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# HUNT'S

## MERCHANTS' MAGAZINE.

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JULY, 1846.

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### Art. I.—PRESENT STATE OF COMMERCE AND INDUSTRY IN ITALY.\*

DUCHY OF MODENA—POPULATION OF THE ITALIAN STATES—PRODUCTS—MANUFACTURING AND AGRICULTURAL INDUSTRY—MARINE—COMMERCE OF MODENA BY LAND AND SEA—DUCHY OF LUCCA, ITS POPULATION—EMPLOYMENTS OF THE PEOPLE—MARITIME COMMERCE—EXPORTS—GRAND DUCHY OF TUSCANY—ITS POPULATION, COMMERCE, AND INDUSTRY—MANUFACTURING INDUSTRY IN THE DEPARTMENT OF PISA—NAVIGATION OF THE ARNO—RAILWAYS IN TUSCANY, ETC., ETC.

#### DUCHY OF MODENA.

*Population.* Consumption is the vital element of all traffic. And if we wish to inquire into the commercial condition of a state, we must first regard its foundation in the amount of the population. According to the most recent data, the duchy of Modena contains 396,000 inhabitants, divided as follows: Province of Modena, 230,000; Reggia, 100,000; Garfagnana Estense, 30,000; Lunigiana Estense, 14,000; Massa Carrara, 22,000; total, 396,000. Nearly one-half of the soil is jagged by the Apennines, which divide it into two districts, altogether distinct. The most populous portion of the duchy, situated in the plains of Lombardy, contains 330,000 inhabitants, while the maritime provinces, ultra-Apennine, contain only 60,000. These last named provinces are comprised in the vice-consular district of Viareggio, extending from the mouth of the Magra to that of the Arno, and form the subject of the following observations. Garfagnana is mountainous and sterile. Lunigiana, which forms part of the valley of Magra, is richer in culture and products. The duchy of Massa Carrara is blessed with a sky so mild, a climate so soft, and a soil so fruitful, that it may well be said to be an abode of delights.

*Products.* Chesnuts are the principal production of Garfagnana. In the plains of Lunigiana, and in Massa, are cultivated grain, legumes, fruits, garlick, onions, wines, and, in some parts, the mulberry. In the provinces of Massa, thick woods, entirely of oranges and lemons, forming the principal fortune of the owners, are to be found. In other parts, the

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\* Translated from "Giornale del Lloyd Austriaco," for the Merchants' Magazine.

inhabitants are good graziers. However, the chief riches of this part of the country consist in the celebrated quarries of Carrara marble.

*Manufacturing and Agricultural Industry.* In the duchy of Massa and its vicinity, agriculture is cultivated to the extreme point of which it is susceptible. Not a handful of soil remains uncultivated, and the laborious hand of the needy agriculturist allows neither truce or repose to the fertile glebe. Notwithstanding this, the duchy of Massa does not produce grain enough to nourish its inhabitants four months of the year. The laborious peasantry of Massa are sober, patient, and indefatigable. From morn to eve they work like beasts of burden; yet, in spite of their laboriousness, they are ill clothed, ill fed, and ill housed, leading, certainly, no joyous life.

It seems, at first, surprising that this needy rural population should exist in the most fertile parts of the soil. But the surprise ceases when we contemplate the limited extent of the Massese territory, and its superabundant inhabitants. Whenever in a purely agricultural country the just equilibrium between production and consumption is destroyed, penury necessarily results. And the reason is plain. A loaf which will sustain two or three, cannot be made to support ten. This self-evident truth seems entirely overlooked by the old economists. Persuaded that the public wealth would increase with equal rapidity as the population, they turned all their attention to the means of increasing that population, never reflecting that, especially in the salubrious and fertile provinces of central Italy, land would much sooner fail the people than people the land.

Pre-occupied with the present, they neither thought nor cared about the future. Hence arose dotations for the encouragement of marriage, premiums by public associations to fathers of large families; the abolition of majorities, the breaking up of large holdings, and their consequent division into ever decreasing portions. Their peculiar system of tenancy assists the tendency to multiply families. Introduced from Tuscany into the duchy of Massa, it has produced all the results which are so visible. The population is denser than it ought to be. All the holdings are copyhold; i. e., holding from a seigneur, or lord of the manor. Few are free. Property in land is literally so reduced into fragments that an owner is often found included in the class of the miserable poor. This class is also the more extended, as the inhabitants, hoping everything from the soil, confine their labor to it, seldom resorting to other industry. The duchy of Massa is, consequently, tributary to the foreigner for all that contributes to the conveniences of life, and these it obtains from the neighboring Livorno. Its traffic is hence limited and passive. Indeed, with the exception of the sculpture of marble, the local industry has produced not a single article of exchange, so that, were it not for the resource of block marble, trade would fail for want of equivalents.

*Marine.* The coast, though extensive, has no port. The most frequented places are Avenza and San Giuseppe. The first is nearest to Carrara, and is the place of shipment for the marble. The largest vessel does not exceed fifty tons. The marbles are carried to Livorno or Genoa, where they are transhipped in other vessels there waiting. The state of Modena has no war-marine. The commercial marine is limited to a very few vessels of various denominations. There are five of 360 tons burthen, with a crew of thirty men. This petty marine is engaged in fishing and in the coasting trade, plying between Viareggio, the mouth of the Arno,



and Livorno. Occasionally a voyage is made to the Tiber, to Sicily, or to the parts opposite Genoa and Nice. No single instance has occurred of an Austrian vessel being shipwrecked on this coast.

*Commerce by Sea.* A state with so small a population, deprived altogether of artificers, can have no great means of commerce. Indeed the importations, consisting of grain, colonial produce, and manufactured goods, have no other demand than the limited local consumption. The greatest part of this merchandise comes from Livorno, a little from Geneva.—Of exportation, block and worked marble form the chief bulk; then oranges, lemons, garlick and onions.

Block marble,.....	1,300,000 lira.	Oranges and lemons,.....	8,000 lira.
Worked marble,.....	130,000 “	Garlick and onions,.....	40,000 “

*Commerce by Land.* Grain, wine, and other small matters, are brought from Tuscany. Oxen come principally from Genoveseto, and Parmegiano, affording an active and lucrative traffic. Fattened beasts obtain twenty to thirty dollars per head, and are brought to Livorno for the food of the inhabitants, and the provisioning of the marine. The annual import of cattle is valued at 225,000 lira, and the annual export, at 180,000.

*General observations.* When we consider the limited extent of the coast, and the absence of accessible ports, we must allow that the duchy of Modena, from its geographical position, seems destined to occupy the lowest place among the maritime states of Italy. It is to be further observed that the nerve of the population is to be found on the plains of Lombardy, separated from the sea by the Appenines. Although, therefore, the provinces of the coast are washed by the Mediterranean, the trans-Appenine provinces are forced to have recourse to the ports of the Adriatic for its supplies from beyond sea. Modena is thus rendered tributary to the neighboring emporium of Venice, nor can it ever alter this course of trade, which ever follows the shortest and cheapest route. Livorno can only be made the place whence to supply the Modenese, in the event of a railroad being made across the Pontremoli mountains, as was proposed formerly, or across the Pitoja mountains, as is now proposed; and terminating in Lombardy. But the ports of the Adriatic can be also rendered more accessible by the railroads which are about to start in the Lombardo-Venetian kingdom.

We may thus conclude that the maritime commerce of Modena, circumscribed in the province of Massa, seems susceptible of no great increase; while the commerce by land, according to all probability, will remain dependent on the bordering Lombardo-Venetian provinces.

#### DUCHY OF LUCCA.

*Population.* There is no state in Italy which, in proportion, is so densely peopled as Lucca. On a superficies of 320 square miles, it contains 139,000 inhabitants. The clergy, including friars, monks, and nuns, 2,130; the military, 750; engaged in civil employments, 1,270; attached to industry and commerce, 6,300; attached to the marine, 550; proprietors, 40,000; attached to agriculture, 88,000; total, 139,000. The most striking part of this statement is, that nearly the mass of the people, almost every third individual, is a *proprietor*. The dwindling down of the estates has here, as elsewhere, produced its inevitable result, an undue increase of the population, and both individual and collective wealth is, consequently, rather diminished than increased. The great families have lost their pos-

sessions. But those possessions, at first divided, and subsequently subdivided indefinitely, whom do they now profit? This question I cannot now stop to discuss. I have stated the fact solely because it proves moderation to be good in all cases. I am of opinion that the principle of constant and successive division of properties is injurious to the development of all industry, inasmuch as it impedes the increase of capital so necessary in our time. Where this is wanting, all great enterprises are impossible; and if England had the American and French law of succession, she would never have attained the eminent commercial and political post she occupies in the world at present. This, however, is not the place to treat of this question, whatever interest attaches to it; and leaving this short digression, I resume the examination of my subject.

*Productions.* Beside the cereal productions, which do not equal the consumption, the two principal productions of the duchy of Lucca are oil and silk. Lucca oil is considered the best in all Italy, and is sought after in all the markets of Europe and America. The mulberry is carefully and successfully cultivated in the plains. The mountains are covered with forests of chesnuts, which, in great measure, serve for the food of the indigent classes.

*Agricultural and Manufacturing Industry.* The Serchio is to Lucca what the Nile is to Egypt, in rendering the soil fertile. Owing to an extensive and well understood system of irrigation, the fields, after an ample harvest, yield a second crop. As respects agricultural industry, the duchy of Lucca is no way inferior, even to the Massese districts, which are held to be cultivated like a garden. The peasants of Lucca are not only indefatigable laborers, but are also ingenious artificers, who, when not employed with the plough or the spade, resort to sedentary employments. During the hours of rest from out-door labor, the women spin, and the men weave. The old industrial traditions are not wholly lost in the country parts. It is owing to this, that Lucca has a population somewhat in a better condition than Massa, as the latter territory has no other resource than what springs from the immediate cultivation of the fields. Thus, in the capital as in the country parts, there are various manufactories, and silk spinneries, where some 2,500 operatives are employed. The woollen manufacture is also cultivated with success, employing about 900 individuals. Beside the tissues of silk and wool, there are fustians and other coarse stuffs in linen, hemp, and cotton, for internal consumption; other manufactories, as woollen caps, paper, hats, and glass, as well as copper foundries. This is, though on a small scale, a germ which, with greater or less solicitude, and in more propitious times, will develop itself.

*Marine.* With 6,000 inhabitants, Viareggia is the only port of Lucca, and this is only accessible to the small barks which ply the coasting trade. They carry, principally, wood, building materials, fruit, vegetables, and like articles. Vessels of more than one hundred tons are obliged to ride at large, which is very injurious to the port. Although the city has a safe and commodious anchorage, yet there are great obstacles to its obtaining any maritime and commercial importance. The smallness of the state, and its limited resources, together with the existence, in its immediate vicinity, of two large emporia, like Livorno and Genoa, are the two great obstacles to its increase.

Lucca has no war-marine. Its merchant marine of all sizes numbers 190 vessels, with a tonnage of 21,000, and a crew numbering 460 indi-

viduals. The number of vessels which entered and left the port of Viareggia (including foreign vessels,) for the last year, is reckoned at 120. No Austrian vessel has ever been known, voluntarily, or by stress of weather, to have approached the Lucchese shores.

*Maritime Commerce.* The maritime traffic of Lucca may be divided into direct and indirect, as it comes through Viareggio or Livorno. The direct commerce is the smallest. The exportations are of oil, fruit, corn, vegetables, wood for burning, brooms, and other small articles. The importations by sea, are salt fish, colonial produce, coal, wine, and a small quantity of manufactured articles.

*Land Commerce.* Lucchese commerce is centered in Livorno. Very little merchandise is brought by way of Viareggio, between which city and the capital, the mountain of Chiesa interposes itself. It is far cheaper and quicker for the merchants to obtain their supplies from the Tuscan emporium. Hence, the maritime commerce of Lucca takes the character of a land commerce from Livorno. The importations consist, principally, of colonial produce, salt and other provisions, manufactured goods, hardware, and other articles of foreign origin. The exportations consist of oil, to the value of 800,000 lira, silk goods, value about 200,000, caps, and other linen and cotton fabrics, value about 100,000. The oils are principally sought after from the North. The silks and caps are greatly in demand in the Levant, and are carried to Tunis and Algiers. The rest, as it passes through Livorno, is mixed up with the commercial operations of that port.

*General Observations.* Oil, its production and sale, has ever been the great resource of Lucca. There has been no great variation in its production. The industry engaged in silk, as well as that in wool, has greatly increased. The caps of the Donati fabric, enjoy a great reputation through all the Levant, so much so, that the manufacture cannot supply all the demand that comes from Beyrout and Tunis. The connection between Algiers and the whole coast of Africa and Lucca, is greatly extending itself. The manufacturing industry of Lucca is, therefore, in a state of progress. It is, nevertheless, susceptible of still greater development. Running waters abound in the territory of Lucca, affording constant water-power, which is of inappreciable advantage, and which the inhabitants will, in time, learn to turn to due account. A railway is in course of construction between Lucca and Pisa, by means of which Livorno will become the only outlet of Lucca, to the total exclusion of Viareggio. These, and other circumstances, will enable the manufactures of Lucca to make great progress. And this is also inferred from the natural disposition of the inhabitants, their hereditary habits, the great abundance of running waters, the small remuneration for labor, and from the surplus population which cannot find sufficient employment for it in agriculture. It is hence that the periodical emigrations take place to Tuscany, Corsica, Sardinia, and Algiers; emigrations that would cease the moment that sufficient employment was created at home.

#### GRAND DUCHY OF TUSCANY.

*Population.* From an official document which has fallen into my possession, I find the population of Tuscany, in 1803, was, in the cities, 211,695; in the country parts, 847,236; total, 1,058,931, distributed in various employments, as follows: agriculture, 921,111; commerce and

manufactures, 81,660 ; public employments, 30,000 ; military, 4,000 ; church, 22,160 ; total, 1,058,931. In 1841, according to the census then taken by authority, the population amounted to 1,489,980, being an increase since 1803, of 431,949. The present distribution into classes is not known, but the best probable estimate is as follows: agriculture, 1,263,007 ; commerce and manufactures, 150,000 ; public employments, 40,000 ; church, 16,373 ; military, 7,000 ; fisheries and marine, 13,600 ; total, 1,489,980 ; of which the Florentine provinces number 699,422 ; Pisanese provinces, including Livorno, 342,733 ; other provinces, 447,825 ; total, 1,489,980. From this estimate it appears that the number of individuals engaged in commerce and industry, has increased in the greatest proportion.

*Commerce and Industry.* The last thirty to forty years have entirely changed the nature of Tuscan commerce. It was formerly entirely one of transit ; now it is essentially one of consumption. Livorno used to be one perpetual fair for the interchange of oriental and western products. This has now altogether ceased. Let us return to the year 1803, to institute a comparison. In that year, the importations amounted to 14,910,135 lira, and the exportations to 14,041,579 lira. The importations were of silk cloth, flax, rope, cotton, gall-nuts, dyewoods, drugs, medicines, metals, wax, glass, wines, liquors, linen cloth, and hardware. The exports were of oil, grain, wine, fresh and dried fruits, salt meat, building timber, coal, tartar, silk cloth, straw and felt hats, sulphur, iron, and alabaster. Forty-two years ago, foreign grain hardly appears in the list of imports. Now it is the chief import. On an average of years, there arrive one million of sacks, which, at the medium price of ten lira per sack, amounts to 10,000,000 lira. This is an addition of a new and important branch of commerce since 1802. Since then, the exports have been deprived of two rich articles of commerce, straw hats, and works in alabaster, but have been enriched by several new articles of value, namely, salt of borax, pit-coal, copper, litharge, statuary marble, paper, potash, &c. We do not know the amount of the exports from Tuscany, but may estimate it at about three times the value of the exports of 1803. They are greatly on the increase. When Tuscany shall have extended and matured its undertakings in works of metallurgy and mineralogy, she will not a little have improved her economical condition. The balance of commerce will preponderate in her favor. The products which she has to sell, will surpass in value those she will have to buy. This change for the better is neither imaginary nor improbable. The greater growth of grain along the coast will diminish the imports of foreign grain. Her industry, favored by local circumstances, is making healthy progress. The time seems not remote, when Tuscany, from her extended coast, her islands, and her numerous ports, will become essentially a maritime and commercial state. To question this truth, were to confess ignorance of her geographical position. To get to the sea was the cause of the bitter wars that the Republic of Florence sustained and waged, and which ended in the ruin of Pisa. The Medicean sovereigns maintained a naval force beyond what was necessary. Few soldiers, but many sailors, was the maxim of the Grand Duke, Peter Leopold. That esteemed prince lavished his treasures to create a war-marine, and to extend the merchant service. His many undertakings for such purposes, have ever been reckoned worthy of all praise and of imitation. It is not grateful to think that his projects with respect to the



marine have been forgotten, as they appear not less wise, commendable, or even necessary, than others that have received greater praise and a more sustained attention. Impartial and enlightened men begin to perceive this, and, after a time, the public will become convinced that the prosperity of Tuscany will ever be in proportion to the assiduity and success with which her sons plough the ocean. Profiting from the lessons of the past, she will learn to obey a great geographical necessity. And then will arrive a new era for the grand duchy, which, developing her present neglected navigation, will attain her proper importance, and take rank among the chief states of the Italian peninsula.

*The Tuscan Coast.* Count Fossornbroni once showed to Napoleon that the low sea lands on the coast could not be made dry but by a process of filling up. The emperor objected the slowness of the process. "Sir," replied the illustrious mathematician, "permit me to say that the process you thus designate as too slow, is, from its nature, the shortest, since no other can be found." Struck by this fit and short answer, the emperor tapped him familiarly on the shoulder, saying, "you are right." This well-known anecdote proves that the raising of these sea lands is an enterprise of such a character that those who may witness its commencement will not see its completion. The work is gigantic, and requires an unshaken tenacity of purpose. Nevertheless, it is true that that vast and fertile district, restored to its pristine salubrity, would repay amply all outlay in improving its economical and sanitary condition. The memorials drawn up by Frederick Tartini on this subject, are full of interest. They were printed at Florence, in 1838. The lucid author, after alluding to the many and complicated misfortunes that, for many centuries, have fallen on this district, discusses its present state, and speculates on its future. Leaving the facts which are mentioned in the book, I shall confine myself to pointing out concisely how this coast sunk into its lowest state about the end of the last century, and how, at present, it is gradually improving. The atmosphere of the district has certainly, on the whole, not been improved. Indeed, while the low lands are in the process of being raised, the deadly miasma spreads the more. What has been effected, has, however, acted beneficially as an example; and, with the hope and expectation of greater advantages, have worked prodigies. The certainty of the earnest and powerful assistance of the sovereign authority has re-animated the depressed mind.

Since 1818, the population has increased, and is still constant in this numerical progress, more from natural additions than from immigration. Fifty years ago the land on this coast was almost without value. In 1784, the marquisate of Castiglione, extending 930 noggia, was valued at \$28,732, about thirty dollars per noggia. Now the value is threefold; and, in twenty years, will be increased tenfold. Man flies from places of personal insecurity, and where pestilential air shortens the too short years of life. Thus fatal to human life, the lands could not, for want of labor, be made to yield their proper fruit, and their value was, consequently, at the lowest point. Now, however, in consequence of the expectations of the future, their value has been greatly increased; on an average, about one-third; being rather more, in some parts, and less in others. Signor Francolini's well-reasoned memorial in the last number of the *Agricultural Journal of Florence*, (No. 74,) may be advantageously consulted on this point. That article is entitled, "On the general increase of product



and of value of the lands of the Maremma." It must not be concealed, however, that a spirit of speculation has greatly added to this rise in value. Societies have been formed for the purchase of large allotments for re-sale in small ones. One of the largest speculators is the house of Rocca, of Geneva; a house which, for the extent of its credit and largeness of its operations, passes for the first commercial house in Italy. The grand-ducal government has also let out to tenants considerable tracts, with right of transmission, and, in certain localities, for an almost nominal rent. The expenses attending the cultivation are very great, in building of laborers' cottages, felling of trees, embankments, &c., &c. Consequently, many who have entered incautiously into these speculations, without sufficient capital, have been involved in great difficulty. Investments in these undertakings can be rendered profitable to sons and grandsons only; and whoever seek to realize immediate profits, must betake themselves to other objects of investment. The gain, though remote, attracts, and the protection guaranteed by law encourages the timorous. Hope thus feeds the speculation. The advantages which shall accrue when restored salubrity to the air shall have rendered the population dense, far exceed all existing expectations. They include many causes of prosperity other than an improved and extended agriculture. The unexplored mineralogical and metallurgical sources of wealth, will, when opened up, give much greater value to the soil. The forges of Follonica, the pits of coal, the lakes of salt of borax, are so many fields of labor and sources of wealth for the benefit of the country.

In addition, many new articles of produce are being introduced; bridges are being built, new roads are being made, and the means of communication are being multiplied. A railroad from Livorno, across these plains of the Maremma, to Rome, is projected. When we contemplate, therefore, the improvements already made, and those which will, probably, be made, we foresee the gradual rise in wealth and value of these low lands. As the new cultivation is but of recent origin, the increase of products cannot be, at present, very great. Grain has increased from 10,000 to 15,000 sacks per year, within the last twenty years. The plantations of the olive, the mulberry, and the vine, are of recent introduction. My inference from all is this, that the Maremma district will become, one day, the most valuable of all in the grand duchy, and as populous as any.

*Of Manufacturing Industry in the Department of Pisa.* The industry of this department is very insignificant and noiseless. Coarse manufactures of wool, of cotton, and of linen, have, however, increased, for consumption in the neighboring parts. Some glass and earthenware factories are to be met with, but are carried on with poor success. This province furnishes hardly any but the coarsest manufactures for exportation. Of this coarse kind, are bricks, brooms, ordinary marble tables and mortars, vessels of terra cotta, and Turkish caps, made in Pisa and the village of Calci. These are sold at Livorno, and are carried to Algiers, and various parts of the Levant.

*Of the Navigation of the Arno.* With all deference to the geographers, the Arno is rather a torrent than a river. In the summer it is not at all navigable, and in the winter, only during a few months, and then by the smallest craft. These small craft leave Livorno, through an internal water communication, called the Copertini, to Pisa, where they enter the Arno, and, when the volume of water permits, ascend as far as Florence.

Building materials afford the principal freight by the Arno to Livorno; and provisions afford, principally, the return freight. Other traffic, whether to or from the sea, generally takes the land route, as being quicker, while not more expensive. The barge-owners are general carriers, making use of both water and land carriage for the conveyance of merchandise, according to the season of the year. The moment the railroad now constructing from Pisa to Florence is finished, both these means of transportation will be superseded.

*Railways in Tuscany.* When the Leopold railway, from Florence to Livorno, was first projected, the opinions prevalent as to its utility, were very discordant; and much clamorous opposition arose, the result of prejudice. A few months after the opening of the first part from Pisa to Livorno, witnessed a wholly different state of public opinion, and now, similar undertakings are viewed with a favor, and followed up with an ardor, as marked as was the coldness and distrust attending the first undertaking. Those who feared the utter ruin of their local industry have not had their fears realized; and the passenger traffic has so surpassed expectation, that those most reluctant hitherto, have become reconciled to this new mode of locomotion. Livorno contains 80,000 inhabitants, and Pisa, 20,000. From the 11th of March, 1844, to the 8th of January, 1845, 476,469 persons have been conveyed along the line. During this period, the whole of the inhabitants of both places have been conveyed, each individual, five times. The returns have been twice the amount estimated, namely, 4,000,000. A dividend of 6 per cent is talked of. The success attending this railway, as well as that of Lucca, has awakened a spirit of speculation that may end to the disadvantage of the incautious. But this very mania for railway undertakings will change the whole aspect of the country. The facility of sharing the risk, serves as a spur to cupidity, and draws the most timorous into the new movement. The value of existing undertakings is doubled, and new ones are started. The mind is startled and stimulated by the many examples of large fortunes suddenly acquired. So that, judging from these indications, I prophesy that the grand duchy will become, eminently, a commercial country. I will allude to a striking fact in confirmation of my views. The Leopold railway had not a single shareholder in Tuscany. That of Lucca met with a little more favor. But when the Siena line was projected, within twenty-four hours nearly the whole amount of capital required, was raised in Livorno. This railway, looking to the probable results, will be the least productive.

In certain special cases, the force of example is irresistible. But what will be the ultimate result of all these railways? To this question there is a response in an article by Signor Leonida Landucci, inserted in the last number of the *Giornale Agrario*, of Florence, No. 74. The author writes—"The Leopold railway, terminating at Florence, will be one of mere passenger traffic. If, afterwards, it should be extended, it will become the principal artery of circulation for internal commerce." Signor Landucci wishes this railway to be constructed from Florence to Fojano, thence, by two grand lines, one on to Rome, and the other to the shores of the Adriatic. "Thus," says he, "the goods of Germany will come to us by the port of Ancona, and those of France, England, Africa, and the Indies, will come to Umbria, to Marca, and to the Romagna, from Livorno." These suggestions of Signor Landucci have met with much approbation,

though many persons are of a very opposite opinion. They contemplate with fear the future line from Genoa to Milan. They think the future commercial and maritime activity on the western coast of Italy, will centre itself at Genoa, when will commence an epoch of ruin for Livorno. To ward off this danger, they suggest a railway to pass through La Via di Pontremoli to Parma, and then to join the Venetian-Milanese line. The difficulties in the way of executing this line, were such as to compel its abandonment. But the idea of preserving Livorno safe from the damage accruing from a direct communication with the Lombardo-Venetian line, has suggested the continuation of the line from Lucca to Pescia and Pistoja, to issue in the plains of Lombardy. This project has received the sanction of the duke of Lucca. Thus, starting from Venice, it will pass by Modena and Lucca to Livorno. This railway will not, however, terminate at Livorno, but will be continued to Rome, across the Tuscan Maremma. These are the two distinct projects; the one, of Signor Landucci, seeking to unite Tuscany with Central Italy, the other, of Signor Castinelli, wishing union with Upper Italy, and principally with the Lombardo-Venetian kingdom.

The great and leading fact is the progressive yet rapid development of the spirit of enterprise and speculation. The capital which formerly lay idle and unproductive, has become actively employed, working out those changes which will place the grand duchy among great commercial and maritime countries. The disposition to engage in commercial undertakings, has been quickened by the hope of large gains, and though occasionally depressed by large losses, will, nevertheless, produce a robust and lasting progress.

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#### Art. II.—MINERAL REGION AND RESOURCES OF MISSOURI.

THE Ozark or Black Mountains, as they are called, in Arkansas and Missouri, is a branch of the Rocky Mountains, which separates from the main chain in about latitude  $38^{\circ}$  N., and trends gradually eastward, until it reaches the Rio Grande del Norte, in latitude  $30^{\circ}$ , when it turns almost at right angles, and takes a northeastwardly direction, passing up through Texas, Arkansas, and Missouri, and terminates at the Missouri river, about seventy-five miles above its mouth. The western range north of the Rio Grande, still retains the name of the principal or parent chain, Rocky Mountains, whilst the eastern range assumes the name of the Ozark or Black Mountains. North of the Missouri, the chain can be traced, not so much by its peaks and altitude, as by its mineral character. This is a very important geological fact, well worthy the attention of the scientific; for if ever a rational theory is adopted as to the origin of mountains or mineral veins, it must be consistent with a fact so imposing. The Ozark Mountains are nowhere very high or rugged, and would be worthy of little attention, were it not for the immense deposits of valuable metallic ores which are developed along its course. We know but little of the mineral resources abounding in this chain in Texas and Arkansas. But in Missouri, near the termination of the mountain proper, in Iowa, Wisconsin, Illinois, and Western Michigan, the most wonderful developments of mineral veins occur. The great increase of lead thrown into the market from this range, has reduced the price of that article nearly or quite

one-half. That is the only mineral which has been, hitherto, worked to any great extent. Recently, copper has attracted the attention of miners, and tin, silver, nickel, and cobalt, are now claiming their share in the public interest.

Lead was discovered in Missouri as early as 1715, and has been worked from time to time, ever since. But it is within the last ten or twelve years, that copper, and other rare and valuable minerals, were supposed to exist there.

The geology of this country is exceedingly interesting; peculiarly so, because groups of periods, very remote from each other, from the granite up to the oolite, are found within a small scope of territory. Along the course of the Mississippi, from St. Louis to the mouth of the Ohio, the prevailing rock which crops out, is the limestone. At Commerce, and Cape Girardeau, and for some miles further up, this rock is of the older silurian series, containing but few organic remains. A few orthocerae are all I have seen or heard of. Here the rock is a compact, semi-crystalline, pure limestone, well adapted for architectural purposes, and making good lime. It inclines to the north. But, as you approach St. Mary's Landing, seventy-five miles below St. Louis, the upper Silurian lime-rock, abounding in fossil remains, crops out, with an inclination to the north or north-east, at an angle of near  $30^{\circ}$ . In this rock, I have seen, as yet, but few testacea; Crinoidea prevail, with an occasional Cyathophyllum. A few miles in the direction of the inclination in Illinois, you come to the coal formation on the Kaskaskia. And at St. Geneveive, six miles to the northwest, the oolite is found, a fine specimen of which I have under my eye at this moment. Going south from St. Mary's, a coarse-grained sand rock crops out, which has a dip conformable to the lime-rock overlying it. This is found about one mile from the river. Its thickness I have had no means of ascertaining, but would compute at several hundred feet. Again the lime-rock re-appears, presenting a very interesting appearance and effect, over a very great extent of country. From St. Louis, more than a hundred miles down the river, the surface of the country is broken by a series of pits or sink-holes, of various dimensions, from one to one hundred rods, or more, in diameter, and from twenty to one hundred and fifty feet in depth. Some of these are so recent that the fresh broken earth is still apparent, probably but a few months old; whilst others are more ancient than the forests which now cover the country, the largest trees of which frequently occupy the slope which descends into them. In some instances, the gaping rocks show the mouths of huge caverns, several of which have been explored. The Saltpetre cave, on the Saline river, has been traversed nearly three hundred yards. I have noticed, in two or three instances, small streams, with deep ravines, a mile or more in length, terminating in these pits. Evidently this stratum of lime-rock is cavernous, and these sink-holes have been formed by the crumbling away of the friable earth overlying them, until an opening was formed up to the surface, when the abrasion of the sides, from atmospheric and meteoric action, proceeded more rapidly. It is possible that a continuous cavern, from the Missouri, extending one hundred and twenty miles to the southeast, once existed, the subterraneous chambers communicating with each other throughout the whole extent, now filled, or partly filled, with the detritus from above. In this stratum I have seen or heard of no organic remains. Next to this, we come to a hard, seamy, silico-calcareous rock, of no common inclina-

tion. I have seen it dipping in every direction. Overlying it on the summits of the hills, are, nearest the river, a hard chert, silicious rock, and fragmentary quartz, agate, jasper, and chalcedonis. The quartz, at first, is seldom crystallized; but farther from the river, they are beautifully crystallized, mamillary, and generally cavernous. In the spurs of the mountain, the high hills are, almost universally, covered with this form of silicious rock. Some twenty-five or thirty miles from the river, on this road, the granite and trap-rock begin to appear. Some of the richest lead mines are found several miles before you reach the region of igneous rock. The silico-calcareous rock is the only one in which metallic ore, in any quantity, has as yet been found. Perry's and Valle's mines are among the most productive in lead, and I have seen no granite or igneous rock within ten miles of them. Mine a-la-Motte, however, is surrounded with hills of trappean rock, and coarse-grained sandstone, and its abundance and variety of metallic ores make it one of the most valuable mineral localities in Missouri. It has been principally worked, until recently, for lead; but within a few years, copper, cobalt, and nickel, have been the objects of keen pursuit. Some portions of this mine are very rich in the two latter minerals. The difficulty of separating these minerals, however, is a great objection to them. The lead, in the form of carbonates or sulphurets, is the only mineral that comes pure, or uncombined with other minerals. The copper is combined with iron, lead, and frequently manganese. The cobalt and nickel are usually associated, and if copper and lead be not present, iron and manganese generally take their place. All these minerals are generally pyritous, but oxides and carbonates are frequently found. At this mine there are some six or eight lead furnaces, and two copper furnaces. The mining here is almost exclusively at the surface. Only one shaft has been sunk to the depth of sixty feet, but, from the want of suitable apparatus to clear it of water, it was abandoned, though very rich in lead. In the mining portion of the Mine a-la-Motte tract, the surface is everywhere broken, and, in some places, the rock and earth are removed by carts to a distance, and piled up. After the pursuit of cobalt became an object, the greater part of this earth was removed and handled over, to find that which had been thrown away as rubbish. I have not sufficient material to determine the mineral statistics of this tract. The lead, however, is the most important, and would not exceed four hundred tons per annum. Copper has done but little. The whole produce up to this time, of pig copper, is less than twenty tons. An apparatus for the preparation of cobalt oxide has recently been fitted up, and a few thousand pounds will, ere long, be ready for the market. From the present developments of this mineral, we may estimate that this tract may produce from three thousand to five thousand pounds of cobalt oxide, per annum. Nickel has not yet been extracted in any form.

The whole country to the north and northwest of Mine a-la-Motte, is interspersed with lead mines, such as Potosi, where calamine is found with lead; Mine a-Burton, lead with blende and calamine; the Merrimac mines, Hazel Run mines, the Mammoth mines, and Turply's mines, with many others.

South and west of Mine a-la-Motte, no lead is worked. To the west lie the immense deposits of iron at the Pilot Knob and the Iron Mountain. A furnace is now being erected for the working of the ore at the latter place, and the company expect to have their works in operation about the



first of June. This region is very rough and broken; long ranges of hills, composed of granite, porphyry, and every variety of trap-rock, extend across the country, with intervals of rich valleys, occasionally, between them, and near the water-courses. About ten miles, a little to the south of west of Mine a-la-Motte, is a long ridge of quartz rock, of rather a flinty structure. In this rock, the ferruginous oxide of tungsten is found, with tungstate of lead, which, on analysis, is said to be rich in silver, with a trace of tin. This tract has been purchased by a company, but not yet worked.

To the south, much the largest quantities of copper are found. The Buckeye mine, about five miles distant, is a remarkably strong lode of rich copper ore. A shaft has been sunk here to the depth of nearly a hundred feet, disclosing a rake vein of an average of eight feet wide, abounding in ores, chiefly pyritous, varying in richness from 20 to 70 per cent of metallic copper. Fully three-fourths of the ore taken from this mine, yields more than 34 per cent. The ore here seems to be deposited in a cavity or space between two rocks that stand apart. In the upper part of the lode, rich carbonates of copper were taken out, and some exceedingly fine specimens of native copper. The latter is found in small grains, imbedded in a lime-rock. Black and red oxides, and variegated copper ore, and beautiful crystals of green malachites, are also found here. This mine affords very great facilities for working. The ores, generally, appear to be a cement, uniting angular fragments of lime-rock, forming a breccia; consequently, a large portion of the ore can be removed from its bed by pick-axes alone. So easily is the mining performed, that, when the proprietors have provided a steam-engine for pumping and lifting, each man in the mine may exceed an average of half a ton of ore per day. Thirty hands can now economically work in the shaft, and can deliver at the surface what will make at least fifteen tons of clean ore in a day of twenty-four hours, worth, as it comes up, seventy-five dollars per ton, or for the day, \$1,175.

The geological position of this mine is very favorable for a large deposit of mineral. The trap crops out a short distance from the mine, at the north, whilst another range of the same rock passes beyond the valley on the south; whilst the hills at the north and east abound in cavernous and mamillary quartz, denoting the action of powerful mineralizing agents. I think it probable that the main or principal lode of this deposit has not yet been struck, but remains to be developed. Indeed, many circumstances induce the opinion that another lead of mineral passes parallel to the one now worked. In cutting away the rock for the cistern, some twelve feet beyond the shaft, some mineral was found in the rock, similar to that in the shaft and lode explored. Should this opinion be found correct, this will prove one of the most extensive and rich copper deposits known.

In sinking the shaft, a very rich vein of cobalt, unconnected with any other metal, was passed; but it has not been pursued, and, consequently, the extent and dimensions of the vein are unknown. When the miners come to work in that part of the rock, this vein will be further explored.

Within five or six miles to the south and east of this mine, some half a dozen other veins of copper have been discovered, and the land purchased in consequence of the discovery. But no one of these veins has been explored to any extent. Several tracts have been purchased on account of

cobalt discovered at the surface, but no one has been sufficiently explored to estimate their importance.

The geological position of the metaliferous rock of this country, is properly of the Cambrian series; being the oldest of sedimentary formations. The present position of the granite, trap, and porphyry, was, probably, assumed prior to the superimposed sedimentary deposit. A careful examination of the country has discovered no clear evidence of the igneous rock overlying the lime or sandstone. Yet the two latter rocks alternate with each other, but the metaliferous lime-rock is, probably, the lowest, and rests upon the trappean.

I entertain no doubt but that this country, when fully explored, and its mineral resources developed, will prove to be one of the richest mineral regions upon the globe. Much remains to be learned, as yet, respecting the laws of mineral formation. Baron Humboldt remarks that gold is generally found on the eastern side of mountain ranges. May not this generalization be extended to other mineral deposits? On our own continent, such is the case, at least, to general extent. The rich mines of Kremnitz and Shemnitz in Hungary, are the eastern side of the Carpathian range. The Russian mines of the Oural mountains are on the Asiatic side. The rich mines of Hindostan are on the east side of the Ghauts. And in Scandinavia, the mines are on the oriental slope of the Norwegian mountains; so, also, in the Hartz. Facts may be multiplied to support this hypothesis.

