor and enterprise of the proprietor; and now, within a period of thirty-nine years, steam navigation has furnished so many facilities for travelling, that, so far from realizing the objections anticipated, it can scarcely accommodate the living mass that is constantly moving up and down that great thoroughfare of the state.

In that brief period, also, not only the waters of the Hudson, but of every great river in the United States, are navigated by steam. The ocean is traversed by it, without regard to winds or currents, and every part of the civilized world is made to acknowledge its advantages. So great, indeed, is the power of the steam-engine, and so far has it transcended the limits and objects contemplated by its early advocates and promoters, that *we*, with all its results so fully displayed to our senses, and so fully brought home to our observation and experience, *we* cannot conceive the uncontrollable influence it is destined to exercise, or realize the yet unmeasured diversification of its usefulness. It had long been a desideratum with philosophers and mechanics, so to regulate and control the elastic force of steam, as to make it practically useful. This object being attained, improvement succeeded improvement, and its powers became so obvious, and so manifestly obedient to the ingenuity of man, that it is now universally employed as the great motive agent in machinery, triumphing over time and space, outstripping the winds in speed, annihilating every obstacle by sea or land, and almost defying the organic influences which regulate the surface of our globe. Nor is it only over matter that it exercises this control; for so wonderfully does it relieve the necessity of physical exertion, that it seems destined, in its future action and developments, to disturb the moral economy of the world, by opposing that great law of the universe, which makes labor the portion of man, and condemns him to earn his bread by the sweat of his brow. Listen to the following statement:

“It has been calculated that two hundred men, with machinery moved by steam, now manufacture as much cotton as would require twenty millions of persons without machines; that is, one man, by the application of inorganic motive agents, can now produce the same amount of work that formerly required one hundred thousand men. The annual product of machinery in Great Britain, a mere spot on the earth, would require the physical energies of one-half the inhabitants of the globe, or four hundred millions of men. And the various applications of steam, in different parts of the world, now produce an amount of useful labor which, if performed by manual strength, would require the incessant exertions of every human being.”

When, in addition to such astounding facts as these, it is remembered

that the system of improvement is still going on, and that experiments are now in progress for applying steam to agriculture, can any speculation on its results be thought extravagant or absurd? The annals of science furnish no instance of such rapid improvements, and such wide-spreading influence, in any one human discovery. What the *lens* was to astronomy, the invention of printing to the circulation of knowledge, or the compass to navigation, were comparatively tardy in relation to steam, which cannot be better represented in its developments, than by the accelerated action it gives to everything to which it is applied. Other discoveries of science may have displayed greater depth of search, more comparative investigation, or profounder analytic knowledge, but the application of steam, as a motive agent, is one of the greatest triumphs of human ingenuity. And yet, it is wonderful that an element so simple in itself, and so familiar, even to common household observation, as the expansive power of water, should not have been earlier applied to practical use. For, after all, it seems to be rather the effect of the discovery than the discovery itself, that so widely distinguishes it from all others.

It is well known that the ancients were acquainted with the elastic power of steam. It required no scientific research to discover that boiling water evolved a dilatable, eruptive vapor, any effort to control or overcome which, would prove that it was irresistible, and must have vent in explosion. This fearful result, so long as they were ignorant of the manner of regulating that vapor and graduating its force, may have deterred them from making any practical use of the hint thus furnished by nature. It is said that the sound produced by the vocal statue of Memnon, at Thebes, was either from steam generated at its base, or from the expansion of air heated within by the rays of the morning sun. It has been said that, among the artful practices of the Delphian oracle, steam was resorted to, and that the vapors which surrounded the Pythian upon her tripod, were evolved from vessels beneath, and also that steam was often enlisted to aid the juggling arts of the heathen priesthood.

The Romans used it in their baths. We have the authority of travellers for saying that, in the splendid *Thermæ* of Caracalla, there were halls, not only for tepid and warm, but also for steam baths. An instrument was in use amongst the Romans, which has been called the germ of the steam-engine. It was a round vessel of metal that would bear heat. It was hollow, with a small aperture in it, and, when filled with water, and placed on the fire, the steam was ejected with great violence. It was used as a bellows for blowing fires, and also for other purposes. It is said that Vitruvius gives a particular account of them.

These appear to comprehend the whole amount of knowledge and practice for a long course of time; scarcely, in themselves, of sufficient importance to be mentioned, except as being the basis of the improvements of after ages. As far as we know, steam was never employed for any more useful purpose than raising water. The cylinder, the piston, expansion and condensation, were the great triumphs of modern philosophy; and these appear to have been the results of successive experiments, made at different times, by different individuals. But by whom discovered or by whom adapted, so numerous is the list of rival names, and so well sustained are the several claims for the distinction, that it would be foreign to the particular objects of this paper to inquire; not but that it would be interesting to trace to its source this stream, whose channels extend over

the habitable globe. In the thirteenth century, Roger Bacon, it is said, was acquainted with steam as a moving power. In the fifteenth century, a naval officer of Spain, in the harbor of Barcelona, propelled a vessel of two hundred tons, by steam. An Italian of the same period, named Cardan, showed that he was acquainted with the vacuum occasioned by condensation of steam. The seventeenth century was distinguished by many successful experiments, particularly in the acknowledged improvements of the Marquis of Worcester, who, in 1663, published an account of them in his famous book called "the Century of Inventions." We read also of Sir Samuel Moreland, who, in 1683, gave very accurate calculations on the force of steam. In 1698, Thomas Savary obtained a patent for a new invention for raising water, and occasioning motion to all sorts of mill-work, the great object to which so much experimental ingenuity had been so long unsuccessfully devoted. One of the London quarterlies, speaking of him, says that he brought it to such a degree of perfection, as to stamp it the most precious gift which man ever bequeathed to his race. The impulse of improvement was continued throughout the following century, in the successive labors and discoveries of Papin, Newcomer, Smeaton, Boulton, and, lastly, of James Watt, whose discoveries and improvements form quite an era in the history of the steam-engine. His knowledge of the physical principles on which its operations depended, and his mechanical arrangements, in all their details, developed its powers, and fully accomplished the great object for which he was striving. Down to the beginning of the nineteenth century, steam-engines were chiefly, if not altogether, used for hydraulic purposes—for raising water and draining mines—and were not employed as a moving power in machinery and navigation. And here we might express astonishment that a discovery whose improvements involved such elaborate research, and had been gradually advancing through a recorded series of five centuries, with experiment upon experiment, and toil upon toil, and capable of the wonderful agency it now develops, should, at the end of that time, have gained no greater ascendancy, nor have exercised a more beneficial influence on the interests upon which it was calculated to operate. Mr. Emmett, in his great argument for Mr. Fulton, in the case of Gibbons against Ogden, speaking of steam, says that "Genius had contended with its inherent difficulties for generations before, and if some had nearly reached, or even touched the goal, they sank exhausted, and the result of their efforts perished in reality, and almost in name." Dr. Miller, in his retrospect, in the chapter on mechanical philosophy, and particularly under the head of motion and moving forces, does not advert to the steam-engine; but speaks of it, incidentally, under the head of *pneumatics*, and informs us of the application of steam to "cookery, and the propelling of vessels in the water, with promising success." Even at the beginning of the nineteenth century, the highest hopes and anticipations of its friends were shadowed with doubt and difficulty. It is true that Fitch, as we have already stated, did prophecy that steamboats, in less than a century, would cover our western waters. It is true that Dr. Darwin, fifty years ago, uttered the celebrated prediction—

"Soon shall thy arm, unconquered steam, afar
Drive the slow barge, or drag the rapid car;"

and Fulton foretold that the time would come when the Mississippi would be wholly navigated with steamboats. We are here reminded of a singu-

lar fact mentioned by Alison, in his history of Europe, which, as he says, "demonstrates how little the clearest intellect can anticipate the ultimate result of the discoveries which are destined to effect the greatest changes in human affairs." When the French were making arrangements for the invasion of England, in 1801, an obscure individual, (who was no other than Robert Fulton,) presented himself to the First Consul, and offered to transport his armies across the channel, in spite of the enemy's fleets, and without the fear of tempests or the need of winds. The plans and details were received by Napoleon, and referred to a commission of the most learned men in France, who reported that it was visionary and impracticable. "And such," says Alison, "was the reception which steam navigation met at the hands of *philosophy*; such the first success of the greatest discovery of modern times."

As late as the summer of 1806, steam had never been used in the United States for navigation, excepting by way of experiment. Mr. Fulton's boat was not launched till the spring of 1807. The difficulties he had to encounter, and the prejudices he overcame, together with the sacrifice of his life to the object he had so enthusiastically undertaken, are now all matters of history, and will be remembered with the respect due to so great a benefactor of his country. We will only, therefore, briefly consider them in their results. But here we may observe that it is not to be supposed that if the application of steam to navigation, so successfully accomplished by Fulton, had not been made in America, at the precise time it was, that it would not have been done in Great Britain. The time, labor, and money expended in bringing the machine to perfection in that country, demanded so triumphant a result. We are informed that a Mr. Miller, of Scotland, in 1787, made the most satisfactory experiment on the Forth and Clyde canal, satisfying himself and others of the entire practicability of the steamboat. But it was laid by, and nothing more resulted from it than the assertion of his claim to priority, made by his son, in 1824, long after the benefits of steam navigation had become manifest to the world. If the Americans are entitled to the distinction of first bringing steam to bear upon navigation for any useful and practical purpose, it may be accounted for in the fact that our continent is one of lakes and rivers, and also presents a greater extent of coast than belongs to any one nation in the world; and that these are the great highways and channels through which our commercial prosperity is to be promoted and established. The United States had few or no resources for manufactories, and if steam was to be made useful on a great scale, it could only be so for purposes of internal trade and intercourse.

Had the geographical position of Great Britain been similar to ours, steamboats would, no doubt, have abounded in her rivers long before they were brought into use in the United States. But the ingenuity of her artificers and mechanics was directed to other objects. She was essentially a manufacturing country, and, therefore, to save labor, and facilitate its operations, was their primary aim in the application of steam. All that the United States wanted, was confidence in the practicability of steam navigation. Nature had already established and smoothed the roads. The vehicle only was wanting; and Robert Fulton constructed that vehicle. At the success of his efforts, every doubt and mistrust vanished, as the mists of morning before the rising sun. Nor is this similitude inapt in other respects; for a new and glorious light then dawned upon the pros-

pects of our country, cheering the hopes of industry, kindling the ardor of enterprise, and destined, in its highest elevation, not only to multiply blessings on our land, but to shed a kindly influence over the whole human family, uniting them in interest and brotherly feeling, and, above all, in the knowledge of truth.

Fulton has been charged with want of originality. Indeed, the progressive history of steam proves that he could not have been an inventor. But his practical application of it to the circumstances of our country, showed a profound and comprehensive knowledge of her best interests, and an energy and enthusiasm fully corresponding with the great object of his exertions. Without the steamboat, ages might have passed without such a development of her resources as is now exhibited. The enterprise and industry of the West would have been unrewarded; the progress of civilization would have been slow; the trees of the forest would have still overshadowed the sites of flourishing villages; silence and solitude would have prevailed, where now the busy hum of men resounds, and the inheritance of the hardy pioneer would have been ignorance and barbarism.

Before the introduction of steam on the Hudson, the tediousness of a voyage to Albany was proverbial. Alexander Hamilton had written one or two of his most elaborate papers for the Federalist on board of a North river sloop; whereas, the passage is now so rapid that it would hurry the recitation of an improvisatore. The writer of this remembers, with great interest, the contrast exhibited to his own personal observation in the interval between 1806 and 1816. At the former period, steam navigation was known only to be derided as chimerical and unfeasible. At the latter, we not only traversed the river and sound by steam, but beheld, at the navy-yard in New York, a stately frigate, which gave at least to our government the credit of first employing steam for defence.

We will now leave the Hudson to the flow of its waters and its prosperity, and accompany Mr. Fulton to the Ohio, where he launched the first western steamboat at Pittsburgh, in 1811. In that keel, he laid the foundation of a prosperity whose rapid increase, and diffusive extent, are unexampled in the history of man. A voyage from Pittsburgh to New Orleans, which then occupied, with great toil and difficulty, a period of four months, was about to be accomplished in ten or fifteen days, with the certainty of a return against a current of two thousand miles. A tide of population flowed westward without effort, and agriculture threw a mantle of gladness over the wilderness, changing its whole aspect, and converting it into the happy abodes of men. So rapid was the increase of steam, that, from the year 1814 to 1835, we are told, upon the best authority, that five hundred and eighty-eight steamboats were built; and that, in January, 1841, there were four hundred and thirty-seven navigating the western and southwestern waters. At this time there are upwards of fifteen hundred; and, from a recent statement, it appears that the steam tonnage on the western waters is 145,311 registered, whilst our lake steam tonnage is 24,486. But the growth of steam navigation defies all statistical accuracy. We now behold it spreading, not only through the United States, but over the whole world, "*nobilitate viget.*" It has been even introduced on the Tiber, stemming the current of that venerable stream, and proceeding to the very walls of Rome, as if to offer the homage of modern genius and enterprise at the shrine of her ancient greatness. And this brings us to that view of the subject which converts the steamboat into the steamship, and transfers

the scene of her operations from the river and the lake to the boundless ocean. If steam navigation had its origin in the United States, and even if one of its citizens was the first to venture successfully on the ocean, still the honor of Atlantic steam navigation is due to Great Britain. Her wealth, her skill in mechanics, her indomitable enterprise, and, above all, her naval experience, entitle her to the proud distinction, and she has maintained her claim with a continued perseverance, in the benefits of which our country has largely participated; and, whilst the interests of commerce are conducted in their ordinary course, all that relates to the communication of intelligence, to the spread of literature, and to the certainty and convenience of travelling, are greatly facilitated by steam.

If it is the glorious and gigantic tendency of steam navigation, to bring nations together, to dispel the difficulties and prejudices arising from difference of laws, language, and climate, what shall we say of that system of internal intercourse which is now spreading itself universally, uniting the remotest parts of the same country, promoting commercial and personal interchange, and speeding the communication of sentiments, with a velocity that seems to retain the very warmth of the breath that uttered them.

If, as has been beautifully said in relation to the steamship, the sceptre which it wields over the deep is but a bucket-full of its own waters, whose elastic breath defies tide and tempest, by what image can we portray the locomotive, swift "as the sightless coursers of the air," yet depending for its triumphs on the little fount by the way-side, over which the weary and languid traveller may have often lingered for rest and refreshment. As Great Britain first adapted steam to the railroad, she was entitled to the first great exhibition of its powers. And this was realized in the Liverpool and Manchester railroad, which was commenced in June, 1826, and completed in September, 1830, at the estimated cost of £820,000. Dr. Lardner, speaking of its first experiments, mentions that they burst on the public, and even on the scientific world, with all the effect of a new and unlooked-for phenomenon. A passage, whose average length by former conveyances had been thirty-six hours, was reduced by the railroad to two and a half; and the same writer mentions that he had seen a load of two hundred and thirty tons, gross, transported at the rate of twelve miles an hour.

So great an example was not lost upon our country, nor upon the citizens of our own state, a company of whom obtained a charter in January, 1828, for a railroad between Hamburg and Charleston, for which the first piles were driven in January, 1830. On this road, the first locomotive* in the United States was tried; and we may say, with pride, that it was the first road upon which one hundred miles in continuance was ever travelled by steam, and the first on which the mail was transported, in the Union. To say more of railroads, which are now extending themselves like a net-work, all over the United States, would be only repeating what is known to every one. Fifty years ago, we might as well have predicted that the compass would change its cardinal points, as that the city of New York, instead of looking to the Narrows for the latest intelligence from England, would find it brought to her through the Hudson, as did actually once occur, upon the arrival of the steamship Britannia, at Boston; although it is now invariably expedited by steam.

* She was called the "Best Friend;" tried first in December, 1830; burst her boiler in June, 1831.

The transportation of the mail having been incidentally mentioned, it is impossible, in this view of the subject, to over-estimate the importance of steam. To the United States, with an almost illimitable extent of territory, and comprehending in their mail arrangements upwards of fourteen thousand post-offices, its advantages are perfectly incalculable. Without its aid in expediting intelligence, in the present commercial state of the world, the intercourse of business would always be in arrear of its exigencies. A century ago, Philadelphia was the great centre of radiation. The western mail, which set out every Friday morning, arrived at New York on Sunday night. On Monday morning, it proceeded eastward, and arrived at Saybrook, Connecticut, on Thursday noon, where it was met by the Boston mail, which returned with the eastern letters, making the distance in time, between Boston and Philadelphia, nearly a fortnight. In addition, we might state the fact of having read a letter written in Philadelphia, on the 22d June, 1775, mentioning the intelligence "*just received*," of "*a battle begun at Boston*." Now the battle of Bunker's Hill was fought on the 16th; so that important intelligence, no doubt accelerated by despatch, did not reach Congress for six days. On this subject, facts are arguments; and the best commentary can be supplied by our daily experience. Among the speculations we have met with on the subject of steam, was one expressing wonder that so important a discovery should have so long remained dormant and unavailable, and that so great a blessing should have been so long withheld. To which it may be replied, that the rational endowments of man have been always the same. The same elements of improvement that now exist, have always been within the reach of enterprise and research. He has always been impelled by the same wants, and capable of the same enjoyments, that he now is; and it is his fault or his misfortune, not to have applied his energies with more success to those pursuits and inquiries which might have wrought out of these elements all that they were capable of producing for the supply of those wants, or the gratification of those pleasures. Again, Providence, in its wisdom, may have reserved this potent moral engine until every material was ready for its efficient operation—until men were prepared for it by the ameliorating and benign influence of Christianity—until, by means of the press, the seeds of truth and knowledge were sown in every land, and the discoveries of science, and the improvements of art and industry, should make it available for his All-wise and beneficent purposes. Now, what was the condition of the world when it first became sensible of the efficacy of steam as the great agent of navigation and locomotion? All the visions and hopes of science were about to be realized. Chemistry, electricity, galvanism, pneumatics, indeed, every branch of philosophy, were made to bear upon practical objects. *Utility* was the great desideratum of knowledge; nothing visionary or speculative, could become popular. Navigation was robbed of every danger and difficulty but that of the storm and the tempest. But yet something was wanting, which neither the compass nor calculation could supply. Winds were fickle, and currents inexorable. If there be an invention of man that can exhibit, more than any other, the control of mind over mere elemental nature, it is a skilfully managed ship. But a ship could not always calculate on that unflinching regularity, so necessary to the success of commerce. The moral and political condition of society was also favorable for the prevailing use of steam. Europe was just recovering from a long protracted and desolating war. New hopes

were dawning upon her; the auspices of peace were cheering; industry and enterprise sought new channels of employment; manufactures were to be established, and agriculture and commerce revived.

The situation of Great Britain, in whose manufacturing and commercial prosperity the whole world has an interest, was also peculiarly favorable to the operations of steam, as will be shown by a brief statement of facts. In 1790, the first steam-engine was used in Manchester. In 1824, more than two hundred were at work, and nearly thirty thousand power-looms. In 1784, eight bags of cotton were seized by the custom-house officers out of an American vessel arriving at Liverpool, under the conviction that they could not be the growth of America. In 1824, there were imported into Liverpool four hundred and nine thousand six hundred and seventy bags of cotton; and in 1845, fourteen hundred and thirty-seven thousand, from the United States alone. The United States, also, recovering from the effects of a recent war, found herself in the possession of incalculable resources, which were, comparatively, unavailable to her. Her lands were fertile, her population growing and industrious. But the length of her great rivers and the strength of their currents, denied to the agriculturist and the merchant the benefit of a reciprocal trade. The boats that went down the Mississippi could not return, but were broke up, and sold for what their materials would bring in New Orleans.

Then, again, our confederacy embraced every variety of soil, climate, and habit. Indeed, its basis was a concession of conflicting interests and prejudices. Many of its members were so widely separated from each other, as to be strangers to friendly or social intercourse. To harmonize such discordant elements, and to produce a union of sentiment at all analogous to the political union they possessed, was scarcely within the reach of legislation. Something was wanting to give a practical effect to the prominent theory of our government. The philanthropist regarded it as the last experiment of rational freedom, and trembled for the result. But an agent was at hand to bring everything into harmonious co-operation, to vanquish every obstacle, to crown all enterprise, to subdue prejudice, and to unite every part of our land in rapid and friendly communication; and that was *steam*. Itself the parent of other, and, perhaps, more important discoveries, it has promoted a spirit of practical investigation, as wide as the field that invites it. There are features in the *magnetic telegraph* that cannot belie its kindred. It is the eldest born of a great family which shall spring up to bless future generations. If the discovery of the electric fluid was immortalized by the line "*Eripuit fulmen cælo*," what tribute can genius pay to that application of it by which thought can be conveyed to any given point, and replied to, with greater speed, (as has been actually ascertained,) than that of the earth in moving round its axis?

We have already seen a calculation of the effect of steam in abridging human labor. When we reflect how recently it has been brought into general use, and hear of its rapid progress and new modes of application, facts which mingle in the news of every day, the inquiry naturally occurs, what is to be its ultimate influence on the moral condition of man? Is he to be altogether relieved from the necessity of corporeal exertion, and to be permitted to enjoy the blessings of life without the price of labor? Is he to lose those pleasures of which industry is the source, and to be a stranger to rest because he has never borne a burthen? Will he be insured against the cravings of idleness, the languor of repose and apathy,

in short, will he be happier for "the golden secret, the sought '*kalon*' found?" But the reply is, that he will then have time for the cultivation and advancement of the higher qualities of his nature; that industry will have an exalted aim, that the mind and the heart will be the field of its operations; that he who now tills the earth or delves the mine, will labor only for the improvement of those faculties which he has in common with the most intelligent of his race; and that, as he was created in the full maturity of his moral powers, he will be again restored to the perfection of his nature. But such speculations (for speculations they are, and visionary, too,) would lead us into a maze of difficulty. Let us then pass to such views of the subject as are of more immediate and tangible interest.

1st. The abridgment of human labor to the extent we have seen, has certainly had the most disastrous effects in manufacturing countries. It has overthrown one of the great barriers against licentiousness, which is employment. It has strengthened the line of separation between the higher and lower classes of society; it has increased political discontent; it has weakened attachment to country, and forced the unhappy sufferers to expatriation, as their only refuge. Again, the accelerated action which steam gives to commerce, appears to have imparted a feverish and unhealthy rapidity to all its operations, and to have produced a restlessness unfavorable to the ordinary habits of business, and the staid maxims of prudence and reflection. Speculation, hazardous adventure, fictitious and borrowed capital, all take place of that old-fashioned plain dealing which once looked to a fortune as the reward of a *life* of thrift and regularity. May we not attribute much of that moral delinquency, which, of late years, has been so rife in our country, to that eagerness after gain which, looking only at its object, becomes indifferent to the means of attaining it?

Another objection, too much underrated, is the destruction of life and property occasioned by steam; an objection to which the navigation of the American waters has been peculiarly exposed. There is scarce a river or sound, or, indeed, any part of our extensive coast, that has not been the scene of fatal disaster. The frequency of its occurrence, has not only attracted the notice of foreign journals, but has been made the subject of particular investigation by our government; whose conclusion was, that no legislation is competent to remove the evil. And if its occurrence has been less frequent of late, it has been owing to the strong expression of indignation at the unskilfulness and recklessness from which it too often proceeded.

These are, certainly, deplorable evils. But what great revolution was ever unaccompanied by evil? Every sudden change in the policy and condition of society, must be convulsive; and when we reflect that it is not upon one or two nations, only, but upon the whole civilized world, that this change is now in progress; when we see industry diverted from its ancient channels by a new and unexpected agent; when we see the productiveness of time multiplied fifty fold, and the impediments of distance vanishing, and its limits contracted to a span before this formidable and triumphant engine; when we see it spreading civilization to the remotest corners of the earth, transplanting and naturalizing the literature of one country into another, and replenishing the garner of one people with the harvest of another's intellectual labors; indeed, when we regard the whole framework of society through a medium that magnifies its proportions to so gigantic a scale, can we be so far intoxicated with the prospect, as to

forget the frailty of human nature, and to expect neither moral nor physical evil from the operation of causes capable of producing such incalculable results? The only fear is, that such a flood of prosperity will overspread the face of the earth, as to endanger the landmarks of wisdom and fortitude, and to bear down the feeble resistance of prudence and economy. Indeed, when we connect the whole subject with the future prospects and destiny of men and of nations, when we think of the mighty revolutions to be accomplished in the moral and physical relations of society, of the change to be wrought throughout the world by this all-subduing agent, the mind is overwhelmed and lost, as if in the contemplation of endless time, or immeasurable space.

We have now viewed it as the consummation of all that could be aspired to by human skill and energy, practical in its operations, but creating an element for intellectual and moral enterprise. We have seen it boldly assailing the great engine of tyranny, by imparting knowledge wherever its influence extends, changing the economy of nations by new modes of industry, and substituting a different standard of elevation and prosperity from that of mere toil and drudgery. We have seen it, regardless of opposition, making for itself a pathway through the ocean, with lightning speed. It has been presented to us as the great pacificator of nations, brightening the auspices of harmony and friendship, and strengthening their mutual prosperity by a common basis. And can the imagination conceive its future influence upon this continent, with its mighty population, governed by the same laws, and speaking the same language. Wherever steam, vanquishing the currents of its longest rivers, and bringing its remotest limits into contiguity, compassing every part of it, and opening up every spring of prosperity, calling mind everywhere into competition, hurrying on the progress of intellect, assimilating the people in sentiment and habit, ought we not to glory in the privilege of being in the very midst of an influence so potent and pervading, and, withal, so benign; of being ourselves its subjects, seeing, hearing, and feeling it at every turn? And shall we be wanting in gratitude to the Giver of all good for bestowing on our generation what has been withheld from all that have preceded it, and make no effort to become worthy of so signal a distinction? Let it be remembered that steam, expansive as it is, and capable of such wonderful effects, is but the vapor of a simple element discovered and applied by the ingenuity of man, and, therefore, obedient to the control of his will. *His* is the responsibility for its abuse as an agent, a responsibility which would be aggravated in proportion to his knowledge of the happy results it is capable of producing.

If the steam-ship, as we have been endeavoring to show, is emphatically the offspring of peace, and, above all other human contrivances, calculated to spread the tidings of good-will amongst men, and to make them—

“Live brother-like, in amity combined,
And unsuspecting faith,”

how ought the philanthropist to grieve at finding it converted into an engine of offensive war, calculated to aggravate its horrors, and to make it more sanguinary and desolating! But far be the day when steam shall be used as an engine of destruction—when that which has hitherto been the harbinger of peace, shall be converted into a weapon to enforce the *law of violence*. Have all the hopes of the patriot been but an airy vision, seen only to be dissipated? Are the calculations of philosophy to end in disap-

pointment? Is society to witness the sudden termination of those impulses which have been advancing its best interests? If that beautiful moral fabric which is rising in grandeur before an admiring world, should be assailed by its own architect, its ornaments mutilated, and its proportions destroyed, where, ever, can be found the master-hand to restore it?

Art. II.—THE CITY OF TROY, NEW YORK:

ITS COMMERCE, MANUFACTURES, AND RESOURCES.

THE city of Troy is situated upon the easterly bank of the Hudson river, one hundred and fifty miles above the city of New York, and at the head of the natural navigation of the river. Sixty years ago, the plat upon which the city now stands, comprised three estates, owned by three brothers, and occupied as farms. Where now the varied monuments of wealth and art display their imposing forms, for the distance of a mile and a half along the river, nothing then was seen but the grazing of the herds, the quiet labors of the husbandman, or the barren plain, deemed of too little value to deserve enclosure. In 1786, the village of Troy was first surveyed into building lots. The original proprietors, with a foresight highly creditable, laid it out with a view of its becoming a place of considerable magnitude. The city of Philadelphia, with its regular squares and streets, was adopted, so far as the curvatures of the river and the surface of the ground would permit, as the model.

Ashley's ferry, as it had previously been called, had, for some time, been looked to, by sagacious men, as the true location for a place of business. Very soon the erection of houses and stores, and the building of wharves and vessels, gave an impulse to the new village. Lansingburgh, situated three miles farther up the river, was then in its vigor. Most unfortunately for that place, after years of prosperity, it began to be apparent that it was located *above* the natural navigation of the river, and that a continuance of navigation so high, could only be insured by expensive *artificial aids*. A considerable number of the most enterprising citizens of that village, appreciating the superior local advantages of Troy, soon after removed hither, and thus added to the resources of the eastern immigrants already here, a valuable and important part of the capital and influence of the former place. From this time, the new village progressed steadily in all the elements of a firm and healthy growth.

It was not incorporated as a village until 1801. In 1816, the legislature granted it a city charter, with the usual powers and privileges of such incorporations.

In June, 1820, a dreadful conflagration laid in ashes from seventy to eighty stores and dwellings, in one of the most important sections of the city, and consumed large amounts of merchandise and other property, destroying the value of hundreds of thousands of dollars. Notwithstanding this heavy and sudden calamity, no diminution of the advancement and prosperity of the city was discoverable. The chasm caused by the fire was, in an inconceivably short time, filled up with buildings more valuable and substantial than before, thus giving a severe but certain evidence of the solidity of its growth. Indeed, it is quite certain that this dispensation was, ultimately, no disadvantage to the city. It tried and developed its re-

sources, and proved them adequate to the fearful exigency. It taught the frailty of the tenure of human possessions. It excited to caution, prudence, industry and frugality. The confidence inspired at home and abroad, the savings accumulated, and the greater security in the mode of building induced, have, long ago, more than indemnified for all the losses.

The year 1825 was rendered memorable by the completion of the Erie and Champlain Canals, uniting the immense *western* inland seas, and the waters of the Champlain, with the tide waters of the Hudson. The northern trade—a trade which the Champlain Canal was designed to foster—had always been enjoyed by Troy. By this beneficial improvement, that trade was not only greatly increased by quickened facilities, and new developments, but the markets of the place were thrown open to the trade of the immense regions of the great West, from which it had hitherto been almost excluded. The original design of the legislature of the state was fully executed when these canals were completed to this point. That brought them to the *tide*, which was *all* that had been undertaken or promised. Had these improvements stopped here, it is impossible to say what advantages it might have given to Troy over other places in its vicinity. The wisdom and justice of the legislature were never more clearly evinced than by continuing the Junction Canal to Albany. While equal advantages were thus conferred on both cities, both were thrown on their own resources, in a course of competition calculated to develop their utmost energies, and an effectual guard was set up against commercial monopoly. By it, the benefits of the two markets, under the constant influence of such a competition, was secured to the whole people, north and west, having, or to have, commercial relations along the great channels of intercommunication.

That Troy has not failed to profit by the vast benefits of these improvements, is abundantly manifest by the rapid increase of its population, upon their completion, having more than doubled in the first ten years. It may safely be asserted that the growth of its commerce, during the same period, was in a ratio still greater, and that there was an unprecedented extension and multiplication of other pursuits.

About the year 1835, the first railroad terminating in this city was constructed, connecting it with Ballston Spa. Soon after, the common use of the track of the Schenectady and Saratoga railroad, from the latter place to Saratoga Springs, was fully and permanently secured by the corporation owning the former road, virtually extending its railway to that village. Subsequently, the Schenectady and Troy, and the Troy and Greenbush railroads have been completed, with a heavy iron rail, in the most substantial manner, connecting Troy with the great line of railways from the Hudson river to lake Erie, on the one hand, and on the other to Boston, New Haven, and Bridgeport, and furnishing the *only continuous* track between the *East* and the *West*. An extension of the line from Saratoga Springs to Lake Champlain is now in progress, under a charter obtained some years ago, with every promise of completion, in 1847. Within a short time, a direct line of railway from the city of New York, it may be predicted with confidence, will be completed, to connect with the track of the Troy and Greenbush. Here, again, between the *South* and the *North*, will be the *only continuous* track.

It is worthy of remark, that the Troy and Greenbush railway, of only six miles in length, will, when the remaining portions of the line from

New York to Lake Champlain shall have been completed, be the central connecting link between the two great systems of railroads through the Northern States, from the Atlantic to the great lakes, and from the Southern States to Canada.

The several railroads terminating at this point, have been, agreeably to the policy of our state, constructed, and are still owned, by joint-stock companies, the stock of which, with the exception of a portion of the Troy and Greenbush, has been taken and is held by the citizens and the corporation of the city of Troy. The amount invested in these improvements is about \$1,500,000.

In 1835-6, years so remarkable for speculations in "paper cities" and "corner lots," fortunately but little influence was experienced from the prevailing mania here. A few, only, of our citizens engaged in the wild enterprises of the day, and but inconsiderable portions of its territory became the subject of speculation. The blight of this desolating hurricane passed over the city very lightly.

From 1837 to 1842, the severe revulsions in commerce and currency with which our country was, from time to time, visited, pressed heavily upon Troy. No period, since the close of the revolutionary war, has been distinguished by a monetary pressure so severe, and so destructive to the fortunes and the credit of individuals, as this. At different times, during this period, bankruptcy almost literally overwhelmed the whole country. Although, in common with others, great losses were sustained by the depreciation of property and the general depression of business, yet but very few bankruptcies occurred, and the regular and constant growth of the city is attested by its continued increase of population; an increase which, from 1835 to 1845, equalled 28 per cent.

The gradual but constant increase of population, from the earliest history of the city, exhibiting one of the essential elements of its advancement, will be seen, at a glance, by the following table:—

In 1801, the number of inhabitants were estimated at.....	2,000
In 1810, by the census of that year, there were.....	3,895
1820, " " "	5,268
1825, " " "	7,879
1830, " " "	11,556
1835, " " "	16,959
1840, " " "	19,334
1845, " " "	21,709

While this increase has been going on in Troy, the village of West Troy, on the opposite bank of the Hudson, has grown up, chiefly since the completion of the canals, and is now in the first class of villages in the state.

In 1835, that place contained over 3,000 inhabitants.

1840, " " " 5,000 "
1845, " " " 7,000 "

For all business purposes and objects, both the places are one. The staple commercial interest of that village is the trade in lumber, carried on in connexion with the commerce of this city, and, to a considerable extent, by its citizens. Thus, for all these purposes and objects, we have a population of about thirty thousand souls.

In 1801, the first bank—the Farmers'—was chartered, with a capital of

\$350,000, but a small part of which was paid in, and located between Troy and Lansingburg, for the accommodation of both places. Within a few years, this bank was removed to Troy, and the number since has been increased to five, with a capital of *one and a half millions* of dollars; and even these are often found insufficient to furnish all the facilities of this nature required by the business of the place.

Trade and navigation have ever been the leading objects of pursuit by the citizens of Troy. Formerly, but little regard, comparatively, was paid to the development of other interests, for which such vast resources were known to exist, except the manufacture of flour.

As years rolled on, the vessels owned here, and employed in the transit of passengers and freight to and from New York, became a numerous fleet. In 1833, the whole number was ascertained to be eighty-nine, and that the property freighted up and down on the Hudson for Troy account, was two hundred and thirty-two thousand tons. In 1834, the number of vessels had risen to one hundred, of which seven were steamers. Since that time, the number and capacity of the river craft has steadily increased. In 1841, the whole number owned above Albany, and employed on the river, was one hundred and nineteen; viz :

86 masted vessels,.....	7,994 tons.
22 tow-boats,.....	4,936 "
7 steam towing boats,.....	2,460 "
4 " passenger "	1,455 "
	<hr/>
	16,845 "
Add foreign tonnage trading to Troy,.....	11,600 "
	<hr/>
Making a total of.....	28,535 "

In 1843, the number of steamboats owned in Troy had increased to 14, having a tonnage of 6,066 tons. The whole number of steamboats, tow-boats, and sailing vessels, trading to Troy by the river, foreign and domestic, was 267; the tonnage 31,627 tons, and the freight transported, 292,500 tons. This was exclusive of canal-boats, which entered the Hudson, and were towed to and from New York, by Troy steamers. These were estimated this year at 350, with a tonnage of 21,000 tons, making the total tonnage of the year 52,627 tons.