In connection with this subject, there is another fact in cosmography that I have not seen noticed by any writer on cosmogony. That is, that all the first-rate rivers of the earth have an eastwardly direction, and disembugue their waters on the eastern side of their respective continents. That their direction is always given by the mountain range in which they take their rise; and it is not a little remarkable that these ranges are on the western sides of the continents. In our own continent, the great rivers, St. Lawrence, Mississippi, (or Missouri, which is the chief stream,) the Rio Grande del Norte, the Orinoco, the Amazon, and the Rio de la Platte, all take their rise in the mountain range near the western side of the continent, and flow eastwardly. In Europe, the Danube, the Dnieper, the Don and the Volga, its largest rivers, have the same course. In Asia, the Tigris, the Euphrates, the Indus, the Ganges, the Burampooter, the Siam, the Hoang-ho, the Segalien and Ki-ang-ku, disembugue on the eastern side. The chief river of Africa, the Niger, flows eastwardly a great part of its course, but turns to the west, and finds an estuary in the Atlantic. And the Macquarrie, the largest river of Australia, flows to the east. Here, then, is a fact. Rivers were formed subsequent to the formation of dry land, and for the grand purpose of draining off the meteoric water from the surface; for all the waters of our inland lakes and rivers are of pluvial origin, or, in plain English, collections of rain water. It is no more probable that the rivers were formed instantaneously, from source to mouth, than that the continents, with their several formations, as at present existing, came into being at once. All geologists agree that the latter were formed by slow and gradual accretions.

Admit, then, that what we call the primitive systems were first elevated above the surface of the seas, at the time when the "earth was without form and void." The western continent then presented two granitic

ranges; one corresponding to the great Cordillerian chain, extending through the entire length of North and South America, which was the nucleus of the continent, and the Alleghany chain. Between these two systems, a wide, but perhaps shallow sea, intervened. The course of the tides, rushing to the west, and, perhaps, a slight resistance to the earth's rotary motion, giving additional impulse to the water, would naturally deposit the marine ditritus on the eastern sides of those nuclei. These rivers, at first, were but mountain torrents, which soon terminated in a neighboring sea. But, as the continents, from the various causes which have operated, increased in width or extent, they flowed on, at times encountering obstructions which arrested their course, producing either permanent or temporary lakes, as the obstacles were more or less capable of resistance, to seek an estuary in the sea. Their general direction was, probably, the result of a general cause. The particular direction of each stream, and the union of several into one, may have resulted, under providential causation, from accidental circumstances. The lead of each stream indicates where the least resistance existed, in contact with the force or weight of water, at the time it was formed. The wide valley between the Alleghany and Rocky Mountains, as it gradually emerged from the sea, found its margin cleft with the channels of little torrents. Thus the Ohio waters, at one time, by a short course, running to the south and west, discharged themselves into the intermediate sea; but "the dry land appeared" beyond their estuaries, and they, struggling on, turning to the right and to the left, as obstructions gave way and yielded to their efforts, uniting, at times, the burden of their floods, thus increasing in power the farther they advanced, until a great, irresistible river was produced, which, united with the waters flowing eastwardly, in the Mississippi and Missouri, created a common channel for them all.

The important argument in this generalization is, that the accretions of the continents are commonly from the west—that their nuclei were there established.

How far these generalizations may have a practical application in determining the localities of mining districts, is yet to be determined. How many effects are attributable to one general cause, is worthy, at least, of an inquiry. I am aware that some rich mines are found in the occidental slopes of mountains; as the rich copper mines of Chili and Peru; but the eastern slopes of the same mountains are far more rich in richer minerals. So the Cornwall mines of England are on the west side of that island, but when it is determined that England retains her original form, *one fact* will be opposed to this hypothesis.

To the American who desires to see his country rich and prosperous, independent of all the world for whatever conduces to the wealth, comfort, and security of her people in all and any emergency, her mineral resources must be a subject of peculiar interest. More particularly so to the man of enterprise and capital, who would seek a field for the exertion of his energies, and increase the common stock of wealth, whilst building up his own. The man of science, too, will find here a theatre well worthy of his attention. Several new, and, as yet, undescribed minerals, have been found in Missouri; and, when more perfectly explored, it may reasonably be expected their number will be increased.

When properly considered, this pursuit is more inviting to the capitalist than commerce. It has, in every way, less hazards. It has been object-

ed that Americans want skill in the working of minerals to advantage. But the time was when this same objection would apply, with equal or more force, to every art in which the industry of the country is interested or engaged. The American has skill for any and every pursuit that promises a reward for his labors. And what promises a greater or more certain reward than a good productive mine? Many of the largest fortunes of the West have grown up from the produce of the mines, even now, when the field has been but partially explored.

D.

### ART. III.—PROGRESSIVE WEALTH AND COMMERCE OF BOSTON.

STATISTICAL REPORT OF LEMUEL SHATTUCK\*—MANUFACTURING INDUSTRY OF BOSTON—COMMERCIAL INDUSTRY—TONNAGE, EXPORTS, AND IMPORTS—PASSAGES OF THE BRITISH STEAMERS—AMOUNT OF REVENUE ON GOODS IMPORTED IN STEAMERS—SAVINGS BANKS—BOSTON BANKS—RAILROAD STATISTICS—VALUATION OF PROPERTY AND TAXES—CITY DEBT—CITY PROPERTY—CITY AND STATE TAX COMPARED, ETC., ETC.

In May, 1845, the City Council of Boston appointed a joint committee, with full power to procure a census of that city, with such other statistics as they should deem proper. Immediately after their appointment, the committee proceeded to the performance of the service required of them, by engaging LEMUEL SHATTUCK, Esq., a gentleman who, from great familiarity with, and a strong interest in the subject of statistics, they considered (and as the result of his labors fully demonstrate) thoroughly qualified for the task, as their chief agent. The result of Mr. Shattuck's commission has been made public, in the form of a handsomely printed octavo volume, including a copious index, of two hundred and seventy-four pages; and embraces a minute, and doubtless accurate view, of the past and present condition of Boston, especially relating to the progress of its population, wealth, commerce, &c. Besides various other statistical tables, we have the facts connected with the occupations and domestic condition of its population. The critical and explanatory observations illustrating the statistical tables, are very judicious; and we have much collateral information, not originally anticipated in the plan, which, altogether, furnishes a full and minute history of the condition of Boston; some account of its early institutions and habits; its present means of happiness and progress; its advantages for mental and moral culture, and its pre-eminent position for internal and foreign commerce.

We consider it, on the whole, the most methodical, and carefully compiled work of the kind, that has ever fallen under our observation—alike creditable to the liberality of Boston, and the industry and research of the intelligent gentleman who prepared it; and we recommend it as a model work, which we hope to see adopted by the government of every great mart of commerce or manufactures in the Union, who is desirous of contributing not only to the local, but general prosperity and happiness of the country.

Although we have given, from time to time, statistical accounts of the commerce of Boston, and in a former volume† of this Magazine published

\* Report to the Committee of the City Council appointed to obtain the Census of Boston, for the year 1845; embracing Collateral Facts and Statistical Researches, illustrating the History and Condition of the Population, and their Means of Progress and Prosperity. By LEMUEL SHATTUCK. Boston: John H. Eastburn, City Printer. 1846.

† See Merchants' Magazine for May, 1844, Vol. X., pages 421 to 434.

an elaborate article on the subject, yet, so abundant are the materials furnished in the official report of Mr. Shattuck, that we have concluded to lay before our readers a full and comprehensive view of the commercial industry, and vast wealth of that most enterprising people.

The figures and facts here presented, are compiled almost entirely from the work of Mr. Shattuck; and we take this opportunity of tendering our thanks to that gentleman for so valuable a contribution to the local statistics of the country.\*

The manufacturing industry of a people is a means of wealth which has been considered as deserving of particular notice. Facts on this subject were collected by authority of the United States in 1840, and by that of the state of Massachusetts in 1837 and 1845.

If anything were needed to show the imperfection of the statistics collected in connection with the census of 1840, the statement of the manufacturing industry of the people would seem to be sufficient. By comparing the abstracts of 1837 and 1845, some difference will appear—some important branches of industry were omitted in both periods; and among others, periodical works, printing-presses, books, and clothing, which are among the most important branches of manufacture in the city, appear not to have been noticed at all in 1845. The aggregates from this table appear thus:—

	1837.	1840.	1845.
In manufactures—Capital invested,...dollars	5,830,572	2,442,309	4,330,600
“ Males employed,.....No.	6,320	2,289	5,260
“ Females “ .....	4,450	.....	970
“ Value of product,...dollars	11,070,576	4,016,573	10,648,153

It might be inferred, from this statement, that the manufacturing industry of Boston was not as great now as in 1837; while the opinion of the best judges on the subject, formed without actual enumeration and investigation, is, that it is nearly double!

**COMMERCIAL INDUSTRY.** Under this head, Mr. Shattuck presents five tables, compiled from the annual statements of the commerce and navigation of the United States, from records at the custom-house in Boston, and from other authentic sources of information.

Table I. contains the number of arrivals and clearances, specifying the tonnage and crews, since 1825, compiled from the annual statements of the commerce and navigation of the United States. With this statement, may be contrasted the following:—In 1748, 500 vessels cleared from Boston for, and 430 entered from, foreign ports. In 1784, the entries of foreign and coasting vessels were 372, and clearances 450. In 1794, the foreign entries were 567; in 1795, they were 725; and in 1806, they were 938.

\* The Democratic Review for June, 1846, notices the work of Mr. Shattuck as follows:

“The subject of social statistics, as connected with the mere numbers of the population on which our glorious institutions are based, has received, hitherto, far too little attention. The want of facts, well authenticated, in relation to the business, births, deaths, marriages, dwellings, domestic condition, occupations, progressive wealth, government, and general health of the population, of different localities, has been severely felt for a long period of time; and efforts have been made to supply them on the part of the federal, and some of the state governments of the Union, in imitation of the more elaborate works of some of the governments of Europe, but hitherto with little success. The valuable work of Mr. Shattuck embraces all these subjects of inquiry, and more information of a most desirable nature. The results are such as reflect the highest credit on the skill, industry, and perseverance, exhibited by the able author and compiler. In the ninety-six pages of the work, is embraced a view of the capital of New England, at once comprehensive and minute, affording the most satisfactory evidence of the great prosperity of the Athens of America. We sincerely trust that the great success which has attended the labor of Mr. Shattuck, will tempt other cities, as well as states, to add to the information conferred upon the public by him. He modestly states, that a portion of the information embodied in the work bears but ‘indirectly upon its main object.’ In this, we differ from him. There is no species of statistical information, in relation to the people, which is not of the highest interest.”



TABLE I.—COMMERCE.

Statement of the Number of Vessels, the Tonnage and the Crews, entered and cleared at Boston.

Year.	ENTERED.											CLEARED.				
	American.				Foreign.				Total American and Foreign.				Total American and Foreign.			
	No.	Tons.	Crews.		No.	Tons.	Crews.		No.	Tons.	Crews.		No.	Tons.	Crews.	
			Men.	Boys.			Men.	Boys.			Men.	Boys.			Men.	Boys.
1826.	.....	134,854	.....	.....	.....	4,755	.....	.....	.....	139,609	.....	.....	.....	94,282	.....	.....
1827.	.....	118,604	.....	.....	.....	4,798	.....	.....	.....	123,402	.....	.....	.....	89,401	.....	.....
1828.	.....	111,439	.....	.....	.....	5,595	.....	.....	.....	117,034	.....	.....	.....	92,630	.....	.....
1829.	.....	117,608	.....	.....	.....	4,827	.....	.....	.....	122,435	.....	.....	.....	92,418	.....	.....
1830.	.....	108,668	.....	.....	.....	4,663	.....	.....	.....	113,328	.....	.....	.....	93,408	.....	.....
1831.	.....	116,762	.....	.....	.....	9,612	.....	.....	.....	126,374	.....	.....	.....	100,111	.....	.....
1832.	.....	136,369	.....	.....	.....	21,442	.....	.....	.....	157,811	.....	.....	.....	148,178	.....	.....
1833.	.....	149,550	.....	.....	.....	29,013	.....	.....	.....	178,563	.....	.....	.....	157,825	.....	.....
1834.	763	154,941	.....	.....	307	23,144	.....	.....	1,070	183,085	.....	.....	988	156,837	.....	.....
1835.	754	158,712	6,959	334	404	35,708	1,860	160	1,158	194,420	8,819	494	1,148	181,293	8,545	337
1836.	779	168,646	7,197	409	602	56,038	2,836	315	1,381	224,684	10,033	724	1,358	204,334	9,540	353
1837.	853	188,367	7,666	559	691	53,910	2,970	307	1,544	242,277	10,636	866	1,367	184,373	8,784	393
1838.	747	161,596	6,644	477	488	37,303	2,231	226	1,235	198,898	8,875	703	1,143	163,714	7,973	310
1839.	865	189,126	7,596	588	575	41,430	1,949	263	1,440	230,556	9,545	851	1,356	195,674	9,656	66
1840.	864	191,752	7,825	423	643	53,581	3,402	308	1,507	245,333	11,227	731	1,353	181,593	9,392	.....
1841.	1,019	224,969	9,161	439	711	66,354	4,048	129	1,730	291,323	13,209	568	1,544	234,843	11,939	.....
1842.	849	197,481	8,029	361	870	78,885	4,941	.....	1,719	276,366	12,970	361	1,574	225,416	11,779	.....
1843.	455	100,815	4,213	217	488	43,691	2,869	.....	943	144,506	7,082	217	963	140,760	7,302	.....
1844.	879	199,505	8,077	386	1,018	89,483	5,853	.....	1,897	288,988	13,930	386	1,814	257,163	13,082	.....
1845.	929	207,452	8,398	322	1,286	101,491	6,945	.....	2,215	308,943	15,343	322	2,000	249,914	12,806	.....

NOTE.—The financial year was altered in 1843, to end June 30, instead of September 30, as it had before ended; consequently, that year includes three-quarters, only, in this, and the table of imports and exports of Boston and Massachusetts.

Table II. contains the number of foreign arrivals and clearances, specifying the countries from which they came, obtained from the same source.

TABLE II.—COMMERCE.

*Statement of Foreign vessels which arrived and cleared during the years 1840 to 1845, inclusive.*

	ARRIVALS.						CLEARANCES.					
	Sh's.	Bks.	Brigs.	Schrs.	Sl'ps.	Total.	Sh's.	Bks.	Brigs.	Schrs.	Sl'ps.	Total.
British,.....	2	46	645	4,669	.	5,362	2	45	641	4,662	.	5,350
Bremen,.....	3	...	3	...	.	6	3	...	3	...	.	6
Swedish,.....	.	13	24	...	.	37	.	13	24	...	.	37
Sicilian,.....	.	6	25	...	.	31	.	6	25	...	.	31
Prussian,.....	.	2	6	2	.	10	.	2	6	2	.	10
German,.....	.	.	2	...	.	2	...	.	2	...	.	2
Hamburg,.....	.	2	6	2	.	10	.	2	6	2	.	10
Norwegian,.....	.	2	4	...	.	6	.	2	4	...	.	6
Sardinian,.....	.	.	3	...	.	3	...	.	3	...	.	3
French,.....	2	1	1	...	1	5	2	1	1	...	1	5
Austrian,.....	.	2	.	...	.	3	.	3	...	...	.	3
Russian,.....	.	.	5	...	.	5	...	.	5	...	.	5
Danish,.....	2	.	5	3	.	10	2	...	5	3	.	10
Portuguese,.....	.	.	.	1	.	1	.	...	...	1	.	1
Dutch,.....	.	.	3	...	.	3	.	...	3	...	.	3
Spanish,.....	.	.	3	...	.	3	.	...	3	...	.	3
Venezuelian,.....	.	.	1	2	.	3	.	...	1	2	.	3
Belgian,.....	.	.	1	...	.	1	...	.	1	...	.	1
Oldenburg,.....	.	.	.	1	.	1	...	.	...	1	.	1
Texian,.....	.	.	.	1	.	1	...	.	...	1	.	1
Total,.....	9	75	737	4,681	1	5,503	9	74	733	4,674	1	5,491

Table III. contains the number of arrivals and clearances at the port of Boston, for each of the six years, 1840 to 1845, compiled from records kept by an individual, and designed to include all vessels, except, perhaps, a few loaded with wood and lumber.

TABLE III.—COMMERCE.

*Statement of the Arrivals and Clearances at the Port of Boston, exclusive of the British Mail Steamers, during the six years, from January 1, 1840, to December 31, 1845, inclusive.*

FOREIGN ARRIVALS.						
Years.	Ships.	Barks.	Brigs.	Schrs.	Sloops.	Total.
1840,.....	162	117	598	771	.....	1,648
1841,.....	174	150	584	835	.....	1,743
1842,.....	172	170	498	910	1	1,751
1843,.....	127	153	524	946	.....	1,750
1844,.....	154	217	607	221	.....	2,199
1845,.....	159	215	550	1,406	.....	2,330
Total,.....	948	1,022	3,361	6,089	1	11,421

  

FOREIGN CLEARANCES.						
1840,.....	80	87	476	694	.....	1,337
1841,.....	104	124	502	839	.....	1,569
1842,.....	93	142	440	907	1	1,583
1843,.....	78	149	477	883	.....	1,587
1844,.....	92	203	520	1,166	.....	1,981
1845,.....	102	207	514	1,344	.....	2,167
Total,.....	549	912	2,929	5,833	1	10,224

TABLE III.—Continued.

*Statement of the Arrivals and Clearances at the Port of Boston, exclusive of the British Mail Steamers, from January 1, 1840, to December 31, 1845, inclusive.*

COASTWISE ARRIVALS.						
Years.	Ships.	Barks.	Brigs.	Schrs.	Sloops.	Total.
1840,.....	80	85	545	3,351	275	4,336
1841,.....	115	133	643	3,506	177	4,574
1842,.....	111	146	630	2,994	143	4,024
1843,.....	102	158	683	3,860	141	4,944
1844,.....	127	192	796	4,054	143	5,312
1845,.....	156	248	1,025	4,068	134	5,631
Total,.....	691	962	4,322	21,833	1,013	28,821
COASTWISE CLEARANCES.						
1840,.....	167	106	561	1,831	150	2,815
1841,.....	203	180	546	1,784	128	2,841
1842,.....	198	164	512	1,345	79	2,298
1843,.....	159	160	555	1,548	75	2,497
1844,.....	204	212	619	1,702	93	2,830
1845,.....	236	246	690	1,782	100	3,054
Total,.....	1,167	1,068	3,483	9,992	625	16,335

NOTE.—Many vessels, sailing under coasting licenses, clear at the custom-house only when carrying debenture goods—hence, the number of arrivals largely exceeds the clearances. This table is compiled from a daily account kept by an individual, and is designed to include all vessels, except, perhaps, a few loaded with wood and lumber. It is more full and correct than any that could be obtained at the custom-house.

Table IV. shows the amount of tonnage owned by Boston, Massachusetts, and the United States, in each year, since 1825.

TABLE IV.—COMMERCE.

*Statement of the Tonnage of Boston, Massachusetts, and of the United States.*

Years.	BOSTON.			MASSACHUSETTS.		U. STATES.	
	Reg. tonnage.	Enr. and licensed.	Total tonnage.	Total tonnage.	Total tonnage.	Total tonnage.	Total tonnage.
1825,	103,741 27	49,127 51	152,868 78	352,441 88	1,423,110 77		
1826,	109,383 47	62,592 65	171,976 12	385,526 88	1,534,190 83		
1827,	108,508 52	53,075 32	161,583 84	389,032 51	1,620,607 78		
1828,	119,467 64	56,694 59	176,162 23	424,511 99	1,741,391 87		
1829,	107,440 40	37,082 66	144,523 06	350,787 00	1,260,797 81		
1830,	100,214 88	34,794 29	135,009 17	329,504 37	1,191,776 43		
1831,	99,266 69	38,907 56	138,174 25	342,676 19	1,267,846 29		
1832,	113,877 78	57,168 06	171,045 84	395,923 93	1,439,450 21		
1833,	127,842 33	61,551 88	189,394 21	467,760 66	1,606,149 94		
1834,	149,826 01	62,710 41	212,536 42	473,507 68	1,758,907 14		
1835,	159,764 26	66,276 48	226,041 74	496,927 31	1,824,940 14		
1836,	157,207 21	69,572 69	226,779 90	490,387 87	1,882,102 65		
1837,	127,955 17	73,049 42	201,004 59	490,449 93	1,896,685 69		
1838,	135,415 34	71,846 68	207,262 02	499,398 26	1,995,639 80		
1839,	138,547 74	65,068 08	203,615 82	506,364 61	2,096,478 81		
1840,	149,186 03	71,057 31	220,243 34	536,532 16	2,180,764 16		
1841,	158,803 50	68,804 44	227,607 94	545,904 23	2,130,744 37		
1842,	157,116 70	36,385 48	193,502 18	494,894 38	2,092,399 69		
1843,	165,482 69	37,116 49	202,599 18	495,302 54	2,158,602 93		
1844,	175,330 57	35,554 47	210,885 04	501,207 66	2,280,602 93		
1845,	187,812 55	37,290 66	225,103 21	524,081 36	.....		

Table V. shows the imports and exports, and the revenue of Boston ; and, side by side, the imports and exports of Massachusetts, since the year 1824.

TABLE V.—COMMERCE.

Statement of the Imports, Exports, and Revenue of Boston, compared with the Imports and Exports of Massachusetts.

Years.	BOSTON.			MASSACHUSETTS.	
	Imports.	Exports.	Revenue.	Imports.	Exports.
1824,	\$12,828,253	\$5,036,963	\$4,193,112.81	\$15,378,758	\$10,434,328
1825,	15,231,856	6,078,619	5,047,814.25	15,845,141	11,432,987
1826,	12,627,449	6,780,577	3,988,378.46	17,063,482	10,098,862
1827,	11,591,830	7,322,910	4,179,494.67	13,370,564	10,424,383
1828,	12,540,924	7,438,014	4,597,176.86	15,070,444	9,025,785
1829,	9,990,915	5,881,717	4,167,199.78	12,520,744	8,254,937
1830,	8,348,623	5,180,178	3,662,301.78	10,453,544	7,213,194
1831,	13,414,309	5,896,092	5,227,592.00	14,269,056	7,733,763
1832,	15,760,512	10,107,768	5,524,839.36	18,118,900	11,993,768
1833,	17,853,446	8,062,219	3,895,036.71	19,940,911	9,683,122
1834,	15,614,720	7,309,761	2,830,172.69	17,672,129	4,672,746
1835,	19,038,580	7,952,346	3,624,771.94	19,800,373	10,043,790
1836,	25,897,955	8,475,313	4,470,053.73	25,681,462	10,380,346
1837,	15,027,842	7,836,270	2,565,830.67	19,981,668	9,728,190
1838,	13,463,465	7,036,882	2,411,155.95	13,300,925	9,104,862
1839,	18,409,186	8,013,536	3,294,827.65	19,385,223	9,276,085
1840,	14,122,308	8,405,224	2,456,926.22	16,513,858	10,186,261
1841,	18,908,242	9,372,612	3,226,441.47	20,318,003	11,487,343
1842,	12,633,713	7,226,104	2,780,186.04	17,986,433	9,807,110
1843,	20,662,567	7,265,712	3,491,019.82	16,789,452	6,405,207
1844,	22,141,788	8,294,726	5,934,945.14	20,296,007	9,096,286
1845,	21,591,877	9,370,851	5,249,634.00	22,781,024	10,351,030

These interesting facts show that the foreign commerce of Boston has not increased in proportion to its increase of population. They however show that it more than maintains its relative commercial rank, when compared with Massachusetts and the whole nation. This is proved by the following deductions from this table, and from Tables II. and IV. :—

Years.	BOSTON HAD—			MASSACHUSETTS HAD—		
	Tonnage.	Imports.	Exports.	Tonnage.	Imports.	Exports.
1825,.....	10.74	15.81	6.10	24.76	16.44	11.48
1830,.....	11.33	11.97	7.01	27.64	14.74	9.76
1835,.....	12.33	12.70	6.53	27.22	13.20	8.25
1840,.....	10.09	13.18	6.36	24.60	15.41	7.71
1845,.....	.....	18.41	8.17	.....	19.42	9.02

This does not indicate precisely the amount of commerce of Boston, since a large amount of tonnage, in parts of vessels, is owned there, which is not registered, or does not enter at that port.

In his appendix, Mr. Shattuck gives a table, which contains the particulars of each voyage made by the British mail steamers. These packets are so intimately connected with the prosperity of Boston, that he deemed it advisable, though attended with considerable labor, to present the details at length. The summary of each year appears thus :—

Years.	Voyages. Av. l'gth.		PASSENGERS TO			PASS. FROM BOS. TO	
			Halifax.	Boston.	Left at Hal.	Halifax.	Liverp'l.
1840,.....	8	13.22	135	441	.....	135	346
1841,.....	21	15.14	296	1,158	445	243	871
1842,.....	21	13.03	171	818	271	202	446
1843,.....	20	14.06	155	1,069	220	134	738
1844,.....	20	14.15	223	1,368	245	176	1,025
1845,.....	20	14.11	306	1,492	245	211	1,209
Total,.....	110	.....	1,286	6,346	1,426	1,101	4,635

The average length of the 110 voyages made in the five years and a

half, was 14.8 days. The passengers brought to Boston averaged about 70, and those carried away from Boston about 52, each voyage.

The following account of the amount of revenue on goods imported in these steamers, has been published:—

In	Revenue.	Steamers.	Revenue.
1840,.....	\$2,928 99	Acadia,..... 24 trips.	\$469,842 19
1841,.....	73,809 23	Britannia,..... 26 "	504,241 32
1842,.....	120,974 67	Caledonia,..... 25 "	473,081 04
1843,.....	640,572 05	Cambria,..... 6 "	361,598 42
1844,.....	916,198 30	Columbia,..... 12 "	85,782 37
1845,.....	1,022,992 75	Hibernia,..... 14 "	882,930 65
Total,.	\$2,777,475 99	107	\$2,777,475 99

Many miscellaneous matters contribute to the wealth of the city. A few, only, of the most prominent, however, can be noticed in this connection.

Mr. Shattuck has omitted one item in the commerce of Boston, which, though at first view, may appear trifling, is, nevertheless, the source of profit, not only to a few capitalists engaged in it, who have accumulated fortunes, but also to the producing class, by whose labor it is almost entirely created. We refer to the ice trade, which, as will be seen by the following table of the exports for the last two years, derived from the Boston Price Current, is by no means an item to be passed over unnoticed:—

EXPORT FOR THE YEAR ENDING MAY 31, 1846, COMPARED WITH THAT OF 1845.

To	1846.	1845.	To	1846.	1845.
Calcutta,..... tons	6,414	4,079	Porto Rico,..... tons	.....	460
Rio Janeiro,.....	1,158	994	Bombay,.....	.....	580
Canton and Manilla, ..	709	966	Gibraltar,.....	.....	25
Liverpool,.....	471	1,659	Guadaloupe,.....	.....	87
St. Thomas,.....	620	493	Oporto,.....	.....	100
London,.....	1,675	850	Surinam,.....	.....	32
Barbadoes,.....	1,358	1,188½	Cayenne,.....	.....	100
Demerara,.....	147	425	New Orleans,.....	22,061	22,244
Trinidad,.....	445	137	Mobile,.....	3,380	4,367
St. Jago,.....	430	440	Charleston,.....	2,841	3,218
Havana,.....	889	1,294	Key West,.....	100	100
Kingston, Jam.,.....	1,642	1,862	Pensacola,.....	480	150
Nassau,.....	214	160	Savannah,.....	1,205	890
St. Johns, P. R.,.....	503	180	Wilmington, N. C., ..	475	181
Matanzas,.....	300	380	Norfolk,.....	100	80
Galveston,.....	502	180	Apalachicola,.....	200	.....
West Indies,.....	60	235	Beaufort, S. C.,.....	100	.....
Laguaira,.....	100	125	New York,.....	200	.....
Jamaica,.....	376	.....	Baltimore,.....	300	.....
Hong Kong,.....	600	.....	St. Marks,.....	.....	60
Port Louis, Mauritius,	450	.....			
Port Spain,.....	150	.....	Total,.....	50,790	48,339½
Antigua,.....	60	.....		48,339½	
Pernambuco,.....	75	.....			
Mayaguez,.....	.....	118	Increase,.....	2,450½	

We also annex a tabular statement of the export of domestic cotton goods to different countries and ports, for the year ending May 31, 1846.

Hong Kong, bales, &c.,	659	East Indies,	5,090	Rio Janeiro,	2,189
Canton,	1,663	Valparaiso,	11,080	Istapa, C. A.,	1,138
Calcutta,	657	Sumatra,	175	Sandwich Islands,	759
Canton and Manilla,	535	Smyrna,	656	Cronstadt,	440
Manilla,	1,239	Buenos Ayres,	175	Gibraltar,	132
Batavia,	152	Palermo and Naples,	158	Coast of Africa,	25



Hobart Town,	49	Bahamas,	10	Charleston,	4,530
Zanzibar,	576	Nassau,	10	Richmond,	904
Malta,	143	Campeachy,	25	New York,	22,574
South America,	164	San Juan,	4	Baltimore,	8,254
Pernambuco,	109	Nova Scotia,	8	Philadelphia,	19,669
Honduras,	179	St. Thom. & Maracaibo,	58	Georgetown,	105
California,	46	Fayal,	62	Savannah,	15
Mansanilla,	90	St. Thomas,	147	Hartford,	44
St. Peter's,	146	Porto Cabello,	6	Salem,	50
Laguaira,	164	Londonderry,	2	Eastport and Calais,	248
St. Dom. & St. Thomas,	50	Guayama,	1	Norfolk,	10
Gonaives,	33	Neuvitas,	1	Pattersonville,	5
St. Domingo,	90	Galveston,	19	Thomaston, Me.,	6
Cape Haytien,	39	Aux Cayes,	54	Belfast,	13
New Zealand,	31	New Orleans,	5,454	Castine,	4
Cape de Verds,	20	Mobile,	670	Portland,	1
Jamaica,	33	Apalachicola,	110	Camden,	10
West Indies,	25				

It appears from this table, that the total number of bales exported in 1846 was 91,992, and in the previous year 65,971; showing an increase of 26,021 bales in 1846 over 1845. The exports to foreign ports, in 1846, was 29,316 bales, and in 1845, 26,714 bales; increase in 1846, 2,602. The exports to ports in the United States, which were in 1845 39,257 bales, have increased in 1846 to 62,676.

Tables VI. and VII. give a view of the Banks and Insurance Companies, institutions which exert considerable influence on the growth and prosperity of individuals and the city. In the last table is an account of the losses by fire in the city, compiled from the annual reports of the Chief Engineer of the Fire Department.

TABLE VI.—BOSTON BANKS.

Statement of the Banks in Boston, showing their names, capital, date of foundation, and dividends.

Name.	Capital.	Founded.	1839.	'40.	'41.	'42.	'43.	'44.	'45.
Atlantic,.....	\$500,000	1828	6	6	6	6	3	5	6
Atlas,.....	500,000	1833	.	5	5	4½	4	3	6
Boston,.....	600,000	1803	7	7	7	7	7	7	7
City,.....	1,000,000	1822	6	6	3	2	3½	5	6
Columbian,.....	500,000	1822	6	6	6	6	5	2	5½
Eagle,.....	500,000	1822	6	6	6½	.	5	5	6½
Freeman's,.....	200,000	1836	6	6	7	7	7	7	7
Globe,.....	1,000,000	1824	6	6	6	6	6	6	6
Granite, .....	500,000	1833	6	4½	6	4½	5	5	6
Hamilton,.....	500,000	1828	6	6	6	6	5	2	6
Market,.....	500,000	1832	4½	.	3½	6	6	6	8
Massachusetts,.....	800,000	1784	5½	5	6	4½	4½	4½	5½
Mechanics', .....	120,000	1836	6	6	6	5	5½	6	7
Merchants', .....	3,000,000	1828	7	7	7	7	6½	6	7
New England,.....	1,000,000	1813	6	6	6	6	6	6	6
North,.....	750,000	1825	6	3	5	2	4	4½	6
Shawmut,.....	500,000	1836	6	3	6	6	4½	5	6
Shoe & Leath. Deal.,	500,000	1836	7	7	7	7	6	6	6½
State,.....	1,800,000	1811	5½	5½	3½	6	5	5	6
Suffolk,.....	1,000,000	1818	8	8	8	8	8	8	8
Traders',.....	400,000	1824	6	6	3	.	.	5	6
Tremont,.....	500,000	1814	6	6	6	3	4½	2½	6
Union,.....	800,000	1792	6	6	6	6	5	5	6
Washington,.....	500,000	1825	6	4½	5½	5½	3½	4½	5½

## GENERAL VIEW OF THE BANKS OF BOSTON AT DIFFERENT PERIODS.

From	14 banks, 1825.	28 banks, 1835.	25 banks, 1840.	24 banks, 1845.
<i>Liabilities.</i>				
Capital,.....	\$10,300,000 00	\$18,150,000 00	\$17,850,000 00	\$18,030,000 00
Circulation,....	3,770,556 42	3,396,584 00	3,436,194 00	5,921,248 00
Debts,.....	774,480 73	3,145,792 53	3,765,580 32	4,865,678 18
Deposits,.....	2,494,863 32	8,616,080 30	5,977,250 82	9,732,167 88
Profits,.....	249,629 63	593,253 55	1,147,855 38	1,201,134 69
Total,.....	17,589,535 10	33,911,710 38	32,167,880 52	39,750,228 75
<i>Resources.</i>				
Specie,.....	527,769 79	861,842 82	2,378,244 55	2,773,930 10
Real estate,.....	286,051 52	553,446 87	662,767 08	697,616 11
Bills,.....	507,827 70	1,744,433 05	1,853,157 83	2,729,312 66
Credits,.....	373,230 64	2,086,986 42	2,444,523 02	2,603,482 91
Discounts,.....	15,823,382 72	28,647,438 16	24,810,888 05	30,945,886 97
Total,.....	\$17,518,281 37	\$33,894,147 32	\$32,139,880 53	\$39,750,228 75

NOTE.—The figures here given correspond to those in the documents from which the statement is compiled, though the aggregate liabilities and resources do not agree in all cases.

TABLE VII.

Statement of the Insurance Companies in Boston having specific capital, showing their names, dates of foundation, capital, and dividends.

Name.	When founded.	Capital.	AVERAGE ANNUAL DIVIDENDS.		
			10 years, 1835.	5 years, 1840.	5 years, 1845.
American,.....	1818	\$300,000	10.5	10.	17.4
Boston,.....	1799	300,000	14.	11.	11.8
Boylston,.....	1825	300,000	7.3	7.	6.8
Firemen's,.....	1832	300,000	6.83	3.	10.
Franklin,.....	1823	300,000	12.4	8.	7.2
Hope,.....	1830	200,000	8.5	5.4	6.
Manufacturers',.....	1822	400,000	10.1	12.4	19.61
Mercantile,.....	1823	300,000	9.1	4.	9.6
Merchants',.....	1816	500,000	18.25	25.46	22.3
National,.....	1825	500,000	6.	9.4	14.4
Neptune,.....	1831	200,000	9.5	6.8	27.8
Suffolk,.....	1818	225,000	7.8	8.2	8.8
Tremont,.....	1831	200,000	7.9	10.	25.
United States,.....	1825	200,000	7.9	6.	13.2
Warren,.....	1835	150,000		3.8	10.
Washington,.....	1826	200,000	8.4	10.2	12.8

The following is a statement of the risks and losses by sea and by fire, of all the Insurance in Boston, except by Mutual Insurance offices; and also of the fires in Boston for the last eight years:—

Years.	RISKS AND LOSSES OF INSURANCE COMPANIES.				FIRES IN BOSTON.		
	Marine risks.	Fire risks.	Marine losses.	Fire losses.	Alarms.	Property destroyed.	Insured.
1838,	\$49,841,588	\$52,198,185	\$1,474,156	\$110,242	105	\$32,052	\$20,138
1839,	47,292,456	52,396,931	1,580,805	198,033	96	140,004	61,791
1840,	38,278,737	49,839,951	1,441,844	375,144	113	77,973	58,632
1841,	39,145,131	50,268,858	992,539	105,324	140	102,972	36,920
1842,	32,091,673	46,605,789	875,613	117,140	190	96,008	44,536
1843,	34,793,990	42,395,538	695,492	160,288	232	128,666	90,083
1844,	33,134,356	42,376,155	592,874	98,663	267	184,083	95,352
1845,	36,755,845	53,940,539	1,071,153	326,193	223	231,191	172,840

GENERAL VIEW OF THE FIRE AND MARINE MUTUAL INSURANCE IN BOSTON, FOR THE YEAR 1845.

Names.	Assets.	Marine risks during the year.	Fire risks taken during the year.	Marine losses.	Fire losses.
Atlantic,.....	\$199,990 26	\$12,590,286	\$2,820,225	\$326,313	\$16,966
Equitable,.....	422,821 76	9,473,208	5,283,902	196,943	7,313
New England,.....	274,987 67	9,962,620	7,105,867	212,096	26,056
Tremont,.....	342,568 98	7,076,134	3,267,152	115,504	148

SAVINGS BANKS. These institutions exert an influence on the people highly favorable to the production of economical habits and general prosperity, and deserve particular notice.

"The Provident Institution for Savings in the Town of Boston," was the first bank of the kind in the state. It was incorporated Dec. 13, 1816, and received its first deposit Feb. 1817. "The Savings Bank for Seamen in Boston," now "The Suffolk Savings Bank," was incorporated March 7th, 1833. The following statement gives a progressive view of these institutions:—

PROVIDENT INSTITUTION FOR SAVINGS.

Year.	No. of dep.	Amt. of deposits.	Amt. of dividends.	Expenses.
July, 1829,.....	7,032	\$947,594 53	\$33,347 24	\$4,069 16
" 1830,.....	7,747	1,055,439 84	36,126 37	4,130 30
" 1831,.....	8,678	1,227,267 47	41,407 27	4,520 15
" 1832,.....	9,742	1,441,932 92	49,446 45	5,018 69
" 1833,.....	10,790	1,618,492 18	55,026 09	5,666 78
Sept. 1834,.....	11,495	1,686,202 17	60,659 40	5,686 03
May, 1835,.....	12,425	1,860,075 25	62,109 06	5,922 91
Oct. 1836,.....	13,303	2,036,287 03	72,096 32	6,550 23
" 1837,.....	12,874	2,010,376 31	72,900 94	8,185 18
" 1838,.....	12,960	1,966,307 91	71,948 40	8,176 41
" 1839,.....	13,751	2,101,931 77	72,904 43	6,948 64
" 1840,.....	13,760	2,143,823 91	75,845 48	7,059 67
" 1841,.....	14,961	2,387,918 61	80,847 03	7,229 32
" 1842,.....	15,025	2,360,212 41	87,125 04	8,154 01
Aug. 1843,.....	15,328	2,389,356 61	85,658 24	7,827 02
July, 1844,.....	17,716	2,735,598 09	92,770 88	7,847 63
Nov. 1845,.....	19,007	3,023,742 03	103,948 42	8,122 34

SUFFOLK SAVINGS BANK.

Sept. 1834,.....	272	\$32,937 08	\$340 67	\$356 74
May, 1835,.....	471	74,791 81	1,213 13	1,294 02
Oct. 1836,.....	724	123,738 42	3,755 37	1,652 88
" 1837,.....	841	131,695 80	4,160 09	1,676 63
" 1838,.....	1,043	160,496 57	5,002 72	1,618 72
" 1839,.....	1,266	207,237 68	6,523 38	1,694 12
" 1840,.....	1,279	215,854 63	7,351 42	1,614 24
" 1841,.....	1,444	261,677 39	8,600 15	2,151 62
" 1842,.....	1,524	274,651 89	9,556 72	2,573 44
Aug. 1843,.....	1,663	302,120 96	9,823 87	2,645 27
July, 1844,.....	2,070	415,118 25	11,361 35	2,531 78
Nov. 1845,.....	2,707	545,327 19	17,207 74	2,849 26

A general view of these institutions, in November, 1845, appears as follows:—

Funds.	Provident Institution.	Suffolk S. Bank.
Invested in bank stock,.....	\$614,781 88	\$161,938 90
Secured by bank stock,.....	26,600 00	3,000 00
Invested in public securities,.....	826,100 91	53,163 75
Loaned on mortgages,.....	1,071,593 75	315,600 00
Loaned to counties and towns,.....	120,136 65	34,900 00
Loaned on personal security,.....	468,686 53	
Cash on hand,.....	28,193 12	3,934 84

The number of accounts which have been opened in the "Provident Institution," from its commencement to January 1st, 1846, was 71,600, of which 19,007 remained open November, 1845, embracing \$3,023,742 03, deposits. The amount of regular dividends, besides extra dividends, which were paid from 1829 to 1845, was \$1,054,167 06. The number of accounts which had been opened at the Suffolk Savings Bank, in November, was 7,623, of which 2,707 then remained open, embracing \$545,327 19, deposits. The amount of regular dividends, besides extra dividends, which had been paid from the commencement of the Institution, was \$84,896 61; and there was a surplus of \$25,555 17 on hand toward the next extra dividend.

These institutions have fulfilled the high expectations of their founders, and their benefits are apparent among all, but especially among the laboring classes, and those of limited means. It is estimated that more than half of the depositors in the Provident Institution are Irish, or persons immediately connected with our foreign population.

*The transactions in real estate*, as a means of illustrating the progressive wealth of the city, are noticed. For the last ten years, a return has been made, annually, to the Massachusetts Secretary of State, by the Registrar of deeds, from which the following statement is compiled, showing the number of deeds and other instruments recorded, the number of legal pages of record covered, and the amount of fees received:—

Years.	Deeds recorded.	Other instruments recorded.	Total recorded.	Legal pages covered.	Amount of fees received.
1836,.....	2,330	1,932	4,162	13,114	\$3,952 90
1837,.....	1,696	1,889	3,585	11,238	3,406 20
1838,.....	1,734	1,599	3,333	12,047	3,176 35
1839,.....	1,825	1,709	3,534	11,362	3,157 30
1840,.....	1,987	1,558	3,545	12,068	3,556 60
1841,.....	2,047	2,000	4,047	13,258	3,844 65
1842,.....	2,415	2,297	4,712	16,768	4,275 40
1843,.....	2,507	2,827	5,334	19,177	4,847 30
1844,.....	3,083	3,453	6,536	21,947	5,939 12
1845,.....	3,440	4,588	8,028	25,142	7,163 83
Total,.....	23,064	23,852	46,816	156,121	\$43,329 65

This remarkable statement shows that the transactions in real estate in 1845 were more than double those of 1839.

**RAILROADS.** There are seven principal railroad trunks, already completed, whose termini are in Boston, which are of different lengths, and radiate in different directions from it. The two following statements are compiled from the Railroad Reports, designed to present a general statistical view of these roads for 1845. Beginning with the Eastern, they are numbered one to seven—those having no number are branches, or a continuation of the one numbered immediately preceding. The first statement shows the name, length, capital, and cost, of the roads.\*

Names.	Length—miles.	Capital.	Cost.
1. Eastern,.....	71	\$2,765,000	\$2,471,561 01
2. Maine,.....	71	1,800,000	1,887,328 76
3. Lowell,.....	26	1,800,000	1,932,597 64
Nashua,.....	14	380,000	380,000 00
4. Fitchburg,.....	50	1,322,500	1,477,477 03
Charlestown,.....	6	300,000	327,388 83

\* A map accompanies the report, which affords a general view of the roads in 1845.

Names.	Length—miles.	Capital.	Cost.
5. Worcester,.....	51	\$2,900,000	\$3,000,000 00
Norwich,.....	66	2,150,000	2,170,491 77
Western,.....	156	3,400,000	7,999,555 56
Connecticut River,.....	36	1,000,000	511,472 99
Hartford,.....	25	300,000	300,000 00
Berkshire,.....	21	250,000	250,000 00
West Stockbridge,.....		39,600	39,600 00
6. Providence,.....	41	1,960,000	1,964,677 16
Stoughton,.....	7	85,600	88,814 14
Taunton,.....	11	250,000	250,000 00
New Bedford,.....	21	400,000	453,623 29
7. Old Colony,.....	37	800,000	889,730 00
Middleborough,.....		300,000	317,805 39
Total,.....	710	\$22,202,700	\$26,712,123 57

This statement shows that a capital of \$22,202,700 is already invested in over 700 miles of railroads in Massachusetts, on which there has been expended \$26,712,123 57. It is estimated that railroads are now constructing or projected, which will be nearly of as great length, and require as great an amount of capital, as those already built.

The following statement exhibits a view of the *business* done on these roads for 1845, showing the number of miles run by the different trains on the roads, the gross income and expenditures, and the rate of dividends made :—

Names.	Miles travelled.	Income.	Expenditures.	Div.
1. Eastern,.....	218,583	\$350,149 55	\$116,840 00	8
2. Maine,.....	194,946	287,063 10	154,099 95	7
3. Lowell,.....	175,537	356,067 67	179,042 13	8
Nashua,.....	43,065	112,680 89	48,009 94	15
4. Fitchburg, (a).....	167,816	203,996 36	78,333 76	8
Charlestown,.....	14,800	26,814 04	16,276 77	.
5. Worcester,.....	253,706	487,455 53	249,729 50	8
Norwich,.....	173,230	204,308 45	134,229 03	3
Western,.....	530,201	813,480 15	370,621 25	.
Connecticut River, (b).....	15,268	13,521 06	8,001 26	.
Hartford,.....	14,559			
Berkshire,.....	29,359			
West Stockbridge,.....	4,410	2,311 20	447 52	4
6. Providence,.....	175,203	350,628 97	197,827 11	7
Stoughton,.....	4,232	7,810 00	2,904 76	4
Taunton,.....	27,988	116,536 99	100,889 95	8
New Bedford,.....	48,040	78,211 12	29,353 76	7
7. Old Colony, (a).....	2,550			
Middleborough, (b).....	17,800	15,796 72	8,205 83	.
Total,.....	2,111,293	\$3,426,831 80	\$1,694,812 52	

In the above statements the roads marked (a) were not completed so as to be open during the whole year. Those marked (b) are now constructing, and but a small part only of them was open at all. If all had been in full operation during the whole year, the amount would have been increased in each particular. As they were, however, those whose business is specified above, show a gross amount of income of \$3,426,831 80, and expenditures of \$1,694,812 52. This is independent of those roads out of the state with which these roads connect. The several trains travelled 2,111,293 miles, a distance nearly equal to going twice round the world, every week !

PUBLIC VALUATION, TAXES, ETC. Information on these matters cannot



fail to be interesting, and much labor has been expended by Mr. Shattuck to present it so as to be clearly understood.

CITY VALUATION AND TAXES. Table VIII. contains the valuation of the real and personal property of the city, the taxes assessed, and the rate in each \$100 of the valuation, since 1800.

TABLE VIII.—PROGRESSIVE WEALTH.

*City Valuation of the Real and Personal Estate; the Polls; the Tax assessed; and rate per cent, for different years.*

Years.	Real estate.	Personal estate.	Total valuation.	Polls.	Tax.	On \$100.
1800,.....	\$6,901,000	\$8,194,700	\$15,095,700	4,543	\$83,428 75	
1810,.....	10,177,200	8,272,300	18,450,500	7,764	144,486 72	39
1814,.....	16,557,000	13,859,400	30,416,400	6,636	131,330 00	40
1815,.....	18,265,600	14,647,400	32,913,000	6,457	157,794 00	45
1816,.....	21,059,800	15,448,000	36,507,800	7,755	157,663 70	40
1817,.....	21,643,600	16,373,400	38,017,000	7,497	163,313 50	40
1818,.....	22,321,800	16,879,400	39,201,200	7,699	172,592 04	41
1819,.....	22,795,800	16,583,400	39,379,200	8,030	169,859 10	40
1820,.....	21,687,000	16,602,200	38,289,200	7,810	165,228 30	40
1821,.....	22,122,000	18,671,600	40,793,600	8,646	174,968 32	39½
1822,.....	23,364,400	18,775,800	42,140,200	8,880	167,583 37	36½
1823,.....	25,367,000	19,529,800	44,896,800	9,855	172,423 60	35
1824,.....	27,303,800	22,540,000	49,843,800	10,807	228,181 65	42½
1825,.....	30,992,000	21,450,600	54,442,600	11,660	201,039 10	40½
1826,.....	34,203,000	25,246,200	59,449,200	12,602	226,975 20	35
1827,.....	36,061,400	29,797,000	65,858,800	12,442	242,946 40	35
1828,.....	35,908,000	25,615,200	61,523,200	12,535	235,115 77	35½
1829,.....	36,963,800	24,104,200	61,068,000	13,495	261,461 10	39½
1830,.....	36,960,000	22,626,000	59,586,000	13,096	260,967 30	40½
1831,.....	37,675,000	23,023,200	60,698,200	13,618	260,184 89	39½
1832,.....	39,145,200	28,369,200	67,514,400	14,184	298,085 84	41
1833,.....	40,966,400	29,510,800	70,477,200	14,899	321,876 60	42½
1834,.....	43,140,600	31,665,200	74,805,800	15,137	374,292 76	47
1835,.....	47,552,800	31,749,800	79,302,600	16,188	408,899 61	48½
1836,.....	53,373,000	34,895,000	88,245,000	16,719	444,656 65	47½
1837,.....	56,311,600	33,272,200	89,583,800	17,182	473,692 00	50
1838,.....	57,372,400	32,859,200	90,231,600	15,615	465,557 34	49
1839,.....	58,577,800	33,248,600	91,826,400	16,561	543,660 66	56½
1840,.....	60,424,200	34,157,400	94,581,600	17,696	546,742 80	55
1841,.....	61,963,000	36,043,600	98,006,600	18,915	616,412 10	60
1842,.....	65,499,900	41,223,800	105,723,700	19,636	637,779 09	57
1843,.....	67,673,400	42,372,600	110,056,000	20,063	712,379 70	62
1844,.....	72,048,000	46,402,300	118,450,300	22,339	744,210 30	60
1845,.....	81,991,400	53,957,300	135,948,700	24,287	811,338 09	57

NOTE. In 1842 the tax was first assessed upon the full valuation. For many years previous to that, the valuation was entered on the assessors' records at half its real value, and the taxes assessed on that amount. To present the facts uniformly in this table, the valuation has been doubled, and the rate of taxation halved, in the years before 1842.

The following deductions are made from this table, showing, between specific periods, the increase of the valuation and taxes, compared with each other, and with the increase of the population:—

Years.	Valuation.	Increase.	Taxes.	Increase.
1800,.....	\$15,095,700	.....	\$83,428 75	.....
1810,.....	18,450,500	\$3,354,800	144,486 72	\$61,057 97
1820,.....	38,289,200	19,838,700	165,228 30	20,741 58
1830,.....	59,586,000	21,296,800	260,967 30	95,739 00
1840,.....	94,581,600	34,995,600	546,742 80	285,775 50
1845,.....	135,948,700	41,367,100	811,338 19	264,595 39

The next statement presents the increase per cent of the population,

valuation, and the taxes, and the number of dollars of the valuation and taxes to each inhabitant.

Year.	INCREASE PER CENT.			TO EACH INHABITANT.		
	Population.	Valuation.	Taxes.	Year.	Valuation.	Taxes.
1800 to 1810,.....	35.48	22.22	73.18	1810,	\$546 08	\$4 27
1810 to 1820,.....	28.15	55.62	14.35	1820,	884 31	3 81
1820 to 1830,.....	41.78	107.52	57.94	1830,	970 58	4 25
1830 to 1840,.....	38.45	58.73	109.50	1840,	1,012 72	6 43
1840 to 1845,.....	34.54	43.37	48.39	1845,	1,188 71	7 08

These deductions show that the valuation and taxes increase in a greater ratio than the population.

The great increase in the valuation of the property of Boston has led to the inquiry, how far particular estates have been affected? There is a general rise in the intrinsic value of real estate, but, in some places and sections, this rise is greater than in others. For the purpose of illustration and comparison, three estates were selected in different parts of the city, so situated as not to be specially affected in regard to their valuation, by any local improvement in their immediate neighborhood; and the valuation and taxes assessed upon them at three different periods ascertained; and the following results were obtained:—

Estates.	Valuation.			Taxes.		
	1835.	1840.	1845.	1835.	1840.	1845.
1,	\$5,000	\$6,600	\$6,600	\$24 25	\$36 30	\$36 30
2,	5,000	5,600	6,200	24 25	30 80	35 34
3,	4,400	4,400	6,000	21 34	24 30	34 20

This shows that the same property was more highly valued, and paid a higher tax, in 1845 than in 1835, notwithstanding there is a vast increase in the real value of certain sections, and a vast amount of new property created; and it has been supposed that this "marking up" the property will partially account for the increase of the aggregate valuation of the city.

A classification of the individual tax-payers according to the amount of tax they pay, affords a striking illustration of the progressive wealth of the city; and for this purpose the following statement was prepared by Mr. Shattuck, showing the number of tax bills, and the number of each class, at six different periods, at intervals of five years each:—

Classes of bills.	1820.	1825.	1830.	1835.	1840.	1845.
Poll tax alone,.....	1,852	4,523	5,777	7,546	8,700	13,105
Under 25 dollars,.....	4,314	5,201	5,602	6,267	6,812	9,196
\$25 to 100,.....	1,212	1,068	1,453	1,782	2,329	2,869
\$100 to 200,.....	281	243	390	435	555	839
\$200 to 300,.....	50	89	127	174	218	314
\$300 to 400,.....	16	33	56	90	107	162
\$400 to 500,.....	6	15	29	33	66	110
\$500 to 750,.....	4	16	32	50	61	137
\$750 to 1,000,.....	1	7	19	24	34	43
\$1,000 to 1,500,.....	5	2	4	15	19	50
\$1,500 to 2,000,.....	3	4	5	4	13	11
\$2,000 to 2,500,.....	1	1	1	5	4	5
\$2,500 to 3,000,.....	1	1	2	.....	3	3
\$3,000 to 3,500,.....	.....	.....	2	2	.....	.....
\$3,500 to 4,000,.....	.....	.....	.....	1	.....	3
\$4,000 to 4,500,.....	.....	.....	.....	.....	.....	.....
\$4,500 to 5,000,.....	.....	.....	.....	.....	.....	.....
Over 5,000,.....	.....	.....	.....	.....	.....	.....
Total,.....	7,745	11,203	13,499	16,428	18,923	26,848

According to this statement those who paid a poll tax, only,

In 1820,.....	were 1,852, or 22 per cent.
In 1830,.....	" 5,777, or 42 "
In 1840,.....	" 8,700, or 45 "
In 1845,.....	" 13,105, or 48 "

**CITY DEBT.** By a standing ordinance, the proceeds of bonds and mortgages held by the city of Boston, the sales of public lands, the balance in the treasury at the close of the year, and a special appropriation of 3 per cent of the debt, the same not being less than \$50,000, is applied by the city to the payment of the principal of the debt. The interest has always been paid by taxes, or by the ordinary receipts of the city. The following statement exhibits the amount of the city debt, its increase or decrease, and the appropriations to pay the principal and the annual interest, for each year, ending May 1st, since it was first commenced, in 1823.

Year.	Debt.	Increase or decrease.	An. interest.	Spec'l appr.
1823,.....	\$103,550 00—First city debt.			
1824,.....	207,050 00	\$93,500 00 inc.		
1825,.....	305,873 00	98,823 85 "		
1826,.....	364,800 32	58,926 47 "		
1827,.....	1,011,775 00	646,974 68 "		
1828,.....	949,350 00	62,425 00 dec.		
1829,.....	911,850 00	37,500 00 "		
1830,.....	891,930 75	19,919 25 "		
1831,.....	880,830 75	11,600 00 "		
1832,.....	817,123 93	63,206 72 "		
1833,.....	940,358 28	33,234 35 inc.		
1834,.....	1,078,088 28	138,730 00 "		
1835,.....	1,147,398 97	69,310 69 "	\$58,804 19	\$15,000
1836,.....	1,264,400 00	117,001 03 "	63,195 50	15,000
1837,.....	1,497,200 00	232,800 00 "	77,355 50	15,000
1838,.....	1,491,400 00	5,800 00 dec.	76,456 50	15,000
1839,.....	1,596,600 00	105,200 00 inc.	81,522 50	15,000
1840,.....	1,698,232 56	101,632 56 "	86,588 95	45,000
1841,.....	1,663,800 00	34,432 56 dec.	84,187 00	45,000
1842,.....	1,594,700 00	69,100 00 "	80,717 00	50,000
1843,.....	1,518,700 00	76,000 00 "	77,677 00	50,000
1844,.....	1,423,800 00	95,900 00 "	72,174 50	50,000
1845,.....	1,163,266 62	260,533 38 "	58,435 50	50,000

From May 1st, 1845, to January 1st, 1846, this debt was further reduced \$105,249 96, leaving it at that time, \$1,058,016 66. There was then on hand, pledged to its reduction, cash \$120,894 68, and bonds and mortgages \$378,143 79, making the nett debt \$558,978 19.

**CITY PROPERTY.** The value of the property owned by the city, disposable and undisposable, may be estimated as in the subjoined statement; such as is marked (*p*) is productive, the remainder is unproductive.

Common—45 acres, 1,960,200 feet, at \$4 00,.....	\$7,840,800
"The Cradle of Liberty"—Faneuil Hall, ( <i>p</i> ).....	200,000
Washington Square,.....	392,040
City Hall, Court Square,.....	200,000
Court-House,.....	200,000
Office of Register of Deeds and Probate,.....	50,000
City Building, ( <i>p</i> ).....	35,000
Faneuil Hall Market, ( <i>p</i> ).....	500,000
Old State-House, State-street, ( <i>p</i> ).....	100,000
Leverett-street Jail and land attached,.....	90,000
Public Institutions, South Boston,.....	400,000
School-houses,.....	616,217
14 Engine-houses and fire apparatus,.....	50,000

103 Reservoirs, (36 built in 1845, costing \$15,000,).....	\$50,000
1,000,000 feet land below Charles-street, at \$1 50 per foot,.....	1,500,000
3,000,000 " land on the Neck, at 40 per foot,.....	1,200,000
1,500,000 " Marsh Land at 25 per foot,.....	375,000
27,000 " land, near the City Stables,.....	100,000
8,940 " Flats, near foot of Chestnut-street,.....	1,000
City Wharf, and stores on the same, (p).....	600,000
Deer Island, (p).....	10,000
600 feet on Ann-street, (p).....	2,500
	<hr/>
	\$14,512,557

The city has also about 92,000 feet, or 17 miles, of common sewers, of which 43,659 feet were built from 1837 to 1845.

STATE VALUATION. Mr. Shattuck gives, in his appendix, a table containing the valuation affixed upon Boston by the Legislature at different periods, which has formed the basis of the state tax. As this is a matter of considerable interest, he examined the ancient valuation of the city, and ascertained its proportion of the whole state tax. Some facts on this subject are presented in this connection. The state tax, and the amount and relative proportion paid by Boston, appear thus:—

Years.	State tax. £ s.	Boston paid. £ s. d.	Ratio per cent.
1658,.....	1,000 0	216 00 0	21.6
1669,.....	1,205 3	202 17 0	16.7
1675,.....	1,299 0	206 00 0	15.9
1724,.....	14,000 0	2,563 03 0	18.0
1728,.....	8,000 0	1,480 00 0	18.5
1734—'42,.....			17.3
1742—'48,.....	75,000 0	13,500 00 0	18.0
1764,.....	50,000 0	5,646 09 2	11.3
1774,.....	10,312 0	951 00 0	9.2
1784,.....	200,000 0	11,345 00 0	5.6

This statement affords a curious illustration of the relative wealth of the city. If the state and city valuation in Mr. Shattuck's appendix be examined, there will appear considerable difference in the respective years. Comparing these valuations, and the valuations of the whole state, some important deductions are derived.

The aggregate population, polls and valuation of the whole state, appear thus:—

Years.	Population.	Polls.	Valuation.
1791,.....	365,734	84,333	\$2,620,974 85
1801,.....	422,640	93,305	4,218,137 66
1811,.....	461,462	115,972	5,878,590 09
1821,.....	523,092	122,715	9,218,018 89
1831,.....	610,014	150,591	208,360,407 54
1840,.....	737,326	185,908	299,878,329 60

The subjoined statement shows the proportion of this valuation fixed upon Boston, and the relation it has sustained to the whole state in regard to population, polls, valuation, and the state tax, at the period specified.

Years.	Valuation of Boston.	IN EACH 100 OF THE WHOLE STATE, BOSTON HAD			
		Population.	Polls.	Valuation.	Tax.
1791,.....	\$351,243 22	5.	4.3	13.4	9.7
1801,.....	805,666 76	5.8	4.9	19.	12.5
1811,.....	1,287,417 60	7.2	8.6	21.9	13.7
1821,.....	3,585,568 00	8.2	7.7	38.8	33.1
1831,.....	80,000,000 00	10.	9.3	38.3	32.9
1840,.....	109,304,218 50	11.5	9.9	36.4	33.9

It appears from this statement that in 1790, Boston had 5 per cent of the population of the whole state; in 1840, it had 11.5 per cent; in 1791, it had 13.4 per cent of the property; in 1840, it had 36.4 per cent; in 1791, it paid 9 per cent of the state tax; in 1840, it paid 33.9 per cent.

Prejudice has existed between the country towns and Boston; and although their interests and prosperity are mutual and dependent upon each other, yet it has been supposed by some persons, that measures unjust to the city, have occasionally been proposed and adopted. The existence of such an opinion will justify a further detail of facts to illustrate this matter.

The receipts into the treasury of the commonwealth from the towns, are derived from the auction tax, the bank tax, the probate tax, the county attorneys, alien passengers, and the state tax; and the expenditures from the treasury to the towns, are for pauper accounts, county treasurers, militia bounty, and the school fund. A comparison of the amount received and expended on these accounts, between Boston and all the other towns in the state, will show which bears the greater proportion of the public burden; and this is the fairest way of arriving at correct results in this matter. In making the comparison, receipts and expenditures of a general character, having no reference to the towns, should not be embraced. The fees and forfeitures paid into the treasury from the County Attorney of Suffolk, appear in the balances of the County Attorneys of other counties. Mr. Shattuck calculated the proportion per cent paid and received by Boston, and by all the other towns, and gives the following result:—

Years.	OF ALL THE RECEIPTS FROM THE TOWNS.		OF ALL THE EXPENDITURES TO THE TOWNS.	
	Boston paid	All other towns paid	Boston received	All other towns received
1840,.....	56.82	43.18	28.73	71.27
1841,.....	58.77	41.23	26.97	73.03
1842,.....	59.15	40.85	28.35	71.65
1843,.....	59.65	40.35	27.57	72.43
1844,.....	55.62	44.38	24.29	75.71
1845,.....	58.42	41.58	26.94	73.06
Average,....	58.07	41.93	27.14	72.86

This statement shows that Boston, for the last six years, has, on the average, annually paid into the treasury 58.07 per cent of the whole state revenue; and all the other towns only 41.93 per cent; that Boston has received only 27.14 per cent; and all the other towns 72.86 per cent. If the other towns had received in the same proportion to what they pay, as Boston receives for what it pays, they would have received only 19.59 per cent instead of 72.86, or a little over one quarter of what they have actually received! This shows that Boston not only pays a sum equivalent to the support of all sane and insane state paupers and criminals cast upon her, but also contributes largely to the support of such persons in other towns.

In closing this paper, we cannot refrain from again expressing our admiration for the patient industry and laborious investigation of Mr. Shattuck, one of the few individuals whose services should be secured for the Statistical Bureau, very inadequately constituted at Washington, in compliance with a joint resolution of the two Houses of Congress, in June, 1844.



## ART. IV.—AMERICAN ATLANTIC MAIL STEAMERS:

WITH REFERENCE TO THE INCREASE OF COMMERCIAL INTERCOURSE BETWEEN THE AMERICAN AND THE GERMAN STATES.

WHATEVER importance a practical view of the establishment of mail steamers between the United States and the continent of Europe may possess, its value will be materially increased, on considering its influence on civilization. Since the application of steam to purposes of navigation and locomotion affords greater facilities for the enlargement of our knowledge, by personal observation in distant lands, it becomes more and more evident, that the human mind gains clearness and variety of perception as it becomes familiar with different impressions of the world, and particularly of the genius and institutions of foreign nations. The history of civilization proves this assertion, and shows that intellectual progress was the most rapid and brilliant wherever intercourse with other countries was the most easy, as in the history of Greece. The aid of steam will extend the advantages of that intercourse to all parts of the world, and will, together with the improvements in education, accelerate the cause of civilization in a manner unknown in all past ages; for an acquaintance with the people, arts, and literature of a foreign country, excite the mind to a degree beyond calculation. We, doubtless, arrive at truth most readily, by an accurate perception of contrasts, and contrasts are necessarily great in the life and history of different nations. Upon the advancement of civilization, are depending the interests of industry, whose direction, to be profitable, must go hand in hand with the intelligence and taste of the most civilized people. No nation can be successful, in the market of the world, who is not acquainted with the peculiar wants and tastes of the different nations. Thus we find the mentally and materially useful united in one cyclus; and both equally favored by the aid of direct steam navigation. Every nation is bound, in justice, to acknowledge the importance and liberality of this measure. The establishment of the Atlantic Mail Steamers, on the part of the United States, will totally free them from the injurious effects of a monopolizing system of any other nation; and will prove a new practical declaration of independence.

Steam-power applied to navigation, has, like a Hercules, even from its infancy, performed marvellous deeds. By it, the United States will be brought in so close a contact with the continent of Europe, that the statesmen and capitalists of both will soon become better acquainted, by personal observation, with those advantages which must flow from a more extended and friendly commercial intercourse, and from an assimilation of their commercial policy.

By the documents before us, the administration at Washington has decided on the route, from New York, via Cowes, to Bremen, for the American Mail Steamer Line, to be established between this country and Europe. Congress has made the necessary appropriation of four hundred thousand dollars\* per annum; and the Legislature of New York has passed, on the 8th of May, 1846, by a two-third vote, an act incorporating the Ocean Steam Navigation Company, for this purpose. They decided upon a route which is sure to realize the hopes of an extended commercial

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\* The contract between the government and Mr. Edward Mills, has been accepted by the Postmaster-General.

intercourse with the nations of Europe, without restricting such an advantage to a single country.

There can be no doubt in regard to the judicious choice of Cowes, as a port to touch at; steamboats being constantly plying from there to the several ports of France, Belgium, &c. Whatever may be said in respect to Liverpool, and very justly, as the great commercial emporium of England, it is evident that it cannot compare with Cowes as a connecting link with the continental ports; and this is a consideration which must range foremost, as promoting the interests of the United States and of Europe, by giving the utmost facility to the conveyance of passengers, mails, and merchandise.

The free port of Bremen, as a terminating point, offers greater advantages for the forwarding of the mails, passengers, and merchandise, to all the German States, Austria included, Denmark, Sweden, Russia, etc., than any other harbor on the continent.

Bremen, as a glance at the map will show, is situated in the centre of commercial Europe, connecting the north with the south, and the east with the west, and is to be considered as one of the principal importing and exporting harbors for the German Zollverein. Railroads, (finished and in progress,) to the extent of about six thousand English miles, are spreading in all directions; steamboats are plying from the ports of the North Sea, Bremen, Hamburg, and Lubec, to the principal seaports of England, Denmark, Sweden, Russia, etc. Thus the Baltic, Scandinavia, and Russia, as well as the Adriatic Sea and the Mediterranean, are connected with the North Sea by steamboats and railroads. In this respect, Havre, (besides being too far west of the European continent,) is in a less favorable position; for up to this day, railroads are very rare in France, and quite limited in number and extent.

The cheap rate of postage to be adopted by the American line of steamers, will concentrate almost the whole correspondence between this country and the continent of Europe, in these steamers, and will probably yield a liberal profit to the Post-Office Department, as well as to the "Ocean Steam Navigation Company." It is a well known fact, that all persons who have not a commercial business connection, are compelled to pay a dollar upon a single letter for the continent of Europe, through the express companies and British steamers. Thus, all but the rich are excluded from the British steamers.

Here, allusion may be made to the fact that there are about four millions of Germans in this country, who, in consequence of the German system of education, can almost all read and write. Their whole correspondence with their friends and business connections in the German States being now excluded, as shown above, from the use of the British steamers, will naturally seek the channel opened by the American steamers.

The enormously high postage charged by the British steamers, upon American and European newspapers and more weighty monthly periodicals, if forwarded from continent to continent, works practically as a prohibition of sale. The English press monopolizes the news from both continents, communicates to both as much as it finds convenient, and obliges them to look at each other through English eyes. This is, of course, not the best and most impartial way to become well acquainted with each other, and with their peculiar interests. If American journals are now sent by a cheaper, but slower conveyance, they arrive at a time when they

have lost the attractions of novelty and interest. The whole American press, as well as that of all the countries of the continent of Europe, is, therefore, deeply interested in the success of the American mail steamers. To secure these advantages, the press should exercise its influence in favor of the enterprise. It will be necessary to admit the periodicals in both continents free of duty. As soon, then, as the American steamers connect New York with Bremen, thousands of copies of the best American periodicals will be subscribed for on the continent of Europe, as the forwarding there is very cheap; and numerous French and German journals will regularly come to this country; which will lead to a speedy communication of the progress of science and literature, art and industry.

Bremen and Cowes can be reached most conveniently, and with much less expense, than Liverpool, by travellers from all parts of Europe. The entrance into the port of New York is safer and more accessible than either Halifax or Boston, which will induce travellers to prefer the direct route to the former port; and the number of cabin passengers by the American steamers will therefore be very considerable; the more so, since travelling itself increases with the improvement, speed, and cheapness of facilities. A sufficient number of steerage passengers, besides, will constantly embark at Bremen in those steamers, because that port is the principal place of embarkation of the German emigrants, among whom are a great number of respectable and wealthy farmers and mechanics. How able they are to pay as steerage passengers, appears from the fact, that the German emigrants carry with them to the United States, according to a printed circular dated October, 1844, which has been promulgated in Germany, at the least, a capital of five millions of dollars annually. Although the emigration of great numbers of valuable citizens is a serious loss to Germany, still the basis for friendly intercourse between the United States and that country is thereby more strengthened every year, which must result in closer commercial relations. For it is manifest, that the increasing millions of Germans in the United States would naturally be inclined to favor, by their political influence, such commercial policy as would insure equal advantages to their adopted, as well as to their mother country.

The consideration which ranges foremost, is, that American steamers will promote the industry of both continents, by giving the utmost extension to their *commercial interests*, and by securing markets for an extended sale of their produce. In so far as the commerce of the German States is concerned, we merely allude to a few known facts of the many which may claim consideration. The German States, including the great Zollverein, have the most liberal commercial system of all European countries. This, in particular, operates favorably in regard to the United States, since Germany takes all their produce, without any exception, at lower rates of duty than all the other nations of Europe. Bread-stuffs pay there only a nominal duty, if compared with England, and several other American raw materials are admitted free. Germany is already an extensive consumer of American articles, and it is unquestionable, that she will take a still greater amount of our produce, if we will take more goods from her; or, in other words, the more goods she can sell in direct commerce to the United States, the greater quantity of American produce she will be enabled to take in return; which cannot be done by those countries who are obliged to favor their colonies. In her commercial policy towards the

United States, Germany now, and in all time to come, is able to act more liberally than other European nations, since she is not encumbered with any colonies, and can therefore give those advantages to the United States which other countries are compelled to extend merely to their colonies.

Manufactories of woollen cloths, linen, silks, and of many other articles which the United States do not produce in sufficient quantities, progress rapidly in Germany. German articles are as good, and, in most instances, cheaper, than those of her neighbors. It is therefore the interest of the United States to treat her, in the new tariff law, as favorably as any other country. From this treatment, depends, in a great measure, the success of the mail steamers in regard to the amount of correspondence, travelling and freight.

How large the importation of American produce into Germany is, may be concluded from the fact, that the amount of the direct and indirect importation into the Zollverein States alone, (the other States excluded,) was valued, in the year 1843, at \$12,551,600, and in the year 1844, at \$13,379,028. We may readily infer how far this amount could be increased, from the fact that Germany now pays, for the one article of cotton twist, eight millions of dollars, yearly, to England. The cotton manufacturers in Germany call for a protective duty on twist, in order to encourage the establishment of cotton spinneries in Germany. They refer to the splendid results which the protective duty on cotton manufactured goods has produced in the United States, who, on account of their competition at home, already manufacture so cheap as to undersell other nations in the market of the world. It is impossible to say what will be the decision on this question, but if the protective duty on twist should be laid, Germany would be able to take up to three hundred thousand bales of cotton, yearly, direct from the United States, who would gain by the increased competition of the different markets. Raw cotton is, and remains free of all duty in Germany.

How much more liberally American produce is treated in Germany, than in other European countries, may be seen in the example of tobacco, of which the subjoined report speaks so fully, that a few remarks, only, can be added. Tobacco pays, in Germany, a duty of two-thirds of one per cent in the Hanseatic towns, sixty-nine cents per one hundred and twelve pounds, or about one and two-thirds cents per pound, in the northern States, and three dollars and forty cents per one hundred and twelve pounds, or about three cents per pound, in the Zollverein States; the annual consumption in the Zollverein amounts to twenty-eight million pounds, and yields a revenue from the duties of merely \$952,000; the consumption in the other northern German States, amounts to about twelve million pounds. Austria is not included in this calculation, because tobacco is there a monopoly of the government. In France, tobacco is prohibited from the trade by a monopoly of the government, which derives yearly, from the duties it levies on this article, a revenue of about twenty millions of dollars. In England, tobacco pays a duty, for leaf, of seventy-two cents per pound, snuff, one dollar and fifty cents per pound, cigars, two dollars and twenty-five cents per pound. England derives, from the duty on tobacco, on her annual consumption, at a duty of seventy-two dollars per one hundred pounds, an annual revenue of about \$19,500,000. The high impost on tobacco in

France and England, limits, evidently, its consumption, and we hear of no proposed alteration in this and many other duties in England.

Although the proposed alterations in the English corn laws deserve due praise, we ought not to overlook that Sir Robert Peel retains the protective duties on all articles which he yet deems necessary, as well as the English navigation laws, which secure exclusively British interests. Sir Robert Peel's proposed alterations have the appearance of great liberality, but they will not realize as liberal a commercial policy as that already existing in the German Zollverein, and in the other German States. If ever navigation laws are enacted by the American or German States, their true interest for an increase of direct commerce must insure forever an equal treatment of their vessels in the harbors of each country. Since there are not, and never can exist, serious conflicting interests between the United States and Germany, they are likely to remain forever in peace, so that the German ports will be always open to American ships.