There have been several additions, subsequently, to the river craft, but the precise amount the writer is unable to state.

The comparative increase in the number of vessels owned and employed here, or even in the tonnage, which, by the enlarged size of vessels built in later years, shows a greater advance, gives no true index of the increase of navigation. The adoption of boats towed by steam, for the transport of freight, nearly double the capacity of the same vessel by the saving of time. The annual average number of trips to and from New York, is found to be sixteen for sailing vessels, while that of tow-boats is thirty. It is, therefore, quite certain the relative capacity has fully doubled within the last thirty years.

The tonnage of Troy now exceeds, and has, for many years, that of any other town on the Hudson, except the city of New York, exclusive of the vessels coming from other towns and states, whose arrival and departure so often enliven our wharves.

But the river navigation is only a part of that with which we are connected. Added to it is the constant arrival and departure of a vast num-

ber of boats employed in navigating the canals. By the returns from the canal collector's office in West Troy, it appears that the number of boats entered and cleared at that office, and passing into the river, or from it, at this place, in 1834, was 9,148. In 1843, the number entered and cleared through the old and the new side-cuts, was 15,347. In estimating the increase of the canal trade during this period, regard should also be had to the enlarged capacity of boats of more recent construction, an enlargement equalling 25 to 50 per cent.

Public documents from the canal office, present the canal trade in several other aspects, both interesting and instructive. In 1834, the property from the interior, entered at the collector's office at West Troy, was 237,354 tons, and that cleared from the same office, for the interior, was 50,472 tons. In 1843, the property arriving at *tide waters*, say Albany and Troy, was 836,861 tons, as given by the annual report of the Canal Fund Commissioners. By the same document, the tolls collected at Albany was \$274,495, and at West Troy, \$291,647. Adopting the proportion between these two sums as the true proportion of the number of tons entered at each office, it gives 409,286 tons for Albany, and 427,575 for West Troy. The property cleared this year from this place, was 101,728 tons. We have then 427,575 tons entered this year, against 232,354 in 1834, and 101,728 tons, against 56,472 cleared. This comparison might be continued, but let it suffice to say that, in 1845, the property arriving at tide waters, was 1,204,943 tons. The tolls collected at Albany, \$340,669, and at West Troy, \$386,914. By the data above adopted, this gives 564,179 tons for Albany, and 640,764 for West Troy. The value of the property thus arriving in 1845, was \$45,452,301. The tolls collected this year, \$340,669 at Albany, and \$386,914 at West Troy. By the same proportion, the property arriving at Albany was \$21,281,683, and at West Troy, \$24,170,168. The value of property sent up the canals this year, was \$17,754,796, from Albany, and \$24,503,692 from West Troy. This gives the total value of the canal trade of Troy for 1845, as follows :

Property arrived at West Troy,.....	\$24,170,618
" forwarded from " 	24,503,692
	\$48,674,310
Total,.....	\$48,674,310

It may be said a part of this large value passes to and from the canal, direct to New York, by canal-boats. This is true to a limited extent ; but it will be found that the great bulk of it is either trans-shipped at Troy, or bought and sold in its market.

The amount of canal tolls collected in West Troy, was, in

1834,	1836,	1838,	1840,	1842,	1844,	1845,
\$133,125	\$160,248	\$182,516	\$186,947	\$204,215	\$321,532	\$386,914

Here, again, it should be remembered that the increase of trade is not fully shown. The rate of tolls has been, from time to time, reduced ; and since the first period, the reduction has equalled 30 per cent, or more.

But though the canal trade is of the first importance, it is, by no means, the whole trade of this market. That coming by railroad and land carriage, is large, and highly valuable. It was estimated by a committee of judicious citizens, who made investigation some ten years ago, to have

doubled in four or five years. Though the growth of this trade may have been obstructed in some points, by the diversion caused by new lines of railway at the East and South, there has, doubtless, been a very considerable increase in it. At that time, it was ascertained that within the territory thus trading here, were 70 cotton factories, consuming 3,500,000 pounds of cotton annually; 40 woollen factories, consuming 1,000,000 pounds of wool, annually, besides various other manufactures, producing, in the aggregate, a large amount; and, besides, the immense value of the products of grazing agriculture, furnished by the same district. It was, at the same time, ascertained that the product of the different manufactures coming to this market from three or four towns alone, in the vicinity, was more than half a million.

The amount of the direct commerce of this city, exclusive of the transshipments here, cannot be stated with certainty, but the estimate of another committee of citizens in 1840, may be relied on as giving it with sufficient accuracy at that time. They reported the sales of

Merchandise, including coal, to be.....	\$7,400,000
Wool, hides, and leather,.....	800,000
Lumber,.....	700,000
	<hr/>
	\$8,900,000
To which should be added the beef and pork packed at, and in the vicinity of Troy, 63,500 barrels, say,.....	500,000
Wheat, manufactured and forwarded in bulk, 1,000,000 bushels,.....	1,000,000
Other grains, the product of the dairy, and other agricultural productions, not estimated, but may, with great safety, be stated at.....	600,000
	<hr/>
Showing a total of.....	\$11,000,000

The increase since 1840, has carried it up, probably, at this time, to more than \$12,000,000 annually.

The various manufactures and mechanic arts carried on within the limits of the city, have created an interest which already begins to vie with that of commerce in importance, and every advancing year, they must become, relatively, more and more important. That these interests are destined to become the essential elements of our prosperity and stability, if, indeed, they are not already so, there can be no doubt. By the development of new and improved facilities of intercourse, trade is always liable to change. It has a constant tendency to concentrate in the great marts of the country. But the natural resources of a place, required for manufacturing, cannot be removed. If brought into use at all, it must be where nature has formed them.

No branch of manufactures has had a more invigorating influence on the prosperity of the city than that of flour. The flouring mills owned and employed by our citizens in the year 1836, and located within the city and its immediate vicinity, were found to require 1,000,000 bushels of wheat, annually, to keep them in constant operation.

Since that period an active competition has arisen, by the erection and operation of mills in the great wheat districts of the west. Possessing, as they do, the advantage of the cheaper freight of the manufactured over the unmanufactured staple, they have served to check the increase of this manufacture, and, in some cases, to change the machinery of some of our flouring establishments to that of factories for other purposes. But notwithstanding this slight reaction, other kinds of manufacturing have grown

up faster than flouring has declined, and at this moment the capital and labor employed, and amount produced, in this department of business, is larger and more on the advance than it ever has been before.

The necessary supplies of the flouring mills invite to this market the staple production of the largest and most valuable portion of the great west, and thus secures a valuable trade with that region. Besides this, the fabrications of iron, cotton and wool, the manufacture of carriages, leather, cordage, steam-engines, machinery, paper, tallow-chandlery, burr, hats, shoes, furriery, &c., including a long list of minor productions, furnishes employment and support to a large number of citizens, and the profitable investment of large amounts of capital. The annual value of these products of our factories and workshops was found, in 1836, to amount to \$2,000,000.

Referring to and correcting the census of 1845, it appears there were then in operation in the city, and its vicinity, and owned by its citizens, nine flouring mills, three cotton factories, one woollen factory, five iron foundries, and one very large one in the course of erection; two iron-works for wrought iron, producing from 6,000 to 7,000 tons annually, and another in progress of larger capacity than either of those in operation; two rope factories, one paper-mill, five tanneries, two breweries, three carriage factories, producing rail-cars, post-coaches, and family carriages, to a large amount, &c. &c. To this might be added a long list of other work-shops; but the detail would extend to too great length. What has been the increase in these productions within the last ten years, the writer cannot state with certainty, but does not hesitate to estimate the present amount at \$3,000,000.

In the abundance of its *water-power*, Troy, and its vicinity stand unrivalled. It is believed no other place in the Union can command so great an available supply. The large requisition already made upon it is but a mere trifle, compared to what remains unoccupied. It doubtless far exceeds the conceptions of any of our citizens who have not given especial attention to the subject. The estimates presented on this point are from the calculations of Professors Eaton and Hall, of the Rensselaer Institute, made public in 1834. The data for these calculations were obtained by actual admeasurements, taken in the month of August in that year, during one of the most severe droughts with which this section of the country had been visited for many years. The result, therefore, may be considered the minimum amount in the most unpropitious seasons. The maximum, or even the ordinary average, must be much greater. The estimate is of the power within the corporate bounds of the city, and its immediate vicinity—all so near and of such location that Troy must always be the centre, and can, with proper diligence, always furnish the supplies and sell the products. The mill to which the estimate is applicable, is the flouring mill of four run of stones, capable of grinding four hundred bushels per day. The factory is the common cotton factory of average capacity, and supposed to require but half the power of the mill.

	Mills.	Factories.
The waters of the Hudson and the Mohawk, in the pond formed by the State dam, were found to furnish power sufficient for.....	50	100
The south branch of the Mohawk,.....	4	8

	Mills.	Factories.
The Mohawk above the Hudson, to and including Co- hoe's Falls,.....	196	392
The Porstinkill Creek,.....	12	24
The Wynantskill Creek,.....	20	40
<hr/>		
Giving the astonishing amount of power, equal to opera- ting.....	282	564

And this estimate is not loosely made, but with due reference to head and full, upon exact mathematical principles. Its accuracy challenges unqualified belief. Here, then, are physical resources that cannot be exhausted, when the city shall count her population by hundreds of thousands.

A slight examination of the resources and advantages of Troy must convince every reflective mind that it is most highly privileged—that nature has been lavish in her favors—that it has a mission and destiny that may well incite a high ambition. Its location upon the bank of the Hudson, the noblest of rivers, unrivalled by any other on this continent, or probably in the world, for the cheap and extended facilities of natural navigation it furnishes, is most happy. Connected by tide navigation with the Atlantic ocean, a foreign trade, bounded only by the limits of the waves, and ambition of its citizens, is always open to it. But more especially that great improvement of modern times—steam navigation, unites it by a ten hour's sail with the great emporium of the Union, and the completion of the railway already spoken of, will reduce still farther the time between the two places. As a necessary consequence, intimate commercial relations must always exist with New York. It will always profit by the central position and immense trade of that city, and by the impulses of her advancement.

Its position at the head of tide waters—in this case the natural head of sloop and steamboat navigation, gives another advantage which no other point can equal. Here navigation by river craft must end, and here, by the unrivalled cheapness of natural navigation, it must always tend. This cause cannot fail constantly to invite and influence to this point, for transshipment, the greater part of the freights passing up and down on the canals. Such a tendency and such a result is practically and most conclusively shown, by the constant comparative increase of property entered and cleared at the collector's office at West Troy, over that of the office at Albany—a fact already presented.

That natural resources, however abundant, can never become available to the wealth and comfort of a people, without those more important moral ones, which enable them to understand, to appreciate and to control them, is properly admitted. But that Troy, though too deficient in this behalf, has not been entirely unmindful of its duty, will be seen by referring a moment to what she has done for religious, moral, and educational objects. In 1792, the first church was erected, for the joint use of several sects. It became the first Presbyterian church. By the census of 1845, we learn the number of churches has increased to twenty-seven, costing \$350,000; the number of incorporated institutions of learning was four; the public schools twelve, and the private and select schools thirty-nine.

In recurring to, and further considering the commercial resources, which

by the wise and diligent use of the means placed in our hands, can be made available for the future advancement and prosperity of Troy, we are naturally led to regard as essentially tributary to that end, the fertility, extent, and multiplied adaptation of the great and growing west, and the inexhaustible mountains of iron ore at the north. These mines—more valuable to our country than those of gold, over the whole continent, are scarcely beginning to be wrought, and yet within the district trading to this market, it is believed there are already more than one hundred forges and furnaces in operation. We can no more fix future limits to the product and profit of these mining interests than we can to the future expansion and capacities of the almost boundless west—where, notwithstanding its unprecedented growth, there yet is room for empires to rise and flourish.

One more consideration in conclusion. A vast unoccupied water-power has been shown. In connection with it, our navigable and railway communications, the economy with which materials for fabrication can be brought, and the fabric dispersed to distant markets, abroad as well as at home, the reduced cost of subsistence, and means of comfort at command—all, all deserve our grave regard. With these advantages, unsurpassed by those of any other place, it will be apparent that the greater part of the various manufacturing pursuits, which are, or may be carried on here, need not be limited in their products to the demands of this, or any other single market, but may enter into successful competition with the most distant markets, both of this and foreign lands.

ART. III.—PROTECTION OF SHIPS FROM LIGHTNING.

TO THE EDITOR OF THE MERCHANTS' MAGAZINE AND COMMERCIAL REVIEW.

THE Merchants' Magazine has a wide circulation among commercial men, and is therefore a proper medium through which to communicate to that class of our citizens, the important facts which I have here to state. The loss of human life on board of vessels, by lightning, has been great. The destruction of vessels by lightning is not uncommon, and damage to ships by lightning is of very frequent occurrence. If protection can be had, it is certainly a matter of vast importance to seek that protection. A neglect of this, would, under the circumstances, seem to be wholly inexcusable.

The ship-owner, reflecting on his pillow that his own neglect to provide lightning rods to his vessel, had been the cause of the death of a single individual on board his vessel, would give him disquietude for the remainder of his days.

I have heard of but two objections made to providing vessels with lightning conductors; one of these is, that the rods attract the lightning, and the other, that they afford no protection. I feel a confidence of being able to answer both of these objections most fully. First, *as to protection.*

In 1839, the English Parliament organized a Commission to examine into the cases of damage by lightning to the public vessels belonging to the British navy; that Commission was composed of the following persons, viz:—Rear Admiral T. A. Griffiths, Chairman; Rear Admiral Sir J. Gordon, K. C. B.; Captain James Clarke, R. F. R. N.; Professor Donnell, F. R. S.; Mr. John Fincham, Master Shipwright; Walter Clifton, Esq., Secretary.

This Commission devoted much time to the labors of their investigation, and made an elaborate report, in the conclusion of which they say :
"And no instance, so far as we are aware of, has ever occurred of a ship sustaining injury when struck by lightning, if the conductor was up to the mast-head, and the continuity uninterrupted to the water."

On the 25th of July, 1843, I addressed a letter to the Hon. David Henshaw, Secretary of the Navy, making inquiry as to the extent of the damage by lightning to vessels of the American Navy, and received from him a reply, of which the following is a copy :

"NAVY DEPARTMENT, August 2, 1843.

"Sir :—Upon the receipt of your letter of the 25th ult., making inquiry as to the sufficiency of the lightning conductors used on board our public vessels, I referred it to the chief of one of the Bureaux, for information as to their practical operation.

"I am informed that the lightning conductors, now, and heretofore in use, have been found to answer well. *None of our ships have ever been injured by lightning if the conductors were up.* Whether the rods may be reduced or enlarged, it would be difficult to say, until experiments have been made to test the point.

"I am, very respectfully, your obedient servant,

"DAVID HENSHAW."

"E. MERIAM, Esq., Brooklyn."

Subsequently, I addressed a note to Captain Stringham, commandant of the U. S. Navy Yard, Brooklyn, making inquiry as to the size of the lightning conductors used on board of public ships in the American Navy, and received from him a reply, of which the following is a copy :

"COMMANDANT'S OFFICE, NAVY YARD, }

"BROOKLYN, August 10, 1843. }

"Sir :—In reply to your note, I have to state that the iron used for conductors of vessels of war, in the Navy, is of the following dimensions, viz :

"For sloops of war, one-quarter of inch in diameter.

"For frigates, and ships of the line, five-sixteenths of an inch.

"Respectfully, your obedient servant,"

"S. H. STRINGHAM."

"E. MERIAM, Esq., Brooklyn."

I have kept a record of lightning storms for a number of years, and of the damage done by lightning, and of the destruction of life and property. The catalogue now numbers more than four hundred cases of loss of life, or injury, and loss of property, *but I have never yet found a case of injury to a human being in a vessel, or building, protected by any kind of metallic conductor, reared for the purpose of protection.*

Second,—*as to metallic rods attracting the lightning.* In the investigation of cases of damage by lightning on board of British armed ships, by the Commission created by Parliament, it was ascertained by an examination of the log-book, that there were 174 cases ; of these

47 were line of battle ships,

49 frigates,

17 brigs, and a cutter.

Of these 68 were struck on the main-mast ; mizzen-mast, 5 ; fore-mast, 28 ; bowsprit, 1 ; fore and main, 6 ; main and mizzen, 50 ; 61, particulars not mentioned.

Of about 100 cases, it was found that the number of persons killed, was 62 ; and wounded, 114 ; exclusive of one case, in which the number killed

is stated as "several;" and exclusive of the case of the frigate *Resistance*, of 44 guns, in which but four persons were saved.

Of the spars damaged and destroyed, 92 were lower masts, 82 were top-masts, 60 top-gallant-masts, 1 royal, and 1 bowsprit.

Numerous letters were addressed to the Commission by British naval officers, highly commending lightning conductors. I have not room to give any of those, but I will give an extract from one written by Capt. W. H. Smith, R. N., as follows :

"My own opinion of the conducting power of METALLIC WIRES, and therefore, the vast utility of lightning conductors, indifferent as their construction and adaptation seemed to be, was very strong in their favor; and I have labored hard to propagate this feeling, in opposition to their being dangerous from attracting the lightning, an opinion which cannot but be deemed absurd, since it infers that the masts, and not the ships, form a point in the electric surface. Indeed, it would be a comfort to the service, as well as an enormous saving in spars, canvass and gear, were the laws and indications of meteorology more strictly attended to.

"During many years passed at sea, I have known of several disasters occasioned by lightning, and also of several ships being struck, and escaping destruction as if by a miracle. This led me to consider the subject; and in my written orders, the officer of the watch was directed, whenever the weather appeared threatening, whether at sea or in port, to hoist the conductor, which was kept (not in a store-room,) in a box fixed to the stool of the after main-top-mast back-stay, and both officers and men were carefully instructed to place it so that the spindle should be well above the truck, and the chain carried into the water, clear of the cross-trees, top and channels, by *out-riggers*.

"Under these precautions, I feel a confidence tantamount to conviction, that at least the spars of His Majesty's ship under my command, were saved in several thunder-storms which she encountered in the Gulf of Lyons, the Adriatic and Ionian seas, and in the Lesser Syrtis, the electric fluid having been seen to descend the chain and pass overboard into the sea, without damage to the ship.

"I happened to be on board the *Queen*, of 74 guns, when an electric discharge shivered her main-top-mast to chips, and fatally damaged her main-mast, in the harbor of Messina, in 1815. On this occasion I remarked to Sir Charles Penrose, who had his flag flying on board of her, that the amount of the injury now inflicted, *would supply all the ships in commission with lightning conductors*. If I remember rightly, this ship carried the useless and dangerous appendage of a spindle, upon her truck."

It will be borne in mind that none of the vessels which were in port, and on board of which persons were killed or wounded, were furnished with conductors.

The public ships are furnished with abundance of metallic guns, of great weight, but I have heard of no instance of the lightning leaving the metallic wire for a larger metallic body, nor of any case where the lightning has done damage to an iron ship or to an iron hawser.

If the iron attracted the lightning to a very great extent, then we should find numerous cases of damage in warehouses where iron is stored in large quantities. I have never heard of but one building used for storing iron being struck by lightning, and this was a storehouse in Rochester.

I have on my lightning register the account of five steamboats, struck by lightning. The damage to each was very trifling. This is very few, considering the great number of this class of vessels. I hear, however, of but four railroads that have been struck by lightning, which is equally extraordinary, when it is considered that these kind of roads extend for hundreds—I might say thousands of miles. These facts, I think, dispose of the difficulty arising from the attractive properties of the iron as being

dangerous. I now proceed to give you some extracts from my register, as follows :

The passengers and crew of the brig *Sultana*, which was burned by lightning, in January, 1841, near the coast of Borneo, have arrived at Singapore, after sufferings of the severest kind, from the petty rajahs and pirates.—*Journal of Commerce*, Feb. 25th, 1842.

The ship *Rowland*, (of Portland,) from Savannah, bound to Havre, was struck by lightning on February 14th, 1842, lat. 46, lon. 26, and took fire between decks ; but, by throwing part of the cargo overboard, and cutting holes through the decks, the fire was extinguished after raging sixteen hours.

The ship *Olive* and *Eliza*, of Portsmouth, New Hampshire, laden with cotton, bound from St. Joseph's to Liverpool, was struck by lightning on the 11th March. The ship took fire, and bore away for the Western Islands. Arrived at Fayal the 19th. After great effort to extinguish the fire, she was scuttled, and the fire subdued. All that appeared to be burnt of the hull, were the lower deck beams, and about ten feet of the deck on the starboard side. The loss of cotton will be heavy from the fire and water. It is believed the vessel will be worthy of repairing.

The brig *Romulus*, of Providence, Rhode Island, bound to Boston, from Savannah, while on the rocks, about a mile and a quarter from Savannah, was struck by lightning, May 31st, 1842, which shivered the royal-mast, and rent the heel of the main-top-mast, took the coating off the main-mast, slightly split the deck in several places, and then went off from the forward part of the vessel. No one on board injured.

Bark Champion, of Boston, while lying at the wharf at Charleston, July 25th, was struck by lightning. The fluid entered the main-royal-mast, and passed down to the main-mast, and, tearing off the pump coats, passed off. No person injured.

In a thunder squall at New Orleans, on July 27th, ship *Gosseypium*, lying opposite the vegetable market, was struck by lightning, and had one of her masts badly splintered ; no one injured. *Bremen ship, Albert*, was struck, and her fore-royal-mast shattered. Schooner *Joseph Gorham* was also struck, and had one of her masts entirely shattered, but no person on board injured.

1842.

On the 20th of July, the schooner *Maria* was struck by lightning at New Orleans. It carried away her main-top-mast, shivering her main-mast, and passed through the centre-case, setting it on fire. It was only through the exertions of the crew that the vessel was saved from being consumed. Captain *Eldrickson* was, at the time, leaning against the main-mast, and was saved by the chain of the centre-board attracting the fluid.

On the 22d of July, the schooner *Saul*, from Boston, for Savannah, when off Plymouth, was struck by lightning, and the captain, who was at the helm, was struck senseless. Shortly after, smoke was seen to issue from the hatchways, and, on removing them, the flames burst forth with such fury that the crew had barely time to escape to their boats.

On the 26th of July, the lightning struck the fore-top-gallant-mast of the brig *Woodstock*, lying at Savannah. The top-gallant-mast was split in pieces. The blocks on the top-sail-yard were also split, and both clews of the top-sail were set on fire. The rain, however, which was falling in torrents at the time, soon extinguished the fire without much damage. The lightning descended down the top-sail tie to the top-sail sheets, which were of iron, and thence to the deck of the vessel, following the chain cable, which was lying across the deck, and passing off at the side. The links of the chain of the top-sail sheet, were scattered in all directions over the deck. The captain, mate, and another person, were in the cabin at the time, but fortunately received no harm.

In July, the ship *Saxon*, of Salem, while lying in the port of Havana, had two main-top-masts in the course of ten days.

On the 1st of August, the ship *Sigenia*, in latitude 48° 42', longitude 71° 10', at half-past three, A. M., experienced a severe tempest, during which the lightning struck the main-mast, and shivered it to pieces, together with the main-royal-

yards; also damaged the main and top-gallant-masts, and yards attached, burnt the main-top-gallant-sails and cut two large holes in the main-top-sails. It then went between decks, started up three of her between-deck planks, and split one of her deck planks. During the shock, the mate and one man were knocked down, and the mate slightly injured.

On the 8th of August, the brig *Comet*, at New Haven, was struck with lightning, which passed down the fore-mast, and then took to the chain cable, following it through the hawser hole into the water. But little damage was done.

1843.

On the 22d of April, as the *Joan of Arc* was descending the river between Louisville and Cincinnati, the captain, who was giving orders to land the boat, was struck senseless by a flash of lightning, and fell on to the lower guards. He remained insensible until the next morning, but finally recovered. No one else was hurt, and no damage done to the boat.

In June, the mast of a British vessel in Cleveland, was struck by lightning, but no great damage was done.

In August, the schooner *Joy*, from Boston, was struck by lightning, near the head of the Rappahannock, and had her main-top-mast shivered.

On the 22d of August, the brig *Hudson* was struck by lightning at St. Domingo, which passed down the fore-top-gallant-mast, fore-top-mast, shivered all the spars on fore-mast, tore up two of the deck planks, and then passed off without injuring any of the crew.

On the 2d of September, brig *Rupert*, from Martinique, for Bangor, was struck by lightning. The fluid struck the fore-royal-mast head, injuring every spar between that and the deck, except the fore-top-mast yard.

On the 14th of September, a boat in the Wappahut, containing two negroes, was struck by lightning. One of the negroes was killed, the other was stunned for some time, but shortly after recovered.

1844.

On the 23d of April, schooner *Edward Burley*, of Beverly, was struck by lightning, while lying at Dix Cove, Africa, which badly injured the head of fore-mast, and shattered the main-mast, so that it was of no further use; was supplied with a spare top-mast from United States' ship *Saratoga*, for a jury-mast.

Same day, bark *Palestine*, of Boston, was struck while lying at Adambo; damage not ascertained.

On the 2d of May, a boat belonging to one of the lines, was struck by lightning, in the Chesapeake bay, and partially damaged. Many of the passengers were greatly alarmed, but none of them sustained injury.

On the 4th of May, the sloop *Orion* from New York, for Providence, was struck by lightning off Point Judith, in seven fathoms water; the crew were knocked down by the shock, and when they recovered, the sloop was in three fathoms only. The lightning shivered the top-mast very badly, splitting it all to pieces, carried away the peak halliards, jib halliards, split jib, and passed away through the forecastle. Fortunately the crew were all aft at the time, so that no lives were lost.

On the 9th of June, the schooner *Providence*, lying at Fox Point, Rhode Island, was struck by lightning.

On the same day, a boat belonging to Mr. Harrishoff, lying at Poppasquash, Rhode Island, was struck by lightning, and her mast shivered to pieces.

On the 17th of June, the ship *Hero*, of Acre, lying about twelve miles below Savannah, was struck by lightning. Her top-gallant-mast was split, and the main-mast slightly injured. Two or three of the crew were stunned.

On the 14th of July, the schooner *Napoleon*, of Pittston, Bangor, with lumber, was struck by lightning, which shivered fore-mast and fore-top-gallant-mast.

On the 22d of July, the schooner *Grape Island*, from Boston, for Norfolk, was struck by lightning, by which the fore-mast, main-mast, and main-top-mast, were shivered, the fore-mast completely so, from the hounds to the deck, the decks ripped up, and sustained other damage. From the smoke which issued out of the

hold, the captain entertained no doubt but that she was on fire below, but which was put out by the rain falling at the time. The electric fluid passed out through the hawser hole. The mate was the only person on board who felt the shock.

On the 2d of August, a sloop belonging to Troy, was struck by lightning, near Catskill landing; she had her masts shivered, a splinter from which struck one of the hands, who is not expected to survive.

On the 27th of July, the schooner Pettijohn, was struck by lightning, while going from Plymouth Nag's Head. Both masts were shivered, and the decks were ripped up; and, melancholy to relate, Mr. Lucas, a merchant of Plymouth, was killed; a man and a boy were also much injured, the former so much so that his life was despaired of. There was a large party of ladies on board at the time, none of whom were injured.

On the 2d of August, the brig Cameo was struck by lightning off Cape Cod, had main-top-mast shivered, tore several sails badly, passed through the deck into the hold, and returned back through the deck, tearing up about eight feet of the planking, and bringing with it some wool torn from the bales. The second officer, who was upon the fore-top-gallant-yard at the time, was stunned and fell, his back across a gasket, and his legs upon the cross-tree, in which perilous situation he remained until the people relieved him, when it was found that he was not dangerously hurt.

Bark Herschel, of Bangor, from Baha, was struck by lightning, no date, off Cape Palmas; had main-top-gallant and royal yards splintered, and a bale of tin-ware in the hold set on fire and injured; the first and second officers, three seamen, the cook and two passengers, were knocked down.

A hand on board a sloop which was struck by lightning in August, near Hudson, was coiling a chain cable near the bow at the time. After the flash, he walked to the stern, and dropped senseless. By immediate application of cold water and camphor, he was resuscitated, and will probably recover.

On the 10th of August, the ship Newark, from New York for Savannah, was struck by lightning, off Frying Pan Shoals, during a heavy squall from the north-west, had main-royal-mast and yard carried away, badly injuring main-top-mast, carrying away main-top-sail yard, and top-sail, passing down to the cabin deck, where it exploded, setting the deck on fire in every direction, and doing considerable damage to the forward part of the cabin; it then passed along the side of the cabin, and entering the water closet, did some damage there, broke twenty-six panes of window-glass from the cabin, and nearly all the crockery in the pantry. Two of the men were seriously injured.

On the 19th of August, the ship Champlain, and schooner H. Westcott, at Philadelphia, were struck by lightning, shattering the main-mast of the former, and both masts of the latter.

On the 2d of September, the schooner American Eagle, from Philadelphia for Savannah, was struck by lightning, and both masts shivered.

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On the 11th of February, bark Ann Louisa, from Vera Cruz, for New York, in latitude 38° 30', longitude 72° W., at ten o'clock, A. M., was struck by lightning, knocking down nearly all hands, raised the deck around the main-mast, tipped the partisers, and took the top-sail-sheet bits up. One man burnt in the leg, and nearly all hands knocked down six times.

On the 18th of March, the brig Corsair, from New Castle, England, for New York, was struck by lightning, killing two of her crew, and seriously injuring two others.

On the 28th of April, the canal schooner, Mary Piner, lying at Myers' wharf, Norfolk, was struck by lightning. Her main-mast was shivered from the top-mast head, to within about three feet of the deck. No person injured.

On the 29th of May, ship Soldan, at New Orleans, was struck by lightning. It shivered the fore-royal-mast and top-gallant-mast, and, passing down to the deck, ripped up the latter, for a distance of six feet, then passed out into the water, knocking down two men.

On the 3d of July, the lightning struck a boat belonging to Harpswell, Maine, in which were three or four persons returning from fishing. The fluid passed down the mast, killing one of the boys.

On the 9th of July, ship Corsic was twice struck by lightning, off Hatteras, carrying away royal-yard-mast, shattered main-top-gallant-mast, split main-mast, tore in fragments main-royal, affected compass, &c., and started up the coverings of the main-mast.

On the 24th of July, brig Caraccas was struck by lightning, in latitude $34^{\circ} 35'$, longitude $74^{\circ} 20'$, which stunned several men who were aloft, descended in a straight line to the quarter-deck, and passed out of the hawser hole into the sea.

On the same day, bark Rio Grande was struck by lightning in latitude $34^{\circ} 35'$, longitude $71^{\circ} 38'$, and main-top-mast was split.

On the 30th of July, bark Sharon, at Charlestown, Massachusetts, was struck by lightning, had main-mast, main-top-mast, and main-top-gallant-mast, shivered.

On the 3d of August, the bark Casild, from Boston, bound to Pensacola, was struck by lightning, lost her main and mizzen top-masts, and was left in a leaky state.

On the same day, the brig Manhattan was struck by lightning, off St. Marks, Florida; damage trifling.

On the 9th of August, a ship was struck at the dock in Brooklyn, and had one of her top-masts shivered.

On the 10th of August, schooner Atalanta was struck by lightning in the river, coming down from New Orleans.

On the 11th of August, the schooners Virginia and Clinton, lying at the breakwater at Bass river, Massachusetts, were struck by lightning, and damaged.

Thus I have placed before the reader the testimony in favor of lightning rods, and a catalogue of disasters by lightning, showing how necessary it is to seek that protection which has been provided. Three thousand three hundred years ago, the inspired penman declared that "*a way had been made for the lightning of the thunders.*"

E. MERIAM.

Art. IV.—THE WAREHOUSING SYSTEM.

THE object of my last communication was to bring before the public mind the leading features of the warehousing system, and to open out the general principles upon which it is based. Since these remarks were written, I perceive a bill has been brought before Congress by the Committee of the House, on Commerce, intended to embrace, under thirteen sections, a general plan for warehousing imported merchandise. Upon a close investigation, I apprehend that bill will be found both crude and imperfect; and I therefore feel a deeper interest, and a more urgent necessity for pursuing the inquiry, with the hope of reaching results more comprehensive, and better adapted to the general interests of the country, than those suggested in the bill. If I mistake not, the system will be found the most simple, beautiful, and efficient of any that the genius of man has ever devised for the encouragement, extension, and prosperity of commerce—especially suited to a young, fresh, and vigorous republic, just peering above the struggles of infancy, and taking a prominent stand among the commercial nations of the earth.

Where commerce ends, barbarism commences. The line of demarcation is so clearly marked off, that any one may almost determine the degree of civilization attained by any nation, by the scale of its commerce.

Civilized nations cannot exist without commerce. It is commerce that makes them civilized. Remove the cause, and the effect ceases. Under the most rigorous restrictive policy which Bonaparte could establish, fortified by blockades, Berlin and Milan decrees, and an army of mounted custom-house officers, it is a singular fact that France could not resist the pressure of civilization, and she was compelled, in direct contradiction to her vindictive laws, and barbarous rule, to relax her anti-commercial policy, and to admit, direct from England, under license, whole cargoes of articles indispensable to her manufactures; thus affording undeniable evidence to herself and to all the world that civilization and commerce are reciprocal, and that the former follows the latter with the same certainty as the morning sun the shades of night.

France made war upon commerce with a view of injuring the mistress of it; but she forgot that her arms were pointed at the same time against the industry and manufacturing arts of her own country. Paris was failing in beauty and splendor. The seedy coat and soiled dress spoke a language which could not be misunderstood. The ramparts of exclusion gave way before the pressure of gayety and the jeers of wit. Bonaparte, in all his accumulations of unrestrained authority, could not chain down a nation accustomed to all the elegancies of refined society and polite intercourse. The gentlemen would have a new coat, and the ladies a new dress, and all the armies of Europe could not prevent it. He concluded, therefore, to accept a bonus for permission to contravene the laws of the empire. A mighty commercial triumph, and one that shows how difficult a thing it is to uncivilize a nation.

The act of 3d and 4th William IV., C. 57, referred to in my last letter, and known as the act of consolidation, comprises the details, and confers the authority, which controls the bonding system, as it now exists in England.

The power of appointing warehousing ports in the United Kingdom is given to the commissioners of the *treasury*; and the power of designating what warehouses shall be appropriated as bonded warehouses, is given to the commissioners of the *customs*; subject, however, to the direction of the commissioners of the treasury.

After regulating the mode of appointing free ports and bonded warehouses, the law proceeds to ordain the manner of giving bonds to the customs as security to the government for the payment of the duties on merchandise warehoused, when taken out of bond for home consumption, and the rent and charges on goods exported. On these points it may be remarked that there does not appear to be any occasion to follow the example of England in discriminating ports of entry as suitable for the establishment of bonded warehouses, but that every port of entry in the United States should be what is technically called a free port, and that every custom-house should be a bonded warehouse, so that the privileges of the bonding system should be extended equally to every citizen in the Union, and the commerce of the country placed upon a footing independent of local influences, and untrammelled by party dictation.