The central position of Germany, being in the heart of Europe, is highly favorable for commerce, and especially for transit trade. The German navigable rivers, the Rhine, Weser, Oder, Weichsel, Danube, etc., and the net of railroads intercepting, connect the commerce of the North Sea and of the East Sea with the Adriatic, the Black Sea, and the Mediterranean, and with the nations east and west of Germany. A country thus geographically situated, is formed by nature for the utmost extent of the transit trade. Nothing can be more clear, than that it is the interest of all the German States, Austria included, not to levy any duty on the transit trade; for thousands of persons can gain by this business, if free and unmolested; whilst the duty would only stand on the paper, and yield no revenue. Even the slightest transit duty would drive the goods from the German rivers and railroads, and those goods would be sent by sea, or through the neighboring countries, if the freight should be cheaper than the freight and transit duty, direct through Germany. If this transit trade is not impeded by duties, it must necessarily enrich Germany in a similar manner as the inland trade on the rivers, canals, and railroads of New York, the most central American State, increases its industry and wealth. If all the German States will abstain from the levying of any transit duty on merchandise, the transit trade of Germany, not only, but industry and commerce in general, will gain increased and accelerated life, by the direct steam communication with the United States. All improvements made in these respective countries, tend to benefit them mutually. A sound commercial policy will always have to acknowledge that the commercial interests of the United States, and of the German States, should forever go hand in hand. The benefits of such an increased intercourse are incalculable for the interests of industry. The great activity in correspondence, business and speculation, existing in the seaport cities, before and after the arrival of the Atlantic steamers, is sufficiently known, and renders it needless to dwell on the commercial importance of those steamers. But it may be especially remembered that peculiar advantages will result to those nations, whose ports they connect. Thus, for instance, the English are, by means of their Atlantic steamers, enabled to execute orders in the shortest time, and to monopolize, in advance of all other nations, the market of the United States, with fancy articles, and generally, with those goods which contain much value in a small compass, which depend on fashion, and a speedy transmission of which is therefore



desirable, before the market is overstocked from other quarters, leaving it to the latter to glut the markets by later arrivals. The profit is apparently with the English, who can monopolize this branch of the business by the steamers; and the loss is with the merchants of this and other nations, and with the consumers in the United States, who thus pay more than they would do, if greater competition existed.

It is certainly to be expected that the German States, and the other continental nations of Europe, with a true appreciation of their own interests, will cheerfully co-operate with the United States in promoting the successful establishment of a line of mail steamers.

The committee on the post-office and post-roads, to whom was referred a letter from the Postmaster-General, after mature consideration of that part of it which refers to the establishment of an Atlantic line of steamers for the transportation of the mail between the United States and foreign countries, made an interesting and satisfactory report, the substance of which we here annex:—

It appears from a communication received from the Postmaster-General, under date of March 9, 1846, in answer to a resolution of the House of Representatives of the 3d instant, that, under the authority of an act of Congress, approved March 3, 1845, that officer proceeded to invite proposals for the transportation of the mails of the United States between New York, or any other Atlantic port of the United States, and some one of the important ports of Europe, fixing the 15th day of January, 1846, as the last day for the reception of bids.

Several bids were made for this service, and it seemed to the Postmaster-General, upon examining them, that the proposal of Edward Mills, for a semi-monthly line between New York and Havre, at \$300,000, was the most advantageous for the government. Controlling considerations, however, induced the Postmaster-General to believe that it was important to select some port in Germany for the termination of the line; and, upon a full examination of the subject, he determined to invite Mr. Mills to vary his proposal so far as to substitute Bremen in the place of Havre. The result of a free interchange of opinion upon this subject, between that officer and Mr. Mills, was the acceptance of a bid submitted by the latter, in which he offered to establish a line of steamships, for the conveyance of the mails semi-monthly from New York to Cowes, in England, and thence to Bremen-Haven, in Germany, and semi-monthly from Bremen-Haven, by Cowes, to New York; receiving, as a compensation for the service, \$400,000 per annum; reserving, however, the privilege of running each alternate ship to and from Havre, instead of Bremen, at an annual reduction in the amount paid for the service, of \$50,000.

The time has arrived for increasing our means of communication with Europe. The rapid and certain transmission of intelligence is of the highest importance to a commercial people; and instead of relying upon the steamships of Great Britain for the transportation of our mails, we should enter at once upon an enterprise to which we are invited by the most powerful considerations connected with our relations to the world, and which can no longer be neglected if we would keep pace with the movements of an enlightened age.

The route selected by the Postmaster-General for the line of steamships which will be employed in the transportation of the mails of the United States to and from Europe, is believed by the committee to combine important advantages. By touching at Cowes, a direct and rapid communication is secured both with England and with France. London may be reached in three hours, and Havre in less than nine.

Cowes is an accessible and safe port, (the only one on the British coast offering these advantages,) and the delay would be trifling to which a vessel would be subjected in entering it when on its course to Bremen. While from that point mails can be despatched in so short a time to the great emporium of British commerce, and to France and Belgium, they might also be forwarded to Spain

and Portugal. At Bremen, the mails for Germany are to be disembarked, and they will be rapidly spread overland through the neighboring kingdoms and states of that populous region, by means of railroads extending in various directions.

Starting, upon their return, from the most central port of commercial Europe, the steamships of the United States will receive there the letters and other communications of the people north of the Rhine and the Rhone, destined for this country; while at Cowes they will take in letters, pamphlets, and other publications from England and France, intended for distribution here.

It will thus be perceived that while a perfect communication is secured with England and France, Germany and other parts of Europe are reached with the least possible delay. These important advantages are secured at comparatively little expense. By reference to the letter from the Postmaster-General, and the documents which accompany it, it will be seen that the lowest bid which that officer received for carrying the mails to England was \$385,000; while the expense of sending them to France would have been \$300,000, and to Germany \$400,000. The route determined upon, while it opens the communication with England and France just referred to, connects directly with Germany at an expense of \$400,000 only; thus making the cost to the government \$685,000 less than would have been required for the service if it had been contracted for separately.

It is believed that a line of mail steamers between New York and Bremen, making semi-monthly trips, and touching at Cowes, so far from becoming a charge upon the government, will almost immediately sustain itself, and will, in a short time after its complete and efficient organization, yield a profit to the Post-Office Department.

Independent of the advantage which this line will possess in commanding at Bremen the entire mail of Germany, and of the north of Europe, (containing a population of 120,000,000,) destined for this country, it will also receive the Asiatic mail, which, upon the completion of the continuous railroad under contract connecting that port with the Adriatic sea, can be disembarked at Trieste, and sent overland to Bremen in sixty hours. Our commercial relations with Germany are steadily becoming stronger and more important; and the business correspondence between that country and this will naturally increase with the additional frequency and certainty of communication which a line of steamships will afford. It is well known, too, that a large proportion of the emigrants who seek homes in our country come from Germany; and they would find, in this direct and rapid transmission of mails, a sufficient motive for keeping up a correspondence with their friends through that channel, instead of subjecting their letters to the delays and uncertainties to which they are exposed when sent by sailing vessels, or the increased and excessive charges which they must pay, if sent by the Cunard line, through England. From January, 1832, up to January, 1846, 181,819 emigrants embarked from Bremen, for the United States. The importance of this fact will at once be perceived, upon examining a statement of the number of emigrants who embarked from Bremen, compared with the number who embarked from other ports of the North Sea in the year 1845.

From *Hamburg*, the number of emigrants sailing for the United States was, within that year, 2,600. From *Rotterdam*, about 3,000. From *Amsterdam*, 1,600. From *Antwerp*, 5,041; while from *Bremen*, it amounted to 31,016. It may fairly be supposed that the amount of correspondence will bear some ratio to the number of emigrants; and if this should prove to be true, Bremen, in this single view, possesses advantages, as a point of communication, which are not to be found in other ports.

There are, however, other considerations connected with this subject, which ought not to be overlooked. Nothing can be regarded as unimportant which tends to develop our resources, and increase the facilities of commercial intercourse between the thirty millions of Germany, demanding every year a larger supply of our products, and the twenty millions of our own industrious and enterprising people, engaged in producing the articles which they require. The trade which we at present enjoy with that country, yields the most important advantages. Some of our products, which are burdened with heavy duties in England and in France,

enter Germany under light charges, and in some of the coast States, they pass almost free. Our tobacco pays, upon entering the British ports, a duty of seventy-two cents per pound: in France, the article passes at once into the hands of the government, which monopolizes the trade; while at Bremen, it is charged with a mere nominal duty of two-thirds of one per cent ad valorem. The tobacco trade with France is further embarrassed by a regulation recently adopted by the French government, which restricts the importation of that article to French ships; thus excluding American vessels from all the benefits of carrying it. This regulation not only embarrasses the trade in tobacco, but subjects the article to increased charges, by diminishing competition for its transportation, and of course lessens the profits of the producer. The quantity of tobacco entering all the ports of France annually amounts to about twenty thousand hogsheads, while the single port of Bremen received last year forty-two thousand five hundred and fifty-one hogsheads. More than one-third of all the tobacco exported from the United States within the last twelve years, was imported into Bremen.

It appears, too, from an examination of tables recently prepared, that its importation into that port is steadily increasing; for the quantity received there in 1845 exceeded, by five thousand nine hundred and ninety-two hogsheads, the importation of the preceding year.

The importance of the trade in tobacco will be seen more clearly by looking to the increased production of that article in the United States.

In 1840, it appears, by tables which accompany the census, that the tobacco crop of Ohio amounted to five million nine hundred and forty-two thousand two hundred and seventy-five pounds, and that of Florida to seventy-five thousand two hundred and seventy-four pounds. In 1845, the crop of Ohio increased, as it appears by actual inspection at Baltimore, to twenty-six million seven hundred and sixteen thousand pounds; while that of Florida, sold in Bremen alone, reached two hundred and thirty-four thousand pounds; some of it competing with the Havana tobacco, and bringing as high as a dollar per pound. In some of the other States, the proportionate increase has been still greater. Nor are the advantages of our trade with that port confined to tobacco, for Bremen receives nearly as much whale oil as is imported into all the other ports of the North Sea; and its importation of rice, exceeding that of any of these ports, is about equal to that of Havre. While we enjoy, under existing arrangements, this advantageous trade with the north of Germany, it is our obvious policy to bring that part of Europe still nearer to us by increased commercial facilities, such as would be afforded by a direct line of steamships. Some of our other products will find there a valuable market. The demand for our cotton is increasing; and, when certain changes now contemplated are made in the duties of the German Customs Union, the trade in that important staple will become direct, and must be greatly augmented.

It appears, from the documents which accompany the report of the Secretary of the Treasury, that the value of our exports to France for the year ending the 30th of June, 1845, was sixteen million one hundred and forty-three thousand nine hundred and ninety-four dollars; while to the Netherlands, including Belgium, (for the old classification of kingdoms seems to be adhered to in the statement,) their value for the same time was three million six hundred and ten thousand six hundred and two dollars, and to the Hanse Towns four million nine hundred and forty-five thousand and twenty dollars. Our imports, for the same time, from France, amounted to twenty-two million sixty-nine thousand nine hundred and fourteen dollars; from the Netherlands, stated as above, they amounted to one million eight hundred and ninety-seven thousand six hundred and twenty-three dollars; and from the Hanse Towns, their value was two million nine hundred and twelve thousand five hundred and thirty-seven dollars. It is but fair to accompany this statement of our trade with the Netherlands, with the additional fact, that of our exports to that country, a considerable proportion passes into Germany. It is impossible to appreciate the advantages of this growing trade with Germany, or to comprehend the importance of cultivating it, without comparing its results with those which we derive from our trade with other parts of Europe.

In our exchange of commodities with France, amounting to thirty-eight million

two hundred and sixty-two thousand eight hundred and fifty-eight dollars, the balance against us is six million eight hundred and seventy-five thousand nine hundred and seventy dollars; while an exchange of commodities with the Netherlands, amounting to five million five hundred and eight thousand two hundred and twenty-five dollars, leaves a balance in our favor of one million seven hundred and twelve thousand nine hundred and seventy-nine dollars; and our trade with the Hanse Towns, amounting to seven million eight hundred and fifty-seven thousand five hundred and fifty-seven dollars, results in a balance for us of two million thirty-two thousand four hundred and eighty-three dollars. The importance, then, of encouraging our trade with Germany, of which Bremen is the principal port for the commerce of the United States, sufficiently appears from facts already stated; but we may add, that of the three hundred and fifty-nine vessels which cleared, during the year 1845, from the five north seaports, directly for the United States, two hundred and fourteen were from Bremen. It is our policy to multiply the means of intercourse with a people who have already met us in a liberal spirit, and whose demands for our products are steadily increasing.

Commerce, to enjoy permanent prosperity, ought to yield mutual benefits. By the rapid and direct communication which we are about to establish with Bremen, we shall not only extend our commerce more widely through Germany, but we shall invite a more frequent and active intercourse with the north of Europe generally. As their means of intercommunication multiply, some of them stretching from the North Sea to the Adriatic, and traversing Prussia and Austria, while others penetrate Russia, it is to be expected that the people of those extensive regions will seek a connection with us through our line of steamships, touching regularly at one of their own northern ports. Independent of the advantage which our commerce generally would derive from this extension, our cotton would find new markets. The depression which is so often experienced in the sale of that great staple, can only be remedied by increasing the demand for it, and by creating new markets which may compete with those already established, and which sometimes combine to control prices.

Germany, already regarding us kindly, carrying on with us a valuable and growing trade, sending to our shores every year large bodies of industrious emigrants, who become useful citizens, will recognize in this new enterprise, an earnest effort, on our part, to make the means of communication between us more direct, certain, and frequent; and, responding to it in a national spirit, will co-operate with us to make it successful.

Correspondence multiplies with the increase of facilities. A letter weighing not more than half an ounce, mailed at Boston, and sent, by a British steamer, to Bremen, is charged about forty-three cents upon its delivery. The postage charged upon a newspaper of the ordinary size, sent by the same conveyance, amounts to sixty-one cents. These heavy charges, if they do not restrict the advantage of the speedy communication afforded by the steamers almost exclusively to Great Britain, greatly embarrass our correspondence with the continent of Europe. Impressions of our country are received from England; the British press, transmitting intelligence received from our shores by British steamers, sends out with it comments upon our affairs which must influence public sentiment. But through our own line of steamers, a direct and cheaper correspondence with the people of continental Europe may be carried on, while its amount will greatly increase with reduced rates of postage.

In looking over the map of Europe, it will be seen that Bremen is most favorably situated as a point of departure for a steamer bearing intelligence from different parts of the world to the United States.

It would, at its departure, receive intelligence from St. Petersburg, the capital of Russia, brought to Bremen within sixty-eight hours; from Vienna within thirty-six hours, and from Berlin within fourteen hours; besides the mails from the smaller neighboring kingdoms and states. Touching at Cowes, it would take on board the French mail, with dates from Paris but sixteen hours old, and the English mail forwarded from London on the same day, and within three hours of its departure for the United States.



With this accumulated and varied intelligence, the American steamship would reach New York with as little delay as if it had sailed from Liverpool, the point of departure for the Cunard line of steamers—a city of vast commercial importance, but remote from the great points of interest in continental Europe, and separated from London by more than twice the distance which divides Cowes from that emporium.

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#### Art. V.—MACGREGOR'S COMMERCIAL STATISTICS OF THE UNITED STATES.

THE large volume which has recently been published, embracing a complete statistical account of the United States, is, in our judgment, one of the most valuable works of that peculiar character that has ever been issued from the press. It has been compiled by John Macgregor, Esq., now one of the joint secretaries of that permanent body, the British Board of Trade. Occupying a space of fourteen hundred and twenty-seven large and closely printed pages, it was prepared under the sanction of the Crown, and is dedicated “to the Lords of the Committee of Privy Council for Trade and Plantations.” Constituting but a part of a series of statistical volumes, which is to be compiled under the auspices of that board, respecting the commercial tariffs and regulations, resources and trade of the several States of Europe and America, together with the commercial treaties between England and foreign countries, that is to be presented to both houses of Parliament, the present compilation is devoted to the exhibition of the commercial state of the North American Union.

It is somewhat extraordinary, considering that we have advanced to the state of the second commercial power upon the globe, and now number a population of about twenty millions, that no volume of this precise character has been prepared under the authority of the national legislature. It is true that we have been favored with statistical works, which have appeared under the authority of that body, but they have been generally far from comprehensive in their plan, or minute in their details. The compiler of the present work, indeed, acknowledges the examination of a digest of the existing commercial regulations of foreign countries with which the United States have intercourse, that was prepared at the expense of the treasury, by a distinguished citizen of Maryland, Mr. John Spear Smith; and other works of like character have also been since compiled, but none have been either sufficiently full or minute, to be adapted to the absolute requirements of the nation. The industry of Mr. Macgregor has been successful in presenting to us a complete statistical description of the United States, which leaves but little to be desired upon this subject.

It can hardly be doubted, that the importance of *statistics*, or a knowledge of existing facts, has been overlooked in this nation, for they furnish the only solid ground-work of intelligent legislation. So far as this legislation refers to *material interests*, the precise nature of those interests is required to be known. Abstract declamation and diffuse arguments, however much they may be calculated to promote the popularity of an orator, or to amuse his constituency, produce no solid advantages, unless they are based upon a knowledge of the *existing circumstances* of the subjects which they discuss. How can an equitable tariff system be established, or a commercial treaty be properly negotiated, without a thorough understanding of our commercial relations with foreign countries, and the amount



of the several kinds of products here produced, as well as those which are exported and imported? Those facts must be known, in order to ascertain what we are to produce, as well as what we are to protect, if the policy of protection is to be sustained at all. The work of Mr. Macgregor exhibits these facts, regarding this country, and we are gratified that he has deemed proper to embody in his work the result of a considerable portion of our own laborious research, which has been communicated to the public through the pages of the Merchants' Magazine.\*

We propose to enter into an analytical examination of the precise nature of the work, in order to exhibit its scope and spirit. The first part describes the political organization of our own government, and gives us the Constitution of the United States, as well as that of the several States, an account of the public departments, Congress, the courts of law, salaries, and, indeed, all those facts which tend to exhibit the nature of our political institutions. In this part is also embodied a description of the configuration and area of North America, the theory of its climate, the area of the territory of the United States, and progress of the population, the increase of the several Atlantic, Western, and slaveholding States, religious denominations, universities and colleges, the distribution of industrious classes, and a particular statistical description of each State of the Union.

Mr. Macgregor then considers the general subject under three grand divisions. He treats first of the Northern Atlantic States, their manufactures, commerce, navigation and trade, their religious denominations, banks, public works and public debt, their principal seaports and towns,

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\* The "National Press," in a well-written article on this subject, after some sensible reflections on the influence of commerce, in diffusing the rich and varied products of our generous mother earth among all nations, and suggesting that Boards of Trade, and Chambers of Commerce, are to take the place of Camps and Councils of War, thus refers to the work of Mr. Macgregor, in connection with our own labors in commercial politics and literature.—ED. MERCHANTS' MAG.

"The idea suggested by this train of remark, grows upon us; but we can only glance at a single illustration brought to our notice, by a recent publication of John Macgregor, Esquire, one of the joint secretaries of the British Board of Trade. We refer to the three large volumes presented to Parliament, in parts, by "command of Her Majesty," embracing the commercial statistics, productive resources, commercial legislation, customs, tariffs, navigation, port and quarantine laws and charges, shipping, imports and exports, and the moneys, weights, and measures, of ALL NATIONS. Here is a wide scope, and Mr. Macgregor has performed a labor, under the patronizing auspices of the British government, which will do much to advance the general prosperity, not only of his own country, but of the civilized world. And although, on the face of it, it bears the mark of pounds, shillings, and pence, it is destined to promote the interests of the nations, by leading men to a knowledge of their resources; and thus deterring them from retarding their development by force and fraud—by engaging in hostile conflicts, for what, under a free, fair, and unrestricted commerce, all may enjoy. The volumes to which we have referred, cover nearly 4,000 pages. The first two, embracing 2,478, are devoted to Austria, Belgium, Denmark, France, Germany, Holland, the Italian States, the Ottoman Empire, Greece, Africa, the Russian Empire, Sweden and Norway, Spain and Portugal, and the third, a volume of 1,427 pages, entirely to the United States of North America. So that the British government has done more to collect and embody a digest of our rapidly progressing commerce and vast resources, than our own. This labor has not, however, been entirely neglected with us. Individual energy and industry, and private enterprise, have accomplished in a great measure what the Congress of the "model" Republic has left undone. It will naturally, we think, occur to our readers, that we allude to the research and the labors of Mr. Hunt, the projector and editor of the "Merchants' Magazine and Commercial Review," a work of standard value, that embodies in its wide range of subjects, more information, in regard to the Commerce, Manufactures, and varied resources of our own and other countries, than can be found in any or all other works, either at home or abroad. Mr. Macgregor, in his official work on the United States, seems to have fully understood and appreciated the comprehensive labors of his cotemporary here, as an examination of his book, and the fourteen volumes of Mr. Hunt's Commercial Periodical, will show. 'Nothing,' says a cotemporary who has examined the voluminous document of the British Board of Trade, 'as we ran over the volume, the frequent occurrence in the body of the work the name of that popular periodical, "Hunt's Merchants' Magazine," we had the curiosity to count its repetition, and we found it was referred to some sixty times; besides, many of the articles which were originally published in the Magazine, are quoted from largely, without reference to the work, or only mentioning the name of the author.'"—*Morris' National Press.*

the trade of the several ports, the fisheries, quarries, and minerals, the public works, revenues, and expenditures, insurance companies, principal commercial and manufacturing cities and towns, live stock, and agricultural products. The Southern Atlantic States, in all these minute details, are then described, and the same facts relative to the Western States, and the Western territory, with tables of the number and condition of the Indian tribes, and, indeed, everything of consequence relating to the actual condition of that part of the country, are presented.

The mineral wealth of the United States, in its essential features, as well as the agriculture and agricultural products of the Union, and the fisheries of North America, and those of the United States, and also the British whale fishery, are then considered; and we have, moreover, a complete account of the manufactures of the nation, and the exports and imports. The subject of the internal navigation of the United States opens a wide field of statistical description, and we have a full account of this, and also of that vast system of railroads and canals which intersect the various parts of the territory. The trade and navigation of the country, which are prosecuted through the agency of steam, likewise receive their full proportion of space; and to those subjects are added a full account of the commerce of the American lakes, and various miscellaneous statements respecting the commerce of the American towns upon the lakes, as well as a description of the trade between the countries of the United States bordering the lakes and the Canadas.

The extensive commerce which is prosecuted upon that longest of our American rivers, the Mississippi, and its tributaries, is then minutely described, together with an account of the American fur trade, and that of the American trade with the prairies, and with Santa Fe. That large amount of enterprise which is employed in the coasting and foreign navigation and trade of the United States, is, moreover, exhibited to us in all its features; and Mr. Macgregor then arrives at the consideration of the foreign trade of the United States, a subject which opens a wide and interesting field of description. From the advance of the commerce of the nation, it is pretty generally known, that our shipping is extended to the principal ports of the world, although our foreign trade is prosecuted more extensively with Great Britain than with any other country. The navigation and trade between the United States and the United Kingdom, as well as our own commerce with the British possessions in North America and the West Indies, the British East Indies, China, the foreign West Indies, Mexico, Central America, and the States of South America, with France, and the continental ports of Europe, and with the principal commercial cities of Western Europe, are then set forth in a clear, and, we doubt not, accurate form.

Those various topics are followed by numerous tables, regarding imports and exports, and various miscellaneous statements respecting minerals, canals, railroads, trade, port, and other charges. The peculiar department of the navigation of modern times, connected with the regular passage of steam vessels across the ocean—a species of navigation which, it would seem, is likely to be increased under the auspices of the government—is briefly described; and we have some very interesting facts relating to transatlantic navigation, as also the various passages which have been made by the British steamships to our own ports. We have also the names and tonnage of the principal British and American vessels

which arrived at the port of London from the United States, during the first six months of 1845, together with the tariff and custom laws of the United States, and other statistical or historical statements, concerning life, fire, and marine insurances, light-house establishments, currency, and banking institutions, the finances of the United States, and the debts and finances of the respective States. Finally, we have the statistics of Texas, the treaties of commerce between the United States and foreign States, and a certain space is devoted to a consideration of the commercial legislation of England and America. We have given this condensed account of the volume of Mr. Macgregor, which is very satisfactorily executed, exhibiting all the facts connected with our domestic products, trade, and commerce, the whole being fortified by historical statements and condensed statistical tables. In thus so ably accomplishing his task, he has reflected honor upon himself, and at the same time has made a most valuable present to the British government.

Our own country peculiarly required such a work, at the present time. Its productive resources are rapidly expanding, and its internal trade and navigation are burdening the rivers and lakes and roads of the various parts of the territory. The foreign commerce is ploughing the waves of almost every sea and ocean, and its material interests are advancing with rapid progress. The recent census which has been taken under the sanction of the government—supposing it to be accurate—embraces only a part of that which bears upon the various departments of commercial enterprise. It may be truly said that the present volume has embodied very much that is required to be known, respecting the commerce and actual condition of the country; and we fully concur in the remark which has been made, in a notice of the work in a recent number of the *Edinburgh Review*, that “the Lords of Trade have displayed a judicious liberality, in promoting this very useful and instructive undertaking.”

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#### ART. VI.—THE SOUTHWESTERN CONVENTION, AT MEMPHIS:

WITH REFERENCE TO THE COMMERCE, MANUFACTURES, INTERNAL IMPROVEMENTS, AND RESOURCES OF THE SOUTH AND SOUTHWEST.

It may be remembered, that during the month of November, 1845, a convention was held in the city of Memphis, and State of Tennessee, for the purpose of adopting measures calculated to advance the development of the resources of the Western and Southwestern States. A distinguished senator from the State of South Carolina, Mr. Calhoun, presided over the deliberations of that body, and delivered the introductory address, upon entering upon the duties of the office to which he had been elected. In the course of that address, he divided the region embraced by the Western and Southwestern States into three parts; the first comprising the valley of the Mississippi, bounded by the Rocky and the Alleghany mountains; the second, that portion which stretches east from the mouth of the Mississippi river along the Gulf of Mexico and the Atlantic ocean, as far as cotton, tobacco, and rice are cultivated; and the third, stretching from the Mississippi westward along the Gulf of Mexico to the Mexican line. This tract of territory embraces the great agricultural district of the Union. Producing at the present time all the leading articles of food and

raiment for its own subsistence, and for that of other parts of the United States, and tobacco, lead, tar and turpentine, far beyond its own wants, to which will be soon added the articles of hemp, wool, and sugar, it spreads out a broad field of enterprise.

The mode of developing the resources of the west and southwest most effectually, according to Mr. Calhoun, is to secure an adequate price for what might be produced; and, in order thus to extend the market, it is deemed proper to facilitate the transportation of persons and merchandise between its various parts, with other portions of the Union, as well as abroad. The facilities for transportation could be most effectually accomplished, by the improvement of its internal navigation, and by opening a communication through the coasting trade between the Gulf of Mexico and the Atlantic ocean. In order to guard against the event of the interruption, in case of war, of this great thoroughfare, it was proposed, by the same gentleman, to establish, at Pensacola, or some other place on the Gulf, a naval station of the first class, with all the means of building and repairing vessels of war, and that a portion of our navy be here permanently attached; and also to fortify the Tortugas, which lie midway between the Florida point and Cuba, and command the passes between the Gulf of Mexico and the Atlantic coast. It was also proposed by him to add a naval force of steamers, or other vessels, to guard the coast, and effectually to keep open the bar at the Balize at all times.

Another mode of promoting a safe, cheap, and speedy intercourse between the valley of the Mississippi and the Atlantic coast, in the judgment of the South Carolina senator, was a good system of railroads; and besides the improvement of the navigation of the Mississippi and its tributaries, and the construction of the railroad between the Mississippi and the Atlantic, it was alleged by Mr. Calhoun, that the construction of a canal uniting the northwestern lakes with the Mississippi, should be promoted. The prosperity of the southwest could also be advanced by leveeing the lands which comprehended a large and valuable portion of the whole region. The question how far the aid of the general government could be properly invoked for the accomplishment of these works was then discussed, Mr. Calhoun contending that such aid should be confined to those objects which were strictly national, and which could not be effected through the agency of individuals or States. He maintained, however, that the system of railroads might be aided by the government, by the grant of the public lands through which they passed, and by repealing the duty upon T railroad iron. These were some of the principal objects proposed by the convention, as stated by the president of that body.

There were likewise numerous resolutions passed, or reports made, respecting the establishment of light-houses and beacons, a national armory and foundry upon the western waters, marine hospitals upon the western and southern waters, the establishment of the warehousing system, the improvement of the mail service of the west and south, the propriety of granting the right of way and alternate sections of land by government in aid of public works, the construction of dry docks, roads, military posts upon the frontier, and the prompt extension by the government of the magnetic telegraph through the valley of the Mississippi.

The valley of the Mississippi occupies an area of about one million five hundred thousand square miles, and produces not only the ordinary products of the Northern States, but those staple articles of export, consist-

ing of cotton, rice, sugar, hemp, and tobacco. Its population is estimated to exceed ten millions. Its commercial emporium, the city of New Orleans, which in 1840 had a population of 102,193, is rapidly advancing in trade, and the exports of its principal staples, cotton and tobacco, have doubled in ten, and those of sugar and molasses, in five years. The lead trade of Galena, Wisconsin, and Iowa, in 1845, amounted to 700,000 pigs. It is alleged, indeed, that the valley of the Mississippi furnishes one-half of the domestic products of the country. One-half of those products reach the sea-board by the lakes, by the Pennsylvania and Ohio canals, and other channels of transportation; while the other half is sent by New Orleans, Mobile, and other southern ports. The imports to the west are effected through the same channels, the lighter and more costly articles of merchandise being imported by the lakes, or by the canals of Pennsylvania, Ohio, Indiana, and the railroads of Maryland, and the heavier articles being received by the southern route. According to the report of the Secretary of the Treasury, the domestic exports from New Orleans and Mobile, in 1844, amounted to..... \$39,348,929  
The domestic exports by the lakes may be set down at... 35,000,000  
Those by the Pennsylvania, Maryland, and other routes, at 10,000,000

Total.....\$84,348,929

It appears, also, from statistical tables which have been prepared at New Orleans, that from the 1st of September, 1844, to the 31st of August, 1845, the receipts of the principal staples from the interior amounted to the sum of fifty-seven millions one hundred and ninety-seven thousand one hundred and twenty-two dollars. There are large imports made on account of the trade with New Mexico, as well as the fur trade with the Indians, and army and Indian supplies. Upon the supposition that an equal amount of exports was made through the lakes, we have an aggregate value of one hundred and fourteen millions three hundred and ninety-eight thousand two hundred and forty-four dollars; and, according to a statement before us, the commerce of the valley amounts to the aggregate sum of between two hundred and fifty and three hundred millions of dollars.

The extent of this commerce may be adjudged from the fact that there are about twelve or fifteen hundred vessels employed in its prosecution, exclusive of keelboats, barges, and flatboats. There are more than four hundred vessels plying upon the lakes, including steamers, ships, and brigs, and on the waters of the Mississippi, there were, in 1843, six hundred and seventy-two steamboats; while it appears by a report which is also now before us, that there are at present employed in the navigation of the rivers of the valley of the Mississippi, more than seventeen hundred boatmen, exclusive of the flat and keelboat-men, which would swell the number to about three thousand four hundred. It is estimated that there are six hundred flatboats upon the western waters. There are also fifty-six steamboats upon the lakes, and nineteen steam propellers, which were constructed at the cost of about three millions of dollars; and the extent of the lake coast furnishes a channel for the transportation of the products of the industry of a population amounting to about three millions. The subjoined amount of steamboat tonnage was enrolled and licensed at the respective districts, according to the report of the Secretary of the Treasury for 1844:—



At Pittsburgh.....	9,233 tons.	At St. Louis.....	16,664 tons.
Wheeling.....	1,340	Nashville.....	5,666
Pearl River.....	378	Louisville.....	7,114
New Orleans.....	19,321	Cincinnati.....	13,137
Total.....			144,150

The improvement of the navigation of the western waters by the general government, is a subject which has often been brought before the cognizance of Congress, and has received the favorable attention of that body. In the "ordinance for the government of the territory of the United States, northwest of the river Ohio," it is declared that "the navigable waters leading into the Mississippi and the St. Lawrence, and the carrying places between the same, shall be *common highways*, and forever free, as well to the inhabitants of said territory, as to the citizens of the United States, and those of any other states that may be admitted into the Confederacy, without any tax, duty, or impost, therefor." The principal rivers of that portion of the country are obstructed to a greater or less extent, by "snags, sawyers, sunken logs and stumps," and the business of improving them is entrusted to the topographical bureau at Washington, and to topographical officers as superintendents of the work. There are, doubtless, annually occurring severe losses, arising from the wrecking of boats upon the western waters—losses which devolve upon individuals as well as insurance companies; and, from the increasing amount of commerce which is prosecuted upon the western waters, they are liable every year to be augmented. If the removal of those obstacles upon these rivers is to be undertaken at all by the general government, we think that the work should be vigorously prosecuted, although it is a labor which will, doubtless, require years for its successful accomplishment. Considerable progress has been already made in the improvement of the river and lake navigation and defences of the West, and we trust that it may be rapidly advanced.

Connected with the objects of the convention, a report was also made upon the agriculture of the South. It was alleged in this report, that the planters of that part of the country, were in somewhat a depressed condition, in consequence of the over-production of their great staple, the cotton plant. It maintains that a general disposition had been manifested on the part of those planters, to embark their capital and enterprise in the production of this staple, to the too general neglect of other species of cultivation. The extraordinary state of facts was accordingly presented, that they had by their policy overstocked the markets of the world with cotton, and had thus diminished its price, while they had purchased their supplies of meat and bread from abroad. The mode of remedying this surplus of production, as recommended in the report, is to diminish the amount of the cotton crop, so as not to exceed the demand, and thus exercise the power of regulating the price. It was also recommended that if the crop was thus to be reduced, some other direction should be given to the surplus capital and industry of that part of the Union, and that those might be properly invested in manufactures. The extension of manufacturing establishments through the South, it was maintained, would not only diminish the foreign market for cotton, by promoting its domestic consumption, but that it would advance the interests of southern mechanics, and promote the exchange of the raw material of the cotton-growing states, for its own fabrics, at a low price.

It was accordingly proposed in the report for the southern planters to form a compact, agreeing upon some definite ratio for the annual diminution of the cotton crop, for a term of years, until they should be relieved from their embarrassments by a satisfactory demand for their great staple. It was also proposed to apply the capital and labor thus diverted from the production of cotton, to the extension of manufacturing establishments, and that they should encourage every new market for the consumption of the raw material. The production of an abundance of provisions, and every species of grain and stock, was likewise recommended for the use of the plantations, and the substitution of the "comfort" for the woollen blanket, as an article of economy, upon the ground that it is more appropriate to the use of the negroes. It was finally resolved that the more frequent formation of agricultural societies in the Southern States, together with a more liberal patronage of agricultural periodicals, on the part of planters, would tend to advance the agricultural interest, and effectually promote the prosperity of the South.

We have presented this brief view of the resources and commerce of the South and West, because they constitute a most prominent field of American enterprise. They must yield a vast surplus of products, to seek its markets either in our own country or abroad. With the rapid increase of the population by domestic and foreign immigration, and the advance of its agricultural and commercial enterprise, with their great staples of export, they now exercise a most important influence both upon foreign and domestic trade. In fact, the Mississippi valley alone contains the greater portion of the population of the nation; and while cities and villages are rapidly springing up along the shores of its lakes and rivers, as well as in every part of the interior, extensive colonies of emigrants are scattering themselves through the plains of Oregon and Texas, thus further extending the field of wealth, industry and commerce.

#### ART. VII.—APPLICATION OF STEAM TO THE PADDLE-WHEEL AND PROPELLER.

TO THE EDITOR OF THE MERCHANTS' MAGAZINE AND COMMERCIAL REVIEW:—

ALTHOUGH it has generally been admitted that John Fitch was the first—certainly in this country—who successfully applied steam to propel boats, yet the honor of inventing side-wheels with buckets, has been attributed to Robert Fulton; in fact, all the honors of an original inventor have been heaped on Fulton, while poor Fitch was left to die in poverty, viewed as a madman, by the savans of New York and Philadelphia, headed, in the latter place, even by Doctor Franklin, who, it is said, demonstrated, to his own satisfaction, that there was as much resistance, to get the paddle out of the water, as there was force acquired by its entrance into, and hold on the water.

On a former occasion I had the pleasure to vindicate the claim of the late Colonel John Stevens, of Hoboken, N. J., as the first in this country, and I believe in Europe, who successfully applied steam to propel wheel carriages on iron rails, by the adhesion of the locomotive invented by him in the year 1812. At length, a living witness has come forward, in the person of *John Hutchins*, of Williamsburg, (L. I.) New York, to prove, by a map of the Collect Pond, in the city of New York, and drawings of the ong-boat used in the same in 1796-7, that Fitch was the original inven-

tor, both of the propeller, screw, and side paddle-wheel. It appears that Fulton and Livingston were on board the boat with Hutchins, then quite a young man, who acted as steersman.

Mr. Hutchins, over his signature, on the map alluded to, has given a description of the boat and its engine, with both the screw and the side paddle-wheel, used by Fitch in the presence of Fulton and Livingston. They are represented as on board the long-boat, Fitch at their side, with an iron pot for a boiler, holding from ten to twelve gallons of water, covered by plank, secured by an iron bar, the walking beam playing into two wooden iron-bound barrels, connecting rod, force-pump, &c. With all the simplicity and efficiency of this engine, it would appear that only such master spirits as Livingston and Fulton could appreciate its power, and its eventual success. Fulton, to save himself from ridicule at home, made his first attempt in France, on the Seine, 1801. It was after the death of Fitch, in Kentucky, on the banks of the Ohio, that Fulton, aided by the liberal purse of Livingston, ventured on the Hudson, 1807, with the *Clermont*, propelled, in the first instance, at less speed than the clumsy boats of Fitch on the Collect and on the Delaware. It is a fact not generally known, that Fulton and Livingston attempted to stop the use of steam on the Delaware, claiming to be the *original* inventors. The cause was tried before the Legislature of New Jersey. Colonel Aaron Ogden exposed their pretensions. The case was decided against Fulton—he took cold, returning home, from wet and exposure, and soon after died.

Mr. Hutchins gives a short sketch of Fitch's biography. The date of his birth, at Windsor, Connecticut, is not given. It appears he was first a farmer's boy, then an apprentice to a watchmaker. After the death of his father, he emigrated to Trenton, N. J., where he kept store. The store, with its contents, valued at \$3,000, was destroyed by the British, when they took that place. He then entered the United States army, a lieutenant, and was taken prisoner by the northwestern Indians, from whom he was redeemed by a British officer. He made a map of the country, which he struck off on a cider-press. We find him afterwards a surveyor in Kentucky, then an engineer in Pennsylvania.

It is stated that it was in 1785 Fitch conceived the project of making a vessel to be propelled by the force of *condensed vapor*. When the idea first occurred to him, he states he did not know there was such a thing as a steam-engine in existence. It appears he applied to Congress for aid; a committee was appointed; he was foiled, and there the matter dropped. In 1786, he communicated his plans to Voight, an ingenious mechanic in Philadelphia, afterwards in the mint, who approved his plan, and promised assistance. Between June and August, 1786, Fitch constructed a model, which worked to his satisfaction. He at length, by unwearied exertions, and probably to get rid of "the crazy man," got twenty persons to take shares of fifty dollars each, and then applied to the Legislature of Pennsylvania for further aid. A letter which he wrote on this subject to Governor Mifflin, 1787, shows how sanguine were his anticipations. He reckons, "*confidently, on a speed of seven to eight miles an hour, and on being able to navigate the sea, as well as rivers.*" In 1787, he tried his boat on the Delaware, but the engine was inadequate. In May, 1788, with a smaller boat and the same engine, he made a trip to Burlington, N. J. Success seemed to have crowned his exertions, when the boiler sprung a leak. In October of the same year, he

made a passage from Philadelphia to Burlington, twenty miles, in three hours and ten minutes, and others at nearly the same rate. In June, 1789, a larger cylinder was tried, but without much improvement in speed. In 1790, the boat was again altered. She performed well, and it is stated the business of the summer was profitable. In the meantime, Fitch was principally engrossed in legal proceedings for the security of a patent. His claims were contested by Rumsey. What were the real merits of Rumsey, we shall not undertake to determine. A boat on his plan was tried in London, and failed. Fitch gained his patent, but it was never attended with any pecuniary advantage. The last struggle of the *Perseverance*, (aptly named,) was in 1791, and she was consigned to a neglected old age in Kensington docks. He filled several manuscript books with a personal and general narrative, which he bequeathed to the Philadelphia Library, with the proviso that they were to remain closed for thirty years. He appeared determined that one generation should pass, ere he submitted his reputation to the trial of human opinion. A writer in the *Herald* justly observes,—“Of the boldness of his conception, and the perseverance with which he followed it up, there can be but one opinion; and had fortune seconded his efforts, and his means been equal to the accomplishment of his designs, there can be no doubt that he would now hold, undisputed, the honor of having given to the country this most noble and useful invention.”

The public are indebted to Mr. John Hutchins for the drawing of the boat used in New York in 1796–7, with the machinery that was used during those years. It settles an important and disputed question, as to the application by Fitch, at that early period, of the *side* paddle-wheel, with six arms and paddles, claimed by the friends of Fulton as his invention, and, of course, the practical application of steam. But the most singular part of all, is the use, fifty years ago, of the late patented screw propeller, which, it appears, Fitch had the good sense to abandon, and, as I suppose, took the paddle-oar, to please the wise men of Philadelphia. Another reason, however, is given. The water was thrown into the boat by the buckets, and put out his fire. He then invented the propeller. He did not think of a wheel-house, to keep the water out of the boat; nor did Fulton, in the first instance. On the Delaware, his contrivance of six oars to enter the water as six came out, was ingenious, and did away with Doctor Franklin's objections to the side paddle-wheel, arms and buckets.

The power of attorney of Fitch to Colonel Aaron Ogden, of New Jersey, to use his patent and bill of sale, with many of his papers, I learn, are with his son, M. Ogden, at Jersey City. If they will shed any light on the subject of Fitch's invention, I trust their possessor will give them to the public.

It appears by the New York Municipal Gazette, Vol. II., No. 2, 1841, and 2d series, 1845, Vol. I., No. 145, that Mr. E. Merriam has discovered, in our Secretary of State's office, the original petition of John Fitch to the Legislature of New York, dated 27th February, 1787, to protect his invention on the waters of New York. A committee, consisting of Thomas Sickles of Albany, Samuel Jones of Queens, and Alexander Hamilton of New York, reported in his favor, when a law was passed, 19th March, 1787, to be found in the 2d Vol. Laws of State of New York, published 1789, page 116.

On a future occasion, I may pursue this interesting subject, to aid in giving “honor to whom honor is due.”

J. E. B.

NOTE.—Since writing the foregoing, an examination of Colden's Life of Fulton leads to the conclusion, that there is an error in the dates of Mr. Hutchins, and that Mr. Fulton was not the person who accompanied Chancellor Livingston with Fitch, when he steered the boat on the Collect Pond, 1796-7.

In the year 1793, Fulton was in England, in correspondence with Lord Stanhope.

In the spring of 1796, we find Fulton published, in *London*, his Treatise on Canal Navigation.

In 1797, he was in Paris, and tried his experiments, on the Seine, in December of that year.

In 1798, we find him in England. In 1801 and 1802, we find him again in France, trying his steamboat and torpedoes, at Brest, in company with Livingston. In 1804 he was invited to England by the ministry, to try his experiments on submarine navigation, which he satisfactorily performed, in 1805, in presence of Pitt, but was not adopted by the Board of Admiralty, as too barbarous for civilized warfare.

In the fall of 1806 he left England, and arrived in New York in December of that year. In 1807 he commenced the construction of the Clermont.

From the foregoing, it is clear that Mr. Hutchins may lead others, like myself, into error, in supposing Mr. Fulton was the person on board the boat with Fitch and Chancellor Livingston. The Life of Fitch, by Sparks, shows that he used wheels, although the spiral screw, as stated to be used by Fitch, in 1797, is certainly a novelty. I should have suspended all remarks on this subject, had not Mr. Hutchins, subsequent to the writing of this article, and prior to this note, called on me with the letter of Alderman Anthony Lamb, stating he had seen the boat of Fitch on the Collect, as stated, but there is evidently some error in "the lad Hutchins'" statement, "that Fulton was on board the boat, 1796-7." The Chancellor may have been, as he was addressed by Fitch as "your honor,"—so says Hutchins. Fitch died in Kentucky, in 1798. Full justice is done to his memory in Sparks' American Biography, Vol. XVI., new series, VI., p. 83. There can be no doubt but that Messrs. Fulton and Livingston had free intercourse with Fitch, and were acquainted with his plans to apply steam to propel boats, by the *crank motion*, prior to their going to Europe. The Jersey trial shows this.

J. E. B.

#### ART. VIII.—THE LAW OF DEBTOR AND CREDITOR IN LOUISIANA.

THE mercantile connection has become so intimate and so vast, and is still so rapidly increasing, between the great commercial cities of the North and those of the South, that some knowledge of the rights and duties, and liabilities, of the merchant, as they are established by the peculiar system of jurisprudence of the state of Louisiana, has at length become a matter of real necessity, to the safe and prosperous conduct of business affairs.

In every other state in our Union, the general law of the land—apart from the local statutes of the several legislatures—is that which has been handed down to us from British forefathers; the laws of Alfred and Edward, the immemorial customs and parliamentary sanctions of Great Brit-



ain—the common law, softened of those asperities which suited it to the severe despotisms of the ancient, or the limited monarchy of modern times, and adapted, as far as human ingenuity can adapt it, to our own institutions.

In Louisiana, the fundamental law is that which has been transmitted to its people from ancient Rome; the laws of Theodosius and Justinian, the codes, the pandects, the novels, the prætorian edicts and imperial rescripts—the civil law—stripped of those peculiarities which fitted it for the despotic monarchies of Rome and Byzantium, and moulded into conformity to the spirit and genius of a free republic. The protection of right, which is but another name for the administration of justice, is differently attained under these different systems of jurisprudence, and rights and duties, and liabilities, are differently defined, and imposed and enforced. Much critical and learned discussion has been expended upon the relative merits of these two systems of jurisprudence, in elevating the policy, subserving the interests, protecting the rights, and promoting the common convenience of a community. In their opinions, civilians and common law jurists are as wide asunder as are the systems themselves. A consideration of this subject, even superficially, would be apart from the humble purpose of this article; and even though the writer possessed that skill and learning requisite to its more extended discussion, this is not the forum in which to treat the great issue with that dignity which its importance demands. It is the simple design here to point out some of those peculiarities in the laws of Louisiana, which may be supposed most materially to affect the interests of business men whose rights and obligations are, from time to time, subjected to their construction and control. But it may be permitted to express here a regret that there should be such a conflict between the jurisprudence of different portions of our common country as to complicate the private relations of its different citizens, so that he who knows his rights and the manner in which they are protected under the laws of New York, has yet but little appreciation of their extent or limitation, or mode of enforcement, under the laws of Louisiana. In a country like ours, composed of a federal government and some twenty-nine distinct and independent sovereignties, it is scarcely to be expected that there should not be material local variations in the forms of proceeding in the administration of justice; but surely it is a source of no little regret that there should be discordance in the fundamental laws of the several states, by which the rights and obligations of the citizens of a common country, are defined, established and imposed. With the increase of commerce, and the consequent increase of all those relations which render the interests of a people identical, this evil is becoming the more felt. May we not hope that the day is not far distant when it shall cease! and as we are one in interest and in feeling, bound together in the bonds of a common constitution, and inseparable in destiny, that the private rights of the American citizen, of whatever state in the Union, may be defined and construed by the same general laws; that the time may come when the noble boast of the Roman orator may be more truly than now, that of the citizen of our Republic: "*Non erit alia lex Roma, alia Athenis, alia nunc, alia post hac; sed et omnes gentes et omni tempore una lex, et sempiterna, et immortalis, continebit.*"

The judiciary of Louisiana is composed of a supreme court, of appellate jurisdiction, only, consisting of five judges, (unless the number has been changed by the new constitution,) and of district courts of original juris-

diction, five of which are in the city of New Orleans, three of general, one exclusively of probate, and one of criminal jurisdiction.

The appellate jurisdiction of the supreme court of Louisiana is somewhat anomalous in its nature. It is the duty of the clerk of the inferior court, at the trial of a cause where the right of appeal exists, (which is in all cases where the matter in dispute exceeds the sum of \$300,) at the request of either party, to reduce to writing the testimony of the witnesses as it is delivered. In case of appeal, a transcript of the entire testimony, with the documentary evidence and all the proceedings had in the case, is transmitted to the supreme court, and that tribunal is clothed with the power of review of the whole case, as well the questions of fact as of law which are involved in it, and, without sending the case back, or ordering a new trial, to render such final judgment, as, in its opinion, should have been rendered in the court below. There is no separate chancery tribunal in Louisiana, but all the courts, under the provisions of the articles of the civil code, are clothed with many of the powers peculiar to a court of equity, and the forms of proceeding are, in some respects, analogous to those in chancery.

The process by which all suits are commenced, is a simple petition, which states the claim of the plaintiff as concisely as possible, and without any of the technical phraseology of the common law declaration, and closes by praying for the citation of the defendant to appear and answer, and after due proceedings, a judgment for the amount or thing claimed. To this petition, the defendant has ten days to answer, after its service upon him with a citation. Within the ten days, he may file what is called a "dilatatory exception," to the petition, an exception which does not go to the merits of the claim, but sets up some defect in matter of form. This is heard, and decided upon, summarily, by the court; and if not filed within the ten days, the right to interpose the objection is lost. A "peremptory exception" may be filed at any stage of the proceedings, and may even be taken advantage of in the supreme court after appeal. It is an objection which goes to the whole merits of the claim, such as *prescription*, or what, at common law, is called the statute of limitations. This, too, is tried and determined summarily, by the court, without the intervention of a jury.

But if neither dilatory nor peremptory exception be filed, an answer to the petition must be put in before the expiration of ten days, or judgment by default is rendered against the defendant. Notice of this judgment is served upon the defendant, and three days from service of that notice are allowed him to set aside the default and file his answer. If he fail to do this, the plaintiff may have his judgment by default confirmed, which he can only do by proof of his claim.

The issue is made between the parties by the petition and answer simply; and special pleading being entirely unknown to the practice under the civil law, it may well be supposed that, oftentimes, the issue is anything but single, certain, or material. Almost any matter of defence may be given in evidence under an answer, which is merely a general denial of the allegations of the petition. Upon a judgment in a case not appealable, the plaintiff is entitled to his execution forthwith; upon others, only after the expiration of ten days from the service of notice of judgment. In all cases, whether subject to appeal or not, and even though the judgment be appealed from, the plaintiff is entitled to a certificate of the judg-

ment, from the clerk, that he may have it registered in the office of the recorder of mortgages. From the date of this registry, the judgment operates as a judicial mortgage upon the immovable property and slaves of the defendant, within the parish where it is registered; and if the plaintiff so desires, he may have this registry made in every parish in the state.

It would be tedious and uninteresting to go into the minute details of the forms of proceeding in the recovery of the judgment and the satisfaction of the execution. Only some few of these will be noticed as peculiar in their nature, and serving to give some idea of the mode in which rights are protected.

Imprisonment for debt is abolished in Louisiana. There are, however, certain cases in which a defendant may be arrested, similar to those provided for in other states. This is, in all cases, upon the oath of the plaintiff or his attorney, either that the defendant has absconded from another state, to avoid the payment of the debt for which he is pursued, or that he is on the eve of departure from the state, before judgment can be had against him in the ordinary course of judicial proceedings, and without leaving sufficient property to satisfy the plaintiff's demand. From this arrest the defendant may be released upon executing his bond with surety, to the plaintiff, in double the amount of the claim, the condition of which bond is, that the defendant will not depart from the state for three months. If this condition be broken, the surety becomes absolutely liable for the debt, without the privilege of a surrender of his principal. This arrest the defendant may have set aside by disproof of the allegations of the affidavit upon which the arrest was founded, and this he is entitled to have tried by the court, summarily, and with preference over all other matters, upon a rule to show cause. There are various processes, conservative of the rights of the plaintiff, which may be resorted to at the institution of the suit, or pending the proceedings.

There is no attachment of property upon mesne process, except upon the oath of the plaintiff or his attorney, either that the defendant resides out of the state, or that, being within the state, he conceals himself to avoid citation, or that he is concealing, parting with, or disposing of, his property, to avoid the payment of the claim. Upon the filing of this oath, and also the plaintiff's bond to the defendant, with surety conditioned to pay him such damage as he may sustain in case it should be decided that the attachment was wrongful, his property may be attached or sequestered. The property thus attached may be released by the defendant's executing his bond, with surety, to the sheriff, conditioned for the forthcoming of the property to satisfy the execution which may be obtained upon the payment of the same; and this attachment may be set aside upon a rule to show cause, by disproof of the oath upon which it was founded. This, also, is tried summarily by the court, but is not entitled to that preference which is given to issues concerning the liberty of the person. The "provisional seizure" of property upon the institution of the suit, is another conservative process, peculiar to the laws of Louisiana. The right to a provisional seizure exists in all cases where the plaintiff has a lien or privilege upon the specific property seized. These liens and privileges are numerous, and of great importance, under the provisions of the code. They will be more fully considered in another connection. No bond is required from the plaintiff to obtain the provisional seizure, but simply his affidavit of the facts upon which the right to it is based.

The purposes of the creditor's bill in chancery are attained by a very simple process, under the laws of Louisiana. Whenever the plaintiff is entitled to *apply for and obtain* a writ of fieri facias upon his judgment, he may, upon his affidavit that he has reason to believe that a third person has property or money, or effects, in his hands, or under his control, belonging to the defendant, have such third person cited to appear and answer written interrogatories, under oath, upon the subject matter. He is charged or discharged, according to the evidence; and if he fail or refuse to answer, or answers evasively or indirectly, he is liable to have judgment rendered against him for the plaintiff's claim.

The call in warranty, as it exists in Louisiana, is peculiar to the laws of that state. In *all cases* in which a defendant, in case judgment be rendered against him, would be entitled, for *any cause*, to have the same judgment over against a third person, he may have such third person cited to appear and answer in like manner as if he were the original defendant. The third person, upon his appearance, may cite a fourth, and so on, and the case is not at issue until the answer is filed, of the last defendant in warranty, nor can a default be taken against the original defendant, until the expiration of the time allowed for the appearance of the last.

The petition of intervention, is another form of proceeding under the code of practice, peculiar in its character, and designed to attain the purposes which, in other states, can only be had by chancery process.

Any person claiming a right or interest in the subject-matter of the controversy, either as against the plaintiff or the defendant, may intervene in the suit commenced, and, by petition, set forth his claim, and have the parties cited and notified of his intervention. In this manner, there are, oftentimes, many parties plaintiffs and defendants in one suit. This occurs in a large class of cases in which privileges are to be enforced upon specific property. The property is seized at the suit of one creditor, and forthwith, the vendors, and lessors, and material-men, and workmen, and an infinity of others, all having privileges upon the property under the code, intervene by petition in the original suit, their rights are passed upon, and, upon the sale of the property, they are paid in the order of distribution established by the court, according to the nature and priority of their respective privileges, as classified by the code.

It may as well be stated here, that the law of Louisiana requires that the proceedings in the various courts shall be in both the French and English languages, when the mother tongue of the defendant is French.

The trial by jury is under regulations in Louisiana quite different from those of any other state in the Union. All causes are tried by the court, without the intervention of a jury, unless a jury is prayed for, either by the plaintiff in his petition, or by the defendant in his answer. The party praying for a jury must advance the jury fee. If he fail to do this, the case is placed upon the court calendar, and if it be called and set down for trial by the other party, the right to a trial by jury is lost. The right of peremptory challenge may be exercised by either party to a limited extent, (to the number of ten, it is believed,) and the *causes* of challenge are numerous and peculiar; the chief of which is a want of knowledge of the French language, if the parties and witnesses are French, or of the English, (which is more usual,) if the parties and witnesses speak in that language. The code of practice gives to the courts the power of direct-

ing the summoning of *special juries*, whenever, in their opinion, the nature of the controversy requires it.

All papers and processes, of whatsoever nature, to be served upon the parties or upon witnesses, upon being deposited with the clerk, are by him copied and sent to the sheriff, and by him served; and there is no other cost taxed or taxable in the suit, than that which goes to the clerk and the sheriff. The compensation of the attorney or the counsel is, in all cases, payable by the client, without reference to items of taxation.

It would be less a matter of importance than of curiosity, to dwell upon the many peculiarities in the proceedings in the conduct of causes under the civil code and code of practice of Louisiana; and those only are alluded to, which are considered material to know, as having an important bearing upon the rights of parties.

Having thus disposed of that part of the subject which is connected with the courts and their jurisdiction, and the peculiar process through which that jurisdiction is exercised, the next subject to be considered is that of the provisions of the Louisiana code, as they define the rights and prescribe the obligations of persons. But as this article has already extended to the allowable limits, this subject will be considered in another number.

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#### Art. IX.—MARITIME LAW.—NO. XI.

##### RESPONDENTIA LOANS.

WE will now inquire what the rights of a lender at *respondentia* would be, in case the master, on a voyage, had sold the cargo in the time the risk had to run, and not carried it to the port of destination. In such a case, the person of the borrower would be immediately liable to repay the loan with maritime interest; but in case of bankruptcy or insolvency of the borrower, the lender will lose his money loaned. It oftentimes becomes a question, in what way may the lender regain his money loaned? He will, in the first instance, have a right to look to the vessel, which becomes hypothecated for the amount of the loan and maritime interest. Should the money which arises from the sale of goods be invested in other property, the lender may resort to an action against those goods, in whose hand soever he may find them, not being a purchaser for a valuable consideration without notice. It matters not in the slightest degree, in whatever other form different from the original the change may have been made, whether it be that of a promissory note, or of goods, or of stocks, or of money; for the product of a substitute for the original thing still follows the nature of the thing itself, so long as it can be ascertained to be such. When it becomes necessary to borrow money upon the vessel and cargo, by way of bottomry loans, and a decree and condemnation of the property hypothecated follows, a court of admiralty will take care to marshal the assets, and apply the proceeds of the vessel, as far as they will go, first to extinguish the demand; and then will call for the cargo no further than necessary to make up a full payment of the balance and costs. If this sale of the ship hypothecated will pay the loan, and maritime interest and costs, the hypothecation of the cargo becomes extinguished.\*

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\* 3 Mason's Reps., p. 255.—The Ship Packet.



The commercial code of France declares that the master is responsible for all damages which may happen to any merchandise which he shall have put on the deck of his vessel, without the consent, in writing, of the shipper.\* By the bottomry and respondentia contract, as well as by insurance, the master undertakes to carry and stow his cargo under the deck of his vessel, with the hatches securely fastened down, and not to break the bulk, unless the necessities of the voyage and the perils of the sea require it. Should the vessel be badly stowed, or the cargo perish by its own inherent quality, the lender will be discharged from his risks. The ancient ordinances of *Antwerp* provided that all masters of ships and seamen were obliged to look well after the ship and cargo, and to take due and vigilant care of the same; and should either ship or cargo suffer any damage, or any additional risks, by the fault, negligence, ignorance, connivance, or means, of either the master or the crew, they were bound to make good all losses or damages.

So, by these ordinances, no master was permitted to overload his vessel, or stow the cargo unskillfully, nor upon the deck of the vessel, nor in the boat of the ship, nor in any other manner than in the hold, and under the hatches, made fast and tight. When stowed to the contrary, should any loss or damage happen on the voyage, or the master was compelled to throw the goods overboard in a storm, yet such loss was to be borne by the master and owners of the ship.†

B. Straccha, an Italian writer on maritime law at Ancona, in 1669, says that if dry goods have been placed under casks of oil, brandy, wine, or other liquids, or if the ship has been overloaded, or if there has been any pilfering, embezzlement, or alteration of the goods, after laden on board, the insurers are not liable for any of these losses. The same rule holds goods in regard to respondentia loans.

Loccenius, a Danish writer on maritime law, who published his work at Copenhagen, in 1651, declares that the nature of the contract of marine insurance is, that the underwriter is answerable only for the losses and damages which happen by unavoidable accidents and the perils of the sea, which are quite foreign to those which arise from neglect and faults of the master and mariners. The same writer further says, that it is the fault of the master and mariners, when goods have been badly stowed. The ordinances of Bilboa provided, that if goods upon which money had been lent on respondentia should suffer damage from their own bad quality or perishable nature, or by negligence and fault of the masters, proprietors, or merchant shippers, the lender should recover his entire capital lent, and the premium or maritime interest, unless it had been stipulated in writing that he should run the risks of damages or averages of the quality of the goods.‡

By the maritime law of America and England, goods stowed upon deck are at the risk of the shipper, and not of the insurer or lender on respondentia.§ Indeed, we may consider the law as now settled, that goods stowed on deck, or in the boat, or badly stowed in the hold, without proper care or proper dunnage to support them, are at the risk of the shipper, and not of the underwriter or lender upon respondentia.||

This latter case was one where certain kettles had been shipped on

\* Book 2, Art. 229.

† Chap. 22, Sec. 8.

‡ Ordinances of Antwerp, Sec. 1,553.

§ Phillips on Insurance, p. 332.

|| 4 Martin's Reps., (Louisiana), p. 582.

board of the brig *Thaddeus*, at New York, destined for New Orleans, and stowed on deck, by the directions of the shipper. These goods were necessarily thrown overboard, for the safety of the brig, on her voyage. The court held that this loss did not authorize the shipper to maintain an action against the vessel or owners for contribution.

The lender on respondentia, under like circumstances, would not have been responsible for this loss, but it would have fallen on the borrower. When the master carries goods on deck without the consent of the shipper, he does it at the peril of the owners of the vessel; nor can he protect himself from responsibility, by showing that they were damaged or lost by the dangers of the sea.\*

This rule of law not only is held in regard to goods and merchandise stowed on deck, but it also extends to the cables and apparel of the ship, which ought to have been stowed in the ship's hold. These, when on deck, encumber the mariners. The washings of the sea expose them to damage; and even when they are fast lashed, and afterwards cut away and thrown overboard, they cannot be brought into an average, though the perils of the sea have compelled them to be thrown overboard.†

The same rule holds in regard to goods which are spoiled or damaged by the leakage of the decks of the ship, though they are stowed in the hold. Water passing through the deck or seams of a vessel, and injuring goods, is not regarded as a peril of the sea. When the hatches are not fastened down securely, and the loss ensues from this cause, it will be at the expense of the shipper; so, when goods are injured by delay or demurrage unnecessary on the voyage, or from an alteration of the voyage, the loss is at the charge of the shipper. The commercial law of all nations holds that when a damage happens to goods or cargo on a voyage, whether badly or well stowed, which might have been prevented or avoided by human foresight and ordinary prudence, the master and owners of the vessel shall sustain the loss, and not the underwriter or the lender upon bottomry or respondentia. A delay in sailing the vessel—a deviation of the vessel on the voyage, will discharge the lender on bottomry and respondentia from further risk. It is declared by the authorities that a deviation will work a discharge, whether it be for a long or short time. Any unnecessary delay during the voyage, when at sea, is tantamount to a deviation, and followed by the consequences of rendering a policy void. The shortness of the delay, or the distance of a deviation, makes no difference as to its effect on the contract; whether for one hour or one month, or for one mile or one hundred miles, if it be voluntary and without necessity, it puts an end to the contract, and the underwriters are discharged.‡

The ancient marine ordinances of Copenhagen declared, that goods thrown overboard without cause or necessity, or on account of the weakness of the vessel, or by being overloaded, or spoiled by long demurrage, or damaged by inherent defects or natural decay, or by the unseaworthiness of the vessel, could not become a charge on the cargo saved for contributions, and when goods receive a damage on the voyage which were under a respondentia hypothecation, the borrower, or the persons by whose fault the damage happened, were to bear the loss, unless the loss happened by the perils of the sea.§

\* Admiralty Rep., p. 325.—The *Paragon*.

† 9 Massachusetts Reps., p. 436.

‡ Beneckie on Average, p. 113.

§ See Ord. of Copenhagen, 1726.

We will now consider the several claims of different persons who have loaned money upon bottomry or respondentia. As a general rule, the creditor who is prior in time is entitled to a priority of payment. But when the loan is for the necessities of the voyage, as when the expedition of a ship is at stake for want of finding, the last money on respondentia—he who last lent, has a preference in payment over others, if his loan was essential to the prosecution of the voyage, on the principle that the last loan furnished the means of preserving the things hypothecated, and as without it the former lenders might entirely have lost their securities. But the burden of the proof is here thrown upon the party who seeks to establish a preference in payment; as, unless it be established that the last loan was essential for the preservation of the vessel and cargo, the first security will be preferred, like the first mortgagee of land.\*

When a vessel, being in distress on its voyage, is driven into port to make repairs, or to procure supplies, the lender of the last money ought to have the preference before prior hypothecations, because the money was given for their common safety and benefit.

By the ancient ordinances of Bilboa, it was provided that when a person who had lent money on the voyage at bottomry, and the voyage or term stipulated had ended, and through omission or other causes did not seek to recover it, but suffered the loan to remain at the same bottomry, and afterwards another person should lend money on the same subject matter of the hypothecation for another voyage, that the last person who lent his money should be preferred to him who had given it for the antecedent voyage.†

The next subject that we will consider, is that of loans upon gaming or wagering agreements.

By the laws of England, gaming and wagering agreements are not void in law, unless they are contrary to public policy, to the public peace and justice, or of an immoral nature, or calculated to hurt the feelings or affect the interest of third persons who are innocent. The courts, however, have frequently reprehended such contracts, and expressed their regret that they have ever been sanctioned.‡

But the English parliament, in the fourteenth year of the reign of George III., chap. 48, passed an act that no insurance should be made on the life of any person, or any other event wherein the person for whose use or benefit, or on whose account such policy shall be made, shall have any interest by way of gaming or wagering. This act covers all cases of marine policies made upon a gaming or wagering consideration. The Revised Statutes of the State of New York have provided that all wagers, debts or stakes, made to depend upon any race, or upon any gaming, by lot or by chance, casualty, or unknown or contingent events whatever, shall be unlawful, and all contracts for or on account of any money, or property, or thing, in action so wagered, bet or stakes shall be void.§

This statute, in terms, is so broad, that it covers all the various forms of marine insurance, whether upon bottomry, respondentia, or simple insurance, provided it is tainted with gaming and wagering. Nevertheless, contracts made in *good faith*, for the security or indemnity of the party insured, and contracts on bottomry or respondentia, do not fall within the prohibition of the statute.

\* 1 Dodson's Reports, p. 201.

† Chitty on Contracts, p. 496.

‡ See Ordinances of Bilboa, Chap. 24, Sec. 7.

§ New York Revised Statutes, p. 666.

The *bona fides* of the transaction is a question which will be determined by the circumstances of each case, as it arises in the course of commercial business. When a loan is effected on respondentia on goods which are not to be exposed to the perils of the sea, this is a gaming contract or a simple mortgage, and if a loan has been effected on goods above their value at the place from which they were carried, and the goods are afterwards lost on the voyage by the perils of the sea, the lender will be entitled to recover the money loaned, and maritime interest.

The ordinances of Bilbao provided, that in case of the loss, the shipper who had taken money at bottomry upon goods should justify that he had them really loaded on shipboard for his account to the full amount of the money taken up; and these ordinances also forbid money to be taken upon goods loaded which exceeded the value at the port where the risk should begin to be run, upon the penalty that the borrower should pay the sum loaned, and its premiums, though the loss of the goods hypothecated should happen.\*

The ancient marine ordinances of Koningsburgh prohibited all insurances on wagers or gaming agreements, expected gains, profit or freight moneys, seamen's wages, as of no effect. So did the ordinances of Amsterdam, Antwerp, Copenhagen, Rotterdam and France, prohibit insurances upon gaming and wagering agreements, and upon imaginary, uncertain or expected profits. And the ordinance of Koningsburgh declares that, in case of a person, from an eager desire of gain, should run the risk of insuring ships or goods to a greater sum than their *EQUITABLE* value, he should be severely punished, according to the circumstances; and the insurance should be void, and the premium void to the insurer.

The ancient Spanish ordinances of Seville and Cadiz required that the goods hypothecated upon an insurance, and upon a respondentia loan, should be numbered and marked as in margin of the policy, and the goods insured or hypothecated were to be registered in the King's register before the vessel sailed, and so were the forms of the policies. The form of a respondentia policy at Bilbao provided the lender took upon himself the risks by sea of certain goods, which were to be put on board a certain vessel, and that there were so many pieces, boxes, or whatever else there might be, of goods, with certain marks, put into the margin of the policy; and the form of the contract was, that the borrower warranted the goods to be worth more than the sum of money loaned upon them.

We will quote another authority in regard to the illegality of wagering or gaming contracts in marine policies. This is from a decision in the Supreme Court of the State of Massachusetts. Chief Justice Parker, in delivering the opinion of the court, observed that it would seem a disgraceful occupation of the courts of any country to sit in judgment between two gamblers, in order to decide which was the best calculator of chances. There could be, said the learned judge, but one step of degradation below this, which is that the judges should be the stake-holders of the parties.

Franciscus Roccus, a Neapolitan writer on insurance and marine law, in 1708, declares that when there is no risk, there can be no contract of insurance; for the risk is material to the contract, in whatever form the contract may be found. Indeed, wagering and gaming policies are condemned by all European nations at the present day as illegal and void.

\* See Ord. Bilbao, Chap. 24, Sec. 4 and 11. † See Ord. Bilbao, Chap. 25, Sec. 16.

## ART. X.—THE MERCHANT PATRON OF THE FINE ARTS.

IN November, 1844, the Hon. Thomas G. Cary, an eminent merchant of Boston, delivered a lecture before the Mercantile Library Association of that city, in which, besides inquiring into the causes of frequent failure among men of business, he endeavored to show that the encouragement of the fine arts, in a republic, depended on the security of property. It is not our purpose, at this time, to review the lecture of Mr. Cary, but merely to make a few extracts, principally referring to a merchant of New York, who has done something for the fine arts in this country, and who bequeathed a beautiful example in his life, for the imitation of the Man of Trade, and, indeed, all who grow up under a government like ours.

"Instances can be adduced to show that, even in countries where the arts have been brought to the highest degree of perfection, genius has been compelled to struggle with harassing want; and others can be found which indicate that, even among *us*, the taste, the liberality, and the ability that are necessary for the reward of the artist, have already made their appearance, and given promise of vigorous growth. One instance on each side will serve as an illustration.

"It is said that the celebrated painter, Coreggio, in Italy, received but forty ducats for the picture of Night, (or Dawn,) which forms, now, one of the chief attractions in the great gallery at Dresden; and that such was his disappointment and grief at the inadequate price, and the inconvenient mode of payment which he was forced to accept for another of his greatest productions, that he died, shortly afterward, in misery.

"About twelve years since, a favorite American artist who was then pursuing his studies in Italy, received from Mr. Luman Reed, a grocer in New York, the dimensions of a room in the house which he was then building for himself, with a request that he would prepare to fill the panels with such paintings of his own as he should design, for the sum of three thousand dollars. The painter was just then perplexed by accounts of pressing want from those who were dependent upon him at home, and had found himself obliged, with deep regret, to prepare for an immediate return to this country. The magnitude of the commission which he then received, and the liberality of the terms, at once relieved him from difficulty, and enabled him to remain in Italy as long as he had intended, for the purpose of studying the models of the great masters there; and when the work which he was then desired to undertake, was completed, the three thousand dollars had been extended to five thousand. Here, then, was an instance of such support to the fine arts as they are likely to receive in the United States.

"It is very probable that for the same sum of money, pictures of greater merit, and certainly of more celebrity, might have been purchased from the works of the old masters. But here was vital succor to the living artist, encouragement to continue his efforts, when it was most acceptable. It was such aid as would have gladdened the heart of Coreggio; perhaps have prolonged his life, and enlarged the number of the treasures which he left to the world. It was an act corresponding to what is called patronage in other countries; and yet it was not patronage. It was free from all claim of the irksome deference that is usually felt to be due to the patron. It was performed in the spirit which cordially acknowledges a full equivalent, in the work, for the price paid; and which leaves the spirit of the artist unshackled by dependence. It was the act, too, of one whose life, as I know, from personal acquaintance and observation, was in keeping with the spirit of it; and I avail myself of this opportunity to bear testimony to his worth, and to present his character for imitation.

"Mr. Reed was a native of Connecticut, but engaged in business in New York. By industry, perseverance, and steady adherence to sound principles of action, he became one of the foremost in the highly respectable class to which he belonged. He grew gradually rich; and was, at length, enabled to build for himself an expensive house in an eligible situation, and to indulge the taste for beauty that



seemed natural to him, in ornamenting it. His interest in the arts, as it grew, was accompanied by sympathy for the artist. I had known him well, myself, during a residence of ten years in New York, and was surprised one day by a visit from him in Boston. After a cordial greeting, I inquired after the state of the tea-market, which had been the great field of his success. He told me, with a smile, that, although he was as active there as ever, he had come on other matters; and that he wanted my aid to procure for a young artist whom he wished to encourage, permission to copy, at the Athenæum, the original sketch by Stuart of the head of Washington, which is preserved by the trustees with particular care; meaning, he said, to present the copy to a public society in New York. The permission was readily obtained, and I have since understood that, after that was arranged, he went into the tea-market here with sufficient advantage to provide a liberal compensation for the young artist while he was at work; thus making trade subservient to taste. He died shortly afterward, in the prime of life, leaving a collection of paintings, engravings, shells, and other objects of beauty and interest, altogether so valuable, that it is proposed to make them the commencement of a public gallery in New York; and leaving, too, an establishment in business conducted on principles so secure that it has been a school of industrious success to younger men, who owe their prosperity mainly to him.

"We have much to do, no doubt, before we can raise the standards of taste among us to the highest elevation; but, whatever may be the comparative merit of the collection that I speak of, it serves as proof of the point that we wish to establish. As the powers of the artist are confined to no one class, but are occasionally developed in all, so the love of beauty in color, in proportion, and expression, exists everywhere among us, and seeks gratification as the means of indulging it are found. Its strength will depend on the preference that we may cherish for objects really deserving of admiration, over the indulgences of coarse and sordid inclinations. But its culture has commenced, and with good promise. Beside the readiness with which the works of Allston and other artists have been purchased, we have recently had additional evidence of this in our own community.

"Owing to the growth of Boston, and change of character in some parts of it from that of quiet residence to the bustle of business, it lately became necessary to raise \$75,000, in order to remove the Athenæum from where it is, to a more eligible situation. As the capitalists among us had made large donations to the institution heretofore, it was thought but just to make an appeal to the *public* now, and ascertain whether a spirit exists, in the community at large, to support such an institution; and it was decided that no further donations should be asked for, but that shares should be offered for sale. They have all been taken. The money was provided with ease, by the subscriptions of various classes, comprising the mechanic as well as the man of fortune; and an intimation is given that more can be had, if desired, from those who are willing to receive payment for what they advance, in the right of access to books, and to a gallery of paintings and statuary.

"The fine arts, then, are likely to receive such support among us, that no egregious failure in respect to them will be eventually charged upon us, if we are likely to have the means to encourage them."

The address of Mr. Cary, from which the foregoing paragraphs are extracted, is replete with interesting matter of a commercial character, and we intend to embody in a future paper that portion of it which refers to the causes of frequent failure among men of business. The author, a gentleman of liberal education, has devoted a large portion of his life to the multifarious pursuits of commerce. Soon after leaving the halls of Harvard University, at Cambridge, he became a successful merchant, and was, in the palmy days of the Bank of the United States, a director in that institution. He is, at the present time, a director in the Franklin Bank in Boston, the treasurer of the Hamilton Manufacturing Company at Lowell, and is, we believe, largely interested in its manufactures.

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## MERCANTILE LAW CASES.

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### NOTES—ENDORSERS—POWER OF ATTORNEY.

In the Superior Court, Judge Vanderpoel presiding, New York, March 11th, 1845.—*Charles A. Jackson vs. John Q. Aymar and Philip Embury*, executors of Pexel Fowler.