With regard to the point of giving of bonds to the customs, two modes are legal, and both practised by England. One is the giving of a general bond by the proprietors of the warehouse, with two sufficient sureties, for the payment of the duties when the goods are entered for home consumption, and the charges, when entered for exportation. This mode, which is

most generally practised, supersedes the necessity of the importer giving any bonds at all, saves a good deal of trouble, and often prevents delay. The other mode is the execution of a bond by the importer himself, with two securities, for the same object.

But I can see no valid reason for the giving of any bonds. They only serve to embarrass and encumber the regular course of business. The goods, in reference to which bonds are required to be given, are deposited in a government warehouse, under a government lock and key, in care of a government officer, and cannot be withdrawn, until a regular entry is made at the custom-house, for home consumption or exportation; the duties paid in the former case, and the rent and charges in both cases. I do not understand how any better security can be had, and it seems most preposterous that any other should be required. The only object of bonds is to insure the payment of the duties; and there the goods are in the warehouse, in actual possession of the government, pledged for that purpose. But the principle for which I contend seems to be recognized most fully in effect. The proprietor of a bonded warehouse may execute bonds for five hundred importer; in short, for all the goods in their store; and it is accepted, and none required on his part—he assumes all the responsibility, and why? Because he holds, in conjunction with the government, the goods themselves as security, which, by a round-about way, and the occult aid of a little hocus-pocus, comes to precisely the same thing as if the government held the goods as security, without the intervention of the aforesaid warehousemen. Therefore it seems practically demonstrated that no such bonds are necessary. The giving of bonds is necessary only when dutiable goods are entered for exportation; and the reason for that is sufficiently plain. Personal security, now the goods are withdrawn from the warehouse, is the only one that can be had to guard against the relanding the goods, and thus defrauding the revenue of the duties payable on them when designed for home consumption. Bonds by the owner and shipper, with one security, in double the amount of the value of the goods, are required, that the goods shall be landed at the port of destination. Bonds thus executed are conditional, and subject to be cancelled when a certificate from a consul, official agent, or, in their absence, from a magistrate or merchant, is returned to the custom-house, showing that the goods were landed agreeably to the export entry, lost at sea, by fire, or in any other way satisfactorily accounted for.

Merchandise warehoused, as a general rule, may remain three years in bond, subject to the rent established by law, and must be cleared within that time from the period of entry, either for home consumption or exportation. If not cleared within that time, the goods may be sold at auction by the customs—rent, charges, and duty paid—if sold for home consumption, and the balance of the proceeds paid over to the owner of the goods.

This seems a proper and reasonable measure, and free from any strong objection, so long as the door is open for relief by application to the treasury, in case any remarkable circumstances should occur to prevent the importing merchant from complying with the strict terms of the law, and which would entitle him, in justice and equity, to the favorable consideration of government.

The ninth section of the bill before the government relates, if I correctly remember, not having the bill at the present moment before me, to the re-

sponsibility for losses. Commercial law is founded upon that combined system of reason, justice and equity, the civil law of the Roman empire, and will forever stand a monument of the greatness of a people that could devise and construct a code of laws so rigidly just, so beautifully harmonious, and so perfectly adapted to the wants of all succeeding generations, that no attempt has ever been made to supersede that code by the introduction of anything better. By that law, responsibility falls upon the delinquent, whether that loss arises from neglect or guilt.

If I warehouse the goods of my neighbor at a specific rent, the law presumes that I will take proper care of them. If consumed by a conflagration which I did not occasion, and could not prevent, the loss falls upon the owner of the goods. But if I leave the doors of my warehouse open at night, and the goods are stolen, I must pay for them, because the loss resulted from my neglect. If government officers plunder the warehouse, government should be responsible for the loss, because it is their duty, and theirs only, to see that honest and faithful servants are appointed to fill responsible posts. Indeed, the principles of the civil code of commercial law are so manifestly just, and applicable to reciprocal duties, and obligations between man and man, that in ninety-nine cases out of a hundred it requires only two qualifications to insure a correct judgment; and these are common sense and common honesty.

Seeing the subject, in relation to the warehousing system, is now before the legislature of the country, I do not know that there is any occasion for going into the minute details of the system. I shall therefore waive their consideration, and content myself with having drawn out from the English system some of those parts which are suited to the frame-work of an American warehousing system, and which do not contravene the commercial policy of the United States.

There are peculiar advantages in this country in legislating on this subject, over those of Great Britain. There, the combination of such a variety of local interests necessarily renders a law complex. The exceptions in favor of one colonial possession or another, cover so wide a space, and multiply so rapidly, that it requires more science than falls to the lot of collectors and custom-house officers to unravel the web, and trace out the applicability of its parts. Hence comes consolidation in the work of gathering up the scattered limbs, and constructing one compact act that may embrace the whole system.

In this country, we may begin with consolidations. The whole affair is simple as a log-book. The work of expansion has no room, and we may gather the particulars of a mighty system for the whole nation under one enactment.

J. S.

Art. V.—THE NORTHWEST FUR TRADE.

WE are indebted to ELLIOT C. COWDIN, Esq., the president of the Mercantile Library Association of Boston, for the somewhat extended sketch of the Hon. WILLIAM STURGIS's valuable lecture upon the "Northwest Fur Trade," delivered before that association, on Wednesday evening, January 21st, 1846. The report was prepared by Mr. Cowdin, with much care, from the original manuscript, and can, therefore, be relied upon for its entire accuracy. Mr. Sturgis, the author of the lecture,

is well known as one of the most eminent merchants of Boston; and his reputation in that city, for practical intelligence and sterling good sense, stands very high.

In commencing, the lecturer observed that, at this present moment, when the public attention is anxiously directed to the partition, or other disposition, of a large portion of the northwestern part of our continent, as a question seriously affecting both our domestic and foreign relations, anything respecting that country, or its native population, assumes a more than ordinary interest.

Mr. Sturgis said that, in early life, he made several successful voyages, to what was then deemed a remote and unexplored region, and passed a number of years among a people, at that time, just becoming known to the civilized world. His first visit to Nootka Sound was made in the last century, about twenty years after it was discovered by Captain Cook.

Though not one of the first, he was amongst those who early engaged in the *Northwest trade*, so called, and continued to carry it on, either personally or otherwise, until it ceased to be valuable. He thus witnessed its growth, maximum, decrease, and, finally, its abandonment by Americans. These early visits afforded him an opportunity, too, of observing changes in the habits and manners of the Indians, effected by intercourse with a more civilized race; and, he regretted to add, brought to his knowledge the injustice, violence, and bloodshed, which has marked the progress of this intercourse.

Mr. Sturgis did not expect others would feel the same interest in the reminiscences that he felt, but he thought they might engage the attention of his hearers, and perhaps awaken a sympathy for the remnant of a race fast disappearing from the earth—victims of injustice, cruelty, and oppression—and of a policy that seems to recognize *power* as the sole standard of *right*.

The hour, this evening, the lecturer proposed to devote principally to *the fur trade*, and some matters connected with it; and, in the next lecture, he should speak of the habits, peculiarities, language, and some features in the general character of the Indians. But that branch of the subject most deeply interesting to them, occurrences upon the coast within his own knowledge, of treatment which the Indians had received from the white men, must be postponed to some future occasion.

The Northwest trade, as far as we are concerned, has ceased to be of importance in a commercial view; but a branch of commerce, (said Mr. Sturgis,) in which a number of American vessels, and many seamen and others were constantly and profitably employed, for more than forty years—which brought wealth to those engaged in it, and was probably as beneficial to the country as any commercial use of an equal amount of capital has ever been—cannot be without interest as matter of unwritten history, and may, perhaps, illustrate some principles of commerce deserving our notice and consideration.

This trade, in which our citizens largely participated, and at one period nearly monopolized, was principally limited to the sea-coast between the mouth of the Columbia river, in latitude 46°, and Cook's Inlet, in latitude 60°, to the numerous islands bordering this whole extent of coast, and the sounds, bays, and inlets, within these limits. Trade was always carried on along-side, or on board the ship, usually anchored near the shore, the Indians coming off in their canoes. It was seldom safe to admit many of the natives into the ship at the same time, and a departure from this prudent course, has, in numerous instances, been followed by the most disastrous and tragical results.

The vessels usually employed were from one hundred to two hundred and fifty tons burthen, each. The time occupied for a voyage by vessels that remained upon the coast only a single season, was from twenty-two months to two years, but they generally remained out two seasons, and were absent from home nearly three years. The principal object of the voyages was to procure the skins of the sea-otter, which were obtained from the natives by barter, carried to Canton, and there exchanged for the productions of the Celestial Empire, to be brought home or taken to Europe, thus completing what may be called a *trading voyage*.

Beaver and common otter skins, and other small furs, were occasionally procured in considerable quantities, but in the early period of the trade, they were deemed unimportant, and little attention was given to collecting them. The sea-otter skins have ever been held in high estimation by the Chinese and Russians, as an ornamental fur; but its great scarcity and consequent cost, limits the wear to the wealthy and higher classes only. A full grown prime skin, which has been stretched before drying, is about five feet long, and twenty-four to thirty inches wide, covered with very fine fur, about three-fourths of an inch in length, having a rich jet black, glossy surface, and exhibiting a silver color when blown open. Those are esteemed the finest skins which have some white hairs interspersed and scattered over the whole surface, and a perfectly white head. Mr. Sturgis said that it would now give him more pleasure to look at a splendid sea-otter skin, than to examine half the pictures that are stuck up for exhibition, and puffed up by pretended connoisseurs. In fact, excepting a beautiful woman and a lovely infant, he regarded them as among the most attractive natural objects that can be placed before him.

The sea-otter has been found only in the North Pacific. The earliest efforts on record to collect furs in that region, were made by Russians from Kamschatka, who, in the early part of the last century, visited, for this purpose, the Kurile and other islands that lie near the northern coasts of Asia. After the expedition of Behring & Co., in 1741, these excursions were slowly extended to other groups between the two continents, and when Cook, in 1778, explored these northern regions, he met with Russian adventurers upon several of the islands in proximity with the American shore. It was, however, the publication of Cook's northern voyages in 1785, that gave the great impulse to the Northwest fur trade, and drew adventurers from several nations to that quarter.

The published journal of Captain King, who succeeded to the command of one of the ships after the death of Captains Cook and Clark, and his remarks, setting forth the favorable prospects for this trade, doubtless roused the spirit of adventure. Between the time of the publication referred to, in 1785, and the close of 1787, expeditions were fitted out from Canton, Macao, Calcutta and Bombay, in the East, London and Ostend in Europe, and from Boston in the United States. In 1787, the first American expedition was fitted out, and sailed from Boston. It consisted of the ship *Columbia*, of two hundred and twenty, and the sloop *Washington*, of ninety tons burthen—the former commanded by John Kenrick, the latter by Robert Gray.

Mr. Sturgis deemed it scarcely possible, in the present age, when the departure or return of ships engaged in distant voyages is an every-day occurrence, to appreciate the magnitude of this undertaking, or the obstacles and difficulties that had to be surmounted in carrying it out.

He said, were he required to select any particular event in the commercial history of our country, to establish our reputation for bold enterprise and persevering energy, in commercial pursuits, he should point to this expedition of the *Columbia* and *Washington*. Many of the obstacles and dangers were clearly pointed out, showing that it was then viewed as an extraordinary undertaking. A medal was struck upon the occasion, and some impressions taken out in the vessels for distribution. The lecturer briefly described it, and exhibited to the audience a fac simile of one preserved in the Department of State at Washington. On one side of this medal was engraved "*Columbia and Washington: commanded by J. Kenrick,*" with a representation of the two vessels; on the reverse was the following inscription: "*Fitted at Boston, N. America, for the Pacific Ocean, by J. Burrell, C. Brown, C. Bulfinch, J. Darby, C. Hatch, J. M. Pintard, 1787.*"

Captain Kenrick, who was entrusted with the command of the expedition, was a bold, energetic, experienced seaman. His management justified the confidence reposed in him, but he was fated never to return.

The project of engaging in the fur trade of the North Pacific, from this country, was first brought forward by the celebrated American traveller, Ledyard. In his erratic wanderings, he entered on board the ship *Resolution*, as corporal of marines, with Captain Cook, upon his last voyage. After his return, he made repeated attempts to get an outfit for a voyage to the Northwest Coast. In 1784,

three years previous to Kenrick's expedition, he induced Robert Morris to engage in the undertaking. But for some cause, now unknown, the enterprise was abandoned, as were similar ones in France and England. The unfortunate Ledyard seemed doomed to disappointment in whatever he undertook. The life of this remarkable man shows that respectable talents, united with great energy and perseverance of character, may be comparatively valueless to the possessor, and useless to the world, from the want of a well-balanced mind, which, unfortunately, was the fatal deficiency in Ledyard.

Nearly all the early and distinguished navigators, who discovered and explored the northern regions of the Pacific, met the fate that too often awaits the pioneers in bold and hazardous undertakings, and found a premature death, by violence or disaster, or disease brought on by incessant toil and exposure.

Behring, a Danish navigator in the service of Russia, who commanded the expedition just mentioned, was wrecked in 1741, upon an island that bears his name, and perished miserably in the course of the winter. He was the first navigator known to have passed through the strait that separates Asia from America; and Cook, who was the next to sail through it, in a commendable spirit of justice, gave to this strait the name of the unfortunate Behring. The fate of Cook is well known. He was killed by the natives of the Sandwich Islands, of which group he was the discoverer.

Mr. Sturgis said he had stood upon the spot where Cook fell, in Karakakooa Bay, and conversed with the natives who were present at the time of the massacre. They uniformly expressed regret and sorrow for his death, but insisted that it was caused by his own imprudence.

The lecturer next gave an interesting account of the loss of two French vessels fitted out in 1785, on a voyage of discovery and exploration, which, after visiting the northwest coast of America, departed from Sydney, in New South Wales, early in 1788, and nothing more was heard from them until 1826, when a wreck and some articles were found at the island of Malicolo, in the South Pacific, that left no doubt but the unfortunate Frenchmen perished there.

Vancouver, an able British navigator, was sent out by his government in 1790, to receive Nootka Sound from the Spaniards, and explore the whole western coast of North America. The chart prepared by him is the most accurate of any at the present day. With a constitution shattered by devotion to his arduous duties, he returned to England in 1794, and sunk into an early grave.

Mr. Sturgis said he had already remarked that Kenrick was fated never to return. After remaining with both vessels two seasons on the northwest coast, he sent the Columbia home, in charge of Captain Gray, and remained himself in the sloop Washington. He continued in her several years, trading on the coast and at the Sandwich Islands.

In 1792, while lying in the harbor of Honolulu, at one of these islands, and receiving, upon his birthday, a complimentary salute from the captain of an English trading vessel anchored near, he was instantly killed by a shot carelessly left in one of the guns fired on the occasion.

Captain Gray reached home in the Columbia, in the summer of 1790, and thus completed the first circumnavigation of the globe under the American flag. He was immediately fitted out for a second voyage in the same ship, and it was during this voyage that he discovered, entered, and gave the name to the Columbia river, a circumstance now relied upon as one of the strongest grounds to maintain our claim to the Oregon Territory. He died abroad some years ago.

Mr. Sturgis here observed that it would bring some of the events of which he had spoken quite near our own time, to mention that in the street in which we are, (Federal-street,) the name of "Gray" may be seen upon the door of a house nearly opposite Milton Place, which house is now occupied by the widow and daughters of Captain Gray, the discoverer of the Columbia river, and the first circumnavigator who bore the flag of our country in triumph round the world.

The voyage of the Columbia was not profitable to her owners, in a pecuniary view, but it opened the way for other adventures, which were commenced on her return. In 1791, there were seven vessels from the United States in the North Pacific, in pursuit of furs. For various reasons, the American traders so far gain-

ed the ascendancy, that at the close of the last century, with the exception of the Russian establishments on the northern part of the coast, the whole trade was in our hands, and so remained until the close of the war with Great Britain, in 1815. This trade was confined almost exclusively to Boston. It was attempted, unsuccessfully, from Philadelphia and New York, and from Providence and Bristol, in Rhode Island. Even the intelligent and enterprising merchants of Salem, failed of success; some of them, however, were interested in several of the most successful northwestern voyages carried on from Boston. So many of the vessels engaged in this trade belonged here, the Indians had the impression that Boston was our whole country. Had any one spoken to them of *American* ships, or *American* people, he would not have been understood. We were only known as *Boston* ships, and *Boston* people.

In 1801, the trade was most extensively, though not most profitably prosecuted; that year, there were 15 vessels on the coast, and in 1802 more than 15,000 sea-otter skins were collected, and carried to Canton. But the competition was so great, that few of the voyages were then profitable, and some were ruinous. Subsequently, the war with Great Britain interrupted the trade for a time; but after the peace in 1815, it was resumed, and flourished for some years. The difficulties and uncertainty in procuring furs became so serious, that in 1829 the business north of California was abandoned.

Besides the 15,000 skins collected by American traders in 1802, probably the Russians obtained 10,000 the same year within their hunting limits, making an aggregate of 25,000 in one season. Mr. Sturgis said he had personally collected 6000 in a single voyage, and he once purchased 560 of prime quality in half a day. At the present time, the whole amount collected annually within the same limits does not exceed 200, and those of very ordinary quality.

The commercial value of the sea-otter skin, like other commodities, has varied with the changes in the relation of supply and demand.

The narrative of Cook's voyage shows the value of a prime skin to have been, at the time of that voyage, \$120. In 1802, when the largest collection was made, the average price of large and small skins, at Canton, was only about \$20 each. At the present time, those of first quality would sell readily at \$150. Some seventy or eighty ordinary California skins, brought home a few months ago, were sold here at nearly \$60 each, to send to the north of Europe.

Mr. Sturgis said the trade on the coast was altogether a barter trade. It consisted in part of blankets, coarse cloths, great-coats, fire-arms and ammunition, rice, molasses, and biscuit, coarse cottons, cutlery, and hard-ware, a great variety of trinkets, &c.; in fact, everything that one can imagine. Copper has long been known, and highly prized by the Indians. The lecturer observed that he had seen pieces of virgin copper among different tribes, that weighed 50 or 60 pounds each. It was put to no use, but still was considered very valuable, and a person having a few pieces was deemed a wealthy man.

The natives had no currency. But the skin of the ermine, found in limited numbers upon the northern part of the continent, was held in such universal estimation, and of such uniform value, among many tribes, that it in a measure supplied the place of currency. The skin of this little slender animal is from eight to twelve inches in length, perfectly white, except the tip of the tail, which is jet black.

Urged by some Indian friends, in 1802, Mr. Sturgis obtained and sent home a fine specimen, with a request that a quantity should be ordered at the annual Leipsic fair, where he supposed they might be obtained. About 5,000 were procured, which he took out with him on the next voyage, and arrived at Kigarniee, one of the principal trading places on the coast, early in 1804. Having previously encouraged the Indians to expect them, the first question was, if he had "clicks," (the Indian name for the ermine skin) for sale, and being answered in the affirmative, great earnestness was manifested to obtain them, and it was on that occasion that he purchased 560 prime sea-otter skins, at that time worth \$50 apiece at Canton, in a single forenoon, giving for each five ermine skins, that cost less than thirty cents each in Boston. He succeeded in disposing of all his ermines

at the same rate, before others carried them out—but in less than two years from that time, one hundred of them would not bring a sea-otter skin.

Among a portion of the Indians, the management of trade is entrusted to the women. The reason given by the men was, that women could talk with the white men *better* than they could, and were willing to talk *more*.

When the natives had a number of skins for sale, it was usual to fix a price for those of the first quality as a standard, which required a great deal of haggling. In addition to the staple articles of blankets, or cloth, or muskets, &c., that constituted this price, several smaller articles were given as presents, nominally, but in reality formed part of the price. Of these small articles, different individuals would require a different assortment: a system of equivalents was accordingly established. For instance, an iron pot and an axe were held to be of equal value—so of a knife and a file, a pocket looking-glass and a pair of scissors.

Mr. Sturgis next alluded to the various efforts made by the Indians to obtain a more valuable article than the established equivalent. To avoid trouble, which would certainly follow if he yielded in a single instance, he said he had found it necessary to waste hours in a contest with a woman about articles of no greater value than a skein of thread or a sewing-needle. From various causes, the northwest trade was liable to great fluctuations. The laws of supply and demand were frequently disregarded, and prices consequently often unsettled. He had seen prime sea-otter skins obtained for articles that did not cost fifty cents at home, and had seen given for them articles that cost here nearly twice as much as the skins would sell for in China.

To secure success with any branch of business, it must be undertaken with intelligence, and steadily prosecuted. Men of sanguine temperaments are often led by reports of great profits made by others, to engage in a business of which they are ignorant, or have not adequate means to carry it on, and thus involve themselves in loss or ruin. These truths Mr. Sturgis deemed strikingly illustrated by the northwest trade.

While most of those who have rushed into this trade without knowledge, experience, or sufficient capital to carry it on, have been subjected to such serious losses, they were compelled to abandon it; to all who pursued it systematically and perseveringly, for a series of years, it proved highly lucrative. Among those who were the most successful in this trade, were the late firm of J. & T. H. Perkins, J. & Thos. Lamb, Edward Dorr & Sons, Boardman & Pope, Geo. W. Lyman, Wm. H. Boardman, the late Theodore Lyman, and several others, each of whom acquired a very ample fortune.

These fortunes were not acquired, as individual wealth not unfrequently is, at the expense of our own community, by a tax upon the whole body of consumers, in the form of enhanced prices, often from adventitious causes. They were obtained abroad by giving to the Indians articles which they valued more than their furs, and then selling those furs to the Chinese for such prices as they are willing to pay; thus adding to the wealth of the country, at the expense of foreigners, all that was acquired by individuals beyond the usual return for the use of capital, and suitable compensation for the services of those employed. This excess was sometimes very large. Mr. Sturgis said that more than once he had known a capital of \$40,000, employed in a northwest voyage, yield a return exceeding \$150,000. In one instance, an outfit not exceeding \$50,000, gave a gross return of \$284,000. The individual who conducted the voyage is now a prominent merchant of Boston.

In conclusion, the lecturer gave a brief account of the two great fur companies. In 1785 an association of merchants was formed in Siberia for the purpose of collecting furs in the North Pacific. In 1799 they were chartered under the name of the "Russian American Company," with the exclusive privilege of procuring furs within the Russian limits, (54° 40') for a period of twenty years, which has since been extended.

The furs collected are sent across Siberia to Kiatska, the great mart for peltries in the northern part of China, or to St. Petersburg. For a number of years the company obtained a large portion of their supplies from American vessels, giving in return seal-skins and other furs, and latterly, bills on St. Petersburg.

The treatment of the agents and servants of the company, to the Indians, has been of the most atrocious and revolting character.

The British Hudson Bay Company was chartered by Charles II., in 1669, with the grant of the exclusive use and control of a very extensive though not well-defined country, north and west of Canada. This uncertainty as to limits, led to the formation of an association of merchants in Canada in 1787, called the "Northwest Company," for carrying on the fur trade without the supposed boundaries of the Hudson Bay Company.

Those in the service of these concerns soon came in collision. Disputes and personal violence followed. At length, in June, 1816, a pitched battle was fought near a settlement that had been made by Lord Selkirk, upon the Red river, under a grant from the Hudson Bay Company, between the settlers and a party in the service of the Northwest Company, in which Governor Semple and seventeen of his men were killed. This roused the attention of the British government, and in 1821, the two companies were united, or rather, the Northwest Company was merged into the Hudson Bay Company. Previous to this, however, the Northwest Company had, in 1806, established trading posts beyond the Rocky Mountains. During the last war with Great Britain, they got possession of Mr. Astor's settlement at the mouth of the Columbia, and extended their posts on several branches of that river. These establishments being united, it infused new life, and their operations have since been conducted with increased vigor. They have now, practically, a monopoly of the fur trade, from 42° to 54° 40', on the western sea-board, and from 49° to the Northern Ocean, upon the rest of the American continent.

With the exception of the British East India Company, the Hudson Bay Company is the most extensive and powerful association of individuals for private emolument, now in existence, and their influence has hitherto prevented an adjustment of the Oregon question. Mr. Sturgis said he did not speak from mere conjecture, when he affirmed that it would have been settled months ago, upon the line suggested by him in a previous lecture before this association, and to the satisfaction of the people of both countries, but for the selfish interference of this company. Should disastrous consequences follow the delay in settling this question, it will add another to the numerous evils that have already resulted from great commercial monopolies.

The whole business of collecting furs upon our western continent, without the acknowledged limits of the United States, is now monopolized by two great corporations, the Russian and British Fur Companies.

After the peace in 1815, the British Northwest Company—partly in consequence of the monopoly of the East India Company—were compelled to seek the aid of American merchants and American vessels, in carrying on an important branch of their business. For a number of years, all the supplies for British establishments, west of the Rocky Mountains, were brought from London to Boston, and carried hence to the mouth of the Columbia in American ships, and all their collections of furs sent to Canton, consigned to an American house; and the proceeds shipped to England or the United States, in the same vessels; a fact which speaks loudly in favor of the freedom of our institutions and the enterprise of our merchants. Our respected fellow citizens, Messrs. Perkins & Co., furnished the ships, and transacted the business.

We may state, on the authority of Mr. Cowdin, that the lecture was listened to with unbroken attention and merited approbation, by a numerous and highly intelligent audience. Very many of the most prominent merchants and distinguished citizens of Boston were in attendance, among whom was the venerable Thomas H. Perkins. As a matter of "unwritten history," the lecture is indeed very valuable—inasmuch as it imparts a knowledge of the commercial enterprises of by-gone days, interesting in a high degree, and not accessible in any other form. In fact, it was just what a lecture should be—the result of large experience and practical wisdom, set forth in a clear, methodical, and comprehensive manner.

It is to be regretted that more of our prominent merchants are not brought forward in this capacity, for it is from them that the younger branches of the mercantile community derive their best lessons of the duties and responsibilities of commercial life.

Art. VI.—COAL REGION OF THE SCHUYLKILL AND WYOMING VALLEY.

THE tract of country extending from the city of Philadelphia along the banks of the Schuylkill to the Wyoming valley, embraces, probably, the most interesting part of the coal region of the Union. Constituting a section of the country distinguished for the coal and iron which lie imbedded in its hills, as well as for the enterprise that is peculiarly active in excavating them from the earth, the beauty of its scenery is no less remarkable than its mineral resources. It comprises, in fact, a principal gate, through which is transported the vast body of anthracite coal that supplies the population of the sea board; and, running through a country sufficiently fertile to afford the persons employed in the coal trade the means of subsistence, it is marked by many peculiar circumstances.

As we proceed from Philadelphia by the shore of the Schuylkill, through the Reading railway, we are conscious of entering upon an important section of the country. The spacious and elegant bridges which are thrown across the streams, the number of men who are employed in the public works, and the long trains of cars—sometimes numbering a hundred—which are drawn by a single engine, and that are continually running to and from the mines, evince the species of labor which is acting upon this part of the state. Proceeding about eight miles, we reach the thriving village of Manayunk, containing cotton and paper mills and other manufacturing establishments; Phenixville, which is distinguished for its iron-works; Norristown and Reading, two places containing a considerable population and trade, and arrive at the settlement of Mauch-Chunk, a prominent depot of the coal trade. The scenery along this track is varied and interesting, presenting, as it does, a succession of farms well cultivated by an industrious population. Although it was but the tenth of April, we noticed along the track of the railway, clusters of purple flowers springing from the cinnamon-colored rocks which are peculiar to this part of Pennsylvania.

Reaching Mauch-Chunk, in the county of Carbon, we arrive at one of the principal anthracite coal districts in this section of the country. Situated upon the west bank of the Lehigh, and surrounded by steep mountains, this little settlement exhibits in its mines of coal, its inclined planes, and in the extensive machinery which is employed in the running and transportation of that product, the leading features that mark this branch of enterprise. The southern anthracite coal-field, extending eastward from Schuylkill county, terminates in this region, while the mountains forming the edges of the coal basins upon each side are about five hundred feet above the adjacent valleys. Numerous beds of coal have been discovered in the vicinity of this place, and are worked with great success—while from one of the mines, the trains of laden cars are conveyed upon a descending railroad five miles in length, to the landing at Mauch-Chunk, where the boats are waiting to receive it. In one of the mines the coal-bed is from fifty to sixty feet thick, and lies upon the summit—being worked from the sur-

face, and by daylight. Already between one and two millions of tons of coal have been mined at this bed. From the mine to the river a railroad extends for the distance of nine miles, upon which laden trains descend, and when their burden is deposited, are themselves drawn back by mules which pass down with the trains in large cars constructed for the purpose. It is by the enterprise of the Lehigh Coal and Navigation Company, that a river not naturally favorable to navigation, has been converted into a valuable channel of canal and slack-water transportaton, and the mineral resources of the hills around this region have been thus developed, and their products brought into market.

We now reach Pottsville, an active village, which constitutes the centre of the coal trade of this quarter. It is the grand depot of the coal that is mined in the immediate vicinity of the town, as well as the place of shipment for that which is transported to this point by the numerous branching railroads leading to this place from the mines of the surrounding hills. Numerous small villages are scattered through the region, which are inhabited in a greater part by miners, and which are sustained by the coal trade. The population of this section of the mining district has in fact been much increased since the opening of the mines—not only by immigrants from the neighboring counties, but by settlers from England and Ireland, as well as Scotland and Wales. Pine Grove, on the Swatara, at the head of the navigation of the Union Canal Company, is moreover a place of considerable importance, inasmuch as a large quantity of coal is shipped at that place from the Swatara region.

We are informed that more than six hundred thousand tons of anthracite coal are transported from this part of our country each year, and that twenty thousand tons more are consumed within the county, notwithstanding that it is only since the year 1825 that mining was here commenced for shipment. It is also estimated that a population of sixteen thousand is scattered through the coal region, and that fifteen hundred persons are employed in the transportation of coal upon the railroads and canals, who do not reside within the county, so that the entire population here depending upon the coal trade, amounts to about seventeen thousand five hundred. There are also here about seventeen hundred miners; two thousand mules employed in and about the mines, and in propelling the boats which are required in the transportation of coal, besides fifteen hundred drift cars, two thousand railroad cars, and eight hundred and fifty boats are also engaged in transporting the coal to the landings and to the market. There is, moreover, a difference in the mode of working the several mines, some being situated above water-level, and requiring no engines; while others being below, require steam-engines for the purpose of pumping out the water, and in raising the coal. More than four millions of dollars are here invested in works connected with the coal trade; there are more than a hundred miles of railroad constructed by companies, and by individuals, besides a total amount of forty miles extending under ground from the mines to the open light of day. Beds of iron ore have likewise been discovered in this vicinity, which are worked with a good degree of success. In order to show the character of the coal trade from this region, we subjoin a table exhibiting the amount of the coal received in Philadelphia from the mines during a single week in the month of April of the present year, upon the Reading railway:

The amount of anthracite coal transported on the Reading railway, during the week ending the 16th inst., inclusive, was as follows, viz :

From	Tons.	Cwt.
Pottsville,.....	4,432	12
Schuylkill Haven,.....	9,463	19
Port Carbon,.....	6,102	16
Port Clinton,.....	1,475	10
	21,474	17
Total,.....	21,474	17
Previously this year,.....	186,948	11
	208,423	08
Grand total,.....	208,423	08

The shipments from the Lehigh mines, for the week ending on Saturday last, were as follows :

From	Tons.
The Lehigh company's mines.....	918
Rhume Run,.....	1,364
Beaver Meadow,.....	768
Hazleton,.....	349
Buck Mountain,.....	117
	3,516
Total,.....	3,516

In advancing from Hazleton to the valley of Wyoming, the face of the country becomes more mountainous ; and in its dense forests, and deep pools, amid the shadows of the hills, filled with standing trees, it exhibits the aspect of frontier life. Log-houses, those distinguishing marks of a new country, are scattered along the track of the road ; and with the aspect of a German population who are moral and industrious, you can scarcely evade the impression that you are passing through a section of the west.

As we advance nearer to the valley of the Wyoming, the face of the scenery becomes more rugged ; extensive tracts of pine, which furnish lumber to a considerable amount, skirt the roads—and blue mountains, like distant clouds, begin to swell upon the horizon. Sometimes in descending the summit of a mountain, a broad valley spreads out before the eye its enclosed farms, which seemed, from the mingled contrast of the emerald and brown of early spring, like a piece of mosaic, in the midst of which, the white farm-house appeared like specks of snow. Crossing occasional railroad tracks leading from the mines, and ascending and descending hills, we now reach a rocky hill, which seems like a mighty fortress, from which clouds of blue landscape appear to bound the sight ; and descending this mountain over rough fragments of the rock, composing the road, we enter Wilkesbarre, in the valley of Wyoming.

The beauty of this valley has been reflected across the Atlantic, and poetry has painted it in glowing colors, which we deem hardly exaggerated. It here presents the aspect of an insulated plain, bordered on each side by mountains, and watered by the Susquehanna, which flows through the centre, exhibiting less of the sublime than the beautiful. The light blue sky which always characterizes mountain scenery, depending upon the purity of the atmosphere, the mountains themselves, with the shadows

ever moving over their summits, the winding current of the river, and the settlements of the valley, which, from the lofty and distant hills, seem like the block cities of the nursery—exhibit an effect which cannot easily be described. As the sun descended it did not gild the mountains, but sank below the horizon like an orb of fire, leaving in its track masses of rosy clouds, which gradually melted into hues of amber—and those in turn faded away into a lighter colored atmosphere. The sun had scarcely resigned his dominion and left the world in darkness, when lines of light began to appear in the east, and through a pyramid of pearly clouds up rose the moon into a serene sky, like a globe of living silver. Whether it was the purity of the air, the serenity of the scene, or other causes which produced the effect, we know not, but it was a scene (we say it with reverence,) almost of celestial beauty. The landscape in the neighboring region is decorated with several lakes and cascades, and the mountain streams abound in trout, and the forests in deer, and other game, for those who have leisure for such amusements.

In the vicinity of Wilkesbarre, are several coal mines; one belonging to a Baltimore company, which has been worked with success. An opportunity was soon presented by which we were enabled to visit one of those mines. Entering the mouth of a mine, like a tomb, or rather a tunnel, with a guide who holds a lantern, you advance along a railroad track through an arched passage which at some points was lined with timber. Proceeding a short distance, we noticed through the crevices of the boards which at this place bordered the sides, a light; and looking through them, we perceived a number of miners with lights fastened upon their caps, working in what is denominated a chamber. Advancing to the distance of an eighth of a mile, we came to the end of the passage, where we found other miners with lights also in their caps, who were employed in blasting rocks of coal which were imbedded in the mines. Scarcely had we reached this point, when a mule peered through the darkness along the track of the railroad, drawing a car, his way being enlightened by a lamp that was fastened between his ears. Thus it is that the millions of tons of coal transported from this quarter are excavated from the mines. Railroads extend from the principal mines to the canal; the products of the coal districts of the Wyoming and Lackawanna valleys being exported to Rondout, situated upon the Hudson river.

We have presented a brief sketch of this coal region of Pennsylvania, because it constitutes a most interesting portion of the coal district, and because the coal trade has already grown to vast importance. This product, it is well known, has attained to extensive use throughout the Union. It is employed more or less for domestic purposes, from the banks of the Penobscot to the city of Charleston, and from the shores of the Lakes to the mouth of the Mississippi, embracing not only the large cities upon the seaboard, but the innumerable intermediate villages of greater or less size. It is moreover beginning to be extensively employed in steam navigation and in foundries, and for the smelting and working of iron. The two prominent staples, coal and iron, in which this section of Pennsylvania abounds, are the most valuable mineral products, in their bearing upon national wealth; and the circumstances connected with the coal trade must be interesting to those who desire to become acquainted with the practical operations of this branch of enterprise.

ART. VII.—TRADE AND TONNAGE OF THE NEW YORK CANALS.

THE following tables are compiled from the annual report of the commissioners of the canal fund, on the trade and tonnage of the New York canals.—(Senate Document, No. 59, for 1846.)

These tables plainly show that there is an increase in the annual number of lockages on the Erie Canal; a rapid increase in the tonnage of products of the forest, and in the total tonnage of the canals.

TABLE I.

SHOWING LOCKAGES, &C., ON THE ERIE CANAL.

Year.	Number of lockages at Alexander's lock, 3 miles west of Schenectady.	Average for each period of 5 years.	Number of boats arrived at, and cleared from, Albany and Troy.	Average for each period of 5 years.
1824,.....	6,166		8,760	
1825,.....	10,985		13,110	
1826,.....	15,156			
1827,.....	13,004			
1828,.....	14,579	14,006	23,662	22,000*
1829,.....	12,619		21,490	
1830,.....	14,674		23,874	
1831,.....	16,284		26,882	
1832,.....	18,601		25,826	
1833,.....	20,649	20,849	31,460	30,659
1834,.....	22,911		32,438	
1835,.....	25,798		36,690	
1836,.....	25,516		34,190	
1837,.....	21,055		31,082	
1838,.....	25,962	24,751	32,120	31,946
1839,.....	24,234		31,882	
1840,.....	26,987		30,456	
1841,.....	30,320		33,782	
1842,.....	22,869		32,840	
1843,.....	23,184	27,009	32,826	35,665
1844,.....	28,219		38,786	
1845,.....	30,452		40,094	

From an inspection of the above table, it is evident that the number of lockages is increasing, although the capacity of the boats now is double what it was in 1838.

TABLE II.

SHOWING, IN TONS, THE TOTAL MOVEMENT OF ARTICLES ON ALL THE CANALS, FROM 1836 TO 1845.

Year.	Products of the forest.	Agriculture.	All other articles.	Total.
1836,.....	755,252	225,747	329,808	1,310,807
1837,.....	618,741	208,043	344,512	1,171,296
1838,.....	665,089	255,227	412,695	1,333,011
1839,.....	667,581	266,052	502,080	1,435,713
1840,.....	587,647	393,780	434,619	1,416,046
1841,.....	645,548	391,905	484,208	1,521,661
1842,.....	504,597	401,276	331,058	1,236,932
1843,.....	687,184	455,797	370,458	1,513,439
1844,.....	864,373	509,387	442,826	1,816,586
1845,.....	881,774	555,160	540,631	1,977,565
Total 1st five years, from 1836 to 1840, inclusive,.....	3,394,310	1,348,848	2,023,714	6,666,873
Total 2d five years, from 1841 to 1845, inclusive,.....	3,583,476	2,313,525	2,169,181	8,066,182

* Estimated, as there are two years uncertain, viz: 1826 and 1827.

TABLE II.—Continued.

	Prod. of forest.	Agriculture.	All oth. artic.	Total.
Av. p. ann. from 1836 to 1840, inc..	658,862	269,770	404,743	1,333,374
Av. p. ann. from 1841 to 1845, inc..	716,695	462,705	433,836	1,613,236
Increase in five years,.....	57,833	192,935	29,093	279,862
Increase per annum,.....	11,566	38,587	5,819	55,972

From the above, it is evident that the tonnage of the canals is rapidly increasing at an average rate of about 56,000 tons per annum. It is also evident that the tonnage of products of the forest is increasing at an average rate of over 11,000 tons per annum.

TABLE III.

SHOWING THE TONNAGE ARRIVING AT TIDE WATER.

Year.	Products of the forest.	Agriculture.	All other articles.	Total.
1836,.....	473,668	173,000	49,679	696,347
1837,.....	385,017	151,469	75,295	611,781
1838,.....	400,877	182,142	57,462	640,481
1839,.....	377,720	163,785	60,623	602,128
1840,.....	321,709	302,356	44,947	669,012
1841,.....	449,095	270,240	54,999	774,334
1842,.....	321,480	293,177	51,969	626,727
1843,.....	416,173	346,140	74,548	836,861
1844,.....	545,202	383,363	102,830	1,031,395
1845,.....	607,930	447,627	149,386	1,204,943
Total, 1st five years, from 1836 to 1840, inclusive,.....	1,958,991	972,752	288,066	3,219,749
Total 2d five years, from 1841 to 1845, inclusive,.....	2,339,880	740,547	433,732	4,514,159
Average per annum, 1st five years, from 1836 to 1840, inclusive,.....	391,798	194,550	57,601	643,949
Average per annum, 2d five years, from 1841 to 1846,.....	467,976	348,109	86,746	902,831
Increase in five years,.....	76,178	153,559	29,145	258,882
Annual increase,.....	15,235	30,712	5,829	51,776

From the above, it is evident that the total tonnage arriving at tide water, is rapidly increasing, at an average rate of about 52,000 tons per annum. It is also evident that the tonnage from products of the forest, arriving at tide water, are increasing at the rate of about 15,000 tons per annum.

Owing to the deposit of sediment from the small streams running into the canal, and various other causes, the capacity of the canal was so much reduced, that, in 1838, the average load of boats with *down* freight, was but thirty tons.—(See p. 438, vol. xii., Merchants' Magazine.)

In consequence of bringing into use some of the completed work of the Erie Canal enlargement, and improving the remaining part of the canal, its capacity has been so increased, that the average load of boats with *down* freight, in 1845, was over sixty tons.

This increase of load is, in some degree, owing to improvements in the construction of the boats, but mainly to the great improvements in the canal itself.

The effect of this increased capacity of the boats has been to reduce the cost of transportation about 30 per cent below what it was in 1838.

H. J.

New York, May 15th, 1846.

Art. VIII.—THE SUB-TREASURY.

THE act of Congress for establishing a sub-treasury, has passed the House of Representatives by a great majority; indeed, two-thirds of the members voted for it. It was carried by this great majority, upon the ground of being a substitute for the United States' Bank, and as the evidence of hostility to such an institution. Its passage has been delayed in the Senate, from an apprehension of some of the more intelligent members of the ruling party, that it would produce such a convulsion in the currency as would impair and jeopardize their influence. It is, indeed, too true. If it passes, it will not only operate most unfavorably upon the influence of the party, but produce a degree of embarrassment and distress equal to that which was experienced in 1839. It would operate with the greatest pressure upon the city of New York. Nearly three-quarters of the revenue of the United States is collected in that city. Here the specie must be collected for accumulation in the vaults of the sub-treasury. Suppose the law to be now in operation, what would be the situation of the banks of the city and state? The government has now on hand a surplus of twelve millions of dollars, which, by the operation of the law, must be locked up, in specie, in their vaults. The immediate consequence would be the suspension of specie payments by the banks, or the bankruptcy of the whole body of the merchants. Are the merchants generally aware of this? If there are but eight millions of specie in the city of New York, as the bank returns show, how is it possible for the government to hoard this immense sum of twelve millions in their vaults, without producing such a revulsion as we have never known? Suppose that, in consequence of the great emigration from Europe to this country, the fever of speculation should arise for the public lands, as in 1837. This sum would be more than doubled, and even thirty millions of specie might be collected in the vaults of the sub-treasury. That this is not an improbable statement, it is only necessary to recur to the fact that, only a few years since, about thirty millions did accumulate in the banks, to the credit of the United States, which was divided and distributed among the states according to federal representation. Can any one foresee the general calamity and ruin which would arise from such arbitrary interference with the currency of the country? What is the occasion for it? Not that the public funds are insecure; no loss, under the present system, has been sustained. Every bank, and every individual, gives to the Secretary of the Treasury such public stocks as are satisfactory. It is the watch-word of party, alone, which, in the excitement arising from it, has carried the bill so far.

The inquiry will be made, why this sub-treasury law will be so embarrassing to the country, when it had been in operation nearly a year, with no apparent influence, and repealed by the Whig administration in 1841. The reason is clear. The government had no funds on hand. It did not pay its debtors with punctuality. It possessed no specie to hoard in a sub-treasury.

What is the course pursued by France and England, the two most enlightened nations in the world? These nations more nearly approximate to the United States in commerce, intelligence, population, and free institutions, than any other nations. Both these great nations, after passing through many revolutions in government as well as currency, have settled

down upon banks of deposit and circulation. One great advantage is, that it enables the government, if the public exigencies require it, to accumulate surplus revenue, without any undue interference with the currency of the country. Sub-treasuries are used in Turkey, and most of the despotic governments of Asia. Gold and silver are exclusively used by those nations that possess no credit. It is the peculiar feature of modern civilization, that bills of exchange and bank bills are used as a substitute and representative of specie. The effect has been to give those nations which have most judiciously exercised this attribute of sovereignty, a great ascendancy in the commerce of the world. Indeed, England, partly from this cause, possesses a commerce far exceeding, in richness and extent, any known, either in ancient or modern times.

What are the advantages of the sub-treasury over the existing system? It has no advantage. In respect to security, it is fully equal. The Secretary of the Treasury does not deposit a dollar with the richest bank in the country, without security. He requires either United States' stock, or stocks of the most solvent states, as collateral security. If, from political causes, at any future period, these stocks should decline in value, the same causes would affect the security of specie deposited with a sub-treasurer. What are its disadvantages? They are great, and without anything to counterbalance them. In the event of an accumulation of specie in the sub-treasury, such as we have now on hand, and it may be twice or thrice the sum, we shall have a general embarrassment and insolvency throughout the country. If the whole of the specie of the city of New York is required to be placed in the vaults of the sub-treasury, how can the banks continue specie payments? The only alternative is a general stoppage of payments by the merchants, or a stoppage by the banks. If the latter, we shall have a depreciated paper currency, such as actually occurred in the last war with England, and, more recently, in 1837, from an excess of importation of foreign goods. Such an event would be a calamity; a depreciated currency demoralizes a people; it paralyzes their industry. In the transition of the banks in 1816 and 1838 to a resumption of specie payments, thousands upon thousands have lost the fruits of the labor of years. A paralysis of the currency, such as the sub-treasury may produce, would affect every individual in the country. Credit is more general in this country than any other. It arises from our prosperity.

In Europe the lower classes have little interest in the government, and are not much affected by its provisional measures, as they do not look beyond the situation in which they are placed. In this country the humblest individual looks forward to an improvement of his condition. Such has been the situation of the country, arising from the many millions of the richest lands unoccupied, and an exemption from all taxes, except the necessary expenses of government, that any one possessed of health and industry can attain a moderate share of independence. Credit is therefore universal in the cities, as well as the interior. The pioneer who purchases his six hundred acres of land in the wilderness, is in credit in proportion as much as the most opulent merchant in the city. The sub-treasury would affect him most sensibly, as the currency would be affected.

The judicious exercise of this distinguishing mark of modern civilization, the use of bills of exchange, and banks of deposit and circulation, has produced the same effect here that it has in Europe. No nation in Europe

has advanced so much in population, commerce, manufactures, and agriculture, as the United States since the declaration of independence. One of the principal causes is the universal system of credit which prevails throughout the country. This places the poor man in a great degree on a par with the rich man. It stimulates the industry of our people, and has contributed greatly to our prosperity. Indeed, the advantages which we possess over the inhabitants of Europe, by our hundreds of millions of unoccupied lands, and exemption from onerous taxes, would be neutralized without credit to avail ourselves of these. This is afforded by banks of circulation and deposit.

There is a popular illusion prevalent with regard to a Bank of the United States—that it is aristocratic, and promotes the interests of the rich, instead of the poor. So far from it, banks are essentially the poor man's friend. By the assistance of a bank, a person of limited means and a good character may have as fair a position for the transaction of business as the richest man in the community. The credit which is obtained from them is diffused through all the classes of society. The farmer and mechanic, if they do not receive it from the bank, receive it indirectly from those who do. This enables the one to add to his agricultural improvements, and the other to his stock of manufactured goods, which increase the aggregate amount of the productive industry of the country. Like the "choicest of heaven's gifts," they are liable to abuse, and have been abused in this country. But the abuse of what is useful is no argument against its use.

H. S. R.

Art. IX.—MARITIME LAW—NO. XI.

RESPONDENTIA LOANS.

A RESPONDENTIA contract is a marine hypothecation, whereby a certain sum of money or goods are loaned on the pledge of the cargo of a ship or some part of it, on a voyage at sea, with the condition that if the cargo or merchandise perish, or be lost by the perils of the sea, during the voyage, or the continuance of the time stipulated, the party advancing the loan shall have no recourse for his principal or premium against the person of the borrower, or his goods, estate, or any right to recover further than the proceeds of such part of the cargo or merchandise as may be saved, deducting salvage expenses, or the damages the goods may receive on the voyage, by the perils of the sea.

In case of the safe arrival of the cargo at the place designated, or its safety during the time stipulated on the loss or damage of it by the acts of the borrower, his agents or servants, the lender shall be entitled to the repayment of the loan, with a maritime interest, for the risk he has run of losing the whole of his loan by the perils of the sea.

The difference between a bottomry and respondentia loan consists in the fact that one is a loan upon a ship, the other upon the goods or merchandise laden, or to be laden, on board. The money is to be repaid to the lender with maritime interest, upon the safe arrival of the ship in one case, and of the goods or merchandise in the other. In other respects these contracts are nearly the same, and are governed by the same principles. The ship and her tackle are liable, and the person of the borrower, in the first case; and in the latter case the lender will hold a lien

on the goods, and an action against the borrower for the repayment of the loan, and maritime interest in case the goods are not lost by the perils of the sea. But a loan upon goods for an outward voyage alone, does not always give the lender a lien upon the goods purchased for the homeward voyage. Indeed, it never does, unless the goods have been purchased with the proceeds of the outward cargo, and on the account of the owner of the outer cargo.

A *respondentia* loan, like that of *bottomry*, differs materially from a simple loan with a mortgage given as security for the repayment of the debt. In a loan, the money is at the risk of the borrower, and must be paid at all events; but in a *respondentia* loan, the money is at the risk of the lender, during the voyage, or the time stipulated. Upon a simple loan and mortgage, the legal interest can only be recovered, while upon a *respondentia* loan, any interest may be legally recovered which the parties may agree upon; yet to obtain a maritime interest, the contract must be in writing, and it is essential to this contract that the marine interest be in writing, and the rate mentioned in it. It is the essence of this contract that the money loaned, or something equivalent to it, be exposed to the perils of the sea, at the risk of the lender alone; and by the marine law, as it is found in all commercial countries at the present day, the borrower will be held to prove and justify himself that he really had goods and merchandise on board the ship, designated in the contract for the voyage, or at the time stipulated, to the full value of the loan, and exposed to the perils of the sea, otherwise the contract will be paid as a *respondentia* agreement, and the borrower will be held liable to return the money loaned with maritime interest, though the goods are lost by the perils of the sea. As a general rule money may be lent in *respondentia* on any object which may be subject matter of insurance, and the loan is usually followed by a hypothecation of goods, chattels, and freights, as security for the loan. But money may be borrowed on *respondentia* without hypothecating anything; the borrower may, and often does, take the money on board with him in specie or bills of exchange, in order that he may employ it in trade in the course of the voyage. This form of the loan was called in the Roman law *PECUNIA TRAJECTITIA*, and seems to have been the manner in which the original contract of *respondentia* grew into existence among the ancient Romans. Another form of *respondentia* loan is, when a person who is about to undertake a voyage, borrowed money to purchase a cargo, and gives a hypothecation on it for the repayment of the loan, which was made to depend on the safe arrival of the goods at the port of destination. This loan was called, in the ancient civil law, money loaned *maritima usura*. The loan was on the outward cargo of the vessel, and was often made to cover the homeward cargo where it was the property of the borrower. When it was upon the merchandise for the outward voyage, this alone was hypothecated. The lender in most cases had only the personal security of the borrower for the repayment of the loan, as the merchandise was sold or disposed of in a foreign country. This form of contract exists with us at the present day, and the lender will have only the personal security of the borrower for the repayment of the loan, and maritime interest, unless he take a bill of lading or an assignment of the cargo hypothecated, with the right to receive the proceeds of the goods as security when they arrive at the place of destination on the outward voyage.

The ancient Greek merchants at Athens, in the days of Demosthenes,

the orator, often loaned money on goods for a fixed time, or for a voyage to a particular place or country. If it was lent only for a voyage outwards, the principal and interest became due at the place of destination, either to the creditor himself, or his agent or servant, who oftentimes went along in the ship laden with the goods hypothecated to receive the money at the place of destination, as well as to watch the conduct of the master and crew on the voyage. When the contract was for the voyage both inwards and outwards, the payment was made after the return. In these agreements, there was generally a double security; the debtor being bound in goods to twice the amount of the loan, without being able to raise other money upon them. In an agreement for voyages both inwards and outwards, if the goods given in security were sold, fresh commodities of equal value were to be reladen on board for the homeward voyage—these goods became hypothecated in law to the lender. Until the time of the repayment, the creditor was bound to leave the security untouched if it was safe, and at the expiration of the loan, the debtor was obliged to surrender the whole security, or make payment of his loan and interest, or suffer a heavy punishment for the violation of his contract. The agreement of bottomry was made binding by means of an instrument in writing, styled a nautical contract, called *nautike sungraphe*.

We will now refer to another form of respondentia contract, recognized in the tribunals of commerce and admiralty in all countries at the present day. This is properly a forced loan which grows out of the necessities of trade on a voyage of a ship in a foreign country, or in a place where the owners do not reside.

Ships and vessels, while on a voyage, may be driven into ports in foreign countries by stress of weather, pursuits of pirates, or enemies, and it often becomes necessary under such circumstances, to hypothecate the cargo, or sell it, or some portion of it, to pay the expenses of the ship while detained on the voyage, or in foreign countries. The application of the cargo or property of the shipper to the necessities of the voyage, is called a FORCED LOAN, and the owner, whose property has been thus taken or sold to raise money for the repairs of the ship, or to supply her with necessaries on the voyage, by way of a forced loan, has the right, by the maritime law, to look to the security of the ship, as well as the individual responsibility of the ship-owner, for remuneration.

This species of contract involves the question of the power and duties of masters of vessels in cases of necessity, while abroad. The master is often necessitated to execute several bottomry contracts, as he may be compelled, by the perils of the sea, to put into more than one port on the voyage. First—he should endeavor to raise money on the personal responsibility of the owners of the ship. Second—if he cannot procure the necessary funds for the voyage in this manner, he may hypothecate the ship and freights to raise the money, and if the ship and freights are conceived insufficient for the bottomry loan, the master is authorized, in addition, to pledge the cargo. Third—not being able to raise money in this last form of the contract, he may, in cases of necessity, sell the cargo, or a portion of it, to effect the object. Necessity in this case creates the law; it supersedes the rules which govern men in ordinary cases of commercial transactions. Whatever, under all the circumstances, is reasonable and just, in such cases, is likewise legal.*

* Jacobson's Sea Laws, p. 369.

By the ancient laws of *Wisby*, it was provided that whenever the master of a vessel on a voyage was forced to sell any portion of the cargo of the ship, for want of money or victuals, the ship became hypothecated for the goods sold until satisfaction was made, though another master had been in the meantime appointed in the ship, and the ship had been sold, and put into the hands of a new owner.*

The same principle is found practised in the maritime codes of all nations in case of jettisons, and sacrifice of portions, or the whole of the cargo, of a vessel on a voyage, to preserve the remainder, or the ship, from loss by the perils of the sea. The doctrine of contributions has been acknowledged from the earliest periods of maritime trade and commerce.

The ancient Rhodians made laws on this subject. These were followed by the Greeks and Romans. Indeed, all persons whose goods have been sacrificed, or damaged, or suffered charges for the common good, or safety of the ship or cargo, ought to be indemnified. Justice requires that equality should take place by contributions among all those interested, and who have been in danger of losing all, where some have saved what was in risk only because others sacrificed theirs for the common benefit.†

These should make recompense by contribution. Hence arises the doctrine of marine averages. It is also upon the principles above stated that the master of a ship, who has paid off material men and artificers with his own money, for the necessary repairs of the ship on the voyage, is substituted, in point of claim, to the rights of such artificers and material men. The law protects him by a hypothecation upon the ship, her tackle, apparel, and furniture, because it became his duty to extricate the vessel entrusted to his care.‡

In such cases the law gives the master an implied hypothecation upon the vessel and her freights, for the repayment of the money advanced for the necessities of the voyage. And if a cargo has been sacrificed for the necessities of the ship, reason and justice can do no less than give the owner a lien upon the vessel for security of the money due; nevertheless, this form of *respondentia* or *bottomry* contract does not carry maritime, but only legal interest. The owners of the vessel will be personally liable to refund the money due; and, indeed, in all cases where the master or the crew sell, embezzle, or destroy the cargo, the owners will be held responsible, because all persons employed in the navigation of a vessel are the direct servants of the owners of the ship, in different grades of authority.§

A marine hypothecation is a right in a thing constituted for security of the creditor, and partakes of the nature of the sale or vendition of the thing hypothecated to the creditor to answer a loan upon the security of it. The creditor becomes part owner to the extent of his loan, and for the repayment of it, while the debtor may be said to retain the dominion of the property.

The ancient authorities in the civil law advance the proposition that nothing can be hypothecated which cannot be the subject of a sale.||

* Laws of *Wisby*, article 45.

† *Domat Civil Law*, *Libre 2*, title 9.

‡ *Wendell*, p. 315; *Van Brockelin, vs. Ingersoll*.

§ 4 *Louisiana Reports*, p. 340; *W. L. Jordon, vs. White*.

• || *Pothier on Hypothecations*, tome 20, p. 194.

When property is hypothecated to secure a loan of money, or goods, the lender acquires an interest in it to the extent of his loan, and he is now regarded in law as a part owner or proprietor. The borrower is considered as his agent, to the extent of the loan, to see that the thing hypothecated is preserved; (the perils of the sea alone excepted.) The borrower, however, uniting in himself the character of an agent, still is a principal party to the agreement, and he assumes to act in good faith, and to do all things possible to effect the objects of the voyage, and to preserve the property hypothecated from damage and loss.

The ancient ordinances of Bilboa* declared, in setting forth the forms of bottomry and respondentia obligations, that the lender and borrower were equally sharers and interested in the assignation of the goods, to run the risks in the ship; and in case of total loss, the borrower was to remain free of his goods, estate, and person, for the repayment of the loan. But in case of shipwreck, and a part of the goods hypothecated were saved, then the lender was to inherit what should be saved for the sum of the loan, and the borrower for what they were worth beyond the loan, and no more; both parties remaining sharers and partners to the intent, that, abating salvage expenses, the remainder, nett, shall be parted and apportioned in loss and gain, according to the company's account.†

A. N.

MERCANTILE LAW CASES.

MARINE INSURANCE ON SPECIE AND MERCHANDISE.

In the Supreme Judicial Court of Massachusetts, Judge Hubbard presiding. *Daniel Deshon, vs. The Merchants' Ins. Co.* Same, *vs. The Tremont Ins. Co.*

At the March term of this court, 1845, certain points were decided in these cases, and new trials ordered. At the last November term they came up for trial, before Shaw, C. J. The first is an action upon a policy of insurance, made by the Merchants' Insurance Co., dated 28th June, 1843, by which they insured \$3,000 on merchandise, and \$3,000 on specie, on board the schooner *Drusilla*, at and from Boston to port or ports in Hayti, also, on the same property, or investments thereof, on board said schooner at and thence to Boston. The policy purported to insure the said *Deshon* "for whom it may concern, payable to the said *Deshon*." The policy in the other case is so similar that it is not necessary to specify it more particularly. The actions by consent were submitted to the jury together.

The plaintiff had amended his declaration, so as to set out the policy, as made for whom it might concern, and by filing counts, setting out a joint interest with *Hutchings*, a separate interest in himself, and a separate interest in *Hutchings*. The policy, notice of loss, and abandonment, were not contested. Proof of loss was offered, to show a destruction of the property by fire a few days after the vessel sailed.

1. To prove the plaintiff's interest, he called as a witness *David D. Stackpole*, a clerk in the plaintiff's employment, in June, 1843. He verified the invoice of the cargo shipped on board, and the bill of lading; and proved the purchase of the merchandise by *Deshon*, which composed the cargo, and the shipment of the same, together with \$3,000 in specie, on board the vessel, on the 30th June, 1843. He also testified to a letter, signed by *Hutchings*, and addressed to *Deshon*, dated 28th June, 1843, requesting him to procure and ship a cargo, on his account, to have a commission of 2 1-2 per cent, and the same for guaranty, to consign the cargo to his own friends, to return the proceeds in coffee, and insure the vessel.

* See Ordinances Bilboa.

† 2 Story's Equity, p. 505.

This letter was written by the witness, after the vessel sailed, and signed by Hutchings, to be left with Deshon. The object, as the witness stated, was to have something to show the character of the transaction.

Stackpole, being inquired of, what was the contract between Deshon and Hutchings, the owner of the vessel, as to the purchase and shipment of this cargo, it was objected that parol evidence ought not to be admitted, to prove the contract, because it was proved in writing, as contained in the invoice, bill of lading, and letter of Hutchings to Deshon, and also a letter of instruction given by Deshon to the master of the vessel; but the objection was overruled, and the witness further testified as follows:—"I heard the bargain; Mr. Hutchings wished Mr. Deshon to purchase a cargo and ship it in his own name, and assign it to his friends in Port-au-Prince, the proceeds to be invested in coffee, and come back to his (Deshon's) address. The return cargo was to include the proceeds of the outward cargo, and of the specie. Mr. Deshon was to have the possession and control of the cargo, and Hutchings to be interested in the profit or loss of the voyage; he was to receive all profit over and above the cost and charges, and his (Deshon's) commissions; and he was to sustain the loss, if any occurred. The captain was to be under Mr. Deshon's directions, as to the sale of the property in Hayti, and he (Deshon) purchased and selected the cargo here. He purchased the whole cargo, and paid for it. Hutchings agreed to place a certain amount of money to go with the cargo, to be invested in a return cargo as above stated, as collateral security, and to indemnify Deshon against any loss which might arise. Mr. Deshon did in fact furnish part of the specie placed on board, and it was afterwards made up by Hutchings, after the vessel sailed, and placed to his credit in account."

In reference to this objection, the documents and letters referred to, were to make part of the case, and if, in the opinion of the whole court, the parol evidence ought not to have been admitted, the verdict was to be set aside, and a new trial granted.

2. It appeared by the testimony of a witness called by the plaintiff, and master of the vessel, that all the water on board was stowed on deck. It was contended that the vessel was on that account unseaworthy. It was ruled that it was the duty of the owners to have on board a sufficient quantity of fresh water, well secured, otherwise the vessel was not seaworthy; that the fact of all the water being stowed on deck did not necessarily render the vessel unseaworthy; but that it was a question of fact for the jury upon the evidence, taking into consideration the number of the crew and officers, the destination of the vessel, the length of the voyage, the quantity of water on board, and the manner of the stowage, whether the vessel was seaworthy for the voyage; and as to the burden of proof, it was ruled, that it was matter of defence, that the vessel was unseaworthy on this account, and must be proved by the defendants.

3. The main ground of defence was, that the loss was not a fair loss; that the vessel was designedly destroyed by the procurement and connivance of Hutchings, the owner, for whose account, in whole or in part, these policies were made. Evidence, particularly the testimony of one Edward Thomas, was offered upon that subject, taken by deposition. He was offered as a witness who would appear not to be entitled to full credit; but who would be, to some extent, corroborated and supported, so as to have weight with the jury. When the eighth interrogatory and the answer thereto were about to be read, they were objected to by the plaintiff, on the ground that, if it was proposed to prove by him, that he had made certain statements in regard to the probable loss of this vessel, before the event happened, with a view to sustain his credit by his own testimony before it was impeached, this was not admissible. Whereupon it was decided that this question and answer could not be read at that stage of the trial. If it should become a material fact, that the witness declared his knowledge to other persons, and such persons should be called to testify to it, this decision would not preclude such evidence, when offered. It might stand on a different footing. The evidence was now offered to support the witness's own credit, for which purpose it was inadmissible. To this the defendant excepted.

A verdict was thereupon taken by consent for the plaintiff, in the case against

the Tremont Insurance Company, for the sum of \$—, and against the Merchants' Insurance Company, for the sum of \$—, subject in both cases to the opinion of the whole court, upon the correctness of the points thus decided; and in case the decision should be in favor of the plaintiff, these verdicts were further subject to be amended by the report of an assessor, if the amount should not be agreed upon by the parties; or the amounts for which the plaintiff should be entitled to judgment, were to be ascertained by the court, without an assessor, if they should see fit, the verdicts amended accordingly, and judgment rendered thereon for the plaintiff;—otherwise the verdicts to be set aside, and new trials granted.

Rufus Choate and Henry H. Fuller for the plaintiff. C. P. and B. R. Curtis for the defendants.

Hubbard, J., delivered the opinion of the court. (1) With regard to the first point, the letter of Hutchings was not a contract in itself, but was merely evidence, tending to show a contract, and for that purpose to be taken in connection with other evidence, documentary or verbal. The testimony of Stackpole was not, therefore, evidence to explain a written contract, and was rightfully admitted. (2) The question of seaworthiness in this case was properly left to the jury. Seaworthiness was implied, when there was no evidence to the contrary. When unseaworthiness was relied upon, in defence to an action on a policy of insurance, it must be proved. It might be proved by a variety of facts, and by inference as well as by direct facts. The mere fact that all the water on board was stowed on deck, was only a fact tending to show unseaworthiness, but did not, of itself, render the vessel unseaworthy. The statute of the United States imposed a penalty for not having a sufficient quantity of water stowed below; but that did not render the vessel unseaworthy in case the statute was not complied with. The question of unseaworthiness was simply a question of fact for the jury to pass upon. (3) With regard to the interrogatory which was put to Thomas, it was very clear that he could not be permitted to strengthen his own testimony, by adding that he had told others the same story. If this species of testimony were admitted, it would lead to great mischief. But if other witnesses had been called, and they had been asked whether he had told them the same story, that would rest on different ground. It would present a question which did not arise in the present case, and which did not therefore become necessary now to decide.

Judgment for the plaintiffs on the verdict; it being intimated by the counsel on both sides that there would be no disagreement as to the amount.

LIABILITY OF COMMON CARRIERS.

In the Commercial Court, New Orleans, Louisiana, Samuel A. Aby, vs. Steamboat Paul Jones, Captain Walworth, *et al.*

Walworth and others are owners of the steamer *Paul Jones*, which plies between New Orleans and Vicksburg, and the intermediate places, as a weekly packet. On the 16th of January, 1846, the clerk of Muir & Patterson took to the boat two packages, containing sovereigns, one to the value of \$1,600, addressed to Pierson & Hume, of Grand Gulf; and the other, to the value of \$404 21-100, addressed to the plaintiff Aby, at the same place, and requested Giles, the clerk, to put them in his iron chest and deliver them according to these directions. The clerk of the boat took charge of them accordingly. They were received by the clerk of the boat in his office, where he was signing bills of lading, and transacting other business of the boat. The boat arrived at Grand Gulf late in the night. There is usually an agent of the boat at that place, but he was absent on that occasion. Neither of the parties to whom the packages of money were addressed, having presented themselves, the clerk of the boat delivered the packages of money to Fulkerson, to be by him delivered according to their address. Fulkerson is a person of sufficient respectability and standing to be entrusted with such a charge, but he is of slender pecuniary responsibility. On his way from the boat, Fulkerson met the clerk of Pierson & Hume, to whom he delivered the larger package of money. The packages for Aby he took to his office, and deposited in an iron chest, in which he left the key, and from thence it

was stolen during the night. The present action is brought to make the owners of the boat liable for the loss. The boat is one of those engaged in what is called the cotton trade, and these boats carry up packages of money of greater or less amount; sometimes, when shippers wish to insure, they take a bill of lading for the money, in which case freight is paid; but on most occasions the packages of money are carried without any charge being made for the trouble and responsibility, and it was not intended or expected that any charge for freight would have been made in the present instance—the carrying of money in this manner is generally practised, and this practice is fully known to the captain and owners. In the present case, when a claim for the loss was made on the captain, who is part owner, he did not pretend to deny the authority of the clerk to receive and carry money in this manner, but only insisted that he had performed his duty in the manner in which he had delivered it. The practice is too general a one not to be known to the captain and owners.

It is contended by the plaintiff's counsel, that when, in the course of their business, common carriers take charge of property, their liability is the same, whether they receive hire for so doing or not; that they have a legal right to make a charge, and if they waive such right, such waiver does not lessen their legal liability; that the liability of common carriers does not rest on the receipt of hire, but on the ground of public policy, which holds all persons who assume the character of common carriers, to a strict accountability. On these points he has cited various authorities, viz: Story on Bailments, s. 495, p. 321; Jones on Bailments, 103, note and authorities there cited. The defendants' counsel resists the claim on the grounds that the petition alleges that the defendants were carriers for hire, when the evidence shows that there was no intention on the part of the boat to charge him, and no expectation on the part of the plaintiff to pay it; and that if the clerk made an agreement to carry without hire, he went beyond the line of his duty, and the owners are not liable for his acts. This is entirely too narrow a ground upon which to place the matter. The allegation that defendants were carriers for hire, is only another mode of designating the defendants as common carriers, and if they disclaim the act of the clerk in agreeing to carry without hire, they could always recover on a *quantum meruit*; but they cannot shake off the liability arising from the receipt of the property; moreover, the practice of carrying money, without charge, was known to the owners, and was sanctioned by them. Defendants' counsel also relied upon the case of *Wilcox & Fearn vs. the steamer Philadelphia*, 9 L. R. 80. That case does not appear to me to be at all applicable; the money was deposited by a passenger temporarily with the clerk to relieve himself from the care of it, and it was decided on the law relative to deposits, not upon the law relative to common carriers.

I concur with the authorities cited by the plaintiff's counsel, and the rules there laid down, viz: that a common carrier is responsible for the delivery of the property or money which he takes charge of in the usual course of his business, whether he makes any charge for carrying it or not; and that, on the ground of public policy, it is necessary to hold them to this responsibility. The defendants are responsible for the delivery of the money placed in their charge, to the person to whom the package was addressed; and if he saw fit to deliver it to Fulkerson, they adopted him as their sub-agent, and are liable for his neglects and omissions, and, in their turn, have their recourse against him. The clerk, Giles, has been made a defendant in the suit, but as the plaintiff gets a recovery against the owners of the boat, as common carriers, they are not entitled to any judgment against Giles, who is merely agent of the owners.

It is, therefore, considered that with regard to Charles Giles, there be judgment against the plaintiff, as in case of non-suit, and that the plaintiff pay the costs of making Giles a party to this suit; and it is further considered that the plaintiff, Samuel H. Aby, recovers from the defendants, James Walworth, Thomas F. Eikert, Simeon Doyle, and Nathaniel Montgomery, jointly and severally, the sum of \$404 21, with interest thereon at the rate of 5 per cent per annum, from the 27th of February, 1846, until paid, with costs of suit, and a privilege on the steambot *Paul Jones*.

This case, which we find in the New Orleans Commercial Times, rendered in

the Commercial Court of that city, with respect to the liability of common carriers, is important and interesting to the public, more especially in our large commercial cities, where so much business of the kind is transacted.

COMMERCIAL CHRONICLE AND REVIEW.