This was an action on a note endorsed in the name of Pexel Fowler by Jacob D. Fowler, in the year 1836. It appeared that in the year 1836, Pexel Fowler gave a power of attorney to J. D. Fowler, to endorse his name on notes, which power of attorney was recorded in the North River Bank, and plaintiff now sought to recover on the ground that under such power of attorney Pexel Fowler was liable for the notes endorsed by J. D. Fowler. For the defence it was shown that the goods purchased by J. D. Fowler, and for which that note was given, were not purchased for Pexel Fowler, but for J. D. Fowler himself, and that the power of attorney given him by Pexel Fowler, only contemplated that he might endorse notes for transactions in which Pexel Fowler was interested. In reply to this it was shown that J. D. Fowler was in the habit of endorsing notes to a large amount, for transactions in which Pexel Fowler had no interest whatever, and that Pexel Fowler knew of such endorsements and ratified them, or at least some of them. In answer to this it was shown by defendant that within a period of about eighteen months the house of Fowler, Gordon & Co. put in circulation, in different banks of this city, notes endorsed by J. D. Fowler in the name of Pexel Fowler, to the amount of \$640,000; and the defendant relied on this fact as showing that Pexel Fowler must have been ignorant of the extent to which his name was endorsed by J. D. Fowler; as, had he known it, it was not supposed he would have permitted or approved it.

The Court charged the jury that under a decision of the Court of Errors a written power of attorney was only intended to apply to Pexel Fowler's own business, and could not authorize endorsements for purchases except such as were made for Pexel Fowler, and, under that decision, unless the plaintiff proved that the purchase was made for the benefit of Pexel Fowler, it did not come within the written power of attorney. But in this case the plaintiff did not rest his claim on the written power, but alleges that J. D. Fowler had an unlimited license from Pexel Fowler to endorse notes in his name, and that every person dealing with him had a right to suppose so. It is true that although the written power to endorse would not authorize J. D. Fowler to do so only to a certain extent, yet if he was in the habit of using the name of Pexel Fowler, with the knowledge of the latter, the plaintiff has a right to recover, although the goods were sold for J. D. Fowler's own benefit. Verdict for plaintiff, \$3,869 06, being the amount claimed. For plaintiff, Messrs. Sanford and Cutting. For defence, Mr. Dillon.

### ACTION OF ASSUMPSIT—COMMISSION MERCHANTS.

In the Court of Common Pleas, Boston, Mass., before Judge Ward. *Kentgen vs. Jaszynsky*.

This was an action of assumpsit upon an account annexed, containing charges for the proceeds of goods consigned by the plaintiff to the defendant, a commission merchant in Boston; the plaintiff claiming a balance of about \$175. The defendant filed an account in offset, claiming a balance due him of about \$45; the account including charges for commissions on goods consigned to the defendant for sale, and returned unsold to the plaintiff at his request,—also charges for insurance on goods consigned; and evidence was offered to prove the custom of merchants to make such charges.

The mutual accounts of the parties, containing several items in dispute, were referred to N. C. Betton, Esq., as Auditor, who made his report in favor of the defendant for the full amount claimed by him in offset.

The plaintiff thereupon conceded all the items as allowed in the Auditor's re-

port, except a charge for a note of Homer & Leighton for about \$100, which was proved to have been given to the plaintiff by them for goods sold them by the plaintiff from Jaszynsky's store. The defendant offered evidence to show that the note was given for the proceeds of goods for which he had accounted in his account current, and that he was therefore entitled to charge him with the note.

Judge Ward ruled that the Auditor's report was *prima facie* evidence of a strong character in favor of the defendant, and that it was conclusive unless very strong evidence were adduced to prove its incorrectness.

The jury found a verdict for the defendant for the full amount claimed by him.

ACTION OF ASSUMPSIT ON A MEMORANDUM CHECK—MERCHANTABLE GOODS.

In the Court of Common Pleas, (Boston, Massachusetts,) John B. Kettell, *et al.*, vs. Lewis Jones, *et al.*

This was an action of assumpsit against the defendants, who were copartners, founded upon a memorandum check, dated October 8, 1844, whereby the defendants acknowledged that they had borrowed and received of one Samuel B. Deane, a certain sum of money, which they promised to pay on demand.

It was contended by the defendants' counsel, that the plaintiffs could not sue in their own name on such a memorandum, as it was a chose in action not negotiable—but the Court, on this point, for the purposes of trial, ruled that, if Deane assigned it to the plaintiffs for a valuable consideration, and the defendants had afterwards made an express promise to pay it to them, the action could not be sustained.

There was a second count in the suit—under which the plaintiffs alleged and endeavored to prove—that on the day of the date of the memorandum, said Deane agreed to purchase of the plaintiffs an entire cargo of salt, at a full price, and as agents of Gilmore & Pratt, of Concord, N. H., and to be delivered at the depot in Boston most convenient for transporting it to Concord. And that the plaintiff required some guarantee or security from Deane that Gilmore & Pratt would ratify his purchase. That thereupon he informed the defendants (who were connections of his) of this requirement, and obtained this check and delivered it to the plaintiffs, to be held and used by them as such security—and that Gilmore & Pratt refused to ratify the contracts of sale, &c.—but it did not appear that this sale was in writing, although the amount of the sale greatly exceeded \$50 value. Whereupon the defendants' counsel contended—

1st. That if this case was the origin of the check, and it was not delivered in part payment for the cargo, it came within the statute of frauds, and the contract of sale was void, and this action fell with it.

2d. That this check not being ambiguous, was a promise to Deane only, and that it was not competent for the plaintiffs to substitute either an implied promise to themselves, or a new and other contract therefor. Nor could the defendants be held as guarantors of a sale of salt to Deane; for that would be an agreement to pay the debt of another; or, to be responsible for the default of another, which would also be within the statute of frauds.

3d. That if Deane did in fact agree to buy the cargo of salt, it was a purchase, upon the plaintiff's representations of its quality, and without actual inspection, and before the hatches of the ship had been opened; and the salt proved to be different from what was contracted for. That, as a matter of law, if nothing had been represented as to its quality, the plaintiffs who were to have a full price, were bound to deliver a *merchantable* or fair article; and as they knew for whom it was bought, and where it was to go, and the probable purposes for which it was to be used—there was an implicit warranty that it was reasonably fit for such place and purposes; and as it proved to be a poorer article and unfit for such purpose—Deane had a right to rescind the contract, which he did the moment he examined the hold of the ship, and notified the plaintiffs accordingly.

The Court remarked that if, in point of fact, the article was not merchantable, and was not in kind or quality as represented at the time of the contract, and Deane rescinded the contract, there would be an end to the plaintiff's case. He therefore would so rule, as to save for the defendants the point of law—but so as

to have the jury pass directly on this last question submitted, and if that should be found for the defendants, there would be no necessity to argue the law questions—as no new express promise was shown to the plaintiffs on the check.

The jury, after an absence of five minutes, brought in a verdict for the defendants. C. T. Russell, for plaintiffs; H. W. Fuller, for defendants.

#### COUNTERFEITING FOREIGN LABELS FOR MANUFACTURES IN THE UNITED STATES.

In the United States Circuit Court (Boston, Mass.,) before Judge Sprague. *Clapperton & Findlay vs. Hapgood & Knowles.*

The plaintiffs, who are manufacturers in Scotland, brought a bill in equity against the defendants, who are manufacturers in Worcester, (Mass.) The bill alleged that the plaintiffs made a superior quality of Spool Cotton Thread, which they sold under the name of "Findlay's Thistle Thread;" that every spool had on it a label, with the figure of a thistle, and the words "Findlay's Thistle" engraved on it; that their thread enjoyed a great reputation and an extensive sale in this country. It charged the defendants with having manufactured and sold spool cotton under the name of Findlay's Thistle Thread, having on each spool a counterfeit label made in exact imitation of the plaintiffs'; and prayed for an injunction to restrain the defendants from selling their spurious thread.

The defendants made no defence, but submitted to a judgment against them for a perpetual injunction, with costs, the plaintiffs waiving their claim to damages in consideration of the prompt submission of the defendants.

#### ACTION TO RECOVER ON A CUSTOM-HOUSE BOND.

In the United States District Court, Judge Betts presiding. *The United States vs. John Peters and others.*

This was an action to recover on a custom-house bond which fell due in 1839, for about \$6,000. The defence set up was an offset to the demand, which offset consisted in a draft for \$5,000, which the defendants obtained possession of after it fell due. The draft was drawn by James Reeside, a mail contractor, on W. T. Barry, the then postmaster-general, and accepted by R. C. Mason, treasurer of the post-office department. For the defence, it was objected that a claim on the post-office could not be made a set-off against a duty bond, and also that the United States never administered that draft as evidence of a debt due to Reeside.

The court was of opinion that the draft was a valid set-off in the hands of Peters, and in giving this opinion the court was governed by a recent decision of the Supreme Court at Washington, which decided that claims on a particular department could by the United States be set off against a business claim on a general account. Mr. Butler raised an objection that this demand was not on a general account, but on a duty bond, and therefore that the draft could not be made a set-off against it. Verdict for defendants. For United States, Mr. Butler. For defence, Messrs. Gerard and Platt.

#### SALVAGE—THE AMERICAN.

In the British Admiralty Courts, a case was recently decided, the facts of which are thus briefly stated:—The "American," an American vessel of two hundred tons burthen, with a valuable cargo, while on her homeward voyage from the port of London to New York, ran on the Ridge sand or shoal, on the first of January last. She had met previously with most tempestuous weather. The salvors, who were Deal boatmen, were out to aid vessels in distress, and at day-light saw the ship, with a signal for a pilot and assistance, which was soon boarded by the salvors, and got off with little damage. The value of the ship and cargo was admitted at £6,000. For the services rendered, a tender of £100 was made, but refused. The court, after going over the facts of the case, held the tender of £100 not sufficient, and gave £160 to the salvors, with costs.

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## COMMERCIAL CHRONICLE AND REVIEW.

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COMMERCIAL AFFAIRS DISTURBED BY DIPLOMATIC DIFFICULTIES—SETTLEMENT OF THE OREGON QUESTION—COMMERCIAL IMPORTANCE OF PEACE BETWEEN ENGLAND AND THE UNITED STATES—MEXICAN WAR—RATE OF BILLS AT DIFFERENT PERIODS—CONDITION OF BANKS OF NEW ORLEANS—PRICES OF PRODUCE IN THE NEW YORK MARKET—GRAIN AND FLOUR IN BOND IN GREAT BRITAIN—AVERAGE PRICE OF GRAIN IN GREAT BRITAIN, TWO LAST YEARS—EXPORT OF WHEAT FLOUR AND CORN IN NEW YORK—CONDITION OF THE PROVISION MARKET—FINANCES OF THE FEDERAL GOVERNMENT, ETC., ETC.

It is to be deplored, that every few years this country is startled from its propriety, and commercial affairs are disturbed, checking the course of business and interrupting the progress of industry, by some untoward occurrence of a diplomatic nature, between this government and some other power. Three times in ten years has the peace of the world been endangered by disputes between the government of Great Britain and that of the United States; twice on boundary questions, and once in the affair of McLeod. When one reflects on the nature of these constantly recurring difficulties, the absurdity of the whole would be ridiculously manifest, did not the great losses they inflict upon commerce, and, through that, distress upon individuals, make them of too grave a nature. A question between Great Britain and the United States, in relation to the boundary of a piece of land on this continent is, in fact, so meaningless in itself, that it must excite surprise when it actually endangers war. The people of this country and those of Great Britain form equal divisions of not only the same race, but, to a very great extent, the same people. Thousands of families are divided, one portion remaining in the British Islands—where their fathers for centuries back have dwelt—and the others forming new homes to themselves in the United States, and preparing to draw after them those who yet linger behind. The great object of the whole race is to enjoy the fruits of their own industry, and for every individual to be as secure in that enjoyment as society can make him. The whole continent of North America is open to the free ingress and egress of every citizen of Great Britain. He can occupy land where and when he will, with the most perfect freedom from taxation or interference from government. He is more unrestricted here than in his native land. He enjoys, in all respects, the same rights as those whose ancestors may have emigrated, perhaps, two centuries earlier. When, however, in the "pursuit of happiness," he settles a few miles further north than most of his neighbors, he is subjected to different rules of government, emanating from the parliament of Great Britain. If this is resisted, the whole welfare of the British Islands, as well as of the whole Union, becomes convulsed, trade stops, and vast expenditures are incurred to enforce the supposed right of imposing laws a few miles more to the southward or the northward of a given line. It is, in fact, a civil war. The race being divided into the monarchical party, which occupies the British Islands, and the republican party in America. For this difference of opinion they fight, not that either government is detrimental to the happiness of the people that live under it; because the great prosperity of each country is conclusive evidence that each government is good, in its way. The United States prosper the most rapidly, because the resources of the country are more equally divided between all the people. All the people of



each country have a common interest in the people of the other. The prosperity of one reflects and enhances that of the other. This has become so thoroughly understood that war is now, apparently impossible. The aristocratic oligarchy of England has lost its preponderance. The commercial principle has obtained the ascendancy, and the mutual dependence of the two countries upon each other has been acknowledged. The proof of this is in the magnanimity with which England acknowledged her error in rejecting the offer of this government for the settlement of the Oregon boundary, and offering to take nearly the same terms after the lapse of a few months only. She has also abandoned altogether the absurd and obsolete notion, that England cannot prosper if dependent upon other nations for food. With the repudiation of this notion she has abolished the corn laws; thus, drawing tighter the bonds of union between the two countries. Such a spectacle cannot but have an influence on the rest of the world, and lead to a speedy peace with Mexico. Nor is it to the interest of the English people that the United States should desist from occupying California. The settlement and regeneration of the fertile countries of Mexico, by the English race, will only have the effect of benefiting the commerce of the world, and England included. It is possible that it may conflict with the *personal* interests of England's hereditary oligarchs; but they have already been obliged to surrender important interests to the popular will and welfare. The time has now gone by when aristocratic interests could plunge two nations into war. It is, therefore, to be hoped, that when the war clouds that now hang over us shall have been blown away, that the countries will so understand each other that no similar difficulties may occur to disturb the current of commerce. This is the more likely, as late events in England show that the people have triumphed over the aristocracy.

As yet, the foolish and unnecessary war with Mexico has had but little influence upon commercial affairs. The alarm that existed at the date of our last in relation to Mexican privateers, subsided mostly, for reasons we gave in our article in that number, and the southern markets have, in some degree, recovered from the difficulties that overtook them at New Orleans. The rate of bills at different periods, may indicate the change in the state of affairs, as follows:—

## RATES OF BILLS AT NEW ORLEANS.

	May 1st.	May 9th.	May 16th.	May 20th.	May 30th.	June 13.
Sterling,.....	8½ a 9½	7¼ a 8½	6 a 7	7 a 7	6¼ a 7½	7¼ a 7¾
New York, 60 days,	1¼ a 1¾ dis.	2 a 3	3¼ a 4½ dis.	3¼ a 4½	2¼ a 3¼	1½ a 2½
“ “ sight,....	¼ a ½ prem.	½ a ..	½ a 2½	2 a 2½	½ a 1½	¼ a 1

The panic which attended the first outbreak of hostilities, made it impossible to negotiate bills. The banks held up, and money became very scarce. About the 20th of May, however, the banks began to purchase at the low rates, and bills began to improve. This eased the market to a considerable extent, and the northern credits of the New Orleans banks above time, reached over \$4,000,000, in addition to the credits created by the transfer of government funds, for war expenditure. Freights became more plenty, and produce moved forward more freely. The condition of the specie paying banks of New Orleans, was as follows:—

## BANKS OF NEW ORLEANS, PAYING SPECIE.

Specie paying banks.	Cash liabilities.	Assets.	Circulation.	Specie.
Bank of Louisiana,.....	\$3,975,145	\$4,929,627	\$1,461,329	\$2,319,258
Canal Bank,.....	1,769,876	2,598,624	600,500	1,090,620
City bank,.....	1,440,882	2,161,034	657,890	706,453
Louisiana State bank,.....	1,481,427	2,108,797	429,149	718,512

Mechanics' and Traders' bank,	2,888,409	3,477,280	977,670	1,576,586
Union bank,.....	50,390	801,179	26,880	245,194
Total, May 30th,.....	\$1,1605,129	\$16,135,931	\$4,213,318	\$6,657,622
“ March 27d,.....	12,877,330	17,181,990	4,251,361	6,902,614
Decrease,.....	\$1,272,201	\$1,046,059	\$38,043	\$344,992

The accumulation of specie at New Orleans continues very large, and the prospect now is, that it will still further increase, more particularly in that the receipts of produce continue so large at that point. Perhaps, however, the evil greatest in its practical effects, which has overtaken the market, has been the reaction of the speculation which took place in produce, last autumn, growing out of the fears of a failure of the English harvest. When the harvests of England were last year approaching their close, it became manifest that the potato crop of Ireland was short. This, of itself, was a fearful calamity, because the potatoes of Ireland not only form the food of millions of the people, but it is their *only* dependence. They have not, like the people of other countries, reserve property in some shape, that may, in case of emergency, be applied to the purchase of food. They are absolutely without any accumulation of the proceeds of their past industry, and from the unhappy state of the government, their labor is without a market. The failure of the only resource for millions of people, was a circumstance likely to alarm the public mind, and prepare it to believe more than the truth. Political agitation, therefore, seized the moment to agitate for a repeal of the corn-laws, and the idea became very prevalent that the crops of England were short. The effect upon the New York market is seen in the following table:—

## PRICES OF PRODUCE IN THE NEW YORK MARKET.

	Ashes, pots. bbl.	Cotton, fair. lb.	Dry cod. cwt.	Flour, western.	Rye, bush.	Tar, bbl.	Beef, mess. bbl.	Pork, mess. bbl.	Rice, cwt.	Tob'co, Ken'y. lb.	Wool, merino. lb.	Total.
1843.												
Oct.	4.50	0.08½	2.25	4.44	0.65	1.37½	6.50	10.87½	2.50	0.03	0.30	33.50½
1844.												
Feb.	4.62½	0.10	2.62½	4.87½	0.67	1.25	5.87½	7.25	2.87½	0.02½	0.40	32.57½
April,	4.37½	0.08½	2.75	4.87½	0.68	1.50	5.87½	9.10	2.43½	0.03	0.40	32.50½
May,	4.31	0.07½	2.94	4.62½	0.69	1.50	5.25	8.94	2.75	0.02	0.38	31.88½
June,	4.25	0.07½	2.87½	4.50	0.67	1.50	4.00	8.50	2.75	0.02	0.38	30.51
Sept.	4.19	0.06½	2.37½	4.12½	0.66	1.56	5.00	9.37½	3.37½	0.02½	0.42	31.17½
Oct.	4.12½	0.06½	2.25	4.37½	0.67	1.75	5.00	8.94	3.18½	0.02½	0.40	30.98½
Nov.	4.00	0.06½	2.56½	4.62½	1.70	1.81	5.50	8.94	3.18½	0.02½	0.40	31.81½
Dec.	3.87½	0.05½	2.25	4.69	0.65	1.81	5.50	9.37½	2.75	0.02½	0.37	31.35½
1845.												
Jan.	3.75	0.05½	2.44	4.62½	0.66	1.69	6.50	9.37½	2.75	0.02½	0.37	32.24½
Feb.	3.87½	0.06½	2.44	4.88	0.65	1.69	6.75	9.87½	2.62½	0.02½	0.37	32.24½
March,	3.75	0.06½	2.63	4.82	0.66	1.50	7.00	10.25	3.00	0.02½	0.37	33.31½
April,	4.18	0.06½	3.06	4.62½	0.67	1.65	9.25	13.12½	3.25	0.02½	0.37½	40.27½
May,	3.85	0.06½	2.91	4.81	0.65	1.87½	8.75	12.97	3.18	0.02½	0.37½	39.45½
June,	3.77	0.07	2.90	4.75	0.66	2.00	8.87½	12.97	3.18	0.02½	0.36½	39.26½
July,	3.87½	0.07½	2.41	4.50	0.64	2.17½	9.00	12.97	3.18	0.02½	0.33	39.33½
Aug.	3.81	0.08½	2.41	4.60	0.70	2.31	9.37½	13.67	3.81	0.03	0.30	41.09½
Sept.	3.87	0.08	2.56	4.85	0.63	2.25	9.26	13.87	4.41	0.03	0.30	49.14
Oct.	4.00	0.08	2.62	4.91	0.70	2.00	8.25	13.71	4.62½	0.83	0.31½	41.22
Nov.	3.81	0.07½	2.65	6.41	0.80	1.87	7.87	14.12	4.62½	0.03	0.37	42.62½
Dec.	3.75	0.07½	2.72½	6.37	0.81	2.12½	8.25	13.56	4.62½	0.03	0.37	42.69½
1846.												
Jan.	3.77	0.07½	2.81	5.75	0.80	2.31	8.25	13.18	4.25	0.03	0.37	42.29½
Feb.	4.00	0.07½	2.87	5.60	0.80	2.35	8.25	11.76	3.87	9.03	0.37	39.96½
March,	4.02	0.08½	2.91	5.53	0.82½	2.12	8.25	11.00	3.56	9.04	0.37	38.58½
April,	3.90	0.08½	2.90	5.40	0.76	1.87½	8.25	10.87½	4.25	0.03	0.37	38.69½
May,	3.75	0.08½	2.70	5.50	0.57	1.62½	7.75	11.25	4.00	0.03	0.36	36.72
June,	3.50	0.08	2.62½	4.00	0.63	1.70	6.75	10.37½	3.50	0.03	0.35	33.54

The fall here has been great and general, it will be observed. The aggregate of the eleven articles, in September, was \$49 14, and is now \$33 54, an average fall of 33½ per cent. So great a fall in the prices of produce could not but be productive of the most serious results, and the pressure in that branch of business has, accordingly, been severe. It happens, however, that the farmers and producers mostly obtained good prices for their articles under the excitement of the last fall, and the subsequent loss has mostly fallen upon shippers and acceptors. In the usual routine of business, bills against produce sent forward, are accepted by the consignees for a value approaching to what can be realized in the market for the articles at the time of the acceptance; a rapid and continued fall will uncover the paper, and leave large reclamations upon the forwarders after the sale of the produce shall have been effected. The state of the money markets, funds being difficult to be had, simultaneously with a great fall, has caused the acceptances of produce to range as low as 2 a 3½ per cent per month, and many failures have taken place. General business, however, appears not yet to be affected. The foundation of all business is the products of the agricultural interests; when prices are very low, there remains but little, after paying transportation and incidental expenses, for the purchase of goods or the payment of debts. As we have stated, however, the decline in rates has not yet reached the producing classes. The aspect of affairs now is, that, with the large stocks, and prospective good crops, prices for the new year must open low, and the general business of the coming year feel the consequences. Great expectations have been entertained of the repeal of the English laws; but it will prove to be the case, we think, that the effect of government regulations are much overrated. The opening of the ports of Holland and Belgium, last fall, was not followed by any material increase in the trade, or change in the price of corn. Nor can the removal of the English duties greatly change the trade. It would appear now that there is a sufficiency of food in England for the wants of the people, at fair prices, and that the removal of the duties would not, therefore, enhance the imports. The quantity of food in bond is exceedingly great. The following are quantities in bond at different dates:—

## GRAIN AND FLOUR IN BOND IN GREAT BRITAIN.

	Wheat. qrs.	Barley. qrs.	Oats. qrs.	Rye. qrs.	Beans. qrs.	Peas. qrs.	Ind'n Corn. qrs.	Flour. cwt.
Feb. 5, 1842,	289,943	60,711	92,342	458	39,284	22,075	.....	222,804
" 1, 1843,	222,501	53,395	55,377	1,366	107,461	28,730	14,241	120,351
" 1, 1844,	219,850	18,935	57,562	2,221	74,476	28,242	2,334	91,137
" 1, 1845,	344,668	8,141	65,981	2	2,786	7,312	90	265,967
" 1, 1846,	1,061,781	74,467	82,619	163	4,757	4,175	24,943	686,813
May 5, 1846,	1,339,955	92,572	127,447	.....	53,807	18,347	.....	1,119,427

The supply in bond has accumulated to a very great extent, and it is stated that the supply of old wheat in the country, has very considerably increased. The progress of the speculation and consequent rise in prices, is observable in the following table of prices according to the official reports which regulate the duty:—

## AVERAGE PRICE OF GRAIN IN GREAT BRITAIN.

	Wheat. s. d.	Barley. s. d.	Oats. s. d.	Rye. s. d.	Beans. s. d.	Peas. s. d.
September 20,	52 6	30 9	21 7	32 8	42 10	37 0
September 27,	53 2	30 2	22 2	33 1	42 5	38 9
October 4,....	56 0	31 1	23 4	33 8	43 1	42 6
October 11,....	57 9	31 3	23 4	34 2	43 1	44 3

## AVERAGE PRICE OF GRAIN IN GREAT BRITAIN—CONTINUED.

	Wheat. s. d.	Barley. s. d.	Oats. s. d.	Rye. s. d.	Beans. s. d.	Peas. s. d.
October 18,....	58 2	32 0	22 5	34 5	44 5	43 0
October 25,....	59 5	33 0	24 11	34 5	45 5	44 1
November 1,....	60 1	34 3	26 2	33 2	.....	.....
November 8,....	59 7	35 1	25 2	35 7	.....	.....
November 15,....	58 6	35 0	26 3	38 2	.....	.....
November 22,....	57 11	34 1	25 5	37 1	.....	.....
November 29,....	58 2	33 2	25 0	35 4	.....	.....
December 6,....	59 0	32 10	24 7	35 0	.....	.....
December 13,....	59 4	32 9	24 6	36 8	.....	.....
December 20,....	57 11	32 7	23 4	34 5	39 6	42 5
December 27,....	55 4	32 5	23 0	32 8	38 6	39 10
January 3,....	55 1	31 11	22 3	33 6	37 9	39 1
January 10,....	56 3	31 10	21 9	33 11	36 8	38 11
January 17,....	56 2	31 11	22 3	34 9	36 9	39 3
January 24,....	55 7	31 8	21 10	37 8	36 1	36 8
January 31,....	54 8	31 3	21 10	32 0	35 6	35 8
February 7,....	54 3	30 10	21 7	34 2	35 9	35 6
February 14,....	54 9	30 6	21 10	32 7	34 9	35 7
February 21,....	55 0	29 11	21 6	32 10	34 9	34 3
February 28,....	54 6	29 7	21 5	33 4	34 2	35 2
March 7,.....	54 10	29 3	21 10	33 6	34 11	33 8
March 14,.....	54 3	29 4	21 9	34 2	35 2	34 9
March 21,.....	55 1	29 10	22 0	33 10	34 4	33 4
March 28,.....	55 5	30 2	22 1	34 0	35 0	33 3
April 4,.....	55 9	30 9	22 6	33 7	34 10	34 2
April 11,.....	56 0	30 9	22 9	33 4	35 1	33 8
April 18,.....	56 0	30 9	22 9	33 4	35 1	33 8
April 25,.....	55 10	30 5	22 9	35 5	34 9	34 5
May 2,.....	55 6	30 1	23 4	33 7	34 10	33 10
May 9,.....	56 5	29 8	23 7	32 5	34 11	33 10
May 16,.....	56 8	29 7	23 9	33 5	35 8	34 7
May 23,.....	55 5	28 10	23 8	34 6	36 0	34 6

The highest point it appears, was Nov. 1, when the price reached 60s. 1d. per quarter. Since the course has been gradually downward, notwithstanding that, the ministers of the crown have proposed and carried through parliament a bill to make 4s. the maximum duty upon wheat, and after January, 1849, to abolish it altogether. The proposed duty is probably sufficient to prevent any extraordinary import for the present. Under all these circumstances, the export of breadstuffs from the port of New York has been very large. The following table will show the relative quantities for some years.

## EXPORT OF WHEAT FLOUR AND CORN, MONTHLY, FROM THE PORT OF NEW YORK.

Months.	From Dec., 1839, to Nov., 1840.		From Dec., 1840, to Nov., 1841.		From Dec., 1841, to Nov., 1842.	
	FLOUR. barrels.	CORN. bush.	FLOUR. barrels.	CORN. bush.	FLOUR. barrels.	CORN. bush.
December,.....	26,858	4,747	28,447	7,120	49,986	7,970
January,.....	19,340	17,807	34,917	3,491	39,666	21,023
February,.....	31,456	26,566	34,984	6,259	14,787	57,216
March,.....	30,392	19,888	26,244	19,966	13,857	23,281
April,.....	32,774	16,842	20,739	19,847	17,492	2,277
May,.....	52,648	20,920	16,830	28,481	15,577	1,835
June,.....	36,316	11,923	20,575	24,581	34,050	14,039
July,.....	27,056	9,561	17,599	12,256	23,892	3,902
August,.....	74,105	10,923	16,374	6,013	30,043	4,057
September,.....	50,702	7,810	16,426	1,355	26,600	7,854
October,.....	60,879	9,996	31,697	11,567	40,069	4,986
November,.....	32,159	2,011	25,501	2,468	22,798	12,981
Total,.....	474,685	158,994	299,333	143,404	328,817	161,421

TABLE—Continued.

Months.	1843-44.		1844-45.			
	Flour.	Corn.	Flour.	Corn.	Flour.	Corn.
December,.....	45,132	2,130	19,139	20,658	102,277	133,429
January,.....	34,945	3,029	13,316	13,370	69,613	112,607
February,.....	18,342	2,428	6,388	7,247	41,153	201,220
March,.....	23,030	6,237	14,656	18,703	37,152	10,581
April,.....	30,183	35,977	17,122	20,084	64,497	17,444
May,.....	24,743	39,288	24,781	6,672	70,633	92,756
June,.....	48,330	15,521	27,351	7,190	58,003	*74,569
July,.....	44,102	59,683	21,495	4,702	.....	.....
August,.....	48,783	28,406	50,272	6,118	.....	.....
September,.....	19,096	7,592	60,616	6,647	.....	.....
October,.....	19,671	5,406	59,473	4,293	.....	.....
November,.....	16,835	19,261	71,773	75,837	.....	.....
Total,.....	373,242	224,410	386,382	190,921	443,328	642,606

\* To June 16th.

The year 1840 was one of large exports; but it appears that the quantity sent from New York during the six and a half months ending with June 16th, has been much larger than the export for any former year. The export of corn has been larger than any, for three years together. The whole export of flour, with the destination from the United States, is seen in the following table:—

BARRELS OF FLOUR EXPORTED FROM THE UNITED STATES.

Where to.	1840.	1841.	1842.	1843.	1844.	1845.
Swed. W. Indies,.....	7,882	15,624	10,673	2,174	7,424	9,750
Danish do,.....	45,148	43,397	40,143	37,667	51,723	53,903
Dutch East Indies,.....	2,300	7,841	380	1,680	2,603	1,579
Dutch West Indies,.....	13,157	14,932	12,086	1,426	15,972	18,224
England,.....	620,128	298,985	208,024	19,436	167,296	35,355
Gibraltar,.....	12,891	19,229	5,493	4,033	7,963	10,747
British East Indies,.....	4,565	11,357	4,550	3,272	820	3,430
British West Indies,.....	232,329	246,465	237,472	170,577	303,394	281,228
British Am. Colonies,.....	432,356	377,808	369,048	190,322	319,022	287,597
France,.....	74,416	1,340	479	3,304	3,187	.....
French West Indies,....	10,491	5,398	9,011	22,980	9,277	10,216
Hayti,.....	28,724	36,456	24,745	29,437	41,801	53,156
Cuba,.....	69,818	69,337	46,846	11,170	34,875	47,795
Spanish West Indies,...	20,966	15,566	12,392	4,506	17,222	17,465
Madeira,.....	3,087	5,408	331	825	1,898	1,951
Cape de Verdes,.....	4,167	1,324	824	1,746	1,999	2,025
Texas,.....	9,861	6,401	3,577	17,003	21,040	4,002
Mexico,.....	15,826	19,602	21,490	.....	.....	19,784
Honduras,.....	7,879	4,699	7,264	426	1,424	8,342
Central America,.....	.....	469	310	.....	.....	543
Colombia,.....	28,707	28,796	27,857	35,462	20,303	39,399
Brazil,.....	197,823	282,406	198,317	192,454	28,1818	209,845
Argentine Republic,....	12,063	22,132	2,832	6,258	7,071	11,184
Chili,.....	8,157	6,478	4,452	5,574	4,863	7,189
South America,.....	2,521	1,950	4,349	870	5,520	4,856
West Indies,.....	11,263	1,626	814	3,152	2,404	1,284
Africa,.....	2,218	3,728	2,466	1,201	3,708	4,385
Northwest Coast,.....	3,935	5,307	381	.....	1,710	3,638
Other ports,.....	10,000	46,557	33,895	61,623	94,878	47,338
Total barrels,.....	1,893,182	1,510,613	1,283,602	841,474	1,438,574	1,195,230
Average price,.....	\$5 37	\$5 20	\$6 00	\$4 50	\$4 75	\$4 51

Notwithstanding this large trade, flour was never before so low as now. The quantities still coming forward on all the great avenues, are enormously great. It is possible that the quantity produced may, in some degree, compensate the



farmer for the low prices obtained ; but the expenses are proportional to the quantity forwarded. In the long run, an abundance of good agricultural wealth of any sort, cannot be an evil. Although purchasers may sustain temporary losses from the fall in money prices occasioned by the suddenly enhanced supply, yet the springs of industry and the activity of trade must be stimulated into an animation that will redound to the general welfare. The great abundance and cheapness of food here, is a guarantee that, under the reduced duty of England, the price of bread cannot rise so high as to *diminish* the wages of labor materially, and consequently, not the consumption of goods. With each successive year, the interests of the two nations are bound more closely together, and the disaster that might attend a rupture between the two countries become of greater magnitude, the danger of that rupture diminishes.

The expenditure of the federal government during the summer and fall, will be large. In December last the secretary estimated the revenues and expenditures for the year ending July, 1847, as follows.

Revenues.		Expenditures.	
Customs,.....	\$22,500,000	Civil List,.....	\$4,925,292
Lands,.....	2,400,000	Army,.....	3,364,458
Miscellaneous,.....	100,000	Fortification,.....	4,331,809
		Navy,.....	6,339,390
		Other,.....	5,557,864
Total,.....		Total,.....	
\$25,000,000		\$25,518,813	

In consequence of the war, the army and navy items have been increased by the sum of \$23,952,904 ; which sum will be, it is estimated, somewhat reduced by the modification of the tariff, and the imposition of duties on tea and coffee, simultaneously with the establishment of the warehousing system. But the result is that the department requires to raise by loan and Treasury notes, near thirteen millions, after absorbing the balance on hand. The secretary asks for power to make the loan, either by stock or treasury-note issues according to the exigencies of the case. The latter is by all means the most advisable form of loan, inasmuch as that it is not only receipt for public dues, and therefore to be promptly cancelled within the year if expenses diminish or revenues increase ; but the notes are exceedingly useful in the operations of exchange, and from fifteen to twenty millions can always be suspended in the internal operations of the country—operating rather as an increase to the currency of the country, and that of a very desirable nature, than as a diminution of capital employed in the industrial pursuits, as is the case when the government borrows money from those reservoirs which are more appropriately the sources whence commerce draws its facilities.

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## COMMERCIAL REGULATIONS.

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### LAW FOR DEALERS IN GUNPOWDER, SALTPETRE, ETC.

THE following law of "the people of the State of New York, represented in Senate and Assembly," entitled "An act in relation to the keeping of gunpowder, saltpetre, and certain other substances, in the city of New York," was passed May 13th, 1846, approved by the governor, and is, therefore, the law of the state, now in force :—

Sec. 1. It shall not be lawful for any person or persons, except as hereinafter provided, to have or keep any quantity of gunpowder in any one house, store, building, or other place in the city of New York, to the southward of a line running through the centre of Forty-second street, from the North to the East river.

Sec. 2. It shall be lawful for the mayor of the city of New York, under his official seal, to grant licenses to persons desirous to sell powder at retail in the said city of New York. The persons so licensed, may have on their premises, if actually kept there for sale, a quantity of gunpowder, not exceeding in all, twelve pounds at any one time, to be put up in tight copper or tin canisters, containing or capable of containing only one pound each. The persons so licensed shall not be protected against any of the penalties or consequences hereinafter provided for violations of the first section of this act, except while they have on some conspicuous part of the front of each of the houses or buildings in which they may be licensed to sell powder under this section, a sign on which shall be distinctly printed, in characters legible to persons passing such houses or buildings, the words "licensed to sell gunpowder."

Sec. 3. It shall be lawful for persons actually dealing in gunpowder in the city of New York, to have five quarter-casks of gunpowder, but no more, at any one time, on the walk in front of their stores during the day-time, for the purpose of packing the same, and sending the same either on board of a vessel, or to some place without the district specified in the first section of this act, but for no longer time than shall be actually necessary for the purposes aforesaid. The powder kept or had under this section, may, if covered completely and securely with a leather or canvass bag or case, be carried through the street during the day-time, to a vessel as aforesaid, or other place without the district last mentioned. If the same be put on board of any vessel within such district, such vessel shall, before sundown, haul into the stream to a distance not less than three hundred yards from any dock, wharf, pier or bulkhead, and shall not, at any time, until eight o'clock of the morning, while such powder is on board, lie within three hundred yards of any dock, wharf, pier, or bulkhead of said city. All powder had, kept, prepared or carried, under the provisions of this section, shall have distinctly and plainly printed upon the articles containing it, the word "gunpowder."

Sec. 4. The commander, owner or owners of every ship or other vessel arriving in the harbor of New York, and having more than twenty-eight pounds of gunpowder on board, shall, within forty-eight hours after the arrival, and before such ship or vessel shall approach within three hundred yards of any wharf, pier, or slip, to the southward of a line drawn through the centre of Forty-second street as aforesaid, cause the said gunpowder to be landed by means of a boat or boats, or other small craft, at any place without the said limits which may be most contiguous to any magazine for storing gunpowder, and shall cause the said gunpowder to be stored in such magazine.