THE SUB-TREASURY AND THE WAR WITH MEXICO—AMOUNT AND LOCATION OF THE UNITED STATES DEPOSITS—MONTHLY IMPORTS AND DUTIES AT NEW YORK—MEANS AND LIABILITIES OF NEW YORK BANKS—CITY AND COUNTRY BANKS DISTINGUISHED—BROKEN BANKS—ARMY OF THE UNITED STATES—REVENUE AND EXPENDITURES OF THE GOVERNMENT—EXPORTS FROM NEW ORLEANS TO NORTHERN CITIES—RECEIPTS OF PRODUCE AT NEW ORLEANS—EXPORTS OF DOMESTIC PRODUCE TO GREAT BRITAIN—IMPORTANCE OF THE ENGLISH MARKET—ADVANCED FREIGHTS AND INSURANCE, ETC., ETC.

The events of the past month have been as important as unexpected. The month of May came in with a severe pressure in the money market, arising from apprehensions in relation to the sub-treasury plan of finance of the federal government. This soon gave place to important accounts from the southern frontier, to the effect that the Mexicans had crossed the Rio Grande, and attacked the United States army under General Taylor. This was immediately followed by the passage of a bill through both Houses of Congress, with a preamble as follows: "Whereas, by the act of the Republic of Mexico, a state of war exists between that government and the United States." The bill then provides for the enrollment of a force not to exceed fifty thousand volunteers, and appropriates \$10,000,000 out of any moneys that may be in the treasury, for the expenses of the war. It also authorizes the President to complete all public armed vessels, and to purchase, equip, arm, and charter such merchant vessels and steamboats as, upon examination, may be found fit. This bill passed the House by a vote of 173 to 14, and the Senate by a vote of 40 to 2, Thomas Clayton and John Davis voting in the negative, and Messrs. Berrien, Calhoun, and Evans, being in their seats, did not vote. The leading objections to the bill, on the part of those who voted against it, seem to be that the preamble set forth the existence of a war, which, in fact, could not constitutionally exist without the declaration of Congress. Under such a construction, the country might go through years of hostilities, and suffer defeats and gain victories, without ever being at "war" at all. The first commercial effect of this state of affairs, was an increased pressure upon the money market, and a withdrawal of the annual credits on southern produce paper. There was a great indisposition to believe that war would actually result, even from the hostilities that had already taken place. Nevertheless, the expenditures of the government, already appropriated to war matters, are of a nature to change the currents for the employment of money, and, in so far, to produce a severe pressure in those channels in which it has hitherto been occupied. In our last number, we alluded to the manner in which the public deposits are usually employed. The amount of these deposits, according to the reports of the Treasurer of the United States, have been as follows:—

AMOUNT AND LOCATION OF UNITED STATES' DEPOSITS.

	January 1st.	February.	March.	April.	May.
Boston.....	\$1,118,938	\$678,683	\$723,561	\$1,167,727	\$1,570,887
New York.....	3,584,514	3,360,255	3,873,133	4,925,811	6,432,107
Philadelphia.....	417,557	266,682	302,941	559,027	769,582
Washington.....	539,917	514,287	513,220	530,078	571,781
New Orleans.....	590,864	616,863	284,578	625,534	566,388
Mints.....	1,000,000	950,000	850,000	910,000	879,000
Other places.....	2,569,806	2,059,895	3,203,124	3,066,216	3,220,153
Total.....	\$9,824,596	\$8,446,665	\$9,750,557	\$11,784,393	\$14,009,898

More than one-half of this money is employed where it is collected, viz: with the New York and Boston banks. The total amount has increased near three and a quarter millions during the four months indicated in the table, and the monthly progress of business in New York city has been comparatively as follows:—

MONTHLY IMPORTS AND DUTIES, PORT OF NEW YORK.

	1844.		1845.		1846.	
	Imports.	Duties.	Imports.	Duties.	Imports.	Duties.
January, .	\$6,683,354	\$1,852,577	\$6,210,159	\$1,687,025	\$5,219,809	\$1,476,324
February,	6,627,511	2,131,926	4,730,298	1,347,534	4,652,292	1,266,663
March,....	5,237,225	1,641,140	6,174,077	1,602,303	9,750,269	2,617,847
April,.....	7,463,683	1,805,706	5,908,360	1,534,885	6,334,271	1,385,189
Total,....	\$26,011,773	\$7,431,349	\$23,022,894	\$6,171,747	\$25,956,641	\$6,746,023

The imports in March were very large, and a great demand upon commercial capital to pay the cash duties, necessarily resulted. At the same time, the banks that received those moneys, laboring under apprehensions in relation to the probable action of the sub-treasury, were very cautious in reloaning them, while, at the same time, they sought, by all means, to obtain as much specie from the other institutions as possible. A demand upon the commerce of this city for \$2,500,000 in one month, or nearly \$7,000,000 in four months, to be either locked up in banks, or loaned out in channels different from those out of which it was drawn, of necessity created a pressure. It is a well recognized fact, that to change the channels of employment for money, produces as much distress, as to withdraw it from employment altogether. There is now an accumulation of near \$13,000,000 in the vaults of the banks, and of the amount, \$10,000,000 has been appropriated for expenditure in the Mexican war. The sum appropriated will not bear the expense of equipping and supporting half the proposed army three months, and a large portion of it must be spent on the borders of Mexico, within that period; consequently, the large sums now on deposit here and at Boston, will be drawn, and its withdrawal will produce a severe contraction, even although it should not be required in specie. The banks are, by no means, in a condition to sustain a large and extraordinary demand for money, of a character so peremptory as that of the government for war expenses. The following is a comparative statement of the returns of the banks of the State of New York, to the 1st of May, 1846.

IMMEDIATE MEANS AND LIABILITIES OF THE NEW YORK BANKS.

	Nov. 1843.	Aug. 1844.	Nov. 1844.	Feb. 1845.	Nov. 1845.	Feb. 1846.	May 1846.
<i>Immediate liab's.</i>							
Deposits,	\$27,380,160	\$28,757,122	\$30,391,622	\$25,976,246	\$31,773,991	\$29,654,401	\$30,868,337
Net Circulation, .	12,952,045	15,349,205	17,647,182	16,126,394	19,366,377	18,407,733	18,409,977
Due banks,	4,941,414	7,744,118	5,664,110	3,816,252	3,296,249	4,662,073	2,973,658
Canal Fund,	1,157,203	1,210,794	1,534,553	1,607,572	1,581,330	896,843	846,328
United States, . . .	1,645,320	3,674,171	3,786,261	700,064	3,002,649	2,580,711	3,493,622
Total,	\$48,076,142	\$56,735,410	\$50,023,728	\$48,226,528	\$50,020,596	\$56,201,761	\$56,391,962
<i>Immediate means.</i>							
Specie,	\$11,502,789	\$10,161,974	\$2,968,092	\$6,893,236	\$8,884,545	\$8,361,323	\$8,361,383
Cash items,	3,102,856	4,916,862	6,047,528	4,839,886	5,947,585	6,370,302	5,839,700
Total,	\$14,605,645	\$15,108,836	\$15,015,620	\$11,733,122	\$14,832,120	\$14,731,625	\$14,011,324
Loans,	61,514,149	71,643,929	73,091,738	66,883,098	74,780,435	71,897,580	72,591,431
Excess of liability, .	33,479,607	41,626,574	43,008,108	36,493,406	44,188,476	41,470,071	42,380,678

The excess of liabilities now is nearly 30 per cent more than in November, 1843, and has increased during the quarter ending May 1st, notwithstanding the alarms produced by the expected passage of the sub-treasury act. It may be remarked that the amount due the United States is not correctly given. Many of the largest depositors do not distinguish between the government deposits and their private deposits; the Bank of Commerce, for instance, held, on the 1st of May, \$822,346 of public money, which is included under the general head, deposits. The actual amount due the United States, was \$6,026,835, instead of \$3,490,622. The "cash items" include a considerable amount of loans on stocks. The city banks may be distinguished from the country, as follows:—

	CITY.		COUNTRY.		TOTAL.	
	February. Dollars.	May. Dollars.	February. Dollars.	May. Dollars.	February. Dollars.	May. Dollars.
Loans,.....	42,866,558	41,412,515	29,031,012	31,578,916	71,897,566	72,991,431
Specie,.....	7,589,306	7,291,447	972,076	880,177	8,361,383	8,171,624
Circulation,.	5,995,868	6,313,506	15,164,119	14,952,986	21,159,987	21,266,492
Deposits,....	24,362,319	23,650,719	5,292,082	7,217,658	29,654,405	30,868,377

The loans and circulation in this return, embrace the figures of two or three banks whose returns were not placed in the general statement. Three banks have fallen into discredit, viz: the White Plains, the Lewis County, and the Farmers' and Drovers' of Buffalo, in this state.

The extended condition of these institutions we have noticed in former numbers, and it is evident that an unusual direction given to currents of money, such as that produced by a war expenditure, must have an important influence upon all those branches of business which depend upon bank facilities. It is, undoubtedly, the case, that through the medium of the paper system, the finances of the country are greatly exposed to the hostile action of foreign governments; and the difficulty of procuring loans to carry on the war, after the present surplus shall have been expended, may be greatly enhanced by the financial movements of other governments. There seems to be a great unanimity on all sides, in the opinion that the war should be pushed vigorously to a close. Indeed, from the nature of our connection with the nations of Europe, every month of war with Mexico creates great hazards of quarrel with the nations of Europe, and the hazards are to be avoided only by a prompt termination of the war at the South. This involves a great and prompt expenditure of money. The total army of the United States, according to the war report, is as follows:

Officers, general staff, &c.,.....	558
Dragoons, two regiments,.....	1,205
Artillery, four ".....	2,303
Infantry, eight ".....	3,371
Unattached,.....	427
Total sabres and bayonets,.....	8,349

Of this small force, more than one-half is on the Rio Grande, and the peace expenditure of the last year is indicated in the following quarterly table of the revenue and expenditures of the federal government:

REVENUE AND EXPENDITURE OF THE UNITED STATES.

	1845.				1846.
	Quarter ending March 31st.	Quarter ending June 30th.	Quarter ending Sept. 30th.	Quarter ending Dec. 31st.	Quarter ending March 31st.
<i>Revenue.</i>					
Customs,.....	\$6,375,575	\$6,201,390	\$8,861,932	\$4,137,200	\$7,360,000
Lands,.....	485,533	517,858	484,269	830,000	437,225
Mines,.....	20,000	43,934	17,718	31,500	11,645
Total,.....	\$6,881,108	\$6,762,182	\$9,363,919	\$4,998,700	\$7,808,870
<i>Expenditure.</i>					
Civil,.....	\$1,708,408	\$1,237,604	\$1,792,173	\$1,984,000	\$1,401,632
Army,.....	1,131,826	1,383,735	1,352,859	1,324,086	899,512
Indian,.....	52,930	242,795	1,239,479	111,582	66,888
Fortifications,....	86,412	160,574	663,669	193,489	433,094
Pensions,.....	1,406,199	13,936	956,223	25,237	556,363
Navy,.....	1,578,631	1,073,902	2,331,360	1,541,051	1,056,744
Interest,.....	38,063	470,093	6,575	435,054	660
Debt,.....	6,153,735	390,457	121,055	89,312	69,072
Total,.....	\$12,126,204	\$4,973,065	\$8,463,092	\$5,703,860	\$4,483,897

The expenditure of this army of eight thousand men, on a peace establishment, has been at the rate of one million and a quarter for three months. Should, therefore, the executive call out half the number of men authorized by the act of Congress, the whole appropriation for their service must be required in the next three months, more particularly that the clothes, bounty, transportation, &c., is to be paid for in money at the scene of action. In ordinary cases, when the army is supplied by contract, the payments take place all over the Union, where the goods may have been supplied. In the present case, the volunteers furnish their own clothes, and get the money for them, which they will naturally want in specie. Paper is not of much value in a camp. In addition to this large outlay, the marine preparations should involve, at least, an equal expenditure, which will involve more than the deposits now on hand, and make requisite a new loan. This loan, in common prudence, ought immediately to be authorized, and negotiated before the progress of events makes it a matter of extreme difficulty. The issue of treasury-notes will, in all probability, be resorted to. From all these causes, it may be reasonable to anticipate an extraordinary pressure, when, apart from political events, the elements of an abundance of money are in action. The circulation of credits has, however, already sustained a severe check, and the difficulty of realizing outstanding obligations, is daily becoming greater. It is, probably, in reference to this state of affairs, that Anglo-American houses have become more chary of their credits. The insurance companies of the Atlantic cities inserted in their policies a clause excepting the risk of capture by an enemy's force, on southern voyages. This clause is omitted on the payment of 3 per cent addition to the ordinary premium. Many of the outward bound vessels have armed themselves, instead of paying this war premium. As the force against which they will have to contend in a purely Mexican war, must be small vessels, a moderate armament may, in most cases, suffice. The privateering under the Mexican flag can, however, scarcely amount to any very serious matter, inasmuch as that, from the location of Mexico, and its small marine, it can have no ports for fitting out letters of marque, or carrying in prizes; and existing treaties, with Great Britain, Spain, Colombia, Central America, and Brazil, not only shut her belligerent vessels out of all the West India Islands and the South American coast, but make it *piracy* for the subjects of those countries to engage under the Mexican flag to depredate upon the United States' commerce. In the abstract, the citizens of those countries have the right to enter into the service of other nations if they please; but when, by international law, as expressed in treaties, such service is declared to be piracy, the infamy and risk is greatly enhanced. The small vessels authorized by the law to be chartered, armed and equipped, will suffice to keep all bona fide Mexicans within their own harbors. The supposed risks of the southern voyage have, however, already enhanced the cost of transport in that direction, and this has caused a small advance in the price of provisions, the supply of which, via New Orleans, is large. The comparative quantities of leading articles of produce sent from New Orleans to the northern cities, from September 1st to May 9th, are as follows:

EXPORTS FROM NEW ORLEANS, SEPTEMBER TO MAY.

	1845.			1846.		
	N. York.	Boston.	Philadelphia.	N. York.	Boston.	Philad'a.
Flour,.....bbls.	69,550	72,804	3,238	71,962	97,151	250
Pork,.....bbls.	54,252	73,124	17,242	75,850	73,127	29,272
Bacon,.....hhds.	111,538	727	820	2,393	450	1,058
Lard,.....kegs,	113,302	122,654	38,470	166,569	163,013	67,508
Beef,.....bbls.	5,505	5,746	874	4,340	2,583	.....
Lead,.....pigs,	218,951	91,434	59,683	196,984	72,933	26,118
Corn,.....sacks,	6,718	18,293	1,050	80,603	143,449	2,471

The exports of these articles have been larger this year than last, particularly in shelled corn, of which New York and Boston have taken 224,052 bushels this year, against 25,011 bushels last year. This increase has been the consequence of the English de-

mand for that wholesome article of food, to supply the deficit in the potato crop of Ireland. The true channel of the transport of this produce is down the lakes and northern canals; and the difficulties in the gulf may have the tendency of driving it that way to a greater extent, during the summer months. The receipts of produce at New Orleans, down the river, are unusually large; and, at such a juncture, the withdrawal of northern credits, the advance of freights consequent upon gulf risks, and the difficulty of negotiating exchange, have caused a great accumulation of stocks at New Orleans. This interruption to the course of business is very serious in its nature. The western produce sent down to New Orleans, is, for the most part, destined to make good the purchasers of goods at New York and the East, on western account. The sudden stagnation of the business by which that produce changes hands, paralyzes the whole movement of the circle of credit. Money, at that point, has also become very scarce, and an extensive failure has taken place in a banking-house, while exchange has fallen to a point that indicates a demand for specie on the North; New York and Boston 60 day bills being 3 per cent discount, while checks are $\frac{1}{2}$ premium. As an indication of the extent to which produce flows down the Mississippi, we compile the following table of the leading receipts at that place, from September 1st to May 10th:

RECEIPTS OF PRODUCE AT NEW ORLEANS.

	1845.	1846.	Increase.
Bacon,.....lbs.	277,500	383,000	105,500
Butter,.....kegs and firkins.	17,135	31,751	14,616
Beef,.....bbls.	28,194	31,961	3,767
Cotton,.....bales.	912,369	971,725	59,356
Corn,.....sacks.	308,135	734,807	426,672
Flour,.....bbls.	426,826	673,739	246,913
Lard,.....barrels and kegs.	273,572	376,260	102,688
Lead,.....pigs.	436,045	416,139	.....
Pork,.....bbls.	199,041	303,134	104,093
".....lbs.	9,041,600	9,007,553	4,992,953
Sugar,.....hhds.	88,081	84,026	.....
Tobacco,.....hhds.	39,043	38,203	.....
Wheat,.....barrels and sacks,	33,825	180,009	146,184

The advancing freights, decreasing credits, and growing scarcity of money at that point, are strangling the business which this swelling volume of produce would naturally create. But for this untoward war fever, the elements of a large and prosperous business were everywhere in action. The English markets were spreading to receive the enhanced supply, and the future held out the promise of large sales at increased prices, swelling the profits of the western farmers, and reacting upon the sea-board in improved sales of produce. The stimulus that was last year imparted to the production of farm produce, through the reduced English tariff, may result in an unusual supply for the present year; and we trust that our relations with England may continue such as to realize the anticipations indulged in. The following is a comparative table of the quantities of produce exported from the United States, and the proportion sent to England direct:

EXPORTS OF DOMESTIC PRODUCE FROM THE UNITED STATES, DISTINGUISHING THE QUANTITY SENT TO GREAT BRITAIN.

	1844.		1845.	
	Exports.	To G. Britain.	Exports.	To G. Britain.
Fish dried,.....quintals,	271,610	.....	288,380	.....
Oil sperm,.....galls.	451,317	295,861	1,054,301	902,597
Oil whale,.....galls.	4,104,504	345,656	4,505,662	184,898
Whalebone,.....lbs.	1,149,607	96,711	2,084,019	335,043
Candles sperm,.....lbs.	606,454	3,256	812,879	94,859
" tallow,....."	3,086,566	13,100	3,490,736	32,130
Staves,.....M.	23,246	85	21,264	331

EXPORTS OF DOMESTIC PRODUCE, ETC.—CONTINUED.

	1844.		1845.	
	Exports.	To G. Britain.	Exports.	To G. Brit.
Tar and pitch,.....bbls.	62,477	28,371	58,002	23,809
Turpentine and rosin,.. “	362,668	241,946	347,683	256,454
Ashes,.....tons,	18,271	1,305	24,219	1,549
Beef salted,.....bbls.	106,474	43,117	101,538	41,188
Tallow,.....lbs.	9,915,366	4,657,200	10,022,504	5,239,440
Pork salted,.....bbls.	161,629	10,280	161,609	14,140
Hams.....lbs.	3,886,976	340,189	2,719,360	96,907
Lard,..... “	25,746,355	8,976,815	20,060,993	5,678,675
Butter,..... “	3,251,952	521,829	3,587,489	530,529
Cheese,..... “	7,343,145	5,278,965	7,941,187	5,934,202
Sheep,.....No.	12,980	.....	6,464	.....
Wheat,.....bushels,	558,917	22,238	389,716	2,010
Flour,.....bbls.	1,438,574	167,296	1,195,230	35,355
Corn,.....bushels,	825,282	89,073	840,184	134,898
Corn-meal,.....bbls.	247,882	29	269,030	.....
Bread, ship,..... “	117,781	630	117,529	1,451
Potatoes,.....bushels,	183,232	52	274,216	.....
Apples,.....bbls.	22,324	6,803	54,022	10,230
Rice,.....tierces,	134,715	16,125	118,621	18,127
Cotton,.....lbs.	663,633,455	486,729,222	872,905,996	505,144,786
Tobacco,.....hhd.	163,042	39,132	147,168	26,169
Hops,.....lbs.	664,663	.....	902,072	68,894
Wax,..... “	963,031	.....	814,499	129,742
Spirits,.....galls.	215,719	30	277,514	.....
Molasses,..... “	881,325	.....	.....	.....
Soap,.....lbs.	4,732,751	1,473	4,138,313	6,200
Tobacco manufac'd,..... “	6,066,878	438,203	5,312,971	930,461
Lead,..... “	18,420,407	3,253,181	10,188,024	811,445
Nails,..... “	2,945,634	3,000	1,353,967	.....
Sugar refined,..... “	1,671,107	.....	1,997,992	.....
Gunpowder,..... “	1,227,654	.....	1,125,209	.....
Salt,.....bushels,	157,529	.....	131,500	.....
Leather,.....lbs.	591,951	21,574	1,122,902	174,113
Cotton goods,.....\$	2,898,780	4,974	4,321,927	.....

This table exhibits the importance of the English market, even under her present restrictions, to the United States. The English demand for no one of these articles could be dispensed with without materially affecting the price of the whole production in the Union. Cotton, particularly, would affect all others. If the English demand for it, by reason of hostile movements, was materially diminished, the price of the whole crop would be so lessened as to destroy the ability of that section of the country to make its usual purchases of goods, and the industry of the whole country would be very unfavorably affected.

The last advices from England indicate a great change for the better in money matters. The government measures in relation to the railroad deposits are such, as to relieve the anxiety of the banking-houses and brokers, and their increasing liberality had sensibly affected the price of money, and an increased disposition to buy produce was the result. Thus far, on this side of the water, provisions have fallen considerably in price; the current of credits is stopped, and a disposition exists to send money to England. Prudential considerations are taking the place of enterprise.

COMMERCIAL REGULATIONS.

TREATY OF COMMERCE AND NAVIGATION BETWEEN THE UNITED STATES AND THE KINGDOM OF THE TWO SICILIES.

THE following is a correct copy of the "Treaty of Commerce and Navigation between the United States of America and the Kingdom of the Two Sicilies," concluded at Naples, the 1st of December, 1845, and lately ratified by the President of the United States by and with the advice and consent of the Senate. The ratifications were to be exchanged on or before the 1st of June, 1846, and by its 12th article, the treaty is to be in force from the day of its conclusion :

The United States of America, and his Majesty the King of the Kingdom of the Two Sicilies, equally animated with the desire of maintaining the relations of good understanding which have hitherto so happily subsisted between their respective states, and the consolidating the commercial intercourse between them, have agreed to enter into negotiations for the conclusion of a Treaty of Commerce and Navigation, for which purpose they have appointed plenipotentiaries ; that is to say :

The President of the United States of America, William H. Polk, Charge d'Affaires of the same United States of America to the Court of his Majesty the King of the Kingdom of the Two Sicilies ; and his Majesty the King of the Kingdom of the Two Sicilies, D. Guistino Fortunato, Knight Grand Cross of the Royal Military Constantinian Order of St. George, and of Francis the 1st, Minister Secretary of State of his said Majesty ; D. Michael Gravina and Requesenz, Prince of Comitini, Knight Grand Cross of the Royal Order of Francis the 1st, Gentleman of the Chamber in waiting, and Minister Secretary of State of his said Majesty ; and D. Antonio Spinelli, of Scalea, Commander of the Royal Order of Francis the 1st, Gentleman of the Chamber of his said Majesty, Member of the General Consolata, and Superintendent General of the Archives of the Kingdom ; who, after having exchanged their full powers, found in good and due form, have concluded and signed the following articles :

ARTICLE I. There shall be reciprocal liberty of commerce and navigation between the United States of America and the Kingdom of the Two Sicilies.

No duty of customs, or other impost, shall be charged upon any goods the produce or manufacture of one country, upon importation by sea or by land from such country into the other, other or higher than the duty or impost charged upon goods of the same kind, the produce or manufacture of, or imported from, any other country ; and the United States of America and his Majesty the King of the Kingdom of the Two Sicilies do hereby engage that the subjects or citizens of any other state shall not enjoy any favor, privilege, or immunity, whatever, in matters of commerce and navigation, which shall not also, and at the same time, be extended to the subjects or citizens of the other high contracting party, gratuitously if the concession in favor of that other state shall have been gratuitous, and in return for a compensation as nearly as possible of proportionate value and effect, to be adjusted by mutual agreement, if the concessions shall have been conditional.

ARTICLE II. All articles of the produce or manufacture of either country, and of their respective states, which can legally be imported into either country from the other, in ships of that other country, and thence coming, shall, when so imported, be subject to the same duties, and enjoy the same privileges, whether imported in ships of the one country, or in ships of the other : and in like manner, all goods which can legally be exported or re-exported from either country to the other, in ships of that other country, shall, when so exported or re-exported, be subject to the same duties, and be entitled to the same privileges, drawbacks, bounties and allowances, whether exported in ships of the one country, or in ships of the other.

ARTICLE III. No duties of tonnage, harbor, light-houses, pilotage, quarantine, or other similar duties, of whatever nature, or under whatever denomination, shall be imposed in either country, upon the vessels of the other, in respect of voyages between the United States of America and the Kingdom of the Two Sicilies, if laden, or in respect of any voyage, if in ballast, which shall not be equally imposed, in like cases, upon national vessels.

ARTICLE IV. It is hereby declared that the stipulations of the present treaty are not to be understood as applying to the navigation and carrying trade between one port and another situated in the states of either contracting party, such navigation and trade being reserved exclusively to national vessels. Vessels of either country shall, however, be per-

mitted to load or unload the whole or part of their cargoes at one or more ports in the states of either of the high contracting parties, and then to proceed to complete the said loading or unloading to any other port or ports in the same states.

ARTICLE V. Neither of the two governments, nor any corporation or agent acting in behalf or under the authority of either government, shall, in the purchase of any article which, being the growth, produce, or manufacture of the one country, shall be imported into the other, give, directly or indirectly, any priority or preference on account of, or in reference to, the national character of the vessel in which such article shall have been imported; it being the true intent and meaning of the high contracting parties that no distinction or difference whatever shall be made in this respect.

ARTICLE VI. The high contracting parties engage, in regard to the personal privileges that the citizens of the United States of America shall enjoy in the dominions of his Majesty the King of the Kingdom of the Two Sicilies, and the subjects of his said Majesty in the United States of America, that they shall have free and undoubted right to travel and to reside in the states of the two high contracting parties, subject to the same precautions of police which are practised towards the subjects or citizens of the most favored nations.

They shall be entitled to occupy dwellings and warehouses, and to dispose of their personal property of every kind and description, by sale, gift, exchange, will, or in any other way whatever, without the smallest hindrance or obstacle; and their heirs or representatives, being subjects or citizens of the other high contracting party, shall succeed to their personal goods, whether by testament or *ab intestato*, and may take possession thereof, either by themselves or by others acting for them, and dispose of the same at will, paying to the profit of the respective governments such dues only as the inhabitants of the country wherein the said goods are, shall be subject to pay in like cases. And in case of the absence of the heir and representative, such care shall be taken of the said goods as would be taken of the goods of a native of the same country in like case, until the lawful owner may take measures for receiving them. And if a question should arise among several claimants, as to which of them said goods belong, the same shall be decided finally by the laws and judges of the land where such goods are.

They shall not be obliged to pay, under any pretence whatever, any taxes or impositions, other or greater than those which are paid or may hereafter be paid, by the subjects or citizens of the most favored nations, in the respective states of the high contracting parties.

They shall be exempt from all military service, whether by land or by sea; from forced loans, and from every extraordinary contribution not general, and by law established. Their dwellings, warehouses, and all premises appertaining thereto, destined for purposes of commerce or residence, shall be respected. No arbitrary search of, or visit to, their houses, and no arbitrary examination or inspection whatever of the books, papers, or accounts of their trade, shall be made; but such measures shall be executed only in conformity with the legal sentence of a competent tribunal; and each of the two high contracting parties engages that the citizens or subjects of the other, residing in their respective states, shall enjoy their property and personal security in as full and ample manner as their own citizens or subjects, or the subjects or citizens of the most favored nations.

ARTICLE VII. The citizens and the subjects of the two high contracting parties shall be free in the states of the other, to manage their own affairs themselves, or to commit those affairs to the management of any persons whom they may appoint as their broker, factor, or agent; nor shall the citizens and subjects of the two high contracting parties be restrained in their choice of persons to act in such capacities, nor shall they be called upon to pay any salary or remuneration to any person whom they shall not choose to employ.

Absolute freedom shall be given in all cases to the buyer and seller to bargain together, and to fix the price of any goods or merchandise imported into, or to be exported from, the states and dominions of the two high contracting parties; save and except generally such cases wherein the laws and usages of the country may require the intervention of any special agents in the states and dominions of the high contracting parties.

ARTICLE VIII. Each of the two high contracting parties may have, in the ports of the other, consuls, vice-consuls, and commercial agents, of their own appointment, who shall enjoy the same privileges and powers of those of the most favored nations; but if any such consuls shall exercise commerce, they shall be submitted to the same laws and usages to which private individuals of their nation are submitted in the same place.

The said consuls, vice-consuls, and commercial agents, are authorized to require the assistance of the local authorities for the search, arrest, detention, and imprisonment of the deserters from the ships of war and merchant vessels of their country. For this purpose, they shall apply to the competent tribunals, judges and officers, and shall in writing demand the said deserters, proving, by the exhibition of the registers of the vessels, the rolls of the crews, or by other official documents, that such individuals formed part of

the crews; and this reclamation being thus substantiated, the surrender shall not be refused.

Such deserters, when arrested, shall be placed at the disposal of the said consuls, vice-consuls, or commercial agents, and may be confined in the public prisons at the request and cost of those who shall claim them, in order to be detained until the time when they shall be restored to the vessels to which they belonged, or sent back to their own country by a vessel of the same nation, or any other vessel whatsoever. But if not sent back within four months from the day of their arrest, or if all the expenses of such imprisonment are not defrayed by the party causing such arrest or imprisonment, they shall be set at liberty, and shall not be again arrested for the same cause.

However, if the deserter should be found to have committed any crime or offence, his surrender may be delayed until the tribunal before which his case shall be depending shall have pronounced its sentence, and such sentence shall have been carried into effect.

ARTICLE IX. If any ships of war or merchant vessels be wrecked on the coasts of the states of either of the high contracting parties, such ships or vessels, or any parts thereof, and all furniture and appurtenances belonging thereunto, and all goods and merchandise which shall be saved therefrom, or the produce thereof, if sold, shall be faithfully restored, with the least possible delay to the proprietors, upon being claimed by them, or by their duly authorized factors; and if there are no such proprietors or factors on the spot, then the said goods and merchandise, or the proceeds thereof, as well as all the papers found on board such wrecked ships or vessels, shall be delivered to the American or Sicilian consul or vice-consul in whose district the wreck may have taken place; and such consul, vice-consul, proprietors or factors, shall pay only the expenses incurred in the preservation of the property, together with the rate of salvage and expenses of quarantine which would have been payable in the like case of a wreck of a national vessel; and the goods and merchandise saved from the wreck shall not be subject to duties, unless cleared for consumption; it being understood that in case of any legal claim upon such wreck, goods or merchandise, the same shall be referred for decision to the competent tribunals of the country.

ARTICLE X. The merchant vessels of each of the two high contracting parties which may be forced by stress of weather or other cause into one of the ports of the other, shall be exempt from all duty of port or navigation paid for the benefit of the state, if the motives which led to take refuge be real and evident, and if no operation of commerce be done by loading or unloading merchandises; well understood, however, that the loading or unloading, which may regard the subsistence of the crew, or necessary for the reparation of the vessel, shall not be considered operations of commerce which lead to the payment of duties, and that the said vessels do not stay in port beyond the time necessary, keeping in view the cause which led to taking refuge.

ARTICLE XI. To carry always more fully into effect the intentions of the two high contracting parties, they agree that every difference of duty, whether of 10 per cent or other, established in the respective states, to the prejudice of the navigation and commerce of those nations which have not treaties of commerce and navigation with them, shall cease and remain abolished in conformity with the principle established in the first article of the present treaty, as well on the productions of the soil and industry of the Kingdom of the Two Sicilies, which therefrom shall be imported in the United States of America, whether in vessels of the one or of the other country, as on those which in like manner shall be imported in the Kingdom of the Two Sicilies in vessels of both countries.

They declare, besides, that as the productions of the soil and industry of the two countries, on their introduction in the ports of the other, shall not be subject to greater duties than those which shall be imposed on the like productions of the most favored nations, so that the red and white wines of the Kingdom of the Two Sicilies, of every kind, including those of Marsala, which may be imported directly into the United States of America, whether in vessels of the one or of the other country, shall not pay higher or greater duties than those of the red or white wines of the most favored nations. And in like manner, the cottons of the United States of America, which may be imported directly in the Kingdom of the Two Sicilies, whether in vessels of the one or other nation, shall not pay higher or greater duties than the cottons of Egypt, Bengal, or those of the most favored nations.

ARTICLE XII. The present treaty shall be in force from this day, and for the term of ten years, and further, until the end of twelve months after either of the high contracting parties shall have given notice to the other of its intention to terminate the same, each of the said high contracting parties reserving to itself the right of giving such notice at the end of said term of ten years, or at any subsequent term.

ARTICLE XIII. The present treaty shall be approved and ratified by the President of the United States of America, by and with the advice and consent of the Senate of the

said States, and by his Majesty the King of the Kingdom of the Two Sicilies, and the ratifications shall be exchanged at Naples at the expiration of six months from the date of its signatures, or sooner, if possible.

In witness whereof, the respective plenipotentiaries have signed the same, and have affixed thereto the seals of their arms.

Done at Naples, the first of December, in the year one thousand eight hundred and forty-five.

WILLIAM H. POLK,	[L. S.]
GIUSTINO FORTUNATO,	[L. S.]
PRINCIPE DI COMITINI,	[L. S.]
ANTONIO SPINELLI,	[L. S.]

COMMERCIAL TREATY BETWEEN THE UNITED STATES AND BELGIUM.

The Senate of the United States advised and consented, on the 26th of March, 1846, to the ratification of the following TREATY OF COMMERCE AND NAVIGATION BETWEEN THE UNITED STATES OF AMERICA AND HIS MAJESTY THE KING OF THE BELGIANS.

The United States of America, on the one part, and his Majesty the King of the Belgians, on the other part, wishing to regulate in a formal manner their reciprocal relations of commerce and navigation, and further to strengthen, through the development of their interests respectively, the bonds of friendship and good understanding so happily established between the governments and people of the two countries, and desiring, with this view, to conclude, by common agreement, a treaty establishing conditions equally advantageous to the commerce and navigation of both States, have, to that effect, appointed as their Plenipotentiaries—namely: the President of the United States, Thomas G. Clemson, Charge d'Affaires of the United States of America to his Majesty the King of the Belgians; and his Majesty the King of the Belgians, M. Adolphe Dechamps, officer of the order of Leopold, Knight of the Order of the Red Eagle of the first class, Grand Cross of the Order of Saint Michael of Bavaria, his Minister for Foreign Affairs, a member of the Chamber of Representatives—who, after having communicated to each other their full powers, ascertained to be in good and proper form, have agreed to and concluded the following articles:

ART. I. There shall be full and entire freedom of commerce and navigation between the inhabitants of the two countries; and the same security and protection which is enjoyed by the citizens or subjects of each country shall be guaranteed on both sides. The said inhabitants, whether established or temporarily residing within any ports, cities, or places whatever, of the two countries, shall not, on account of their commerce or industry, pay any other or higher duties, taxes, or imposts, than those which shall be levied on citizens or subjects of the country in which they may be; and the privileges, immunities, and other favors, with regard to commerce or industry, enjoyed by the citizens or subjects of one of the two States, shall be common to those of the other.

ART. II. Belgian vessels, whether coming from a Belgian or a foreign port, shall not pay, either on entering or leaving the ports of the United States, whatever may be their destination, any other or higher duties of tonnage, pilotage, anchorage, buoys, light-houses, clearance, brokerage, or generally other charges whatsoever, than are required from vessels of the United States in similar cases. This provision extends not only to duties levied for the benefit of the State, but also to those levied for the benefit of provinces, cities, countries, districts, townships, corporations, or any other divisions or jurisdictions, whatever be its designation.

ART. III. Reciprocally, vessels of the United States, whether coming from a port of said United States or from a foreign port, shall not pay, either on entering or leaving the ports of Belgium, whatever may be their destination, any other or higher duties of tonnage, pilotage, anchorage, buoys, light-houses, clearance, brokerage, or generally other charges whatever, than are required from Belgian vessels in similar cases. This provision extends not only to duties levied for the benefit of the State, but also to those levied for the benefit of provinces, cities, countries, districts, townships, corporations, or any other division or jurisdiction, whatever be its designation.

ART. IV. The restitution by Belgium of the duty levied by the government of the Netherlands on the navigation of the Scheldt, in virtue of the third paragraph of the ninth article of the treaty of April nineteenth, eighteen hundred and thirty-nine, is guaranteed to the vessels of the United States.

ART. V. Steam vessels of the United States and of Belgium, engaged in regular navi-

gation between the United States and Belgium, shall be exempt in both countries from the payment of duties of tonnage, anchorage, buoys and light-houses.

ART. VI. As regards the coasting trade between the ports of either country, the vessels of the two nations shall be treated, on both sides, on the same footing with vessels of the most favored nation.

ART. VII. Articles of every description, whether proceeding from the soil industry, or warehouses of Belgium, directly imported therefrom into the ports of the United States in Belgian vessels, shall pay no other or higher duties of import than if they were imported under the flag of said States.

And reciprocally, articles of every description directly imported into Belgium from the United States, under the flag of the said States, shall pay no other or higher duties than if they were imported under the Belgian flag.

It is well understood:

1. That the goods shall have been really put on board in the ports from which they are declared respectively to come.

2. That a putting in at an intermediate port, produced by uncontrollable circumstances duly proved, does not occasion the forfeiture of the advantage allowed to direct importation.

ART. VIII. Articles of every description imported into the United States from other countries than Belgium, under the Belgian flag, shall pay no other or higher duties whatsoever than if they had been imported under the flag of the most favored foreign nation, other than the flag of the country from which the importation is made.

And reciprocally, articles of every description imported under the flag of the United States into Belgium from other countries than the United States, shall pay no other or higher duties whatsoever than if they had been imported under the flag of the foreign nation most favored, other than that of the country from which the importation is made.

ART. IX. Articles of every description exported by Belgian vessels, or by those of the United States of America, from the ports of either country to any country whatsoever, shall be subjected to no other duties or formalities than such as are required for exportation under the flag of the country where the shipment is made.

ART. X. All premiums, drawbacks, or other favors of like nature which may be allowed in the States of either of the contracting parties upon goods imported or exported in national vessels, shall be likewise and in the same manner allowed upon goods imported directly from one of the two countries by its vessels into the other, or exported from one of the two countries by the vessels of the other, to any destination whatsoever.

ART. XI. The preceding article is, however, not to apply to the importation of salt, and of the produce of the national fisheries; each of the two parties reserving to itself the faculty of granting special privileges for the importation of those articles under its own flag.

ART. XII. The high contracting parties agree to consider and to treat as Belgian vessels and as vessels of the United States all those which, being provided by the competent authority with a passport, sea letter, or any other sufficient document, shall be recognized conformably with existing laws as national vessels in the country to which they respectively belong.

ART. XIII. Belgian vessels and those of the United States may, conformably with the laws of the two countries, retain on board, in the ports of both, such parts of their cargoes as may be destined for a foreign country; and such parts shall not be subjected, either while they remain on board, or upon re-exportation, to any charges whatsoever, other than those for the prevention of smuggling.

ART. XIV. During the period allowed by the laws of the two countries respectively for the warehousing of goods, no duties other than those of watch and storage, shall be levied upon articles brought from either country into the other while awaiting transmit, re-exportation, or entry for consumption.

Such goods shall in no case be subject to higher warehouse charges, or the other formalities, than if they had been imported under the flag of the country.

ART. XV. In all that relates to duties of customs and navigation, the two high contracting parties promise reciprocally not to grant any favor, privilege, or immunity to any other State which shall not instantly become common to the citizens and subjects of both parties respectively; gratuitously, if the concession or favor to such other State is gratuitous, and on allowing the same compensation or its equivalent, if the concession is conditional.

Neither of the contracting parties shall lay upon goods proceeding from the soil or the industry of the other party, which may be imported into its ports, any other or higher duties of importation or re-exportation than are laid upon the importation or re-exportation of similar goods coming from any other foreign country.

ART. XVI. In cases of shipwreck, damages at sea, or forced putting in, each party shall

afford to the vessels of the other, whether belonging to the State or to individuals, the same assistance and protection, and the same immunities which would have been granted to its own vessels in similar cases.

ART. XVII. It is moreover agreed between the two contracting parties, that the Consuls and Vice-Consuls of the United States in the ports of Belgium, and, reciprocally, the Consuls and Vice-Consuls of Belgium in the ports of the United States, shall continue to enjoy all the privileges, protection, and assistance usually granted to them, and which may be necessary for the proper discharge of their functions. The said Consuls and Vice-Consuls may cause to be arrested and sent back, either to their vessels or to their country, such seamen as may have deserted from the vessels of their nation. To this end they shall apply in writing to the competent local authorities, and they shall prove, by exhibition of the vessel's crew list or other document, or, if she have departed, by copy of said documents, duly certified by them, that the seamen whom they claim formed part of the said crew. Upon such demand, thus supported, the delivery of the deserters shall not be refused. They shall, moreover, receive all aid and assistance in searching for, seizing, and arresting such deserters; who shall, upon the requisition and at the expense of the Consul or Vice-Consul, be confined and kept in the prisons of the country until he shall have found an opportunity for sending them home. If, however, such an opportunity should not occur within three months after the arrest, the deserters shall be set at liberty, and shall not again be arrested for the same cause. It is, however, understood that seamen of the country in which the desertion shall occur, are excepted from these provisions, unless they be naturalized citizens or subjects of the other country.

ART. XVIII. Articles of all kinds, the transit of which is allowed in Belgium, coming from or going to the United States, shall be exempt from all transit duty in Belgium, when the transportation through the Belgian territory is effected on the railroads of the State.

ART. XIX. The present treaty shall be in force during ten years from the date of the exchange of the ratifications, and until the expiration of twelve months after either of the high contracting parties shall have announced to the other its intention to terminate the operation thereof; each party reserving to itself the right of making such declaration to the other at the end of the ten years above mentioned; and it is agreed that, after the expiration of the twelve months of prolongation accorded on both sides, this treaty and all its stipulations shall cease to be in force.

ART. XX. This treaty shall be ratified, and the ratification shall be exchanged at Washington within the term of six months after its date, or sooner if possible; and the treaty shall be put in execution within the term of twelve months.

In faith whereof, the respective plenipotentiaries have signed the present treaty in duplicate, and have affixed thereto their seals. Brussels, the tenth of November, one thousand eight hundred and forty-five.

THOM. G. CLEMONS, [L. S.]
A. DECHAMPS, [L. S.]

DUTIES ON GOODS SOLD AT AUCTION IN NEW YORK.

The following is a correct copy of "An Act in relation to Duties on Goods sold at public auction, and to the Bonds of Auctioneers," passed April 11th, 1846, by "the people of the state of New York, represented in the Senate and Assembly," and signed by the governor of the state.

Sec. 1. All goods, wares, and merchandise, and every other species of personal property, which shall at any time be exposed to sale by public auction within this state, with the exceptions mentioned in the second section of this act, and in the fifth section of title one, chapter seventeen, part one of the Revised Statutes, shall be subject, each and every time they shall be struck off, to duties at the following rates, namely:

1. All wines and ardent spirits, foreign or domestic, at the rate of one dollar on every one hundred dollars.
2. All goods, wares, merchandise, and effects imported from any place beyond the Cape of Good Hope, at the rate of fifty cents on every one hundred dollars.
3. All other goods, wares, merchandise, and effects, which are the production of any foreign country, at the rate of seventy-five cents on every one hundred dollars.

The duties shall be calculated on the sums for which the goods so exposed to sale shall be respectively struck off, and shall in all cases be paid by the person making the sale.

Sec. 2. No auction duties shall be payable upon the following goods and articles:

1. Ships and vessels.
2. Utensils of husbandry, horses, neat cattle, hogs, and sheep.

3. Articles of the growth, produce, and manufacture of the United States, except distilled spirits.

Sec. 3. The account required by law from every auctioneer, shall hereafter be rendered semi-annually, on the first Mondays of July and January in each year.

Sec. 4. The bond required by law from every auctioneer shall be renewed on or before the first Monday in January in each and every year.

Sec. 5. Every auctioneer in the city of New York shall, within ten days after the bond required by law shall have been executed, and the certificate required by law endorsed thereon, file a copy thereof, and also a copy of said certificate, certified by the officer taking the bond, with the clerk of the city and county of New York.

Sec. 6. The clerk of the city and county of New York shall keep a book or books, with an index alphabetically arranged, in which he shall cause to be recorded every bond so filed, for which he shall be entitled to a fee of fifty cents for every bond so filed, to be paid by the party executing such bond.

Sec. 7. Every auctioneer neglecting to file such certified copy within the time required by law, shall forfeit for every such neglect the sum of one hundred dollars, such penalty to be sued for and recovered by the district attorney, and when recovered, to be paid into the treasury of the state.

Sec. 8. Any person who shall act as auctioneer in selling any goods liable to auction duties, without filing the bonds required by law, or who shall neglect to make or render the accounts, or to pay over the duties required by law, shall be deemed guilty of a misdemeanor, and punished by imprisonment, not exceeding one year, or by fine, not exceeding one thousand dollars, or by both such fine and imprisonment.

Sec. 9. To entitle any goods, wares, or merchandise, or other property sold at auction in the city and county of New York, after the passage of this act, to an exemption from the payment of auction duties to the state, as goods damaged at sea upon the voyage of importation, the auctioneer shall be furnished before sale with a proper certificate from the board of port wardens of the port of New York, that such goods were examined by a member of that board, at the proper time and in the proper manner, and that they were damaged at sea upon the voyage of importation, so as in the opinion of said board of wardens to be entitled to be sold at auction as damaged goods, and be exempt from the payment of auction duties; and also with a statement, upon oath of the president or secretary of the Marine Insurance Company in the city and county of New York, in which said goods shall have been insured, in case any insurance shall have been effected on said goods, stating the fact of insurance of the goods in such company, and the amount insured thereon, which said certificate shall be by the said auctioneer exhibited publicly at the said sale, upon the demand of any port-warden, or any other person interested in the said goods, or in the sale thereof; and without such certificates duly furnished to the auctioneer employed to sell the same, all such goods shall, from and after the passage of this act, be charged with the same auction duties as like goods are subject to which are not damaged or claimed to be so.

Sec. 10. Sections first and fourth of title first, chapter seventeenth, part first of the Revised Statutes, and all acts or parts of acts inconsistent with the provisions of this act, are hereby repealed.

Sec. 11.—This act shall take effect immediately.

COMMERCIAL DECREE OF THE GOVERNMENT OF PERU,

IN REGARD TO WHALING AND SEALING SHIPS.

The Department of State, (Washington, April 23d, 1846,) has received from the United States Consul at Payta, the following decree of the Government of Peru, which is of great importance to our whaling vessels in the Pacific.

“I, Ramon Castilla, president of the republic, considering—

“1. That the residents at Tumbes are deprived of the advantages which they derived from the presence of the whaling and sealing vessels at that place; and

“2. That the government is bound to promote by every means in its power the welfare and advancement of all the places in the republic; having obtained the assent of the Council of State, do decree:—

“ARTICLE 1.—Foreign, or national whaling or sealing vessels, may enter the harbor of Tumbes, on payment of the simple duty of ten dollars as anchorage, free from all duties of port, captaincy, roll, and health.

“2.—The captain of any whaling or sealing vessel may introduce, free of duty, into Tumbes, the quantity of oil which he may wish to sell in order to obtain the provisions and supplies required.

"Art. 3.—The captain, agent, or consignee, of any whaling or sealing vessel shall present the manifest on clear paper, as well as the order for her clearance.

"Art. 4.—The captain of the port of Tumbes shall, of his own authority alone, issue the license to depart, to whaling or sealing vessels, whether national or foreign.

"Art. 5.—Whaling or sealing vessels remain subject, in cases of clandestine introduction of merchandise, even of oil, to the penalties declared in the commercial regulation which they infringe.

"The minister of state of the treasury is charged with the execution of this decree.

"Given at the palace of the supreme government, at Lima, on the 3d of January, 1846.

"RAMON CASTILLA, Manuel del Rio."

NAUTICAL INTELLIGENCE.

SEA-MARKS IN THE SOUND, GROUNDS, AND THE OUTER HARBOR OF COPENHAGEN.

THE following translation of notices to mariners, have been received from the Legation of the United States at Copenhagen, at the Department of State, and officially published under date, Department of State, Washington, April 22d, 1846.

"NOTICE TO MARINERS.—In conformity with the king's commands, the following sea-marks will, in addition to those specified in the ordinance of the 3d of November, 1840, be laid down in the spring, in the Sound, the Grounds, and the outer harbor of Copenhagen, at the nine places specified below :

"A. On the eastern side. Floating buoys, with brooms turned downwards upon white poles :

"1 on the western side of the '*Middleground*,' in 20 feet water.

"1 in front of the '*Saltholensgrund*,' outside the Lusen, in 4 fathoms.

"1 in front of the '*Kraasebank*,' in 4 fathoms.

"B. On the western side. Floating buoys with brooms turned upwards upon black poles :

"1 in front of the '*Svalerump*,' in 4 fathoms.

"1 in front of the '*Sundby Hage*,' in 4 fathoms.

"1 in front of the '*Stubberump*,' in 4 fathoms.

"C. At different detached points. Floating buoys with balls or round wicker baskets :

"1 at the shallowest point of the '*Knollen*,' in 14 feet water.

"1 northwest of the shallowest point of the '*Kygggen*,' in 4 fathoms ; and

"1 at the shallowest point of the '*Middelpulten*,' in 20 feet water.

"The following alterations will be made in the old sea-marks :

"a. The northern tun of the '*Middelgrund*' will be replaced by a tun painted red, which will be more easily distinguished, and a flag will be placed upon it, instead of the former black tun, without a flag. At the '*Stubben*,' a black tun will be fixed instead of the present red tun ; and at '*Taarbe's Reef*,' near the wreck of the ship-of-the-line *Neptune*, a small black tun, with a broom and pole, will be substituted for the floating buoy hitherto in that place.

"The various tuns will be marked with the following numbers, viz :

"The '*Dragoe*' tun will be marked *I*, the '*Castrup*' tun *II*, the '*Süder tun III*, the '*Middle*' tun *IV*, the '*Norder*' tun *V*, the tun at the wreck of the ship '*Neptune*' *VI*, the '*Stubbe*' tun *VII*, and the tun at the '*Kronen*' *VIII*.

"b. At the wreck of the '*Provesteen*,' two buoys will be placed larger than those now there.

"c. At the '*Bredgrunden*' a floating buoy will be placed with a ball or a wicker basket, instead of two brooms, the one turned upwards and the other downwards.

"All these sea-marks will be, generally, laid out and taken in simultaneously with the light-ship in the grounds ; but they will not be laid out until it can be done with safety, or until there shall be no reason to fear that the sea-marks may be lost or displaced by the floating ice.

"The buoys at the '*Sandrevotungen*,' '*Suder Rysse*,' and the '*Holmetungen*' shall remain out throughout the year. At the point at which the *Dragoe Sandreos* tun lies, a buoy of the same description as the others on the western side will be placed whenever the former is removed in the autumn.

"All which is published for general information."

LIGHT-HOUSES OF SWEDEN.

The following translation of a notice to mariners relative to the erection of two light-houses on the coast of Sweden, has been furnished to the Department of State, (Washington, April 22d, 1846,) by the acting Consul General of Sweden and Norway, at New York.

"NOTICE TO MARINERS.—The royal commissioners for the management of the maritime affairs in Sweden, do hereby notify all shipmasters and seafaring persons, for their guidance, that in the course of the present year, the following works are to be performed and carried into effect on the light-houses here below specified—viz:

"1.—The two coal-lights on 'Nidingen,' situated in the Cattegat 57° 19' north latitude, and 30° 6' east longitude from Fewoe, or 11° 56' east longitude from Greenwich, are to be altered and reconstructed into perpendicular lentille-lights of the third class, *a feu fixe*, and the towers to be made considerably higher. This alteration will be commenced in April of this year, and the light is to be continued, pending the performance of the work, and until the new lentille-lights shall be exhibited, by means of the application of a sidereal lamp of the larger size, suspended on each of the towers, and opening on the Cattegat. It is presumed that the alteration and reconstruction in question will be completed by the first of October next, when the lentille-lights will be immediately exhibited; but should this (through unforeseen obstacles) not be the case, the provisional lights will be steadily maintained during the ensuing winter, and so until the lentille-lights are fairly under way.

"2.—The erection of a light-house is to be commenced early in the spring ensuing, on the southern point of Gotthland, about three thousand Swedish yards from Hoberg's Point, on the mountain known by the name of 'Kleffen.' In this light-house will be introduced a revolving reverberating light, or mirror-light.

"Further particulars respecting the time when the above-mentioned lights will be ready and exhibited for service, &c., will hereafter be communicated.

"STOCKHOLM, 2d February, 1846."

The following translation of a notice to mariners has been received at the Department of State, Washington, from the Legation of the United States at Stockholm, Sweden:

"MARINE DEPARTMENT.—Notice is hereby given that the following light-houses will be altered, or erected, during the present year.

"1.—The two light-houses on the rocky cluster in the Cattegat; *Nidingen*, situated in north latitude 57° 19', and longitude 30° 6', east of Fewoe, or 11° 56' east of Greenwich, are to be altered by giving greater elevation to the towers, and adapting them for a lentille-light, '*feu fixe*' of the third order.

"2.—These alterations will be commenced in April; and during their continuance the light will be maintained by the suspension of a large sidereal lamp, shining towards the Cattegat. It is anticipated that the towers will be completed by the 1st of October; but should the progress of the work be retarded by any cause later than that period, the same mode of lighting will be continued during the winter.

"3.—A new light-house (to be mounted with four spires) will be commenced early in the spring, on the southernmost extremity of the island of Gothland,) about 3,000 ells from the point called Hoberg, on the rock Kleffen. This new structure will be lighted by a rotary lamp with powerful reflectors.

"More detailed information will be given hereafter, as to the number of revolutions and bearings of the light just mentioned."

WRECK OFF YARMOUTH.

Notice is hereby given that a green buoy, with the word "wreck," has been placed just to the eastward of a schooner sunk in the track of shipping abreast of the Victoria Terrace, at Great Yarmouth. The buoy lies in five and a half fathoms at low water spring tides, with the following marks and compass bearings, viz.: The northernmost mill, in line with the centre of Yarmouth workhouse, bearing north; Goreslton Church is at length open to the southward of the second mill at Goreslton, S. W. by W.

STATISTICS OF POPULATION.

PROGRESS OF POPULATION IN THE UNITED STATES.

[We copy from the "Farmer's Library and Monthly Journal of Agriculture," for January, 1846, the following article relative to the "Progress of Population in certain regions of the United States," prepared for that Journal, by William Darby, Esq., the well known author of a Universal Gazetteer. We cannot let this opportunity pass, without commending the valuable Journal from which this article is taken, to the attention, not only of those engaged in agricultural pursuits, but to mercantile men, whose interests are so intimately connected with the resources of our noble mother Earth. John S. Skinner, Esq., the editor of the Library and Journal, may be considered as the pioneer in the agricultural literature of the country. He projected, and edited with signal ability for many years the "American Farmer," and is the author of a great number of works on almost every subject connected with his favorite pursuit. We have said that Mr. Skinner was the pioneer in this kind of literature; he does not, however, rest in the practice of the past, but vigilantly collects the facts of all time, and keenly bent on his mission, embraces every discovery in scientific agriculture that is calculated to advance its interests and its growth. To be brief, the periodical of Mr. Skinner stands at the head of our agricultural works, and we are glad to learn that it is appreciated and supported by intelligent farmers and planters in every state of the Union.]

Few persons are aware of the peculiar advantages of the Atlantic Slope of North America. If we extend our views into a not very distant futurity, when the central part of the continent will teem with inhabitants, the Atlantic border will stand as the gateway between the great civilized nations of the Eastern and Western Continents. In some very essential respects, such is the case at present.

As population is the first, the last, and principal consideration on all statistical subjects, I have constructed the enclosed tabular, to serve as comparative data, as regards those parts of the Atlantic border where the facilities of commercial and agricultural, as well as manufacturing prosperity abound, and yet have remained stationary, or retrograde, whilst other parts, in no essential respect differing in natural advantages, have advanced in wealth and power.

It must be obvious that in these views I can have no sectional or other partial bias. My desire is to show, from actual experience, that there must exist either some inherent cause of discontent, or most alluring prospects of gain, to induce the people of the Atlantic border to abandon their place of birth, and cut asunder so many ties, so many domestic associations—and that to an extent not only to prevent increase, but to produce a diminution of physical, intellectual, and moral power. Were we made acquainted with such a fact, founded on official data, in the political history of any monarchical state of Europe, we would at once set it down as a proof of the deteriorating effects of that form of government.

In the case for our consideration, now before us, and applied to a region most favored by every facility to derive benefit from human labor, where nature itself has scooped many of the finest havens of the globe—havens on which cities have already risen, in a comparatively short period, vying with the great marts of Europe and Asia; such a country, also abounding in means of religious, moral and intellectual culture; what are the inducements offered by western or central settlements, to compensate for the sacrifice of so many advantages, already at command, on the Atlantic border? Land! more land! Does any one suppose that the expense of removal and obtaining new residences will not be as great, and the success more precarious as to resulting profit, than the same time, means, and labor, applied to the improvement of soil already possessed?

On such a subject, yourself and readers will pardon the introduction of a moment's allusion to my own experience, and also the confident tone of my remarks. I was removed into the interior when very young, but old enough to remember much consequent hardship felt and witnessed. It is true that many of the difficulties to which emigrants of more than half a century past were exposed, are now removed or greatly mitigated; yet I have no hesitation to say that, as a rule admitting very few exceptions, the first generation of emigrants are worn away with labor and care, and with no small share of regret, before the second can be placed in as happy homes as were left for shadowy hopes. Were the Atlantic border of the United States, like the Pacific border of China, teeming with an overcharged population, relief would be naturally and rationally sought, by removal to a wilderness, or thinly peopled region, with a productive soil and temperate climate, did such offer; but, from spaces where the maximum of distributive population falls far short

of fifty to the square mile, and where two hundred on equal surface could find support, with the enjoyment of every comfort of life, there must exist some great defect in modes of thinking, to superinduce extensive emigration.

In the selection of element for the following comparative tables, I have not included either Maine or New York, as causes peculiar to both these states have influenced their political history. The sections adopted have been comparatively less influenced by external causes than most other parts of the United States, and, as to soil, have in themselves much in common. They have all, in a peculiar degree, the advantages of commercial facilities, but those southward of New York in a much greater extent than those to the northward. The period chosen of thirty years, from 1810 to 1840, was, perhaps, of any portion of time since the English colonies were originally formed in North America, the one best calculated to illustrate the philosophy of our statistical history.

TABLE I.

Table of the Progressive Population of the Five States named, from 1810 to 1840, as deduced from the respective Census Returns of those years.

States.	Population, 1810.	Population, 1840.	Area in sq. miles.	Population to the sq. mile, 1840.	Ratio of increase in 30 years.
Vermont,.....	217,713	291,948	10,212	28	1.34
New Hampshire,....	214,360	284,574	9,280	30	1.33
Massachusetts,.....	472,040	737,699	7,800	94	1.56
Connecticut,.....	262,042	309,978	4,674	66	1.18
Rhode Island,.....	77,031	108,830	1,360	80	1.4
Amount,.....	1,243,216	1,733,029	33,326	52	1.31

TABLE II.

Table of the Progressive Population of the Lower or Maritime Counties of New Jersey, Pennsylvania, Maryland, and the whole three Counties of Delaware, from 1810 to 1840.

Counties.	Population, 1810.	Population, 1840.	Area in square miles.	Population to the sq. mile, 1840.	Ratio of increase in 30 years.	
NEW JERSEY..	Cape May,..	3,632	5,344	310	17	1.47
	Cumberland,	12,640	14,374	450	32	1.13
	Salem,.....	12,761	16,024	300	53	1.25
PENNSYLVANIA	Chester,	39,596	57,513	732	54	1.45
	Delaware,...	14,734	19,791	220	nearly 90	1.34
	Newcastle,..	24,429	33,120	456	72	1.35
DELAWARE....	Kent,.....	20,495	19,872	640	30	3 per cent.
	Sussex,.....	28,540	25,093	875	28	11 do.
	Caroline,....	9,453	7,806	240	32	17½ do.
MARYLAND....	Cecil,.....	13,066	17,232	264	65	1.31
	Dorchester,.	18,108	18,843	640	29	1.04
	Kent,.....	11,450	10,842	240	77	10 per cent.
	Queen Anne,	16,648	12,633	400	31	24 do.
	Somerset,...	17,579	19,508	540	36	1.11
	Talbot,.....	14,157	13,090	200	60	15 per cent.
	Worcester,..	16,971	18,377	700	26	1.08
Amount,.....	274,299	308,442	8,207	37	1.124	

With similar views which induced me to construct the foregoing tables, I drew up a rough table of that part of Virginia east of the Blue Ridge, and intended to copy it for your use; but, finding it divided into sixty-five counties, some of which had been, from 1810 to 1840, divided, I considered it more satisfactory to present the whole in one point of view. That part of Virginia has a rather remarkable approach to a triangle, having two hundred and sixty miles along the Blue Ridge, a very near equal distance on North Carolina—and, in direct distance, about two hundred and twenty from the southeastern angle on the Atlantic Ocean to the northern at the mouth of the Shenandoah: area, about 27,000 square miles.

On this space, in 1810, by the census returns of that year, there existed a population of 705,196; which mass had, in the ensuing thirty years, augmented to 800,036, or increased by slow ratio of 1.134. Many of the counties remained nearly stationary, while some, similar to several in Table II., had diminished in population.

TABLE III.—Summary of Tables I. and II.

Tables.	Population, 1810.	Population, 1840.	Area in sq. miles.	Population to the square mile, 1840.	Ratio of in- crease in 30 years.
Table I.....	1,243,216	1,733,029	33,326	52	1.39
Table II.....	274,299	308,442	8,207	37	1.124
Amount,.....	1,517,515	2,041,471	41,523	49	1.345

TABLE IV.—Elements of Table II. combined with those of Eastern Virginia.

	Population, 1810.	Population, 1840.	Area in sq. miles.	Population to the square mile, 1840.	Ratio of in- crease in 30 years.
Table II.....	274,299	308,342	8,207	37	1.124
Eastern Virginia,...	705,196	800,036	27,000	33 7-10	1.134
Amount,.....	979,495	1,108,478	35,207	31 4-10	1.131

The two right-hand columns of these tables afford lessons which ought to excite serious reflections on our domestic policy. To stay the current of western emigration is a hopeless prospect, but many may be restrained from casting themselves on the current by timely warning. Let any person open a map of the United States, and scan the surface embraced by all the tabular views here presented, and then, with an Atlas of the World before him, find, if he can, a single other space on earth, all things considered, superior. I have not, for obvious reasons, included lower New York, and the more populous maritime counties of New Jersey; but may observe that no other principle in statistics is more sure in application than that great cities contribute to make great counties around them. That districts in their vicinity should not only remain, as to population, stationary, but some of them have a diminishing ratio, while were rising such cities as New York, Philadelphia, Wilmington and Baltimore, must arise from some sinister cause. Let us pause a moment, and examine the general progress of the entire population of the United States, during the thirty years' period, from 1810 to 1840.

TABLE V.—Tabular View of the Progressive Population of the whole States and Territories of the United States, which were embraced by both enumerations.

States.	Population, 1810.	Population, 1840.	Area in square miles.	Population to the square mile, 1840.	Ratio of in- crease in 30 years.
Maine,.....	228,705	501,793	33,000	15.2	2.19
New Hampshire,.....	214,360	284,574	9,280	30	1.33
Vermont,.....	217,713	291,948	10,213	28	1.34
Massachusetts,.....	472,040	737,699	7,800	94	1.56
Rhode Island,.....	77,031	108,830	1,360	80	1.40
Connecticut,.....	262,042	309,878	4,674	66	1.18
New York,.....	959,949	2,428,921	46,000	52.7	2.53
New Jersey,.....	249,555	373,303	6,900	54	1.49
Pennsylvania,.....	810,091	1,724,033	43,950	41.4	2.12
Delaware,.....	72,674	78,085	2,068	37.7	1.07 4-10
Maryland,.....	380,546	470,019	10,800	43	1.23
Virginia,.....	974,642	1,239,797	64,000	19.3	1.33
North Carolina,.....	555,500	753,419	43,800	17.2	1.35
South Carolina,.....	415,115	594,398	30,000	19.8	1.37
Georgia,.....	252,433	691,392	58,200	12	2.34
Alabama,.....	20,845	590,756	50,000	11.8	2.74
Mississippi,.....	40,352	375,651	45,350	8.2	9.30
Louisiana,.....	76,566	352,411	48,220	7.5	4.60
Tennessee,.....	261,727	829,210	40,000	20	3.13
Kentucky,.....	406,511	779,828	39,000	20	1.90
Ohio,.....	230,760	1,519,467	39,000	40	6.58
Michigan,.....	4,762	212,267	54,000	40	44.6
Indiana,.....	24,520	685,866	36,250	19	27.9
Illinois,.....	12,282	476,183	59,000	8	38.9
Missouri,.....	20,845	383,702	60,300	19	18.4
Columbia,.....	24,023	43,712	100		1.81
Amount,.....	7,239,814	16,837,285	827,264	20½	2.32

The figures in table V. speak in strong language, the peculiar diffusion of population

—the immense void to fill up in the already organized states, and the highly important fact that while, in 1840, several of the central states nearly doubled the mean population of the Union, as many of the old Atlantic states fell short of the mean of the whole.

In such estimates, we may premise that positive accuracy cannot be attained, and ought not to be expected. It is, however, of very minor consequence that minute details do not present mathematical precision, while the general results cannot be disputed. If no change takes place in the current of emigration, the centre of political power must correspond with the centre of force, and leave at long distance the Atlantic coast.

RAILROAD STATISTICS.

TARIFF OF RATES ON THE BALTIMORE AND OHIO RAILROAD.

THE following is the tariff of rates of transportation on the main stem of the Baltimore and Ohio Railroad, between Baltimore and Cumberland. The rates are subject to some little modification when a whole car is engaged for a specific article.

RATE PER 100 POUNDS.

Ale in bottles, cents, 50	Earthen and Stone ware, 40	Marble, undressed	25
Ale, brls. or hhds. 40	Feathers, 50	Mill Stones,	50
Apples, in brls. 40	Fish, fresh 50	Molasses,	40
Ashes, Pot or Pearl, 25	Fish, in barrels, 25	Nails and Spikes,	30
Bacon, in hhds. 25	Flax, 50	Oil, in bottles or cases,	50
Bark, unground 25	Flax Seed, 40	Oil, in casks,	40
Bark, ground 25 a 30	Flour, see <i>specific</i> .	Oranges,	50
Beef, fresh 50	Fruit, dried 40	Oysters,	25
Beef, in brls. 25	Furs and Peltry, 50	Paints,	50
Beer or Porter, bottles 50	Ginseng, 50	Paper,	50
Beer in brls. 40	Glass, window 25	Pipe clay,	25
Beeswax, 50	Glue, 50	Pitch,	25
Bonnets in cases, 50	Grain,* every kind, 50	Plaster—see <i>specific</i> .	
Boots and Shoes, 50	Granite, 25	Pork, fresh	50
Bread, 50	Grapes, 50	Pork, salted	25
Bricks, 30	Grindstones, 30	Potatoes, Turnips, &c.	25
Buhr blocks, 40	Groceries generally, 25	Queensware,	25
Butter, fresh 50	Hats, 50	Rags,	40
Butter, firkins or casks 25	Hay in bales, 40	Rails and Posts, fencing	25
Cabbages, 25	Heading and Staves, 25	Raisins,	50
Candles, 40	Hemp & Flax, in bales, 30	Rice,	40
Castings, 25	Hides, dry 40	Rosin,	25
Cedar ware, 50	Hides, green 30	Salt,	25
Charcoal, 50	Hardware, 25	Shingles,	25
Cheese, 25	Hollow Ware, 25	Ship stuffs,	25 a 30
China ware, 50	Hoop poles, 25	Shot,	50
Chrome ore, 25	Hops, 50	Skins, deer, &c.	40
Cider, bottles, 50	Horns, 50	Slate,	40
Cider, in brls. 40	Iron, blooms, 25	Snake root,	50
Cigars, 50	Iron, manufactured 30	Steel,	40
Clover Seed, 40	Iron, pigs, 25	Tallow,	25
Coal, see <i>specific</i> .	Iron ore, 25	Tar,	25
Coffee, 25	Iron, scrap 25	Tea,	50
Copper in pigs, 40	Lard, kegs or casks, 25	Tin, in pigs,	50
Copper, manufactured 50	Lead, bars or pigs, 25	Tin plate, boxes,	25
Copper ore, 25	Leather, 40	Tin ware,	50
Cordage, 50	Lemons, 50	Tobacco, Amer., in	
Corn brooms, 50	Liquors, foreign 50	hhds. or boxes,	25
Corn meal, 25	Live stock, 30	Tobacco, foreign, bales,	50
Cotton, in bales, 40	Lumber, generally, 25	Whiskey, brls. or hhds.	25
Drugs and Dyes, 35	Mahogany, 40	Wines,	50
Dry Goods, 35	Manure, 25	Wool, bales,	40

* Wheat is 23.15 cents per 100 lbs., and in the same proportion for intermediate distances as Flour.

SPECIFIC RATES.

Cumberland Coal—per ton, per mile,.....	2 cents.
“ “ from Cumberland to Baltimore, per ton,.....	\$3
“ “ “ “ Washington city,.....	3 56
“ “ “ “ Dam No 6,.....	0 75
Plaster Paris, per ton, per mile,.....	2 cents.

FLOUR.

From	Per barrel.	From	Per barrel.
Cumberland to Baltimore,....	50 c.	Point of Rocks to Baltimore,....	21 $\frac{1}{2}$ c.
Patterson's Creek	50	Frederick	20
Green Spring Run	50	Doup's Switch	“
Little Cacapon	50	Davis' Switch	“
Great Cacapon	50	Buckeystown	“
Hancock	40	Monocacy	“
Licking Creek	37	Reel's Mill	“
North Mountain	33	Ijamsville	“
Hedgesville	“	Monrovia	“
Martinsburg	“	Mount Airy	“
Flagg's Mill	“	Woodbine	“
Kerneysville	“	Hood's Mill	“
Duffield's	“	Sykesville	“
Harper's Ferry	25	Marriottsville	17
Weverton	25	Woodstock	15
Knoxville	24 $\frac{1}{2}$	Elysville	13
Berlin	23 $\frac{1}{2}$	Ellicott's Mills	9
Catoctin	22	Ilchester	8

COMMERCIAL STATISTICS.

IMPORTS OF FOREIGN MERCHANDISE INTO THE UNITED STATES.