Sec. 5. It shall be lawful either to proceed with any such ship or vessel to sea, within forty-eight hours after her arrival, or to transship such gunpowder from one ship or vessel to another, for the purpose of immediate exportation, without landing such gunpowder, as in the last section is directed; but in neither case shall it be lawful to keep such gunpowder for a longer time than forty-eight hours in the harbor of New York, or approach with the same within three hundred yards of any wharf, pier, or slip, in the said city, to the southward of the line specified in the last section.

Sec. 6. In every case of a violation of any provision of this act, where the penalty prescribed thereby for such violation is the forfeiture of any gunpowder to the said fire department, it shall be lawful for any fire-warden of the said city to seize such gunpowder in the day-time, and cause the same to be conveyed to any magazine used for the purpose of storing gunpowder.

Sec. 7. It shall be the duty of every person who shall have made any such seizure, forthwith to inform the mayor or any alderman of the said city thereof; and the said

mayor or alderman shall, thereupon, inquire into the facts and circumstances of such alleged violation and seizure, for which purpose he may summon any person or persons to testify before him, and he shall have power, in his discretion, to order any gunpowder so seized to be restored.

Sec. 8. Whenever any inhabitant of said city shall make oath before the mayor or any alderman, or any special justice thereof, of any fact or circumstance, which, in the opinion of the said mayor, alderman, or special justice, shall afford a reasonable cause of suspicion that any gunpowder has been brought or is kept within the said city, or in the harbor thereof, contrary to any provision contained in this act, it shall be lawful for the said mayor, alderman, or special justice, to issue his warrant or warrants, under his hand and seal, to any sheriff, marshal, constable, or other fit person or persons, commanding him or them to search for such gunpowder in the day-time, wheresoever the same may be in violation of this act, and to seize and take possession of the same, if found; but no person having or acting under any such search-warrant, shall take advantage thereof to serve any civil process whatever.

Sec. 9. It shall be lawful for any person or persons, who, by virtue of any such warrant, shall have seized any gunpowder, to cause the same, within twelve hours, in the day-time, after such seizure, to be conveyed to any magazine used for storing gunpowder; and unless the said mayor or any alderman of the said city, should, in the manner directed by the seventh section of this act, order the same to be restored, such gunpowder shall be detained in such magazine, until it shall be determined, by due course of law, whether the same may have become forfeited by virtue of this act.

Sec. 10. All actions or suits for the recovery of any gunpowder which may have been seized and stored in any magazine by virtue of this act, or for the value thereof, or for damages sustained by the seizure or detention thereof, shall be brought against the fire department of the city of New York, and shall be commenced within three calendar months next after such seizure shall have been actually made; and in case no such action or suit shall have been commenced within such period, such gunpowder shall be deemed absolutely forfeited to the said fire department, and may be immediately delivered to the proper officers thereof for its use. No penal damages shall be received in any such action or suit; and such gunpowder may, at any time during the pendency of any such action or suit, by consent of the parties thereto, be removed from any magazine where the same may have been stored; or may be sold, and the money arising from such sale may be paid into the court where such suit or action may be pending, to abide the event thereof.

Sec. 11. Nothing contained in this act, shall be construed to apply to any ship or vessel-of-war in the service of the United States, or of any foreign government, while lying distant three hundred yards or upwards from the wharves, piers, or slips, of the said city.

Sec. 12. If any gunpowder exceeding the quantity mentioned in the second section of this act, shall be found in the possession or custody of any person, by any fireman of the said city, during any fire or alarm of fire therein, it shall be lawful for such fireman to seize the same without any warrant, and to report such seizure without delay to the mayor or any alderman of the said city; and it shall be determined by the said mayor or alderman of the said city, in the manner directed by the seventh section of this act, whether such gunpowder shall be restored, or the same shall be conveyed to a magazine for storing gunpowder, and there detained, until it shall be decided by due course of law, whether such gunpowder be forfeited by virtue of this act.

Sec. 13. No quantity of sulphur more than ten hundred weight, or of hemp or flax than twenty hundred weight, or of pitch, tar, turpentine, rosin, spirits of turpentine, varnish, linseed oil, oil of vitriol, aqua-fortis, ether, or shingles, than shall be allowed by the common council of the city of New York, shall be put, kept or stored in any one place in the said city, to the southward of a line drawn through the centre of Fourteenth-street, unless with the permission of the said common council.

Sec. 14. Every person who shall violate either of the provisions of the last section, shall, for every such offence, forfeit and pay the sum of twenty-five dollars; and in case any person or persons shall neglect or refuse to remove any of the articles prohibited by the said section, within such time as may be allowed for that purpose by the mayor or recorder, or any alderman of the said city, he, she, or they shall, for every such neglect or refusal, pay an additional sum of twenty-five dollars.

Sec. 15. Nothing herein before contained, shall be construed to prohibit any ship chandler from keeping at any time, in any enclosure in the said city, any quantity of pitch, tar, rosin or turpentine, not exceeding twenty barrels in the whole.

Sec. 16. It shall not be lawful for any person or persons, to have or keep any quantity of saltpetre exceeding five hundred pounds, offered for sale by any dealer, having the

same in any house, store, building or other place in the city of New York to the southward of the line mentioned in the first section of this act; and all provisions of this act in relation to the having or keeping of gunpowder, shall apply to the having or keeping of saltpetre within the limits aforesaid, except as to the provisions of the seventeenth section of this act.

Sec. 17. Notwithstanding the preceding section, saltpetre may be had or kept by any dealer, in any quantity, within any fire-proof building in the city of New York, provided it be the only merchandise stored or kept within such building.

Sec. 18. Any violation of the provisions of this act, except where otherwise expressly provided, shall subject the offender to a fine of five hundred dollars for each offence, to be recovered by and for the use of the fire department of the city of New York; and such offender, on conviction before the general sessions of the peace for the city and county of New York, of any violations of the provisions aforesaid, or either of them, may be imprisoned in the county jail for a term not exceeding one year. All gunpowder or saltpetre, found within the limits specified in the first section of this act, shall be forfeited to the use of the said fire department.

Sec. 19. If any person or persons shall hereafter be injured at any fire occurring within the limits mentioned in the last section, by means of any explosion resulting from the violation by any other person or persons of any of the provisions of this act relating to saltpetre or gunpowder, the person or persons guilty of such violations, shall, on conviction before the general sessions aforesaid, be punished by imprisonment in the State Prison for a term not exceeding two years. If such violation occasions the death of any person or persons, the offender shall, on conviction, be deemed guilty of manslaughter in the third degree, and punished as now provided by law in relation to the crime last named.

Sec. 20. The penalties and provisions of this act shall not extend to any vessel receiving gunpowder on freight, provided such vessel do not remain at any wharf of the said city, or within three hundred yards thereof, after sunset, or on any other day whilst having gunpowder on board.

Sec. 21. All pecuniary penalties imposed by this act, may be sued for and recovered with costs of suit, in any court having cognizance thereof, by the proper officers of the fire department of the said city, for the use of the said fire department.

Sec. 22. All actions for any forfeiture or penalty incurred under this act, shall be commenced within one year next after incurring such forfeiture or penalty.

Sec. 23. All laws or parts of laws heretofore passed, inconsistent with the provisions of this act, are hereby declared to be repealed; but such repeal shall not affect any suit or prosecution already commenced, or any penalty, forfeiture or offence already incurred or committed under any such law or part of a law.

#### COMMERCIAL TREATY BETWEEN FRANCE AND BELGIUM.

The *Journal de Bruxelles* contains a condensed statement of the commercial treaty concluded between France and Belgium. It consists of thirteen articles, and certain stipulations of some importance, referring to dyed linens, and an alteration of the duties in flaxen cloths.

The stipulations in favor of Belgium are first with reference to the duties on yarn and muslins, which, from the 10th of August, 1846, are to be imported into France on these terms:—

1st. For yarns, the first 2,000,000 kilogrammes at the duties anterior to the royal ordonnance of 26th June, 1842; beyond 2,000,000, and up to 3,000,000 of kilogrammes, increased by the difference agreed in favor of Belgium between its own tariff and the general tariff; beyond 3,000,000 kilogrammes, the duties anterior to the ordonnance of 26th June, 1842.

For muslins, up to 3,000,000 of kilogrammes, the duties anterior to the ordonnance of 26th June, 1842; above that quantity, the duties of the general tariff.

The rule for the importation of flax and hemp from Belgium into France, is to be established reciprocally with the importation of the same produce of France into Belgium, and the duties on either side are not to be augmented until the expiration of the present treaty.

The Belgium government agrees also to require on all the other frontiers, except the French frontier, the same duties, with the exception of 25,000 kilos of yarns from Germany and Russia, which Belgium continues to receive at reduced duties.

In this first list of stipulations are also those which, on the one hand, relieve the machinery of France from the surcharge levied by the law of 1816, and on the other hand, regulate that the slates of Belgium shall only be admitted into France on the minimum duty of the law of June 5, 1845.

There is also an article regulating the arrangements for packet-boats conveying letters and passengers into the ports of France.

The concessions made by France are—

1. The arrangements with respect to wines and silk tissues continue the stipulation of the 16th July, 1842.

2. A decrease of 12 per cent on the salts of France sent to Belgium, instead of 7 per cent, as at present.

3. The annulling of the supplementary taxes established in Belgium, in 1843, on woollen yarns, new clothes, and fashionable manufactures from France. Woollen yarns are to pay three-fourths of the former duty, and the other articles the duties levied before 1843.

4. Annuling the supplementary duties of 9 and 6½ per cent on cassimeres, and similar manufactures.

5. The continuance of the decrees of 1844 and 1845, which took from cotton tissues, of French production, the extra duties which before existed.

There are some reciprocal agreements as to the navigation of mutual rivers; and a special clause declares, "If increase of the present *Octroi* duties, or other duties of the Belgian communes, shall injure the profit of France in these stipulations, the simple declaration of the French government, after one month's notice, shall be sufficient to render this treaty null and void."

## NAUTICAL INTELLIGENCE.

### KNOLL NEAR THE WEST END OF THE PAN SAND.

A KNOLL having grown up about three cables length to the southward and eastward of the West Pan Sand Buoy, its position has been temporarily marked by a green buoy, which will be replaced in a few days by a buoy colored red and white in chequers, and marked Pan Sand Knoll.

The depth of the water upon this knoll, does not, in one spot, exceed nine feet, at low water, spring tides; and the said green buoy lies in ten feet, and with the following marks and compass bearings, viz:

Margate Wind Mills, their apparent width open south of Margate New Church S. E. ½ S.

Moncton Beacon, in line with the low west end of Upper Hale Grove, S. by E.

West Pan Sand Buoy, N. N. W.

Pan Sand Beacon E. ½ S.

South Knoll Buoy S. E. ½ S.

NOTE.—Masters of vessels, pilots, and others, should be careful not to navigate between the above-mentioned Knoll Buoy, and the West Pan Sand Buoy.

### BUOYAGE ON THE EAST COAST.

The Trinity Board have published their alterations of the colors and characters of the undermentioned buoys:—

The Inner Shoal,  
The Holm Hook,  
The S. W. Corton,  
The Middle Corton,  
The West Corton,

The S. W. Scroby,  
The Scroby Elbow,  
The West Scroby,  
The Middle Scroby,  
The North Scroby.

All which buoys are at present colored white—will be taken away and replaced by buoys colored black and white in chequers; and a beacon buoy colored black, will be placed at the north end of the St. Nicholas Sand instead of the white beacon buoy now at that station; the staff and ball will also be taken away from the South St. Nicholas Buoy, (red,) and the buoy chequered black and white, now upon the Barber, will be replaced by one colored wholly black.

It is hereby further notified, that the N. E. Barnard Buoy, (now white,) will be replaced by a buoy chequered black and white, and surmounted by a staff and ball; and the black buoy on Sizewell Bank will thenceforth be colored black and white in circles.



## LIGHT-HOUSE ON THE SOUTHERN PART OF BERMUDA.

A Light-House has been erected on the southern part of Bermuda, in latitude  $32^{\circ} 14''$  N., and longitude,  $64^{\circ} 50''$  West of Greenwich, on which a revolving light was exhibited the 1st of this month, and it will be exhibited every night from sunset to sunrise.

It is elevated 365 feet above the level of the sea, and in clear weather may be seen from the deck of a frigate seven or eight leagues. It is higher than the adjoining land, and in day-time will appear like a sail. It is visible all round the island, with the exception of an area of 10 degrees between S.  $64^{\circ}$  W., and S.  $74^{\circ}$  West by compass, and within this area it will be intercepted by high land.

Bermuda is always approached with more safety from the southward, and in running for it at night, or in thick weather, care should be taken not to get to the northward of  $32^{\circ} 8''$  latitude before seeing the light or the land.

In coming from the S. E., the light should not be brought to the southward of W. by S., or approached nearer than six or seven miles during the night. Coming from the westward, it should not be approached nearer than ten or twelve miles, until it bears to the northward of N. E. by E.

With the light between N. E. and W. the coast is free from danger, and may be safely approached within three miles.

Any vessel getting sight of the light from the northward had better haul off immediately, as the reefs extend all round from the S. W. to the north, and N. E., from fifteen to sixteen miles.

The light will show a bright flash, continuing for six or eight seconds, and repeated once every minute. Between the flashes, the light will be seen about ten miles distant.

By order of the Commissioner of Light-Houses.

STOWE W. SEON, Clerk.

Hamilton, Bermuda, May 5, 1846.

## THE BRITISH MARINE SOCIETY.

It is not perhaps generally known in this country that there is in England a national institution for the equipment, maintenance, and instruction of distressed boys for the Royal Navy, the Indian Navy, and the merchant service, and the fisheries. By the English papers, we notice that this society held their annual meeting on the 6th of May, 1846. This society, it appears, since its formation in June, 1756, to December 1845, had fitted out and provided for 47,263 boys; from 1756 to 1814 had given a bounty of sea-clothing to 39,360 landsmen. In 1845 they had sent to sea in the Royal navy 163 boys, in the Indian navy 40, in the merchant service 652, and they had remaining on board the *Iphigenia*, on the 31st of December, 1845, 74.

## POINTE-A-PETRE, GUADALOUPE.

The following copy of a letter dated Pointe-a-Petre, Guadeloupe, April 25th, 1846, is copied from the *Portland*, (Me.) *Argus*:—

"Dear Sir—The object of this is to acquaint you with a new decision of our government—by which, on the 12th of June next, duties shall be put on building materials, and of course port charges on vessels as formerly."

## BUOYAGE OF THE GULL STREAM.

The Trinity House Board have published a notice to the effect, that on or about the 1st June, 1845, the Elbow Buoy in the Gull Stream, now colored white, will be replaced by a black and white chequered buoy, surmounted by a staff and ball.

## PORT OF WILMINGTON, NORTH CAROLINA.

The Commissioners of Navigation have rescinded the order requiring all vessels from Baltimore, Philadelphia and New York to be visited by the Port Physician before coming to town, and they may now pass up unrestricted.

## RAILROAD AND STEAMBOAT STATISTICS.

### ACCIDENTS ON RAILWAYS IN ENGLAND.

THE usual annual report from the Railway Department of the Board of Trade has just been presented to Parliament for the years 1844 and 1845; from which it appears that in 1844 ten persons were killed, four of whom were passengers, and one hundred and one, eighty-two of whom were passengers, injured in a greater or less degree, the causes of the accident being beyond the control of passengers; that nine passengers were killed, and ten injured, owing to their own neglect or ill conduct; that thirty-six servants of the companies were killed, and twenty-four injured, under circumstances not attended with danger to other portions of the public; and that forty-five persons other than servants of the companies were killed, and nine injured, under circumstances not involving danger to passengers. The report says that the actual number of accidents in the years 1844 and 1845 are greater than they were in previous years; but the real danger arising from railway travelling can only be appreciated when the number of accidents shall be considered in connection with the additional amount of miles of new railway which have been opened, and the enormous augmentation of railway travellers. For this purpose, the following table has been made. It includes the years 1841, '42, '43, '44, and the first half of '45. The last half of '45 is not included, in consequence of the statistical returns for that period not having yet been received from the railway companies by the Board of Trade. The table is entitled—"Statement of the number of 'accidents attended with personal injury or danger to the public, arising from causes beyond the control of passengers,' distinguishing the number of persons killed and injured in the last five months of the year 1840; in each year, from 1841 to 1844, and in the first six months of the year 1845; showing also the number of miles of railway open, the number of passengers conveyed, and the proportion of those injured to the total number carried in each of the above periods."

Years.	No. of accidents.	NO. PERSONS INJURED.			No. miles of railway open.	Total No. of passengers carried.	Prop. of persons injured to the total number of passengers carried.
		Kill'd.	Inj'd, not fatally.	Total.			
Last 5 mo. of 1840,	28	22	131	153	1,330½	6,029,866	1 in 39,410
" 1841,	29	24	72	96	1,556½	20,449,754	1 213,018
" 1842,	10	5	14	19	1,717½	21,358,445	1 1,124,128
" 1843,	5	3	3	6	1,798½	25,572,525	1 4,262,087
" 1844,	34	10	74	84	1,912½	30,363,052	1 356,702
1st 6 mo. of 1845,	15	2	30	32	2,118½	16,720,550	1 522,517

### RECEIPTS OF ENGLISH RAILWAYS.

The London Economist furnishes the following table, showing by the amounts received the increase which has taken place in railway travelling, and in the transport of goods by railway, during the three years preceding June 30th, 1845:—

Yr. ending June 30,	Miles open.	Rec. from pass.	Rec. fm. goods, etc.	Total.
1843,.....	1,798½	£3,110,257	£1,424,932	£4,535,189
1844,.....	1,912½	3,439,294	1,635,380	5,074,674
1845,.....	2,118½	3,976,341	2,333,373	6,209,714

The increase of traffic thus shown, is still progressing; a fact in favor of the system of low fares, which is becoming quite popular in England.

## REDUCTION OF FARES ON ENGLISH RAILWAYS.

It appears from the last annual report from the Railway Department of the British Board of Trade, that on the Grand Junction Line, 98 miles long, the fares have been reduced, since the 1st of January, 1844, on the first-class, from 24s. 6d. to 17s.; and on the second, from 18s. to 14s. On the Great North of England, 45 miles long, first-class, from 13s. to 9s.; and on the second, from 9s. to 8s. On the Great Western, 118½ miles long, first-class, from 30s. to 27s. 6d.; second, from 21s. to 18s. 6d. On the Leeds and Selby, 6 miles long, first-class, from 2s. to 1s. 4d.; second, from 1s. 6d. to 1s. On the London and Birmingham, 112½ miles long, first-class, from 30s. to 23s.; second, from 20s. to 17s. On the London and Brighton, 50 miles long, first-class, from 12s. to 10s.; second, from 8s. to 7s. 6d. On the London and Croydon, 10½ miles long, first-class, from 2s. 3d. to 1s. 3d.; second, from 1s. 9d. to 1s. On the Southwestern, 94 miles long, first-class, from 23s. 6d. to 19s. 6d., and added a second-class at 15s. On the Manchester and Birmingham, 85 miles long, first-class, from 23s. to 15s.; second, from 17s. to 11s. 6d. On the Manchester and Leeds, 51 miles long, first-class, from 15s. to 11s.; second, from 9s. 6d. to 8s. 6d. On the Newcastle and Carlisle, 60 miles long, first-class, from 16s. to 12s.; second, 12s. to 9s. On the North Union, 22 miles long, first-class, from 8s. 6d. to 4s. 6d.; second, from 4s. to 3s. On the Southeastern, 88 miles long, first-class, from 18s. 6d. to 15s.; second, from 12s. to 10s. On the York and North Midland, 24 miles long, first-class, from 7s. to 6s.; second, from 5s. to 4s. 6d. In addition to these reductions, great facilities and reductions have been afforded by third-class carriages and return tickets, of which no note is taken. Since the close of the year, further reductions have taken place on some of the lines, which, of course, are not included in this report. On the following lines, no reductions have been made:—Birmingham and Gloucester, Hull and Selby, Lancaster and Preston, Midland, and Preston and Wyre. The total length of new railways opened in 1844 was 195 miles 45½ chains; and in 1845, 293 miles 77 chains.

## TROY AND GREENBUSH RAILROAD.

This road, which was partially opened for travel on the 13th of June, 1845, extends from the city of Troy to Greenbush, opposite Albany, and is six miles long. It appears, by the last annual report of the directors, made to the Assembly of New York, that the cost of construction to January 1st, 1846, was \$233,371 39. The receipts of the company from June 13th, 1845, when, it will be remembered, the road was only partially opened, to the first of January, 1846, was from 98,711 passengers, \$12,200 86, and from freight, \$3,647 32; making a total of \$15,846 18. The expenses for the same period were \$5,981 21; and the dividends made to stockholders, \$7,843 62. The number of miles run by passenger trains was 13,636; for freight do., 500 miles. The company have three locomotives, and two Troy-built cars, handsomely furnished, and as commodious and convenient as any we have ever seen. The company have judiciously adopted the lowest rate of fare, (12½ cents) two cents per mile. There are no roads in the United States more efficiently managed, or better conducted than the Troy. The "Rensselaer and Saratoga," the "Schenectady and Troy," and the "Troy and Greenbush" railroads, all pass through the main street of the city, and take up passengers at the door of each of the principal hotels, the "Mansion House," the "Troy House," etc.; and although owned by different companies, they are all under the management of Mr. L. R. SARGENT, a most experienced, intelligent, and efficient superintendent; a circumstance which secures the utmost regularity as well as safety. The travel over the Troy and Greenbush road since the last report has been constantly increasing, and we have no hesitation in saying that the stock must soon take rank with the best in the country. The first semi-annual dividend was 4 per cent on the capital invested. The cars leave Troy and Greenbush every hour during the day and evening.

# RATES OF FREIGHT AND TOLL ON COAL,

ADOPTED BY THE PHILADELPHIA AND READING RAILROAD COMPANY.

The Board of Managers of the Philadelphia and Reading Railroad Company, have adopted the following as the rates of freight and toll on coal transported by that Company. The new rates went into operation on the 15th of June, 1846.

	From Mt. Carbon.	S. Haven.	Pt. Clinton.
To Philadelphia.....	\$1 70	\$1 60	\$1 45
Inclined plane.....	1 60	1 50	1 30
Richmond.....	1 60	1 50	1 30
Nicotown.....	1 60	1 50	1 30
Germantown Railroad...	1 60	1 50	1 30
Falls of Schuylkill.....	1 45	1 35	1 20
Manayunk.....	1 35	1 25	1 15
Conshehocken.....	1 25	1 25	1 10
Turnout, 1 mile below Norristown	1 20	1 20	1 10
Plymouth Railroad.....	1 20	1 20	1 10
Bridgeport or Norristown.....	1 20	1 20	1 10
Port Kennedy.....	1 20	1 20	1 10
Valley Forge.....	1 20	1 20	1 10
Phoenixville.....	1 15	1 15	1 05
Royer's Ford.....	1 10	1 10	1 00
Pottstown.....	1 10	1 10	1 00
Douglassville.....	1 10	1 10	1 00
Reading.....	1 00	1 00	0 90
Mohrsville.....	0 80	0 80	0 70
Hamburg.....	0 60	0 60	0 50
Orwigsburg.....	0 50	0 50	0 50

## EXPENSES OF THE BRITISH PACKET-SERVICE.

A Parliamentary return shows the expense of the packet-service during the year. The amount paid out of the exchequer, from grants of parliament for naval service, was £655,418 3s.; paid to the East India Company towards the expense of steam-communication with India, by way of the Red Sea, and voted in the miscellaneous services, £50,000. The expense of the packet-service between Liverpool and Dublin in the year, was £26,831 8s.; Holyhead and Kingstown, £17,769 7s.; Milford and Waterford, £18,157 5s. 10d.; Portpatrick and Donaghadee, £4,252 2s. 9d.; Weymouth, to the 31st of May, 1845, when the establishment was broken up, £2,895 2s.; communication with foreign parts from Dover, £29,614 19s.; from Falmouth, £2,995. The receipts for passage money, etc., £22,021 18s. 9d.; making the nett expense of this packet-service for the year, £80,593 3s., including £15,170 paid on account of the new vessels Garland, Onyx, and Violet. The nett expense of her majesty's steam vessels employed as packets in the Mediterranean for the year—namely, the Acheron, Polyphemus, Sydenham, and Volcano, was £41,522; of her majesty's sailing vessels, Crane, Express, Linnet, Penguin, Petrel, Swift, Seagull, Cockatrice, and Viper, employed as packets to South America, and as branch-packets on that line, £20,235.

## SPEED OF THE HUDSON RIVER STEAMERS.

There are no boats in the world that surpass, or even equal, in splendor and speed, the passage boats that ply on the Hudson river, between New York, Albany, and Troy. A short time since, a trial of speed took place between those magnificent boats, the "Hendrick Hudson" and "Empire." The "Hendrick" reached Albany a few minutes after 2½ o'clock, and the "Empire" about an hour after. The "Hendrick" made Caldwell's in two hours and three minutes, which is forty-five miles from New York; Poughkeepsie, (eighty miles,) in three hours and thirty-nine minutes. We place this on record as one of the quickest passages yet made.

## JOURNAL OF BANKING, CURRENCY AND FINANCE.

### VALUE OF FOREIGN COINS IN THE UNITED STATES.

THE acts establishing and regulating the mint of the United States, and for regulating coins, have been:—An act establishing a mint and regulating the coins of the United States, passed April 2d, 1792; an act regulating foreign coins, and for other purposes, February 9th, 1793; an act in alteration of the act establishing a mint and regulating the coins of the United States, March 3d, 1794; an act supplementary to the act entitled "an act to establish a mint, and regulating the coins of the United States," passed March 3d, 1795; an act respecting the mint, May 27th, 1796; an act respecting the mint, April 24th, 1800; an act concerning the mint, March 3d, 1801; an act to prolong the continuance of the mint at Philadelphia, Jan. 14th, 1818; an act further to prolong the mint at Philadelphia, March 3d, 1823; an act to continue the mint at Philadelphia, and for other purposes, May 19th, 1828; an act concerning the gold coins of the United States, and for other purposes, June 28th, 1834; an act to establish branches of the mint of the United States, March 3d, 1835; an act supplementary to an act entitled "an act establishing a mint and regulating the coins of the United States," Jan. 18th, 1837; an act to amend an act entitled "an act to establish branches of the mint of the United States," February 13th, 1837; an act amendatory of an act establishing the branch mint at Dahlonega, Georgia, and defining the duties of the assayer and coiner, February 27th, 1843. The above is a complete chronological list of all the acts regulating coins and coinage, from the organization of the government in 1789, to March 3d, 1845. We have compiled it from the authorized edition of the "Public Statutes at large, of the United States of America," just published by Little & Brown, of Boston, by the authority of Congress. The following law passed Congress at the present session, and was approved by the President, May 22d, 1846. As it is of importance, establishing, as it does, the value of certain foreign coins, and as it is not included in the new edition of the laws of the United States, referred to above, we here subjoin a correct copy:—

#### AN ACT TO ESTABLISH THE VALUE OF CERTAIN FOREIGN COINS AND MONEYS OF ACCOUNT, AND TO AMEND EXISTING LAWS.

*Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled,* That, in all computation at the custom-house, the foreign coins and money of account herein specified, shall be estimated as follows, to wit: The specie dollar of Sweden and Norway at one hundred and six cents. The specie dollar of Denmark at one hundred and five cents. The thaler of Prussia and of the northern States of Germany, at sixty-nine cents. The florin of the southern States of Germany at forty cents. The florin of the Austrian Empire and of the city of Augsburg, at forty-eight and one-half cents. The lira of the Lombardo Venetian kingdom and the lira of Tuscany, at sixteen cents. The franc of France and Belgium, and the lira of Sardinia, at eighteen cents six mills. The ducat of Naples at eighty cents. The ounce of Sicily at two dollars and forty cents. The pound of the British provinces of Nova Scotia, New Brunswick, Newfoundland, and Canada, at four dollars. And all laws inconsistent with this act, are hereby repealed.

### REVENUES AND EXPENDITURES OF ENGLAND AND FRANCE.

The following contrast drawn by the Baron Charles Dupin, is highly complimentary to England, and is valuable as illustrating the principles upon which British legislation has been based:—

In 1816, the British government, in perfect peace, victorious and tranquil, spent £86,000,000 sterling, no part of which was applied to the extinction of the national debt.

In 1824, its expenditures exceeded £67,000,000. In 1844, the latest period to which the accounts have been completed, its expenditure was reduced to £55,000,000.



In 1816, the interest of the national debt amounted to £33,500,000; it is now reduced to £26,000,000, and £4,000,000 on temporary annuities, which are gradually disappearing year by year. Whilst Great Britain was obtaining these splendid results, she was effecting a vast reform in the manner and extent of her public burdens.

Between 1815 and 1841, a balance being struck between taxes increased and taxes diminished, this power has abolished an amount of £24,000,000 of taxation, and last year suppressed a further sum of £6,000,000.

The taxes abolished are those, especially, which paralyze industry, and oppose obstacles to the superiority of British commerce over that of other nations. In effecting this, do not imagine that England has abstained from carrying out gigantic enterprises, sustaining mighty struggles, and defending her wide-spread dominions with an armed hand. She possessed in India, in 1816, 80,000,000 of subjects; she now numbers 100,000,000. Canada revolted; the revolt was suppressed by force. Her will was contested in the Syrian question; her ships decided the matter. China resisted the odious commerce in opium; an expedition after the fashion of Cortes subdued the Celestial Empire. Two seas existed, the entrance of which was not under the command of England, the Chinese Ocean, and the Red Sea. Aden and Singapore have completed the chain of forts which bind the commerce of the world.

In 1816, England was, without exception, the state most heavily burdened by the weight of taxation. She is now, in proportion to her wealth, less taxed than France. Thirty years ago, England spent £80,000,000 sterling, while France spent but the half. In 1844, England spent £55,000,000, whilst France expended £57,500,000.

Let us observe, at the same time, from one single fact, the enormous difference in the resources of the two countries for the supply of such heavy public burdens. Looking still at 1844, as a means of comparison, I find, says Baron Dupin, "that the commerce of England, favored by a skilful system of taxation, is so great, that the mere amount of the produce of the soil and industry of Great Britain sold to foreign nations, in eleven months, is equal to the total annual expenditures of the Treasury. On the other hand, in France, we only behold an unlimited increase in the taxation, and we have reached a point at which we require the amount of twenty-three months of the sale of our produce to foreigners to pay our expenditure, whilst eleven months, only, suffice to the English."

#### SAVINGS' BANKS IN THE UNITED KINGDOM.

The Savings' Banks in England, Scotland, Wales, and Ireland, are regulated by the statutes 9 Geo. IV., c. 14; 5 and 6 Will. IV., c. 57; and 7 and 8 Vic., c. 83.

The amount allowed to be invested by any one depositor cannot exceed £30 in any one year, ending on the 20th of November, nor more than £150 on the whole; when the sum amounts to £200, no interest is payable. The rate of interest payable to the trustees and managers is £3 5s. *per cent per annum*, and that payable to depositors must not exceed £3 0s. 10d. *per cent per annum*. Trustees or Treasurers of any charitable provident institution or society, or charitable donation, or bequest for the maintenance, education, or benefit of the poor, may invest sums not exceeding £100 per annum, and not exceeding £300, principal and interest included. Friendly societies, whose rules have been duly certified, pursuant to the acts of parliament relating thereto, may deposit the whole, or any part of their funds. The several provisions of these statutes, as far as they relate to the deposits and depositors, will be found in the rules of every Savings' Bank.

On the 20th of November, 1844, there were 577 Savings' Banks established in the United Kingdom, &c., viz: 504 in Great Britain, and 73 in Ireland; and the amount of deposits, including interest, was £29,504,864; the number of accounts open, 1,012,047, of which 564,642 were those of depositors under £20 each, the average amount being under £7, and the number of depositors exceeding £200 each was only 3,044. If the number of friendly societies in direct account with the Commissioners for the Reduction of the National Debt be added, the *gross total* will show the number of accounts to be *one million, twelve thousand, four hundred and seventy-five*, and the sum invested, *thirty-one millions, two hundred and seventy-five thousand, six hundred and thirty-six*

*pounds.* Since the 20th November, 1844, 12 Savings' Banks have been established, viz: 9 in England; 2 in Scotland; and 1 in Ireland.

SUMMARY OF SAVINGS' BANK IN ENGLAND, SCOTLAND, WALES, AND IRELAND.

England, Scotland, Wales, and Ireland, have a population of 26,787,004; and there were on the 20th November, 1844, 577 Savings' Banks, containing—

DEPOSITORS.		
Not exceeding £20,.....	564,642	£3,654,799
“ 50,.....	258,270	7,961,483
“ 100,.....	107,577	7,406,245
“ 150,.....	36,381	4,384,014
“ 200,.....	20,629	3,516,947
Exceeding 200,.....	3,044	716,078
Individual Depositors,.....	990,543	£27,639,566
Charitable Societies,.....	11,301	593,249
Friendly Societies,.....	10,203	1,272,046
Number of Accounts,.....	1,012,047	£29,504,861
Friendly Societies for Reduction of National Debt,.	428	1,770,775
Gross Total,.....	1,012,475	£31,275,636
Average amount of each depositor, £27 18s.		

MOVEMENT OF THE OHIO BANKS.

The Ohio State Journal publishes a statement of the condition of the Banks of Ohio on the first Monday of May, 1846, from which we give the following aggregates:

RESOURCES.	LIABILITIES.
Bills Discounted,.....\$8,031,894 49	Circulation,.....\$4,785,295 00
Specie,..... 1,483,271 17	Due to Banks,..... 976,917 10
Eastern Deposits,..... 916,025 56	Due Depositors,..... 2,563,937 83
Notes of other Banks,..... 987,254 35	Contingent Fund,..... 295,911 93
Due from other Banks,..... 599,524 99	Bonds with State Treasurer, 494,169 69
Bonds with State Treasurer, 772,707 87	State Tax for six months,.. 12,799 59
Other Resources,..... 1,088,274 19	Other Liabilities,..... 682,374 67
Total Resources,.....\$13,878,952 61	Immediate Liabilities,..\$9,811,405 62
	Capital Stock,..... 4,067,546 80
	Total Liabilities,.....\$13,878,952 42

Average Capital for six months, \$5,178,984 08. Tax paid on each \$100 of stock, 49.4 cents. Tax per annum on the dollar of stock, 4.94 mills.

NEW USURY LAW OF NEW YORK.

The following “Act Concerning Usury” was passed at the last session of the General Assembly of New York, and affirmed by the Governor, April 8th, 1846:—

Sec. 1. Whenever in any action brought on any contract or assurance for the payment of money hereafter made, it shall appear that a greater rate of interest has been directly or indirectly reserved, taken or received, than is allowed by law, the defendant shall recover his full costs, and the plaintiff shall forfeit three-fold the amount of the interest unlawfully reserved or taken, and no more.

Sec. 2. Whenever a greater rate of interest than is allowed by law, shall hereafter be paid, the party paying the same may recover back three-fold the amount of the lawful interest so paid, and no more.

Sec. 3. So much of the second and third sections of the thirty-fifth chapter of the Revised Statutes, as is inconsistent with this act, is hereby repealed.

## JOHN RANDOLPH AND THE MERCHANTS' BANK.

We find the following "anecdote" going the rounds of the newspaper press, credited to the State Register. We know not on what authority it is given, but it is so characteristic of the eccentric individual named, that we can scarcely doubt its authenticity.

"In New York, many years ago, during a suspension of specie payments, John Randolph of Roanoke, went there on business. Having a check on the Merchants' Bank, for a large sum, he called for the cash, and would take nothing but the specie, which the tellers obstinately refused to pay. Randolph disdained to bandy words with either clerks or principals; believing himself swindled, he withdrew, and had a hand-bill printed and circulated all over the city, which set forth that 'John Randolph of Roanoke, being on a visit to New York, would address his fellow-citizens, that evening, on the banking system, from the steps of the Merchants' Bank.' Long before the hour, a crowd began to gather—which increased to a fearful number, when the officers of the bank taking the alarm, sent Mr. Randolph his money in gold; who received it with a sardonic smile and the apt quotation: '*Chastatiam invention aurum reliquit.*' He left New York next morning in a stage before day; and, his being unknown in that city, the hand-bill passed off for a hoax on the public."

## STATISTICS OF POPULATION.

## POPULATION OF LONDON, BY THE LAST CENSUS:

COMPARED WITH THAT OF ALL THE CITIES AND CHIEF TOWNS OF ENGLAND AND WALES.

THE last census of London, taken in 1841, numbered 2,103,279, and by this time, no doubt, it will have reached two millions and a quarter. Now, "by and by, is easily said," as Hamlet says, and so is two millions and a quarter; but it is not so easy to realize it. Some years ago, Cooper, the celebrated actor of his day—before railroads were introduced, or steamboats went so fast—laid a wager, of the whole profits of his engagement, against a like amount, that he would go from New York to Boston, and play there two weeks, before his opponent could count and mark down one million. And he won his bet. One day's hard scratching served to prove that it would take upwards of twenty days to perform the task, even if a man could retain his senses during the monotonous operation. And London contains two millions and a quarter of a million, within a periphery of eight miles! Think of it for one moment, and then compare the amount of the population of London with that of

## THE POPULATION OF ALL THE CITIES OF ENGLAND AND WALES, IN 1841.

Bangor,.....	7,232	Norwich,.....	62,344
Bath,.....	55,487	Oxford,.....	23,834
Bristol,.....	145,187	Peterborough,.....	7,146
Canterbury,.....	20,629	Ripon,.....	5,461
Carlisle,.....	24,541	Rochester,.....	41,422
Chester,.....	25,613	St. Asaph,.....	3,338
Chichester,.....	8,512	St. David's,.....	2,413
Coventry,.....	41,407	Salisbury,.....	10,086
Durham,.....	14,151	Wells,.....	5,443
Ely,.....	6,825	Winchester,.....	10,732
Exeter,.....	39,780	Worcester,.....	30,961
Gloucester,.....	18,551	York,.....	32,718
Hereford,.....	10,921	London,.....	.....
Litchfield,.....	6,761		
Lincoln,.....	16,172	Total,.....	678,943
Llandaff,.....	1,276		

The population of *all the Cities* of England and Wales, is, therefore, not *one-third* of the population of London. There are fifty-two counties in England and Wales, and if we compare the population of London, with that of the other fifty-one capitals, or chief

cities and towns of the counties of England and Wales, it will be seen from the table below, that altogether their population is very much short of *one-half* of the population of London.