WE gave in the May number of the Merchants' Magazine a very full view of the commerce of the United States, derived from the Annual Report of the Secretary of the Treasury, embracing summary statements of our domestic and foreign exports; imports from each foreign country; commerce and navigation of each state; the tonnage of our commercial marine, etc., etc. We now proceed to lay before our readers a summary statement of the quantity and value, as far as they can be ascertained from the official documents of the Treasury Department of the Government.

A SUMMARY STATEMENT OF THE QUANTITY AND VALUE OF GOODS, WARES, AND MERCHANDISE, IMPORTED INTO THE UNITED STATES DURING THE YEAR ENDING 30TH OF JUNE, 1845.

Species of Merchandise.	Quantity.	Value.
FREE OF DUTY.		
Bullion—gold,.....		\$66,103
“ Silver,.....		41,275
Specie—gold,.....		752,747
“ Silver,.....		3,210,117
Teas,..... pounds.	19,630,045	5,730,514
Coffee,..... do...	107,860,911	6,221,271
Copper, in plates and sheets,.....		738,936
“ in pigs, bars, and old,.....		1,225,301
Brass, in pigs, bars, and old,.....		13,702
Dye woods, in sticks,.....		603,408
Barilla,.....		22,917
Burr stones, unwrought,.....		32,624
Crude brimstone,.....		108,619
All other articles,.....		3,380,306
Total,.....	127,490,956	22,147,840

Species of merchandise.	Quantity.	Value.
PAYING DUTIES AD VALOREM.		
Manufactures of wool, cloths, and cassimeres,.....		\$5,411,850
merino shawls of wool,.....		226,317
blankets, not above 75 cents each,...		304,677
above 75 cents each,.....		694,237
worsted stuffs,.....	1,938,109	
hosiery, gloves, mits, and bindings,..	741,242	
woollen and worsted yarn,.....	187,975	
other articles,.....	553,468	
Manufactures of cotton, dyed, printed, or colored,.....	8,572,546	
white or uncolored,.....	1,823,451	
velvets, cords, moleskins, fustians, &c.	671,291	
twist, yarn, or thread,.....	565,769	
hosiery, gloves, mits, caps & binding,	1,326,631	
other manufactures,.....	903,594	
Silk and worsted goods,.....	1,510,310	
Camlets, and other manufactures of goat's hair and mohair,	228,838	
Silks, floss, and other manufactures not specified,.....	1,027,541	
Lace, thread and cotton,.....	1,122,997	
gold and silver, &c.....	28,434	
Flax, linens, bleached and other,.....	4,298,224	
other articles,.....	624,885	
Hempen goods, sheetings, brown and white,.....	106,730	
ticklenburgs, osnaburgs, and burlaps,.....	195,471	
other articles,.....	205,782	
Clothing, ready made,.....	67,232	
other articles of wear,.....	1,105,796	
Grass cloth and carpeting, not specified,.....	50,059	
matting and mats,.....	126,190	
Wire, brass, copper, and plated,.....	18,256	
Arms, fire and side,.....	146,155	
Manufactures of iron and steel,.....	4,023,590	
copper,.....	107,756	
brass,.....	120,083	
tin,.....	13,131	
other metals,.....	26,517	
Saddlery,.....	268,247	
Manufactures of leather, not specified,.....	109,668	
of wood,.....	176,092	
Glass, above 22 by 14 inches,.....	80,263	
silvered, framed, and other,.....	371,375	
Hats, bonnets, Leghorn, straw, chip, &c.,.....	712,923	
palm leaf,.....	52,103	
Wares, China and porcelain,.....	252,256	
earthen and stone,.....	2,187,259	
plated and gilt,.....	159,227	
japanned,.....	59,895	
Furs, undressed, on the skin,.....	256,586	
hats, caps, and muffs,.....	16,646	
hatters' and other,.....	465,739	
Hair cloth and seating,.....	90,643	
Brushes of all kinds,.....	67,426	
Paper hanging,.....	46,285	
Slates of all kinds,.....	121,768	
Black lead pencils,.....	11,798	
Copper bottoms, cut round, &c.....	3,455	
Zinc, in plates,.....	73,909	
Chronometers and clocks,.....	30,806	
Watches, and parts of watches,.....	1,106,543	
Gold and silver, manufactures of,.....	39,380	
Jewelry,.....	139,539	
Quicksilver,.....	54,993	
Buttons, metal and other,.....	109,230	

Species of merchandise.	Quantity.	Value.
PAYING DUTIES AD VALOREM.		
Teas, imported from places other than their growth and production.....lbs.	182,455	\$31,274
Coffee,.....do.....do.....do.....do.....do.	272,458	22,261
Corks,.....do.....do.....do.....do.....do.	.....	90,862
Quills,.....do.....do.....do.....do.....do.	.....	9,387
Wood, unmanufactured, mahogany and rose,.....do.	.....	299,082
Wool, unmanufactured, not exceeding 7 cts. per pound,....pd.	23,382,097	1,553,789
exceeding 7 cents per pound,....do.	450,943	136,005
Articles not enumerated—at 1 per cent,.....do.	.....	212,975
2½ do.....do.....do.....do.....do.	.....	1,690,460
5 do.....do.....do.....do.....do.	.....	4,975,003
7 do.....do.....do.....do.....do.	.....	32,576
7½ do.....do.....do.....do.....do.	.....	29,685
10 do.....do.....do.....do.....do.	.....	170,641
12½ do.....do.....do.....do.....do.	.....	253
15 do.....do.....do.....do.....do.	.....	292,873
20 do.....do.....do.....do.....do.	.....	2,290,897
25 do.....do.....do.....do.....do.	.....	1,103,334
30 do.....do.....do.....do.....do.	.....	1,064,616
35 do.....do.....do.....do.....do.	.....	46,701
Total,.....do.....do.....do.....do.....do.	.....	\$60,191,862
PAYING SPECIFIC DUTIES.		
Silks—sewing silk, silk twist, or twist of silk & mohair, lbs.	82,196	\$431,632
pongees, plain white, and other manufactures of, .do.	894,321	8,260,784
raw silk, and all silk in the gum, &c.....do.	62,697	208,454
silk shoes and slippers, laced boots, &c....., pairs.	4,047	3,071
silk hats and bonnets,.....No.	5,884	17,839
Woollens, flannels, .....square yds.	205,130	76,055
baizes,.....do.....do.....do.....do.....do.	278,456	100,332
Carpeting, Wilton and Saxony,.....do.....do.	32,498	86,789
Brussels,.....do.....do.....do.....do.....do.	227,170	310,174
Venetian and other ingrained,.....do.....do.	46,778	34,951
Sail duck,.....do.....do.....do.....do.....do.	744,211	272,031
Cotton bagging, of hemp,.....do.....do.....do.	1,551,044	117,331
of other materials,.....do.....do.....do.	228,448	11,194
Floor-cloth, patent, painted, &c.....do.....do.	7,804	5,714
Oil-cloth, furniture and other,.....do.....do.	108,317	27,150
Wines, in casks, bottles, and other vessels—		
Madeira,.....gallons.	101,176	145,237
sherry,.....do.....do.....do.....do.....do.	23,616	38,289
Champagne,.....do.....do.....do.....do.....do.	101,464	303,399
Burgundy,.....do.....do.....do.....do.....do.	543	1,157
Port,.....do.....do.....do.....do.....do.	262,977	165,491
claret, and other red wines of France,.....do....	1,481,496	364,055
white, of France,.....do.....do.....do.....do.....do.	487,513	143,616
white, of Portugal,.....do.....do.....do.....do.....do.	136,796	83,999
red, of Portugal,.....do.....do.....do.....do.....do.	113,607	69,532
Teneriffe,.....do.....do.....do.....do.....do.	5,846	6,426
of Spain,.....do.....do.....do.....do.....do.	300,662	73,585
of Sicily,.....do.....do.....do.....do.....do.	119,590	46,033
other Mediterranean,.....do.....do.....do.....do.....do.	51,988	13,323
of Germany,.....do.....do.....do.....do.....do.	27,677	15,235
all other,.....do.....do.....do.....do.....do.	2,881	809
Foreign distilled spirits—		
brandy,.....gallons.	1,081,314	819,540
from grain,.....do.....do.....do.....do.....do.	606,311	262,543
from other materials,.....do.....do.....do.....do.....do.	270,484	78,957
cordials,.....do.....do.....do.....do.....do.	20,727	30,080
Beer, ale, and porter,.....do.....do.....do.....do.....do.	108,066	96,598
Vinegar,.....do.....do.....do.....do.....do.	38,267	6,252
Molasses,.....pounds.	201,311,364	3,154,782

Species of merchandise.	Quantity.	Value.
PAYING SPECIFIC DUTIES.		
Oil, olive, in casks,.....gallons.	82,655	\$48,579
linseed,.....do...	227,114	105,574
all other,.....do..	3,533	3,779
Cocoa,.....pounds.	1,655,094	92,389
Chocolate,.....do...	5,027	1,627
Sugar, brown,.....do...	111,957,404	4,556,392
white clayed,.....do...	1,662,574	91,172
loaf and other refined,.....do...	2,044,862	132,991
Fruits, almonds,.....do...	1,757,349	152,869
currants,.....do...	1,237,882	59,838
prunes,.....do..	468,693	43,695
figs,.....do...	1,409,663	110,916
dates,.....do...	89,271	1,114
raisins,.....do...	10,739,220	706,594
Nuts, except those used for dyeing,.....do...	2,179,435	68,733
Spices, mace,.....do...	14,997	12,719
nutmegs,.....do..	250,253	176,221
cinnamon,.....do..	3,440	2,932
cloves,.....do...	155,252	24,429
pepper, black,.....do..	1,012,986	37,875
Cayenne pepper,.....do..	17,861	1,699
pimento,.....do...	2,832,750	164,690
cassia,.....do...	942,231	86,056
Ginger,.....do...	684,380	26,434
Camphor,.....do...	705,642	143,542
Cheese,.....do...	65,109	8,841
Pearl barley,.....do...	48,334	1,729
Beef and pork,.....do..	27,866	1,088
Hams and bacon,.....do..	30,968	3,540
Bristles,.....do...	343,218	172,076
Saltpetre,.....do..	1,922,694	80,885
Indigo,.....do...	1,131,256	862,700
Wood or pastel,.....do...	108,166	3,194
Ivory black,.....do..	12,861	1,243
Opium,.....do...	14,432	37,638
Glue,.....do...	8,264	1,275
Gunpowder,.....do..	8,081	3,284
Bleaching powder,.....do...	1,882,473	73,174
Cotton,.....do...	13,239,935	646,966
Thibet, angora, and other goat's hair,.....do...	63,254	18,443
Cigars,.....do...	815,172	1,160,644
Dry ochre, and in oil,.....do...	2,121,529	22,168
Red and white lead,.....do..	231,171	14,744
Cordage, tarred, and cable,.....do..	1,114,839	67,209
untarred, and yarn,.....do...	415,963	22,391
Twine and pack thread,.....do...	588,763	115,768
Seines,.....do...	10,579	5,298
Hemp,.....do...	28,155	145,209
Manilla, sun, and other hems of India,.....do..	70,708	238,179
Jute, sisal grass, coir, &c., used as hemp for cordage,.....do...	24,339	106,717
Cordilla, or tow of hemp or flax,.....do...	8,433	46,602
Flax, unmanufactured,.....do...	8,879	90,509
Rags of all kinds,.....do...	10,903,101	421,080
Manufactures of glass—		
watch crystals, and spectacle glasses,.....gross.	2,958	12,677
cut glass,.....pounds.	49,503	26,127
plain, moulded, or pressed, weighing over 8 oz., do..	14,917	2,743
plain, moulded, &c., weighing 8 oz. or under, do..	5,215	2,385
plain tumblers,.....do..	6,234	790
cylinder,.....square ft.	165,861	14,679
crown,.....do...	105,715	13,211
polished plate,.....do..	69,361	21,292

Species of merchandise.	Quantity.	Value.
Manufactures of glass—		
apothecaries' vials,.....gross.	402	\$1,562
bottles,.....do....	10,015	44,835
Demijohns,.....No....	18,071	5,408
Patent sheathing metal,.....pounds.	33,561	5,874
Pins, solid-headed, in packs of 5,100 each,.....packs.	45,594	25,828
pound pins,.....pounds.	48,645	19,250
Muskets and rifles,.....No....	7,034	16,185
Wire, iron and steel, cap and bonnet,.....pounds.	22,445	10,969
all other,.....do....	89,797	14,692
Manufactures of iron—		
tacks, brads, and sprigs,.....pounds.	15,789	1,678
wood screws,.....do....	86,668	17,133
nails, cut and wrought,.....do....	921,412	63,456
spikes,.....do....	16,430	526
chain cables,.....do....	1,992,849	57,193
chains other than cables,.....do....	264,270	10,718
wrought iron for ships, locomotives, and steam engines,.....do....	123,201	5,613
malleable iron,.....do....	3,779	327
Manufactures of iron and steel—		
mill, cross-cut, and pit saws,.....No....	2,672	6,996
steam gas pipes,.....pounds.	2,385	408
anchors,.....do....	58,361	2,371
anvils,.....do....	1,035,319	57,397
blacksmiths' hammers and sledges,.....do....	117,262	5,637
Castings, vessels of,.....do....		
all other,.....do....	630,518	18,236
glazed or tinned hollow ware,.....do....	148,336	4,792
sad irons, hatters' and tailors' irons,.....do..	458,019	33,917
cast iron butt hinges,.....do....	17,983	512
axletrees, or parts thereof,.....do....	1,324,942	80,507
sheet and hoop iron,.....do....	20,437	1,992
Iron, braziers' rods, from 3-16 to 10-16th inch diam....do....	596,549	25,814
nail or spike rods, slit, rolled, or hammered,.....do....	36,788	929
sheet and hoop iron,.....do....	11,972,198	489,528
casement rods, band, scroll, &c.,.....do....	216,255	7,671
in pigs,.....cwt....	550,209	506,291
old and scrap,.....do....	116,950	119,740
bar, manufactured by rolling,.....do....	1,023,772	1,671,748
bar, manufactured otherwise,.....do....	363,530	872,157
Steel,.....do....	64,283	775,675
Leather, sole and upper,.....pounds.		
gloves,.....dozen.	3,136	1,154
boots and shoes,.....pairs.	173,841	699,382
skins, tanned and dressed,.....do....	31,836	42,259
skins, tanned and not dressed,.....do....	14,713	114,497
tanned and not dressed,.....do....	4,090	12,626
Paper, writing,.....pounds.	49,322	7,926
all other,.....do....	114,579	43,798
Books printed forty years before importation,.....volumes.		
in Latin and Greek,.....pounds.	27,402	19,967
in Hebrew,.....do....	10,589	9,386
in English,.....do....	15,926	13,452
in other languages,.....volumes.	110,902	113,949
in pamphlets and sheets,.....pounds.	81,995	59,192
lexicons and all other,.....do....	12,077	8,447
do....	6,071	4,969
Coal,.....tons.	85,776	223,919
Salt,.....bushels.	8,543,527	898,663
Potatoes,.....do....	211,327	58,949
Fish, dried or smoked,.....cwt.	1,297	9,646
pickled,.....barrels.	30,506	280,519
Value of articles not enumerated.....		86,801
Total,.....		34,914,862

SUMMARY STATEMENT OF THE QUANTITY AND VALUE OF MERCHANDISE PAYING SPECIFIC DUTIES, DESIGNATED AS ARTICLES NOT ENUMERATED IN THE GENERAL STATEMENT OF FOREIGN MERCHANDISE IMPORTED DURING THE YEAR ENDING JUNE 30, 1845.

Species of Merchandise.	Quantity.	Value.
Spirits of turpentine,.....gallons.	33	\$27
Candy,.....pounds.	1,704	162
Syrup, of sugar and cane.....do...	112	3
Wax and spermaceti candles,.....do..	529	260
Tallow candles,.....do..	6	2
Soap, hard,.....do...	8,189	785
soft,.....barrels.	6	46
Tallow,.....pounds.	168,681	9,505
Starch,.....do..	24,179	1,295
Butter,.....do..	3,278	281
Alum,.....do..	61	8
Copperas,.....do...	135	12
Oil of vitriol,.....do..	8,770	801
Quinine,.....do..	23,079	50,048
Sulphate of barytes,.....do..	1,327,375	10,020
Tobacco manufactured, snuff,.....do..	477	167
other than snuff and cigars,.....do...	7,236	1,131
Whiting, and Paris white,.....do...	26,584	305
Litharge,.....do...	1,703	98
Putty,.....do...	232	34
Sugar of lead,.....do..	16,158	1,009
Shoddy, or waste,.....do..	780	8
Hat bodies, or felts, made in whole or in part of wool,..No.	216	249
Copper, rods and bolts,.....pounds.	536	117
nails and spikes,.....do..	1,252	3,361
Lead, shot,.....do..	1,341	59
old and scrap,.....do...	15,378	302
in sheets and forms not specified,.....do...	4,231	156
Brass battery, or hammered kettles,.....do...	12,422	3,179
Brass screws,.....do...	405	205
Blank books, bound,.....do...	969	796
unbound,.....do...	845	719
Coke, or culm,.....do...	18,267	564
Wheat,.....bushels.	281	257
Barley,.....do...	249	158
Rye,.....do...	43	44
Oats,.....do..	1,739	593
Indian corn,.....do..	13	5
Wheat flour,.....cwt...	14	30
Total,.....		86,801

TRADE AND COMMERCE OF THE UNITED KINGDOM, IN 1845-46.

We have received the official accounts of the British Board of Trade, relating to the Trade and Navigation of the United Kingdom, for the twelve months ending the 5th of January, 1846,* as compared with the twelve months ending on the 5th of January, 1845, (the previous year.) The first table gives the quantities of the principal articles of merchandise imported into, and also the quantities entered for the home consumption, of the United Kingdom. The articles marked thus, (*) in the column of quantities cleared for consumption in 1846, are those on which the duty has been repealed; the only return, therefore, being the quantities imported in the column under that head. Table II. embraces an account of the exports of foreign and colonial merchandise from the United Kingdom, in the twelve months ending on the 5th of January, 1846, as compared with two preceding years. In Table III., we have an account of the declared value of exports

* The English commercial or financial year closes on the 5th of January.

of the principal articles of British and Irish Produce and Manufactures, in the twelve months ending January 5th, in each of the years 1844, 1845, and 1846. Table IV. gives the number and tonnage of vessels employed in the foreign trade of the United Kingdom, for three years. These tables are prepared either by, or under the direction of G. R. Porter, Esq., and dated at the "Statistical Department, Board of Trade, February, 1846"—so that, in less than a month after the close of the commercial year, the British merchant and statesman is in possession of a summary view of the commerce of the kingdom for the past year, and we are thus enabled to lay the accounts of British trade and navigation before the readers of the Merchants' Magazine, in this country, some eight or nine months earlier than the statements embraced in the reports of the Secretary of the Treasury, (of the United States,) on Commerce and Navigation, for the same year. We earnestly hope Mr. Secretary Walker, or the Congress of the United States, will adopt a similar expeditious course, in the promulgation of these important documents. Their chief practical value depends upon their prompt publication. The only remedy for the evil is that which we suggested in the Merchants' Magazine for May, 1846.*

L.—IMPORTS INTO THE UNITED KINGDOM.

An Account of the Imports of the Principal Articles of Foreign and Colonial Merchandise, and of the consumption of such articles in the twelve months ended 5th January, 1846, compared with the preceding year.

	Quantities imported.		Quan. ent'd for home con.	
	1845.	1846.	1845.	1846.
Animals, living—Oxen and bulls, .No.	3,682	9,782	3,710	9,782
Cows,.....	1,154	6,502	1,156	6,502
Calves,.....	53	586	55	586
Sheep,.....	2,801	15,846	2,801	15,846
Lambs,.....	16	112	16	112
Swine and hogs,.....	265	1,598	269	1,598
Bacon,.....cwt.	36	54	36	64
Barilla and alkali,.....tons	2,663	3,145	2,621	Free.*
Bark for tanners' or dyers' use,....cwt.	632,907	567,935	651,489*
Beef, salted, not corned—				
Of British possessions,.....	20,250	3,288	4,014	2,361
Foreign,.....	86,516	80,932	1,143	1,179
Beef, fresh, or slightly salted,.....	3	3,273	24	651
Butter,.....	185,511	254,395	180,965	240,118
Cheese,.....	213,850	268,245	212,206	258,246
Cocoa,.....lbs.	3,731,256	4,917,907	2,590,528	2,589,984
Coffee—of British possessions,.....	24,113,230	23,151,602	19,557,922	20,803,912
Foreign,.....	22,409,958	27,233,767	11,833,375	13,514,183
Total of coffee,.....	46,523,188	50,385,369	31,391,297	34,318,095
Corn—Wheat,.....qrs.	1,099,077	871,443	822,182	135,670
Barley,.....	1,019,345	371,130	1,029,001	299,314
Oats,.....	299,601	592,620	262,357	585,793
Rye,.....	26,532	435	28,779	23
Peas,.....	108,001	84,830	122,984	82,556
Beans,.....	154,424	185,034	225,680	197,919
Maize, or Indian corn,.....	37,064	55,378	38,711	42,295
Buckwheat,.....	3,907	1,773	3,937	1,105
Malt,.....	.....	1	.....	.....
Wheat-meal, or flour,.....cwt.	980,645	950,195	712,968	630,255
Oat-meal,.....	3,951	3,063	3,922	2,224
Indian meal,.....	105	.....	.....	.....
Dyes and dyeing stuffs—Cochineal,....	10,385	9,376	6,776	Free.*
Indigo,.....	97,960	90,388	32,495*
Lac-dye,.....	7,636	12,806	8,470*

* The reader is referred to some remarks on this subject, introductory to the statements of the Commerce of the United States for 1845, in the Merchants' Magazine for May, 1846, Volume XIV., page 465.

	1845.	1846.	1845.	1846.
Logwood,..... tons	22,410	23,013	20,704*
Madder,.....cwts.	96,084	67,493	95,961*
Madder-root,.....	95,970	147,659	97,268*
Shumac,..... tons	9,652	11,429	9,814*
Eggs,.....No.	67,565,167	75,669,843	67,597,248	75,669,843
Fish of foreign taking—				
Eels,.....ships' lading	86	86	86	86
“ in small quantities,.....cwts.	.....	4	.....	4
Turbots,.....	84	160	84	160
Oysters,.....bushels	1	3	1	3
Salmon,.....cwts.	1,095	1,106	1,117	1,169
Soles,.....	.....	2	.....	2
Turtle,.....	397	387	405	387
Fresh, not otherwise described,.....	1,534	1,338	1,534	1,338
Cured, do,.....	216	20,587	170	20,273
Flax & tow, or codilla of h'mp & flax,	1,583,494	1,418,423	1,593,533	Free.*
Fruits, viz.—Currants,.....	284,378	348,704	285,116	309,799
Figs,.....	31,559	46,965	33,314	36,065
Lemons }..... chests or boxes	360,007	411,684	347,173	373,370
and }..... number, (loose,)	35,493	39,891	35,493	39,891
Oranges, }..... at value	603	1,556	5,470	6,463
Raisins,.....cwts.	217,238	299,101	202,654	205,311
Gloves, leather,.....pairs.	1,871,027	2,196,155	1,835,000	2,153,091
Hams,.....cwt.	6,732	5,462	3,568	2,603
Hemp, undressed,.....	913,233	929,516	901,794	Free.*
Hides, untanned,.....	637,886	719,482	628,898*
Mahogany,..... tons.	25,622	38,609	24,320*
Meat, salt or fresh, not oth. des...cwt.	246	437	56	403
Molasses,.....	591,249	528,238	615,628	625,868
Metals: viz.—Copper ore,..... tons	58,406	56,662	58,591	56,141
Unwrought,.....cwt.	28,031	2,524	93	106
Iron, in bars, unwrought,..... tons	24,483	33,295	21,658	Free.*
Steel, unwrought,.....cwt.	54,356	41,619	128*
Lead, pig and sheet,..... tons	3,058	5,078	50	139
Spelter,.....	10,393	12,927	5,718	Free.*
Tin blocks, ingots, bars or slabs,cwt.	12,085	25,588	2,078	8,801
Oils:—Train, blubber, & Sper,.....tuns	20,844	24,515	21,400	Free.*
Palm,.....cwt.	414,648	509,982	373,578*
Cocoa-nut,.....	87,866	42,974	43,502*
Olive,.....tuns	14,962	12,348	10,785*
Opium,.....lb.	248,340	259,626	32,736	39,880
Pork, salted: of British Poss....cwt.	2,153	1,517	248	172
Foreign,.....	28,627	38,128	1,073	1,289
Fresh,.....	63	133	63	133
Quicksilver,.....lb.	2,148,351	1,869,711	246,959	Free.*
Rice,.....cwt.	456,302	546,037	326,798	297,436
Rice in the husk,.....qrs.	36,630	45,187	38,119	44,574
Saltpetre and cubic nitre,.....cwt.	349,870	465,924	355,014	Free.*
Seeds: viz.—Clover,.....	124,759	152,517	92,114	134,105
Flaxseed and Linseed,.....qrs.	616,947	633,293	609,541	Free.*
Rape,.....	68,884	46,936	69,039*
Silk: viz.—Raw,.....lb.	4,149,932	4,351,626	4,021,808*
Waste, knubs, and husks,.....cwt.	15,618	13,122	15,856*
Thrown of all sorts,.....lb.	400,986	506,884	410,358*
Silk manu. of Europe: Silk or Satin pl.	161,466	167,146	150,571	154,638
Figured or brocaded,.....	109,093	98,022	103,635	93,742
Gauze, plain,.....	4,886	21,673	4,734	20,293
Striped, figured, or brocaded,.....	13,323	15,954	12,862	15,666
Tissue Foulards,.....	39	25	39	25
Crape, plain,.....	3,817	4,343	3,281	3,708
Figured,.....	99	42	76	97
Velvet, plain,.....	15,482	23,173	13,226	18,967
Figured,.....	2,692	3,498	2,494	3,017

	1845.	1846.	1845.	1846.
Silk manufactures of India: viz.				
Bandanoes & other silk hand... pes.	562,801	752,070	129,814	177,962
Other sorts,.....	.....	.....	.....	.....
Skins: viz.—Goat, undressed,.....No.	256,715	383,536	271,916	Free.*
Kid, undressed,.....	176,563	131,739	124,403*
Dressed,.....	416,709	484,891	419,088*
Lamb, undressed,.....	1,489,138	1,937,302	1,561,126*
Tanned, tawed, or dressed,.....	3,639	13,556	3,585*
Spices: viz.—Cassia Lignea,.....lbs.	1,278,413	1,422,444	115,030	150,976
Cinnamon,.....	951,220	636,806	18,619	23,506
Cloves,.....	263,178	414,485	128,384	112,705
Mace,.....	33,898	35,545	22,691	17,381
Nutmegs,.....	152,110	444,658	109,720	121,397
Pepper,.....	8,087,099	9,853,021	3,096,382	3,210,415
Pimento,.....cwt.	2,661	26,806	3,046	4,382
Spirits: viz. Rum,.....gals. (in. over p'f.	3,120,010	4,807,512	2,198,870	2,469,549
Brandy,.....	1,509,098	1,988,079	1,023,650	1,058,775
Geneva,.....	380,883	410,725	14,936	15,676
Sugar, unrefined: viz.				
Of the Brit. Ps. in A., duty 14s...cwt.	2,452,778	2,847,566	2,531,695	2,877,041
Do. equal to wh. clayed, duty 16s 4d	.....	132	.....	31
Of Mauritius, duty 14s.....	540,620	716,338	562,621	692,638
East India of Brit. Pos., duty 14s.	1,098,540	1,310,503	1,045,468	1,206,997
Do. equal to wh. clayed, duty 16s 4d	.....	24,772	.....	22,329
Do. importing foreign sugar, duty				
18s 8d and 21s 9d,.....	2,721	2,187	98	4,227
Foreign—free labor and under trea-				
ty, duty 23s 4d,.....	7,516	167,257	12	76,182
Do. white clayed, duty 28s,.....	.....	923	.....	1,095
Other sorts, duty 63s and 5 per ct.	777,900	741,603	89	66
Total of Sugar,.....	4,880,075	5,811,281	4,139,983	4,880,606
Tallow,.....cwt.	1,079,486	1,192,969	1,085,342	1,193,826
Tar,.....lasts.	9,686	10,939	9,869	Free.*
Tea,.....lb.	53,147,078	51,057,930	41,369,351	44,183,135
Timber and wood, viz. :—				
Battens and batten ends, foreign,				
entered by tale,.....hundreds.	89	30	95	36
Boards, deals, deal ends, and plank,				
foreign, entered by tale,.....	157	99	184	165
Deals, battens, boards, or other tim-				
ber or wood sawn or split:—				
Of British Possessions,.....loads	395,066	493,826	398,194	498,891
Foreign,.....	332,390	390,527	321,439	342,955
Staves,.....	73,255	88,347	69,224	Free.*
Timber or wood, not being articles				
sawn or split, or otherwise dress-				
ed, except hewn, and not other-				
wise charged with duty:—				
Of British Possessions,.....loads	546,155	796,515	551,994	797,490
Foreign,.....	211,746	285,313	202,209	282,028
Tobacco, viz.—Unmanufactured,.....lbs.	37,610,576	33,930,205	24,514,723	26,077,855
Manufactured, and snuff,.....	1,015,583	2,111,516	239,470	246,089
Turpentine, common,.....cwt.	452,211	485,381	466,566	Free.*
Wine: viz. Cape,.....gals.	423,336	446,736	349,587	357,517
French,.....	725,308	562,818	492,307	469,001
Other sorts,.....	7,435,942	7,444,969	6,235,557	6,160,327
Total of wine,.....	8,584,586	8,454,523	7,077,451	6,986,845
Wool, Cotton: viz. Of Brit. Pos. cwt.	.....	.....	.....	.....
Foreign,.....	.....	.....	.....	.....
Total of Cotton wool,.....	5,768,851	6,442,176	4,982,280	Free.*
Wool, Sheep and Lamb's,.....lbs.	65,713,761	76,828,152	Free.**

II.—EXPORTS OF FOREIGN AND COLONIAL MERCHANDISE FROM THE UNITED KINGDOM.

An Account of the Exports of the Principal Articles of Foreign and Colonial Merchandise, in the twelve months ended 5th January, 1846, compared with the Exports in the two preceding years.

Articles.	Quantities Exported.		
	1844.	1845.	1846.
Cocoa,.....lbs.	568,470	1,267,194	158,716
Coffee, viz :			
Produce of the British Possessions, .	125,824	155,703	625,060
Foreign,.....	12,557,619	6,150,279	18,604,561
Corn, viz.—Wheat,.....qrs.	48,039	46,109	47,167
Barley,.....	4,445	1,042	23,320
Oats,.....	41,998	25,014	28,743
Wheat meal and Flour,.....cwt.	45,286	105,621	44,360
Dyes and dyeing stuffs, viz.—			
Cochineal,.....	5,626	7,236	4,982
Indigo,.....	36,959	51,589	50,379
Lac-dye,.....	3,278	4,806	8,649
Logwood,.....tons.	2,648	3,281	2,638
Metals, viz.—			
Copper, unwrought,.....cwt.	1,759	24,789	5,959
Iron, bars or unwrought,.....tons.	3,985	5,877	2,562
Steel, unwrought,.....cwt.	29,136	41,367	36,174
Lead, pig,.....tons.	2,439	3,199	3,241
Spelter,.....	6,445	5,625	2,683
Tin,.....cwt.	13,006	19,154	18,348
Oil, Olive,.....tuns.	397	378	303
Opium,.....lb.	320,947	196,871	238,243
Quicksilver,.....	1,286,922	1,713,735	1,418,684
Rice, not in the husk,.....cwt.	207,328	184,302	352,515
Spices, viz.—Cassia Lignea,.....lbs.	1,986,413	1,403,313	1,156,265
Cinnamon,.....lb.	422,505	661,634	588,309
Cloves,.....	26,504	70,003	344,533
Mace,.....	9,701	19,795	28,004
Nutmegs,.....	36,365	27,514	162,923
Pepper,.....	2,651,650	4,040,851	7,274,350
Pimento,.....cwt.	21,199	5,430	22,241
Spirits, viz.—			
Rum, gals. (including overproof,....	1,079,250	741,211	778,954
Brandy,.....	767,460	686,413	1,061,639
Geneva,.....	317,706	335,125	348,692
Sugar, unrefined, viz.—			
Of the B. P. in America,.....cwt.	4,936	21	278
Of Mauritius,.....	196	143	375
East India, of B. P.	4,922	358	4,405
Foreign of all sorts,.....	563,585	393,299	610,953
Tobacco, unmanufactured,.....lb.	8,702,769	7,840,377	8,694,475
Foreign manufac. and Snuff,.....	764,270	879,413	1,296,846
Wine, viz.—Cape,.....gals.	1,624	3,696	2,892
French,.....	143,554	140,503	148,691
Other sorts,.....	1,207,979	1,518,589	1,460,936
Wool, Cotton, viz.—			
Of the B. P. in America,.....cwt.	353,748	421,630	383,181
Of other parts,.....	.....	.....	.....
Wool, Sheep and Lambs',.....lb.	2,961,282	1,972,674	2,662,353

III.—EXPORTS OF BRITISH PRODUCE AND MANUFACTURES FROM THE UNITED KINGDOM.

An Account of the Exports of the Principal Articles of British and Irish Produce and Manufactures, in the twelve months ended 5th January, 1846, compared with the Exports in the two preceding years.

Articles.	Declared Value of the Exportations.		
	1844.	1845.	1846.
Coals and Culm,.....	£690,424	£672,056	£970,462
Cotton Manufactures,.....	16,254,000	18,816,764	19,172,564
Cotton Yarn,.....	7,193,971	6,988,584	6,962,626

	1844.	1845.	1846.
Earthenware,.....	£629,148	£766,910	£828,104
Glass,.....	339,918	389,321	356,372
Hardwares and Cutlery,.....	1,745,519	2,179,087	2,194,523
Linen Manufactures,.....	2,803,223	3,024,799	3,062,006
Linen Yarn,.....	898,829	1,050,676	1,051,303
Metals, viz.—Iron and Steel,.....	2,590,833	3,193,368	3,555,486
Copper and Brass,.....	1,644,248	1,736,545	1,702,345
Lead,.....	251,949	270,344	201,449
Tin, in bars, &c.,.....	110,481	77,893	49,248
Tin Plates,.....	410,067	485,611	614,530
Salt,.....	213,746	224,656	218,941
Silk Manufactures,.....	667,952	736,455	764,424
Sugar, refined,.....	413,652	331,050	469,507
Wool, Sheep or Lambs',.....	420,940	535,134	555,432
Woollen Yarn,.....	742,888	958,217	1,067,056
Woollen Manufactures,.....	6,790,232	8,204,836	7,674,670
Total,.....	£44,812,020	£50,642,306	£51,471,050

IV.—VESSELS EMPLOYED IN THE FOREIGN TRADE OF THE UNITED KINGDOM.

An Account of the Number and Tonnage of Vessels which Entered Inwards and Cleared Outwards, in the twelve months ended 5th January, 1846, compared with the Entries and Clearances in the two preceding years; stated exclusively of Vessels in Ballast, and of those employed in the Coasting Trade between Great Britain and Ireland.

	ENTERED INWARDS.					
	1844.		1845.		1846.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
United Kingdom and its dependencies,.....	13,964	2,919,528	14,681	3,087,437	15,964	3,669,853
Other countries,.....	5,600	1,005,894	7,247	1,143,897	7,895	1,353,735
Total,.....	19,564	3,925,422	21,928	4,231,334	23,859	5,023,588

	CLEARED OUTWARDS.					
	1844.		1845.		1846.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
United Kingdom and its dependencies,.....	15,206	2,727,306	13,842	2,604,243	14,515	2,947,257
Other countries,.....	6,774	1,026,063	7,200	1,075,823	9,256	1,361,940
Total,.....	21,980	3,753,369	21,042	3,680,066	23,771	4,309,197

BRITISH EXPORTS OF WOOLLEN GOODS TO CHINA.

The following tabular statement of the exports of Woollen and Worsted manufactures to China and Hong Kong, is derived from a Parliamentary paper, recently made public. It embraces exports previously to the cessation of the East India Company's charter, and subsequently to the cessation of that charter, as will be seen below:—

EXPORTED PREVIOUSLY TO THE CESSATION OF THE EAST INDIA COMPANY'S CHARTER.

Years.	Cloths of all sorts.		Stuffs, woollen or worsted.	
	Pieces.	£	Pieces.	£
1824.....	19,860	258,180	128,489	274,041
1825.....	19,468	254,343	165,738	397,704
1826.....	28,346	328,840	191,455	520,141
1827.....	19,488	186,749	119,783	274,444
1828.....	17,852	211,930	178,426	405,674
1829.....	21,034	203,161	135,126	285,747
1830.....	19,435	163,270	169,470	311,223
1831.....	16,340	142,324	153,060	257,280
1832.....	21,857	206,910	162,126	259,027
1833.....	33,495	250,670	167,986	283,960

EXPORTED SUBSEQUENTLY TO THE CESSATION OF THE EAST INDIA COMPANY'S CHARTER.

Years.	Cloths of all sorts.		Stuffs, woollen or worsted.	
	Pieces.	£	Pieces.	£
1834.....	69,765	415,121	69,560	167,050
1835.....	73,620	316,974	109,567	208,572
1836.....	90,917	405,413	121,379	251,920
1837.....	29,250	110,614	59,619	134,584
1838.....	55,716	223,543	127,436	184,025
1839.....	32,837	158,304	99,517	175,863
1840.....	9,520	58,841	64,248	103,825
1841.....	16,715	95,103	54,829	116,209
1842.....	8,098	35,116	62,491	107,318
1843.....	29,989	154,246	124,714	258,025
1844.....	39,803	213,117	170,034	345,103
1845.....	50,242	280,361	132,819	245,886

MERCANTILE MISCELLANIES.

A COMMERCIAL VIEW OF WAR.

ELIHU BURRITT, the Learned Blacksmith, furnishes some important statements in relation to the expenses of war, that, to say nothing of its morality or humanity, should be sufficient to deter governments and men of common sense from ever engaging in it.

In 1835, a year of great commercial prosperity, the value of all the British and Irish produce and manufactures exported from the United Kingdom was \$208,237,980. The appropriations for the payment of the interest of the British war debt, and for the support of the Army, Ordnance, and Navy, during the current year, amount to \$225,403,500 !! Think of that! The war-expenses, in the time of peace, exceeding by nearly \$20,000,000 per annum, all that the human and iron machinery of that great kingdom can produce beyond its home consumption !! And now there is to be a famine there, and the guilty policy that taxes the very air breathed by the poor, to pay these war expenses, has locked up British ports against the Egyptian granaries of the world, leaving those hungry millions to covet swine's food in the sight of interdicted abundance.

The mercantile shipping of the civilized world amounts to about 8,000,000 tons, which is worth, new and old, \$30 per ton, and nets, clear of interest, insurance, etc., 10 per cent., or \$24,000,000 per annum. *The appropriation to the British Navy for the current year is \$33,620,200 !!* Is not this a sober fact? that the annual expense of the nation's navy exceeds the nett profit of all the mercantile shipping owned by the civilized world?

The war-debts of the European nations amount to \$10,000,000,000. It would require the labor of *four millions* of men, at \$150 per annum for each man, to pay the *interest* of this sum at six per cent. To pay the principal, it would be necessary to levy a tax of at least TEN DOLLARS on every inhabitant of the globe! Another fact, rendering this more impressive, may be found in the "scrap of curious information," that no heathen nations are in arrears for the butcheries they have perpetrated on the human race. They pay cash down for all that is done for the devil under their hands. Christian nations alone "go on tick" for that kind of service.

From March 4th, 1789, to June 30th, 1814, our government expended on the War Department \$663,438,851. The interest on this sum, at 6 per cent, would build Whitney's great railroad from the lakes to the Pacific, 2,500 miles in length, at \$15,000 per mile; and thus erect a highway for the commerce and communion of the family of nations, which should be reckoned in all coming time one of the greatest enterprises that ever blessed the race.

RESOURCES OF THOMASTON, MAINE.

ITS LIME AND LIMESTONE.

We have always heard a great deal about the quantities of lime manufactured at Thomaston, (Me.), but had no definite knowledge of the actual extent to which this business is carried on in that quarter, until we met with the "Lime Rock Gazette."

Thomaston, in the county of Lincoln, state of Maine, is bounded east by Penobscot co., and west by St. George's river. It contains excellent limestone, from which, in 1840, about 350,000 casks were manufactured. It is estimated by Haskell, that there are \$14,000,000 worth of limestone within twenty feet of the surface; and more than half a million of dollars are annually received from the sale of lime. The state prison is situated on the banks of the St. George river, and the convicts are employed chiefly in cutting and preparing for exportation a fine blue granite, found on the banks of the river. In 1840 the town contained 90 stores, 2 fulling mills, 3 grist mills, 1 saw mill, 1 pottery, 2 printing offices, 2 weekly newspapers, 1 college, 3 academies, 166 students; 27 schools, 2,423 students.

There are now in that town 132 lime-kilns, which, during the summer season, are in continual operation. Each kiln will yield, on an average, at every separate burning, 400 casks of lime, and is burned, during the season, 12 times—thus making the whole amount of lime manufactured at that place 600,000 barrels! About 27 cords of wood are consumed in burning a kiln, the price of which, during the past season, has been \$3 per cord; and in the process of manufacturing the rock into merchantable lime, a large number of laborers are continually employed.

The following table will show the estimated expense of manufacturing the lime of the last season, (1845,) together with its average sale at the kilns, and expenses of exportation:

633,600 casks rock at kiln, at 16 cents,.....	\$101,376 00
633,600 do. paid for burning, 8 do.	50,688 00
633,600 lime casks, 16 cents,.....	101,376 00
42,708 cords of wood, at \$3 00.....	128,304 00
	<hr/>
	\$381,744 00
	<hr/>
633,600 sold at the kilns at 65 cents,.....	\$411,845 00
633,600 freight for transportation, 20 cents,.....	126,720 00
	<hr/>
Cost at market,.....	\$538,560 00

This is a good mode of transmuting rock into silver and gold.

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#### AD VALOREM DUTIES ON WINES.

Several of the principal wine importers and merchants of New York, have addressed a memorial to Congress adverse to the substitution of ad valorem for specific duties on foreign wine. The memorial sets forth, "that an ad valorem duty upon wine, whether assessed upon the invoice value or upon the actual market price, presents great difficulties, and highly detrimental consequences to the fair dealer and to the revenue; as, if levied upon the cost of invoice, the dishonest merchant would undervalue the article without fear of detection, it being quite impossible to ascertain the price of such an article as wine, the value of which depends not only upon the often disputed taste or flavor, but frequently upon the reputation of particular brands, and when imported upon American account, is seldom or never purchased for cash, but obtained in barter for staves, flour, or other American produce; or is exported to this country for sale on account of the proprietors of the vineyards. That if the duty be assessed upon actual market price, the same difficulties present themselves to ascertain the value, which is constantly changing, of numberless qualities of any given denomination of wine; besides, the mode of levying the duty and its amount should of necessity be uniform in all the ports of entry in the Union, and this uniformity could not be obtained, if, as often happens, the value of wine were thirty per cent higher in New Orleans than in Boston."

## THE BOOK TRADE.

- 1.—*History of the Later Roman Commonwealth, from the end of the Second Punic War, to the death of Julius Caesar, and the reign of Augustus; with the Life of Trajan.* By THOMAS ARNOLD, D.D., late Regius of Modern History, in the University of Oxford, and Head Master of Rugby School. Two volumes of the English Edition, complete in one. New York: D. Appleton & Co. Philadelphia: Geo. S. Appleton.

This volume, which embraces a republication of the portion of Roman History contributed by Dr. Arnold to the "Encyclopedia Metropolitana," between the years 1823 and 1827, forms a most valuable part of our historical literature, and is not unworthy of accompanying the two previous volumes—the fruit of the matured years of a mind deeply imbued with all the elements of progress. Dr. Arnold, in the present work, carries the reader through a long and important era, from the close of the Punic War, to the final establishment of the empire under Augustus, and at the same time furnishes him with a clear and consecutive narrative of the events of this period. As a continuation of the two former volumes of the early history, recently republished here by the same house, which carries it down to the period of Gibbon, it will be prized by every one who can appreciate the erudite, clear-minded and benevolent-hearted author. Dr. Arnold combined in an eminent degree, theological orthodoxy with the most enlarged catholic liberality—which placed him at an equal distance from a narrow bigotry on the one hand, and a cold and sneering infidelity on the other. The narrative is clear and distinct, and the philosophical deductions are generally natural and just. Every page bears the impress of the finished scholar, and the sound-headed, pure-minded man. Dr. Arnold's history of Rome is now generally admitted to excel all others.

- 2.—*The Oregon Territory: its History and Discovery; including an Account of the Convention of the Escorial; also, the Treaties and Negotiations between the United States and Great Britain, held at various times, for the Settlement of the Boundary Line, and an Examination of the whole Question in respect to Facts, and the Law of Nations.* By TRAVERS TWISS, D. C., F. R. S., Professor of Political Economy in the University of Oxford, etc. New York: D. Appleton & Co. Philadelphia: George S. Appleton.

The professed object of the author of this volume, in instituting the present inquiry into the historical facts and negotiations connected with the Oregon Territory, was to contribute to the peaceful solution of the question at issue between the United States of America and Great Britain. That it may have this effect, is the earnest desire of all intelligent, Christian men, whether living under the government of the "model republic," or that of the "limited, constitutional monarchy" of England. Mr. T. thinks, and not altogether without truth, that the case of the United States has been overstated by our writers and negotiators. The same, perhaps, may be said of the same class of men on the British side of the question. The searcher after truth and justice will read both, and weigh well the facts and the arguments of each, before deciding on the merits of the respective claims.

- 3.—*Twenty-Four Years in the Argentine Republic; embracing its Civil and Military History, and an Account of its Political Condition before and during the Administration of Governor Rosas; his Course of Policy; the Causes and Character of his Interference with the Government of Montevideo, and the Circumstances which led to the Interposition of England and France.* By Col. J. ANTHONY KING, an Officer in the Army of the Republic, and Twenty-Four Years a Resident of the Country. New York: D. Appleton & Co. Philadelphia: George S. Appleton.

Colonel King, whose narrative is recorded in the present volume, was associated with the leading men of the Argentine Republic, during its most troublous times; served for a long time in its army; travelled over almost every part of it, and was a resident in it for nearly a quarter of a century. These, and other circumstances, have enabled him to impart a more thorough information of the condition of the people, their politics, habits, customs, religion, &c., &c., than has ever, to our knowledge, before been given to the world. Aside from the valuable information the work contains, on subjects of use to the statesman, both in this country and Europe, the apparently faithful statement of occurrences which took place during Col. K.'s residence there, the incidents connected with his personal history and experience, possess an interest almost, if not quite as romantic, as a work of pure fiction.

- 4.—*The People.* By M. MICHELET, member of the Institute, author of "Priests, Women and Families," "History of France," &c. &c. Translated by G. H. SMITH, F. G. S. New York: D. Appleton & Co. Philadelphia: G. S. Appleton.

M. Michelet is well known to the French people as a voluminous and powerful writer, and this volume contains his own peculiar views of the state of society, especially relating to the condition of France. "I have made it," he says, "out of myself, out of my life, and out of my heart"—the true method of book-making. It is replete with profound thought, flowing from the observation and experience of the author, who deeply sympathizes with the people, because he knows their life, their labors, and their sufferings, by interrogating his own memory. The life of the people, their social condition, etc., are described in a masterly manner, and the brilliant clearness, and vivid freshness of his style, must fascinate every reader. It is one of the few books that should be read by all.

5.—*An Introduction to Entomology; or, Elements of the Natural History of Insects: comprising an Account of Noxious and Useful Insects, of their Metamorphoses, Food, Stratagems, Habitations, Societies, Motions, Noises, Hybernation, Instinct, etc., etc.* With Plates. By WILLIAM KERBY, M. A., F. R. S., and L. S., Rector of Barham, and WILLIAM SPENCE, Esq., F. R. S. and L. S. Philadelphia: Lea & Blanchard.

The first American, from the sixth London edition, of this work, was corrected, and considerably enlarged, by the authors. We have been greatly interested in running over the pages of this treatise. There is scarcely, in the wide range of natural science, a more interesting or instructive study than that of insects, or one that is calculated to excite more curiosity or wonder. Entomologists calculate the number of the species of insects at four hundred thousand, or even more, perfectly distinct from each other; while, for all the other classes of animals together, thirty thousand species would be considered a high estimate. The minute and curious habits and peculiarities of the different species of insects brought to our view in this work, go to demonstrate that the works of the Creator are great, and worthy of our attention and investigation—the least in the scale, as well as the highest; the most minute and feeble, as well as those that exceed in magnitude and might. The popular form of letters is adopted by the authors, in imparting a knowledge of the subject, which renders the work peculiarly fitted for our district school libraries, which are open to all ages and classes.

6.—*The Modern British Essayists*. Vol. II.—Talfourd and Stephen. Philadelphia: Carey & Hart. This volume embraces the contributions of two of the best British essayists of the present day. Of the critical and miscellaneous writings of Talfourd, this is the second American edition; with, however, several additional articles, never before published in this country, embracing his contributions to the New Monthly Magazine, London Magazine, Retrospective Review, Edinburgh Review, &c.; Speeches in Parliament on the copy-right question, and the eloquent and classic speech delivered in the Court of the Queen's Bench, in defence of Moxon, for the publication of Shelley's works. The critical and miscellaneous writings of James Stephen, consisting of eight papers contributed to the Edinburgh Review, are exceedingly able—models of their kind; and possess a standard value that entitles them to a prominent place among such a collection of British essays.

7.—*My Shooting-Box*. By FRANK FORESTER, (HENRY WILLIAM HERBERT, Esq.,) author of the "Warwick Woodlands," "Marmaduke Wyvil," "Cromwell," "The Brothers," etc., etc. Philadelphia: Carey & Hart.

This forms the third volume of "Carey & Hart's Library of Humorous American Works;" and it affords us pleasure to say that, thus far, we have wit and humor, without the indelicate innuendoes, and obscene jests, that too often creep into such works. Herbert maintains that field-sports are not only not incompatible with refined tastes, elegant habitudes, and gentle manners, but most congenial to them; and, at the same time, admirably calculated to produce good feelings between the gentry of the cities and the yeomanry of the country. The sketches are generally graphic and racy, and the wood-cut illustrations of Darley admirable.

8.—*Lives of Distinguished American Naval Officers*. By J. FENIMORE COOPER, author of "The Spy," "The Pilot," etc. Vol. II.

This, the second volume of a series of naval biographies, the first of which was noticed in a former number of this Magazine, embraces comprehensive memoirs of John Paul Jones, Melancthon Taylor Woolsey, Oliver Hazard Perry, and Richard Dale—men distinguished in the naval service of our country, who have accomplished their mission, and gone to their rest. The world, however, is beginning to tire of blood-stained glory; and the enthusiasm and heroism of great men will, in the future, find vent in promoting the moral and social progress of the race.

9.—*Memoirs of the Pretenders and their Adherents*. By JOHN HENEAGE JESSE, author of "Memoirs of the Court of England," "George Selwyn and his Contemporaries," etc. In two volumes. Philadelphia: J. W. Moore.

These two volumes form the first and second numbers of "Moore's Select Library," to be published monthly, and consist not only of the best English books and translations, but of original works of merit, by American authors. The design, as we infer from the editor's statement, and some twelve volumes which are announced as in press, will embrace a wider range of subjects. Besides, the works selected, thus far, are calculated to elevate the mind of the reader, while they afford instruction and amusement. The present volume possesses a good deal of historic interest, and is almost, if not quite, as replete with romantic incidents, as a work of pure fiction.

10.—*Scenes and Adventures in Spain, from 1835 to 1846*. By POCO MAS. Philadelphia: J. W. Moore's Select Library, No. 3.

This volume describes some of the more interesting scenes and incidents which came under the author's observation during a sojourn of five years in Spain; at a period, too, when that interesting but distracted country was passing through one of the many ordeals to which it has unhappily been subjected. The writer has confined himself, as far as possible, to the scenes and adventures which he witnessed, or was personally concerned in—there being afforded him an opportunity of tracing an outline of the habits, customs, and characteristics, as they were spread out before him in the different parts of the country which he visited. His descriptions are graphic, and his style agreeable; and, on the whole, we consider it an interesting, and at the same time instructive book.

- 11.—*The Life and Voyages of Americus Vesputius, with Illustrations concerning the Navigator, and the Discovery of the New World.* By C. EDWARDS LESTER, and ANDREW FOSTER. New York: Baker & Scribner.

The account of the life and voyages of the navigator from whom the American Continent has derived its name, will hardly fail to interest the student of history. In the present volume, the authors have exhibited in a satisfactory form, the circumstances which attended the career of this eminent explorer; and in the introductory remarks there is presented to us a condensed general view of the state of the commerce of the world previous to the discovery of America. The most authentic sources of historic evidence, throwing light upon the topic, appear to have been carefully consulted; and we have also a narrative of the travels of Marco Polo, as well as that of the fellow voyagers of Americus, besides documents illustrating the subject of the biography presented in the collection of Navarrete. Whatever may be the opinion of the learned respecting the justice of the claim of Vesputius to give the name to this portion of the world, it must be admitted that the compilers have executed their work in a very appropriate manner; and have portrayed the character and services of the navigator in a seemingly accurate form. They acknowledge in their preface that they have consulted the volumes of Mr. Irving upon the "Life of Columbus," and "The Companions of Columbus," so that we may weigh the comparative merits of the two individuals in relation to our own continent.

- 12.—*Napoleon and his Marshals.* By J. T. HEADLEY. In 2 vols. New York: Baker & Scribner.

There are those who worship Napoleon for his amazing genius—his unparalleled power of embracing vast combinations—his tireless energy—his ceaseless activity—his ability to direct the movement of half a million of soldiers in different parts of the world, and at the same time reform the laws, restore the currency, and administer the government of his country. To this class, Mr. Headley belongs—and he accordingly appears as his apologist. Another class look with horror at the rivers of blood that flowed during his eventful career, and view him only as the selfish and ambitious despot. The truth, probably, is to be found between these two extremes; and the philanthropic mind is led to look upon him as an instrument in the hands of Providence, raised up for the accomplishment of wise designs—to fulfil a mysterious mission. Mr. Headley has availed himself of almost every source of information, and written in a vigorous style a book that will be read and admired by the democracy of numbers in what "Blackwood" sneeringly calls the "model" Republic.

- 13.—*Slavery Discussed, in Occasional Essays, from 1833 to 1846.* By LEONARD BACON, Pastor of the First Church in New Haven. New York: Baker & Scribner.

The author of this volume, who is a very able, and we doubt not conscientious writer, has presented his views with a characteristic boldness of style that distinguishes the most of his productions, discussing the question largely in a moral point of view, and portraying the many deplorable evils connected with the system; he points out what he conceives to be the duty of the people, and especially the church to which he belongs, upon this vexed question.

- 14.—*Collections of the American Statistical Association. Containing Statistics of Population in Massachusetts.* Prepared by JOSEPH B. FLINT. Vol I. Part II. Boston: Charles C. Little and James Brown.

The comparatively modern science of statistics is beginning to attract to itself a general interest: and some of the principal powers of Europe are adopting it as a favorite source of knowledge. Sweden early directed its attention to the subject, and there is now a statistical department, or bureau, connected with the governments of Prussia, Austria, Bavaria, Wurtemberg, Naples, and Sardinia. A statistical society is also established in Saxony; and France has organized a society of universal statistics, which is under the protection of the king. Great Britain has likewise published, under the auspices of the board of trade, annual volumes embracing most valuable information of this kind. The recent work of Mr. Macgregor, who is understood to be at the present time the secretary of that board, embodying the statistics of the United States, embraces a much greater variety of statistical matter connected with our own country than any other volume upon the same subject. The present work contains the second part of the first volume issued by the American Statistical Association, and it embraces statistical tables of the early population of Massachusetts, illustrated with appropriate historical information, gleaned from authoritative works. It can hardly be doubted that the enterprise of this society will be attended with beneficial results—for the most valuable species of knowledge is that of facts.

- 15.—*Treatise on the Physiological and Moral Management of Infancy.* By ANDREW COMBE, M. D., Fellow of the Royal College of Physicians of Edinburgh, etc. With Notes, and a Supplementary Chapter. By JOHN BELL, M. D., Fellow of the College of Physicians of Philadelphia, etc. Boston: Saxton & Kelt.

A new edition of a work that has passed through a great number in England, and the United States. It is addressed chiefly to parents, and to the younger and more inexperienced members of the medical profession; but it is not to them alone that the subject ought to have attractions. The study of infancy, it is well said by the author, considered even as an element in the history and philosophy of the race, is fertile in truths of the highest practical nature and importance.

16.—*Theological Essays*. Reprinted from the *Princeton Review*. New York and London: Wiley & Putnam.

This is an octavo volume of more than seven hundred pages, handsomely printed, and neatly bound in muslin. The topics here discussed, by some of the ablest pens in the Presbyterian denomination in the United States, are considered by a large class of divines of great importance in theology. They involve the questions agitated between what is technically termed the "Evangelical scheme," on one hand, and "Infidels, Papists, Socinians, Pelagians, Arminians, and Enthusiasts," on the other. "In reproducing, for the use of clergymen, theological students, and accomplished laymen, dissertations which have a polemical aspect, it is by no means intended to revive old controversies; yet it is the persuasion of those who make this publication, that the value of the truths contended for cannot well be overrated." "Transcendentalism," which seems to be diffusing some of its ideas, at least, among the most discordant systems, forms the subject of one of the twenty-three essays contained in the volume. It, on the whole, forms a very fair specimen of the religious literature at Princeton School, of the theologians and scholars.

17.—*Works of the English Puritan Divines. Vol. II.—Bunyan. The Greatness of the Soul, and the Unspeakableness of the Loss thereof; No Way to Heaven but by Jesus Christ: the Strait Gate.* By JOHN BUNYAN. To which is prefixed, an Introductory Essay on his Genius and Writings. By Rev. ROBERT PHILIP, author of "The Life and Times of Bunyan." New York: Wiley & Putnam.

Bunyan is undoubtedly one of the best specimens of the old Puritan divines, and the present volume is a fair specimen of his peculiar genius, and antique style. Mr. Philip, in his able and ingenious critique, which occupies about fifty pages of the volume, says there was more power about Bunyan's intellect, than his *spiritual* admirers generally suppose; for it commands or wins the admiration of men who have no spiritual discernment, and no taste for devotion. He "picked and packed words," as he calls his Saxonisms; but not for their beauty or point as composition, nor as specimens of his own vein, but because they were wanted to arrest attention, and were likely to rivet instruction. It is well remarked, that both new and beautiful lights may be thrown around the old facts, by devotees. Dr. Cheever has attempted this in his lectures on the "Pilgrim's Progress," and Carlyle has done it for Oliver Cromwell.

18.—*Monograph of the Dollar; Good and Bad.* By J. L. RIDDELL, M. D., Melter and Refiner, in the United States Branch Mint at New Orleans, and Professor of Chemistry in the Medical College, Louisiana. New Orleans: B. H. Norman. New York: Wiley & Putnam.

This is a large octavo volume, illustrated with fac-simile figures of four hundred and twenty-five varieties of the dollar, and eighty seven varieties of half-dollars, including the genuine, the law-standard, and the counterfeit; giving their weight, quality and exact value—which will enable the inexperienced to detect those which are spurious. The "impressions" of the coin are illustrated with notes and remarks on the description, weight, value and impression of coins, and counterfeits. To the banker and broker we should consider the work indispensable, while to the curious collector of coins it will prove useful and interesting. By a note appended to the present volume, we notice that the author is engaged in the preparation of a "General Atlas of Modern Coins," upon the plan of the present. Such a work, illustrated with fac-simile figures, will be found useful, not only in giving the authentic and exact quality, and value of the multiform varieties of hard money, but also in affording valuable and ready means in distinguishing the genuine from the spurious.

19.—*Recollections of Mexico.* By WADDY THOMPSON, Esq., late Envoy Extraordinary, and Minister Plenipotentiary of the United States at Mexico. New York and London: Wiley & Putnam.

The peculiarly belligerent position of our own government toward that of Mexico renders this work of especial interest at the present time. The official residence of Mr. Thompson, as minister in the country which seems destined to continual revolution, afforded him ample opportunity to acquire a correct knowledge of the character of the people, and the prominent local circumstances of the Mexican nation. The author advances no claim to minute exactitude of detail, and assumes for them the credit only of "Recollections and Desultory Dissertations," remarking in his preface that he can say, in the words of an affidavit to an answer in chancery, "that the facts stated as my own knowledge are true, and those stated on the information of others, I believe to be true." He has, however, performed more than he has promised, and has exhibited a view of the geography, population, products, and political relations of that nation, which is peculiarly required during the present juncture of affairs, springing from our existing entanglement with that unhappy priest and chieftain-ridden country.

20.—*Poems.* By THOMAS HOOD. New York: Wiley & Putnam's Library of Choice Reading.

Hood, by his humor and his humanity, has endeared himself to the lovers of the former, and the friends of the latter. His kindly soul has left its earthly tenement, but his genial spirit remains, to awaken the misanthropic, and gladden all beneficent and kindred hearts. This collection of his serious poems was made in fulfilment of his desire—among, we are informed, his last instructions to those who were dearest to him. His words and works are worth treasuring; and we earnestly commend this beautiful collection to all who can appreciate the good and true in literature and humanity.

21.—*Martyria: A Legend, wherein are contained Homilies, Conversations, and Incidents of the Reign of Edward VI.* Written by WILLIAM MOUNTFORD, Clerk. Boston: Crosby & Nichols.

This is the first American edition of a very clever English book, to which the Rev. F. D. Huntington has added a somewhat extended introductory essay, in which he takes occasion to commend its high conceptions of duty, its beautiful lessons of morality, faith, forgiveness, prayer, self-denial, and the depth of spiritual meaning, the intellectual insight, the classic gracefulness of the execution, as well as the pure elegance, and often condensed energy of its style, which must elaim the admiration of every scholar, and in the highest degree, the studios attention of all who aim to growth in the Christian life. It will, we cannot doubt, be a most acceptable addition to the library of the Unitarian Christian, and may be read with advantage by those who regard sectarianism, in all its forms, as anything but favorable to the progress of practical, living Christianity.

22.—*The Shipmaster's Assistant, and Commercial Digest: Containing Information necessary for Merchants, Owners, and Masters of Ships.* By JOSEPH BLUNT, Counsellor at Law. New York: Published by the Author.

A most valuable compilation, and indispensable to men engaged in commercial pursuits. Mr. Blunt has contrived to collect and present in a condensed form, the multitude of laws and regulations of commerce and navigation, and reduce them to system, in an octavo volume of about five hundred pages. It embraces the requisite information on the following subjects, viz:—Masters, Mates, Seamen, Owners, Ships, Navigation Laws, Fisheries, Revenue-cutters, Custom-house Laws, Importations, Clearing and Entering Vessels, Drawbacks, Freight, Insurance, Average, Salvage, Bottomry and Respondentia, Factors, Bills of Exchange, Renewals, Weights, Measures, Wreck Fees, Quarantine Fees, Passenger Laws, Pilot Laws, Harbor Regulations, Marine Offences, Slave Trade, Navy, Pensions, Consuls, Tariff of the United States, and Commercial Regulations of foreign nations. This work, although preceded by two editions of a similar character, is in reality almost altogether new. We hope, in a future number, to give this valuable work a more extended notice.

23.—*The Discourses and Essays of the Rev. J. H. Merle D'Aubigne, author of the "History of the Great Reformation," etc. With an Introduction.* By ROBERT BAIRD, D. D. Translated from the French. By CHARLES W. BAIRD. New York: Harper & Brothers.

This volume contains a collection of discourses and essays, seventeen in all, a few of which have, at one time or another, been translated into English, and published separately, in England or this country, and some in both, either in small volumes or pamphlets; but the majority, we infer, are now for the first time offered to the English reader. They bear, says Dr. Baird, the impress of the same masterly mind which beams forth on every page of the author's inimitable History of the Great Reformation of the Sixteenth Century, and possess one grand characteristic—that of "a glorious baptism into the spirit of that Reformation."

24.—*A Year with the Franklins; or, To Suffer and be Strong.* By E. JANE COLE. New York: Harper & Brothers.

We are not quite certain that fiction is the most effectual method of imparting the lessons of wisdom and virtue. Perhaps much, however, may be done in this way, by weaving into a "well-told tale" the verities that are daily presenting themselves to the acute observer of human life and character. This little volume, which forms one of a series of very good books of this class, will find many readers among all ages; and will, we can scarcely doubt, afford a degree of innocent amusement, as well as instruction.

25.—*Uncle John; or, "It is Too Much Trouble."* By MARY ORME. New York: Harper & Brothers.

The writer of this has a pleasant way of telling a story, so as to interest "litle folks," and indeed all who retain any portion of the freshness of "early days." The moral may be inferred from the quoted maxim in the title of the story. It is a good one—and the illustrations are well done.

26.—*The Life of General Winfield Scott.* By E. D. MANSFIELD, Esq. New York: A. S. Barnes & Co.

The life of this brave and patriotic officer is identified with a considerable portion of the recent military history of the country. Although his services have not been performed on that large scale which has distinguished many of the bloody and disastrous battle-fields of Europe, and which are opposed to the spirit of the times, they have, notwithstanding, been marked by those features which establish his character as a military commander of sound judgment, promptitude and courage. They extend through the period from the adoption of the American Constitution to the present time. The volume exhibits all the prominent circumstances of his life, from his early youth to his succeeding campaigns upon the frontier—in which he won distinguished honor—together with his more recent labors touching the late border difficulties upon the Canada line, and those growing out of the Maine Boundary Question. As a biographical sketch of the commander-in-chief of the army under the national government, it is a valuable record.

27.—*The Little Robbers, and Other Tales: Translated from the French of Madame Guizot.* Boston: Waite, Pierce & Co.

These little tales are from the pen of Madame Guizot, who has been peculiarly happy in illustrating moral duty by other volumes of the same kind. The work is very neatly printed, and will repay a perusal.

28.—*Mitchell's Ancient Geography*. Philadelphia: Thomas, Cowperthwait & Co.

Few names are more extensively known in our country than that of Mitchell. His Primary Geography and School Geography are familiar to most pupils, in every state of the Union. We are glad to see that he has prepared a work on Ancient Geography, a department in which there has hitherto been a lamentable deficiency in our schools, more especially since we find that he has most admirably performed the task which he undertook. The treatise is clear and full, and illustrated with many very handsome cuts, and the maps are in the very best style. A part of the work is devoted to Sacred Geography. This will make it valuable to the teachers, as well as pupils of Sunday-schools, and to all who study sacred history, and other subjects connected with the Bible. The atlas contains an extensive index, in which the comparison of ancient and modern names is an important feature.

29.—*Essays, in a Series of Letters*. By JOHN FOSTER, Author of "An Essay on Popular Ignorance." First American, from the eighteenth London Edition. New York: Robert Carter.

This volume from the pen of a sterling writer, contains several essays; one upon the subject of "A Man's writing Memoirs of Himself," and another, which has been long known to the most discriminating portion of the reading community, upon "Decision of Character." This last essay is eminently analytical and profound. He discusses the subject with a seeming comprehension of all its parts, and traces those causes which bear upon the human character with the hand of a master. It will well repay a careful study.

30.—*The Genuineness, Authenticity and Inspiration of the Word of God*. By the Editor of "Bagster's Comprehensive Bible." New York: Robert Carter.

This work is an able exposition of the ground upon which Christianity rests, a system which is not only a source of human hope in respect to the future, but the adamant foundation of the general policy of the most civilized nations of modern times. It embraces in separate parts the evidences of the divine origin of the Bible, drawn from various sources—referring as well to their prescriptive sanctity as to their entire scope and spirit, exhibiting a great mass of historic proof upon the subject.

31.—*The Old White Meeting-House; or, Reminiscences of a Country Congregation*. New York: Robert Carter's Cabinet Library.

32.—*A Brief Sketch of the Life of the late Miss Sarah Martin, of Great Yarmouth; with Extracts from Parliamentary Reports on Prisons, or her own Prison Journals, &c.* New York: Robert Carter.

33.—*The Mount of Olives, and other Lectures on Prayer*. By the Rev. JAMES HAMILTON. New York: Robert Carter.

The volumes embraced in "Carter's Cabinet Library," of which the three volumes named above form a part, are deeply imbued with the religious sentiment, and are generally popular with that large class of professed Christians denominated "orthodox" or "evangelical." The series is selected from the most approved theological writers, and the volumes are handsomely printed, and afforded at very moderate prices.

34.—*The Autobiography of Edward Gibbon, Esq., illustrated from his Letters, with Occasional Notes and Narratives*. By JOHN, LORD SHEFFIELD. Complete in 1 vol. New York: Turner & Hayden.

The autobiography of an impartial and truthful man, who has distinguished himself in the world, will ever be read with interest. The historian descends from his stilts, and leaves behind a few simple and apparently faithful annals of his life and times; and a friend (Lord Sheffield) supplies the last twenty years of his life, with his correspondence during that period, which, in a good measure, supplies the deficiency. The curiosity so universally experienced by readers, to know something of their favorite authors, in every department of literature, is thus gratified.

35.—*Friendless*. By a Friend of Youth. New York: C. L. Stickney.

"God helps those who help themselves," the homely aphorism adopted by the author as the motto of the volume, is happily illustrated in the agreeable narrative which follows. The design of our countryman is to enforce upon the young the importance of depending upon their own resources, teaching them to appreciate the faculties with which nature has gifted them for their benefit and use. It is a good book—one which we can cordially recommend to the "people and their children."

36.—*The Missionary Enterprise: a Collection of Discourses on Christian Missions, by American Authors*. Edited by BARON STOW, Pastor of Baldwin Place Church, Boston. Boston: Gould, Kendall & Lincoln.

This volume embraces a collection of fifteen discourses, by some of the most eminent American divines of the various denominations of Christians, which were scattered in ephemeral forms, but are now gathered up, and added to the increasing stock of missionary literature. The missionary movement is discussed by the different authors in all its bearings. Dr. Wayland, of Brown University, for instance, discourses of "The Moral Dignity of the Missionary Enterprise." Dr. Anderson, of the "Theory of Missions to the Heathen." Dr. Griffin presents the "Arguments for Missions," and Dr. Stone describes the "Bearings of Modern Commerce on the progress of Modern Missions."

*Simmonds' Colonial Magazine and Foreign Miscellany*, for May, was duly received by the Britannia. It contains, as usual, a mass of information in relation to the colonies, alike important to the merchant and the general reader. It is conducted by P. L. Simmonds, Esq., with singular ability, and is the most intrinsically valuable publication that comes to us across the Atlantic.