Counties.	Chief Towns.	Pop. in 1841.	Counties.	Chief Towns.	Pop. in 1841.
Anglesey,.....	Holyhead,.....	3,869	Lincolnshire,.....	Lincoln,.....	16,172
Bedfordshire,.....	Bedford,.....	9,188	Merionethshire,....	Dalgetty,.....	2,016
Berkshire,.....	Reading,.....	21,163	Monmouthshire,....	Monmouth,....	5,446
Breconshire,.....	Brecon,.....	7,430	Montgomeryshire,...	Montgomery,...	1,208
Buckinghamshire,...	Buckingham,...	4,054	Norfolk,.....	Norwich,.....	62,344
Caermarthenshire,...	Caermarthen,...	9,526	Northamptonshire,...	Northampton,...	21,242
Caernarvonshire,...	Caernarvon,...	8,001	Northumberland,...	Newcastle,....	100,991
Cambridgeshire,...	Cambridge,...	24,453	Nottinghamshire,...	Nottingham,...	60,170
Cardiganshire,.....	Cardigan,.....	2,925	Oxfordshire,.....	Oxford,.....	23,834
Cheshire,.....	Chester,.....	25,613	Pembrokeshire,.....	Pembroke,....	7,412
Cornwall,.....	Launceston,...	2,460	Radnorshire,.....	Radnor,.....	478
Cumberland,.....	Carlisle,.....	24,453	Rutlandshire,.....	Oakham,.....	2,726
Denbighshire,.....	Denbigh,.....	8,045	Shropshire,.....	Shrewsbury,...	23,590
Derbyshire,.....	Derby,.....	36,395	Somersetshire,.....	Wells,.....	5,443
Devonshire,.....	Exeter,.....	39,780	Staffordshire,.....	Stafford,.....	10,730
Dorsetshire,.....	Dorchester,....	6,186	Suffolk,.....	Ipswich,.....	25,384
Durham,.....	Durham,.....	14,151	Surrey,.....	Guildford,....	4,761
Essex,.....	Chelmsford,...	19,045	Sussex,.....	Chichester,...	8,512
Flintshire,.....	Flint,.....	1,961	Warwickshire,.....	Warwick,.....	9,775
Glamorganshire,...	Cardiff,.....	10,077	Westmoreland,....	Appleby,.....	1,349
Gloucestershire,...	Gloucester,...	18,551	Wiltshire,.....	Salisbury,....	10,086
Hampshire,.....	Winchester,...	10,732	Worcestershire,....	Worcester,....	30,961
Herefordshire,....	Hereford,.....	10,921	Yorkshire,.....	York,.....	32,718
Huntingdonshire,...	Huntingdon,...	3,507	Middlesex,.....	London,.....	.....
Kent,.....	Canterbury,...	20,629			
Lancashire,.....	Lancaster,....	13,531			
Leicestershire,....	Leicester,....	51,186			
			Total,.....		870,708

We may add to all the chief towns or cities of the fifty-one counties, the proverbially teeming population of the five largest manufacturing towns of England.

Manchester, Lancashire,.....	353,390
Liverpool, do,.....	319,253
Birmingham, Yorkshire,.....	182,922
Leeds do,.....	152,091
Sheffield, do,.....	111,054
Population of the five manufacturing towns,.....	1,118,710
Add the population of Hull, another large town in Yorkshire,.....	68,085
Population of all the chief towns,.....	870,708

2,057,503  
Still wanting,..... 45,776

To make up the population of London,..... 2,103,279

#### POPULATION OF THE GERMAN CITY OF BERLIN.

THE population of the city of Berlin is 352,000, 182,000 males, and 170,000 females. Among the latter there are 10,000 prostitutes, 12,000 criminals, and 6,000 persons receiving public charity to the amount of 144,000 rix dollars. It contains 5,000 weavers, having, on an average, four children each, and being all paupers, are unable to procure bread for their families. This makes an additional number of 30,000 poor, besides 2,000 pauper children, and 2,000 orphans supported by government. The official statistics give the following recapitulation:—10,000 prostitutes; 10,000 sick in consequence of vice; 10,000 female servants; 2,000 natural children (foundlings); 12,000 criminals; 1,000 living in almshouses; 200 prisoners of the police; 6,000 receivers of public alms; 20,000 weavers and children; 2,000 charity children; 1,500 orphans; 6,000 poor sick in the hospitals; 4,000 beggars; 2,000 convicts of state prisons and houses of correction. *One hundred and six thousand and seven hundred poor, sick, criminal and debauched people in the most literary and educated city of Germany!*

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## JOURNAL OF MINING AND MANUFACTURES.

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### THE MINES OF LAKE SUPERIOR.

It is not, perhaps, the best time to appreciate the commercial value of the mining region of Lake Superior, when the stocks of the different companies are passing from hand to hand, at a great advance from the original price. The discreet will be cautious, when stocks are bought on speculation, rather than for the permanent or profitable investment of surplus capital. Making all due allowance for the mining fever, we have no doubt that the mines in question are rich in copper and silver ores, and that they will be worked with profit and advantage to the country, as well as to the companies immediately interested. Our advices from that region are generally encouraging. It seems that the steamboat Detroit, recently arrived at the city of that name, with ninety barrels of copper and silver ore, from the Cliff vein, belonging to the Pittsburgh and Boston Company in location. The weight of the ore is twenty tons; what will be its product is not stated. This lot is consigned to Dr. Hays for reduction at his great establishment at Roxbury. Fifty-four tons of the same ore have been brought to Buffalo.

A new trade is now opening through this channel with Lake Superior, and is likely to give employment to a considerable portion of the Michigan shipping, while a new and steady market is opened among the miners and laborers of that country, for the produce of that state. The Detroit Daily Advertiser says, that a steamer "has arrived with fifty tons more of the same ore, including two masses of native copper and silver, weighing, the one twelve hundred, the other about two thousand pounds. These masses were filled with silver injected into the copper, and are the richest specimens yet brought from Lake Superior. We learn that the shipments of the remaining ore on the bank will be made with all possible despatch."

We copy from the London Miner's Journal of May 2d, 1846, the following notice of this region:—

"In the matter of the copper and silver at Lake Superior, there is a strong probability—to say the least—that a very extensive district, rich in mines of copper certainly, and perhaps silver, is there discovered. As evidence of this fact, the government have *given leases*, covering an area of two hundred and eleven square miles—a tolerable mining field—and granted permits to locate five hundred and eighty-eight square miles in addition, which are not yet selected, but most of which will be as soon as the spring opens, and the country is accessible. That all this area of eight hundred square miles is mining ground, is not imagined; but that there are extensive and valuable mining fields, cannot be reasonably doubted. I have a letter from an intelligent and respectable Cornishman, written in December last, who has been some months on the ground, who says: 'I have visited many mining districts, been extensively acquainted with the whole process of mining, and have had considerable practice in mine surveying and reporting, but have never seen a mineral district superior to this. The number of metaliferous veins, their beautiful appearance, their contiguity to each other, the richness of the ores, the fine alloy of silver in many of them, all indicate immense wealth. The veins are well defined and regular; and there is scarcely a spot embraced by the locations but would warrant the outlay of almost any amount of capital, and promise adequate returns. The ores are rich; so that, in their raw state, they are equal, and in many cases superior to the ores (*when dressed*) of the far-famed mines of Cornwall; they are easily pulverized, and may be made to yield a large per centage of fine copper.'"

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### COPPER SMELTING IN THE WEST.

A new interest has been awakened in regard to copper—and we now not only hear of extensive mining operations at the west, but of preparations for smelting copper at points on the lakes. Gen. C. M. Reed and others have organized a company for that purpose at Erie, Pa., in anticipation of a rich yield of ore from the mines of the Erie and Buffalo Copper Company.



## MANUFACTURES AND PRODUCTS OF CONNECTICUT.

The State of Connecticut is one of the three smallest States in the Union. Its soil is not noted for productiveness; but it contains more than 300,000 freemen, as industrious, frugal, enlightened, and Christian, as can be found in the Union. Its agricultural productions, as will be seen below, are not small, being nearly sufficient for the supply of its population. In its manufactures, it is rich indeed. The statistics of the State, during the year ending October, 1845, have been gathered and published. In the absence of the official document, (a copy of which we would be glad if some gentleman in that State would furnish the editor of this Magazine,) we gather from the Hartford papers the following items of some of the leading articles of manufactured merchandise in that year, and the number of hands employed in their manufacture:—

	Value.	Hands employed.
Cotton Goods,.....	\$3,023,326	5,369
Woollen do.....	3,280,575	2,149
Paper,.....	1,186,302	659
Sewing Silk,.....	173,382	272
Leather manufactured,.....	735,827	518
Carpets,.....	597,028	946
Clocks,.....	771,115	656
Coaches and Wagons,.....	1,222,091	1,506
Machinery,.....	363,860	436
Brass articles,.....	1,126,494	608
	<hr/> \$12,480,000	<hr/> 13,112

From this table, it will be seen that the value of the manufacture of *ten* different articles is \$12,480,000, giving employment to 13,112 *American* laborers. But besides these, were manufactured of flour, \$334,698; of boots and shoes, \$1,741,920; of hats, caps and muffs, \$921,806; of saddles, harnesses and trunks, \$547,990; of tin-ware, \$487,810; and of pins, \$170,000, giving employment to at least 2,500 additional laborers.

The value of agricultural productions and live stock, during the same year, are given as follows:—Of butter made, \$918,839; of cheese, \$334,451; of hay raised, \$4,212,725; of Indian corn, \$1,183,159; of potatoes, \$1,115,377; of rye, \$495,090; of wheat, \$38,633; of tobacco, \$243,805; of buckwheat, \$88,566; of oats, \$571,434; of neat cattle, \$2,808,352; of horses, \$1,249,521; of sheep, \$315,004; of swine, \$1,144,756.

We hope that some intelligent gentleman in Connecticut will furnish us with an elaborate account of the "commerce and resources" of that State, or authentic materials for the preparation of an article on the subject.

## MANUFACTURE OF POTATO SUGAR.

The growers of potatoes in the British kingdom are likely to be benefited by the exertions of the home sugar manufacturers, who are now determined to purchase all that comes within their reach. At the manufactory of potato sugar at Stratford, in Essex, and other places, we understand that the "fruit of the earth" (potato) will be taken in any quantity, and at a fair price. We have no doubt, says an English paper, that the juice of the cane is superior to the meal of the potato, but we have positive proof that the potato can make up in quantity what is deficient in quality, and as no one can question the nutriment in the potato, we do not see why potato sugar should not be as advantageous to the tea or coffee table as the potato is to the dinner table; be this as it may, we have it on good authority that three tons of the raw material will produce one ton of the manufactured article, and consequently the British manufacturer can successfully compete with the foreign and colonial producer, and pay the same duty as that which is levied on the sugar imported from the colonies.

## AMERICAN MANUFACTURES IN RUSSIA.

We learn from the *Miner's Journal*, that there is now in full operation at St. Petersburg perhaps the most extraordinary, as well as gigantic, commercial establishments which can be found in the history of the world, ancient or modern. Messrs. Eastwick and Harrison, the famous locomotive engine and boiler-makers of Philadelphia, having succeeded in obtaining the great contracts for the construction of the locomotive requirements for the system of railroads about to be carried out in Russia, have located themselves there—built a manufactory of immense extent, in which three thousand five hundred men are constantly employed, and in the conducting of which there are some curious features. To keep good order among such a congregation—exceeding the whole population of a good sized town, and consisting of English, American, Scotch, Irish, German, and Russian—a company of soldiers is kept on duty at the works, and a perfect police force, whose duties are confined to the establishment. Refractory men of every nation are discharged for irregular conduct, excepting Russians, and these are, for all the slightest offences, immediately tied up to the triangles, soundly flogged, and sent again to their work. It is but justice to Messrs. Eastwick and Harrison to say, that they have strongly appealed against this treatment, so peculiar to this semi-barbarous nation, but without effect. The plan of paying this enormous multitude is ingenious; on being engaged, the man's name is, we believe, not even asked, but he is presented with a medal, numbered; in the pay-house are three thousand five hundred wooden boxes, and on presenting himself on Saturday night for his pay, the clerk hands him his money, takes his medal as a receipt, which is dropped in the box of its number, and gives him another medal, as a pledge of engagement for the following week.

## FRENCH GOBELIN MANUFACTORY.

The Paris correspondent of the *Newark Advertiser* gives an account of a recent visit to the famous Gobelin manufactory in Paris, where, under the direction of the government, carpets and tapestry of unrivalled beauty are fabricated. On entering the buildings, of which there are about half a dozen, he was struck with what seemed to be very splendid *paintings*, but which proved to be pieces of tapestry wrought in the manufactory. Paintings, both old and new, are copied with the greatest exactness, the greatest animation being given to the features of the figures, and fruit of all kinds being represented with the utmost perfection. One which particularly struck his attention was a porcelain dish of various fruits placed upon the corner of a table of variegated marble. By its side lay a handkerchief with a lace border. So finely was the worsted wrought, that the figures on the dish, the stains in the marble, and even the delicate "work," and each thread of the lace, were distinctly visible. The workman stands at the back of the canvass, this position being necessary, because all the cuttings, &c., are executed on that side. He states that a period of from two to six years is requisite for the completion of each piece, and the cost often amounts to thirty-five hundred dollars. But even at this rate, the workmen are very meagrely paid; the best of them receiving but three hundred and sixty dollars per year. The establishment employs about one hundred and thirty persons, and none of their productions are sold, all being either used in the royal palaces, or distributed as presents by the king. The manufacture derives its name from John Gobelin, who commenced it in 1450.

## LEAD MINES OF ILLINOIS.

There are three furnaces now in successful operation at the lead mines in Hardin county, in the southern section of Illinois. The lead produced is of the best quality, and the ore inexhaustible. But a little while will elapse, says the *Alton Telegraph*, before Southern Illinois will compete successfully with the north, in the production and sale of this article of commerce.

## COMMERCE AND THE ART OF THE MECHANIC.

A late number of the Vicksburgh (Mississippi) Sentinel and Expositor, publishes an address delivered before the Mechanics' Mutual Benefit Society of that place, by A. Dixon, Esq., in which he describes the obligations of the world, either wholly or in part, for every advance it has made, whether in *agriculture, commerce, science, or literature*, to its mechanics. For *commerce*, he thus speaks of the world's obligations to mechanics:—

"Is there an article bought or sold that does not owe its value almost wholly to the mechanic's touch and skill? He takes the crusted ore from the bowels of the earth; he subjects it to his manipulation; and lo, with an art more startling than the magician's, 'tis transformed at his will into any of a million shapes, from the lady's bodkin to the warrior's weapon—from the ponderous anchor that holds a frigate to her moorings, to the delicate machinery of a watch. In commerce, there is not an article consumed or exchanged, but owes its production to mechanics. Who weaves the delicate gossamer that spreads a hazy veil over the virgin's bosom? Whose strong arm and dexterous fingers wrought the thousand million things of strength and beauty we see in the merchants' stores? And yonder passing messengers—the white-winged dwellers of the deep! who framed the mighty timbers? Who shaped the cleaving keel? Who wove the outspread sail, and sent the strong-built ship across the waters, to bring to commerce the treasures of other lands, and made the ocean her field of traffic? Who invented and built the bellying giants that foam and toil on her errands up yonder mighty river? Who contrived and fashioned the rattling car that darts over its paths of iron and links states and continents? Who but mechanics have done all this, and more, for commerce? And at what period of her heavenly career, as she flies over the earth, linking its tribes and nations into her peaceful bonds of intercourse, at what epoch in her history, has commerce ceased to feel her dependance on her first great ally—the Art of the Mechanic?"

## GOLD PRINTED MUSLINS.

Amongst the numerous successes in the decorative art with which the year 1845 has been signalized, "we must notice," says an English journal, "a very beautiful muslin fabric, for curtains, printed in gold by a galvanic process, and patented by Messrs. Vale & Co., of Manchester. This new system of gold printing is intended to supersede the more expensive mode of embroidering fabrics with gold and silver for window curtains and other drapery. It is peculiarly adapted for long drawing-room curtains. The designs are chaste and classical; the brilliancy of the gold printing is rather heightened than impaired by washing, so that the fabric is as economical as it is elegant." This style of curtain muslin of course has been designed to be in keeping with the rage for gilded mouldings as cornices for rooms, and elaborate ornamental mirror frames, which are now so fashionable.

## INVENTION OF AN EXTRAORDINARY SCARF SHAWL.

A scarf shawl has been submitted to the editor of the London Times, the invention of Messrs. Graham & Smith, of Ludgate-street, (late Everington & Graham.) Four colors are so constructed as to fold into twenty different effects; either color can be worn alone, any two together, three, or all four, according to the caprice of the wearer. Mr. Robert Kerr, of Paisley, is the enterprising manufacturer who has accomplished the weaving in one piece of this extraordinary shawl, which is announced to be a scientific production of far greater merit than anything of the kind that has appeared in the French exposition of manufactures.

## YANKEE NOTIONS IN ENGLAND.

Among the articles now exported largely to England, are clothes-pins, (which are carried over by hundreds of hogheads,) ivory and wood combs, augers, gimlets, and cut-nails. In all these things we supply the English market. Yet there are a thousand other articles which they make cheaper than we do. The English have never made sat-nets, or cut-nails of any sort, except as they have imported the nail-machines from this country, and then they have proved unable to use them successfully.

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MERCANTILE MISCELLANIES.

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THE WINES OF SYRIA.

THE last "Theological Review," published at Andover, contains a very interesting article from the Rev. Eli Smith, on "the wines of Mount Lebanon." Mr. Smith has been for near twenty years a missionary in the country of which he writes, and being a man of intelligence and Yankee sagacity, must be well acquainted with the every-day matters around him. He says there are three methods of making wine, in one of which, or by a union of more than one, all the wines are made. The leading fact of the first method is, that the juice is expressed (by treading in baskets) from the grapes as they come from the vines, and then fermented. The second method is when the fresh juice is boiled down before fermenting; and the third, when grapes and stems are partially dried in the sun before pressing. The boiling is partly to expel the water, and partly to purify the wine, by throwing the crude substances off in a scum. Wine made in the first method is equal to the weight of the grapes, and will only keep in the atmosphere of a few places; while that which is made in either of the others, being reduced to one-third the weight of the grapes, keeps well for years. Whatever may be the method of manufacture, fermentation and the presence of alcohol are common to them all. Indeed, the local name for wine includes leaven and fermentation; and when the people were inquired of for unfermented wines, they stared, and said they had never heard of such a thing. None of the wines are enforced with extra brandy; none are drugged; none are termed intoxicating by way of distinction; for all are intoxicating—the best yielding one-third of their quantity in brandy. The distillers say that a given quantity of grapes will produce the same quantity of brandy, whatever process may be adopted in making the wine. The Papal and Greek priests all say that wine for the sacrament must be pure and fermented, but not acetous. Here then are "*tyrosh*, *yoyin*," and all the hard-labored theories about the un-intoxicating wines of Palestine, dashed and demolished against the facts.

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FIRE INSURANCE IN NEW YORK.

The public attention has recently been drawn to the situation and available resources of the various Fire Insurance companies of New York, and their ability to meet and promptly pay losses, if incurred. The failure of the Croton Insurance Company, the winding up of the Contributionship Insurance Company, and the refusal of the Sun Mutual and General Mutual, to issue fire policies in the business parts of the city, has seriously affected our merchants doing a large business, and prevents them from procuring sufficient amounts to cover goods on hand. It is true many agencies of foreign companies have been opened in this city, but some of them are very limited in their means, and therefore unsafe in the event of an extensive conflagration. Under these circumstances, we feel it our duty to call the attention of the mercantile community to the agency of the Franklin Fire Insurance Company, recently opened in the city of New York. The Franklin has been in operation for eighteen years, and in addition to their capital, \$400,000, have accumulated a surplus of \$600,000, thus offering ample security to those receiving their policies.

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BRITISH CUSTOM DUTIES IN INDIA.

From a recent Parliamentary paper it appears that the gross amount of the Custom Duties in India for the year 1843-4, was 1,68,43,932 rupees (£1,579,118) and the nett produce 1,37,25,553 rupees (£1,286,770.)

## THE AFRICAN SLAVE TRADE.

At the recent meeting of the British and Foreign Anti-Slavery Society, held in London, the following details were gleaned from the report read by Mr. Scoble:—There were brought before the Mixed Commission Courts at Sierra Leone, in 1844, twenty-seven slavers, nine of whom were captured with two thousand five hundred and twenty-three slaves on board. During the last year, the number of slavers condemned by these courts was thirty-six, having on board upwards of six thousand slaves, and there remained six which had been captured for adjudication. From the beginning of April, 1844, to the middle of May, 1845, the squadron of cruisers stationed on the western coast of Africa captured fifty-nine slavers, thirteen of which had on board upwards of four thousand five hundred slaves. Of these slavers, one had been captured and condemned eight times, one, seven times; two, six times; three, five times; seven, four times; twelve, three times; eleven, twice; twenty-one, once. The stimulus to the trade was found in its immense profits. The traders did not hesitate to incur any risk or expense to attain their object. The committee concluded that there was no reasonable hope that the evil could be overcome by an armed force, and urged that henceforth the energies both of government and the country should be directed to the universal extirpation of slavery by means which were of a purely moral and pacific character. Slavery offered the greatest obstacle to the progress of divine truth. The report concluded by drawing attention to two points, namely, the abolition of slavery in Tunis, during the past year, and the emancipation of the slaves which was to take place in a few days in Surinam. Several resolutions were adopted, and strong opinions expressed by the speakers on the subject of the money received by the Free Church of Scotland from the slave states of America.

## THE COMMERCIAL VALUE OF INSECTS.

Commerce brings into the market almost every thing that has a being in the water, on the earth, and in the air; from the whale that spouts and foams in the great deep to the smallest insect that exists in the land. A late writer remarks with great justice that "the importance of insects to commerce is scarcely ever treated of. Great Britain does not pay less than a million of dollars annually for the dried carcasses of a tiny insect—the Cochineal. Gum Shellac, another insect product from India, is of scarcely less pecuniary value. A million and a half of human beings derive their sole support from the culture and manufacture of silk, and the silk-worm alone creates an annual circulating medium of between one hundred and fifty and two hundred millions of dollars. Half a million of dollars is annually spent in England alone for foreign honey; 10,000 hundred weight of wax is imported into that country each year. Then there are the gall-nuts of commerce, used for dyeing, and in the manufacture of ink, &c., whilst the cantharides, or Spanish fly, is an important insect to the medical practitioner. In this way, we see the importance of certain classes of the insect race, whilst in another view, the rest clear the air of noxious vapors, and are severally designed by nature for useful purposes, though we in our blindness, may not understand them."

## BRITISH MERCHANT SEAMEN.

From a recently published British Parliamentary paper it appears that the income and expenditure of the corporation for the relief of seamen in the merchant service, during the year ending 31st December, 1845, was £20,620 1s. 10d., comprising £18,315 16s. 4d. as duties, £332 18s. dead men's wages, £81 7s. 6d. benefactions, and £1899 as interest on capital. The total expenditure was £23,041 16s. 6d., of which pensions amounted to £17,821 0s. 11d.; temporary relief to widows and children £2,326 9s. 5d.; Seamen's Hospital Society £570 9s., and the expenses of management £2,323 16s. 10d.



## THE LOUISIANA LAW OF DEBTOR AND CREDITOR.

We would direct the attention of our readers to the article in this number on the law of debtor and creditor in Louisiana. This is a subject of great importance to our mercantile community, and we have no doubt will be rightly appreciated.

In this connection we would also say that we are glad to see, (as will our readers, by a card published in the advertising sheet of this Magazine) that a partnership in the legal profession has been established—one branch of which is in the city of New York, and the other in New Orleans. We are satisfied that this must be a great convenience to our merchants and business-men, as the partner in New York has for a long time past been a practitioner under the civil law of Louisiana. Questions are daily arising of vital importance to interests in the north, under that law, which, by reason of the general want of familiarity by the legal profession here, with that peculiar system of jurisprudence, cannot be solved but by a tedious, and unsatisfactory, and expensive correspondence. With regard too, to the settlement of claims and the collection of demands, the great convenience of such a law-partnership is apparent.

## THE COMMERCE OF FRANCE AND BELGIUM.

A recent number of the *Journal des Débats* contains the following interesting paragraph respecting the influence of railway travelling upon the commerce of the two countries:—

"The general movement of the Belgian commerce amounted last year to 676,000,000*f.*, or 85,000,000*f.* more than in 1844, which had yielded a similar surplus over 1843. This was nearly the proportion of our own commercial progress. Comparatively, however, it is more considerable, the amount of the general exchanges of the two countries being sixty-nine francs per head in France, and one hundred and sixty in Belgium. That manufacturing country produces more for exportation than for its small population. In the above amounts, the imports figure for 366,000,000*f.*, and the exports for 310,000,000*f.*; and in the same sum, the special trade of Belgium, that is, her own private consumption, as well as the markets for her productions, comprised 418,000,000*f.*, or nearly three-fifths, leaving 258,000,000*f.* for the trade of the entrepôts, re-exportations, and transit. This last branch of the Belgian commerce is entitled to particular notice. Before the establishment of railroads in Belgium, the transit did not exceed 13,000,000*f.* or 14,000,000*f.* annually; in 1837, that is, two years after the opening of the principal lines, it suddenly doubled; in 1840, it quadrupled; in 1843, it amounted to 66,000,000*f.*, and in 1845, the year after the complete termination of all the railway communications, it rose to 125,000,000*f.*, thus nearly doubling in the course of two years. No country offers an instance of so considerable an augmentation; 125,000,000*f.* constitute nearly the amount of the transit of France, and in point of weight, it exceeds the latter, for Belgium carries more heavy and cumbersome goods than France. No doubt can exist that the progress of transit in Belgium resulted from the facilities afforded by the railway communication. In 1839, the railroads conveyed 50,000 tons; in 1840, 102,000; in 1843, 368,000; in 1845, 702,000. As respects the conveyance of travellers, it augmented between 1837 and 1845, from 1,385,000, to 3,456,000; and the receipts, during the same period, increased from 3,000,000*f.* to 12,500,000*f.* Such is the element of activity the railroads of Belgium have developed for the foreign and domestic trade of that country."

## FIRST AMERICAN WHALE-SHIP IN ENGLAND.

The following scrap of history is from *Barnard's History of England*, page 705:—

"1783. On the third of February the ship *Bedford*, Capt. Moores, belonging to Massachusetts, arrived in the Downs, passed Gravesend on the 4th, and was reported at the custom-house on the 6th. She was not allowed regular entry until some consultation had taken place between the commissioners of the customs and the lords of the council, on account of the many acts of parliament yet in force against the rebels of America. She was loaded with five hundred and eighty-seven butts of whale-oil, manned wholly with American seamen, and belonged to the island of Nantucket, Massachusetts. The vessel lay at the Horsley Down, a little below the tower, and was the first which displayed the thirteen stripes of America in any British port."

## BRITISH STATISTICS OF THE COTTON TRADE.

In 1836 the highest price of Bowed Uplands was 10 $\frac{1}{4}$  per lb., the lowest 10d., and the quantity consumed 632 millions of pounds; in 1837 the highest price was 9 $\frac{3}{4}$ d., the lowest 6 $\frac{1}{2}$ d., and the consumption 665 millions of pounds; in 1838 the highest price was 8 $\frac{1}{2}$ d., the lowest 6 $\frac{3}{4}$ d., and the consumption 738 millions of pounds; in 1839 the highest price was 9 $\frac{1}{2}$ d., the lowest 6 $\frac{3}{4}$ d., and the consumption 640 millions of pounds; in 1840 the highest price was 6 $\frac{1}{2}$ d., the lowest 5 $\frac{1}{2}$ d., and the consumption 835 millions of pounds; in 1841 the highest price was 7d., the lowest 5 $\frac{3}{4}$ d., and the consumption 778 millions of pounds; in 1842 the highest price was 5 $\frac{1}{2}$ d., the lowest 5 $\frac{1}{2}$ d., and the consumption 840 millions of pounds; in 1843 the highest price was 5 $\frac{1}{2}$ d., the lowest 4 $\frac{1}{2}$ d., and the consumption 931 millions; in 1844 the highest price was 6d., the lowest 4 $\frac{3}{4}$ d., and the consumption 931 millions; in 1845 the highest was 4 $\frac{1}{2}$ d., the lowest 10 $\frac{1}{2}$ d., and the consumption 1,036 millions. The surplus stock on hand at the close of 1845 amounted to a million of bales in England alone.

## CULTURE OF COTTON IN INDIA.

At a recent meeting of the Royal Asiatic Society, a communication was read from Professor Boyle, the botanist of the East India Company, detailing some farther results of the experimental trials for the culture of cotton in India. Since the last report of Dr. White, 30,000 acres have been put into cultivation; from one acre alone the produce was 700 pounds, and more was to be expected. All now required to make East India cotton a most valuable export commodity, he said, is the employment of European agents in the India markets, to select the best qualities.

## MARBLEHEAD FISHERIES.

The Salem Gazette contains a tabular view of the number of vessels, and their respective tonnage, which sail from Marblehead in the fishing business. From this it appears that the whole number of vessels, in 1845, was 65; their tonnage, 5,039; the amount of bounty received from government was \$19,111 90; number of hands employed, 463; quintals of fish landed, 40,500; hogsheads of salt used, about 6,500; number of barrels of tongues, sounds, and fins, about 650; number of barrels of oil, about 525. The whole value of the commerce to Marblehead, for the year 1845, is estimated at \$153,255 65.

## DECREASE OF THE MADERIA WINE TRADE.

The wine produce of the island of Maderia has remarkably decreased during the last four years. In 1845, only 2,669 pipes were obtained, against 3,012, 3,221, and 3,422 pipes in the years 1842-43-44. The exports in 1845 amounted to 2,823 pipes: viz. 669 to the United States, 616 to England, 320 to Russia, 220 to Jamaica, 302 to France, 175 to the East Indies, 109 to Portugal, (the mother country) 112 to various other countries.

## FIRST IMPORTATION OF AMERICAN POULTRY INTO ENGLAND.

It is stated in Wilmer and Smith's Times, that the Agerma, 500 tons, arrived at St. Katherine's Docks, on Sunday, April 4th, 1846, from Boston, with twenty-five cases of turkeys, geese, and capons; also six boxes of red reindeer of superior quality. They were packed in ice to preserve them. We believe this to be the first importation of the kind.

## COMMERCIAL STATISTICS.

### COMMERCIAL STATISTICS OF THE UNITED STATES.

THE following tables, derived from official documents, exhibit statements of the total value of the imports and re-export of foreign merchandise, and the amount retained in the country for home consumption, in each year, from 1790 to 1845, inclusive—also, the value of the manufactures of hemp and flax imported in each year, from 1821 to 1845, inclusive:—

#### MANUFACTURES OF HEMP.

*A statement exhibiting the value of manufactures of Hemp imported into the United States from 1821 to 1845, inclusive.*

| Years.     | Sail duck. | Sheeting,<br>brown and<br>white. | Ticklenburgs,<br>osnaburgs, and<br>burlaps. | Cotton<br>bagging. | Other manu-<br>factures of. | Total<br>value. |
|------------|------------|----------------------------------|---------------------------------------------|--------------------|-----------------------------|-----------------|
| 1821,..... | \$894,276  | \$226,174                        | .....                                       | .....              | .....                       | \$1,120,450     |
| 1822,..... | 1,524,486  | 332,842                          | .....                                       | .....              | .....                       | 1,857,328       |
| 1823,..... | 1,024,180  | 472,826                          | .....                                       | .....              | .....                       | 1,497,006       |
| 1824,..... | 990,017    | 673,735                          | \$37,338                                    | \$18,491           | \$60,618                    | 1,780,199       |
| 1825,..... | 677,151    | 405,739                          | 381,063                                     | 637,023            | 33,408                      | 2,134,384       |
| 1826,..... | 856,474    | 470,705                          | 411,667                                     | 274,973            | 48,909                      | 2,062,728       |
| 1827,..... | 766,310    | 366,124                          | 353,826                                     | 366,913            | 60,293                      | 1,883,466       |
| 1828,..... | 678,483    | 352,483                          | 604,674                                     | 408,628            | 43,052                      | 2,087,318       |
| 1829,..... | 362,333    | 247,865                          | 531,709                                     | 274,073            | 52,505                      | 1,466,485       |
| 1830,..... | 317,347    | 250,237                          | 563,665                                     | 69,126             | 133,009                     | 1,333,478       |
| 1831,..... | 470,030    | 351,499                          | 514,645                                     | 18,966             | 122,602                     | 1,477,149       |
| 1832,..... | 776,191    | 326,027                          | 366,320                                     | 87,966             | 84,114                      | 1,640,618       |
| 1833,..... | 860,323    | 327,518                          | 648,891                                     | 158,681            | 40,622                      | 2,036,035       |
| 1834,..... | 720,780    | 400,000                          | 300,000                                     | 237,260            | 21,955                      | 1,679,995       |
| 1835,..... | 828,826    | 426,942                          | 337,011                                     | 924,036            | 39,032                      | 2,555,847       |
| 1836,..... | 662,652    | 555,141                          | 392,194                                     | 1,701,451          | 54,459                      | 3,365,897       |
| 1837,..... | 540,421    | 541,771                          | 384,716                                     | 429,251            | 55,467                      | 1,951,626       |
| 1838,..... | 683,070    | 325,345                          | 362,725                                     | 173,325            | 47,292                      | 1,591,757       |
| 1839,..... | 760,199    | 535,789                          | 483,269                                     | 220,023            | 97,436                      | 2,096,716       |
| 1840,..... | 615,723    | 261,173                          | 329,054                                     | 310,211            | 71,994                      | 1,588,155       |
| 1841,..... | 904,493    | 325,167                          | 539,772                                     | 723,678            | 73,271                      | 2,566,381       |
| 1842,..... | 516,880    | 110,782                          | 187,006                                     | 421,824            | 37,042                      | 1,273,534       |
| 1843,..... | 236,965    | 83,503                           | 58,699                                      | 105,493            | 41,842                      | 526,502         |
| 1844,..... | 350,317    | 200,215                          | 236,736                                     | 153,094            | 63,067                      | 1,003,429       |
| 1845,..... | 272,031    | 106,730                          | 195,471                                     | 117,331            | 205,782                     | 897,345         |

#### MANUFACTURES OF FLAX.

*A Statement exhibiting the value of Manufactures of Flax imported into the United States from 1821 to 1845, inclusive.*

| Years. | Linens.     | Other manu-<br>factures of. | Total<br>value. | Years. | Linens.     | Other manu-<br>factures of. | Total<br>value. |
|--------|-------------|-----------------------------|-----------------|--------|-------------|-----------------------------|-----------------|
| 1821,  | \$2,564,159 | .....                       | \$2,564,159     | 1834,  | \$5,088,480 | \$396,909                   | \$5,485,389     |
| 1822,  | 4,132,747   | .....                       | 4,132,747       | 1835,  | 6,056,141   | 415,880                     | 6,472,021       |
| 1823,  | 3,803,007   | .....                       | 3,803,007       | 1836,  | 8,803,956   | 503,537                     | 9,307,493       |
| 1824,  | 3,873,616   | .....                       | 3,873,616       | 1837,  | 5,077,379   | 467,382                     | 5,544,761       |
| 1825,  | 3,675,689   | \$212,098                   | 3,887,787       | 1838,  | 3,583,340   | 388,758                     | 3,972,098       |
| 1826,  | 2,757,080   | 229,946                     | 2,987,026       | 1839,  | 6,939,986   | 763,079                     | 7,703,065       |
| 1827,  | 2,426,115   | 230,671                     | 2,656,786       | 1840,  | 4,292,782   | 321,684                     | 4,614,466       |
| 1828,  | 2,514,688   | 724,851                     | 3,239,539       | 1841,  | 6,320,419   | 526,388                     | 6,846,807       |
| 1829,  | 2,581,901   | 260,530                     | 2,842,431       | 1842,  | 3,153,805   | 505,379                     | 3,659,184       |
| 1830,  | 2,527,778   | 483,502                     | 3,011,280       | 1843,  | 1,202,772   | 282,149                     | 1,484,921       |
| 1831,  | 3,163,956   | 626,155                     | 3,790,111       | 1844,  | 3,703,532   | 789,294                     | 4,492,826       |
| 1832,  | 3,428,559   | 644,605                     | 4,073,164       | 1845,  | 4,298,224   | 624,885                     | 4,923,109       |
| 1833,  | 2,611,640   | 520,717                     | 3,132,557       |        |             |                             |                 |

## IMPORTS, EXPORTS, AND CONSUMPTION OF THE UNITED STATES.

Statement of the aggregate annual amount of imports, and of foreign goods re-exported, from March 4, 1789, to June 30, 1845; showing also the amount retained in the country for consumption.

| Years.     | Aggregate am't<br>of imports. | For. goods<br>re-exported. | Am't ret'd in country<br>for consumption. |
|------------|-------------------------------|----------------------------|-------------------------------------------|
| 1790,..... | \$23,000,000                  | \$539,156                  | \$22,460,844                              |
| 1791,..... | 29,200,000                    | 512,041                    | 28,687,959                                |
| 1792,..... | 31,500,000                    | 1,753,098                  | 29,746,902                                |
| 1793,..... | 31,100,000                    | 2,109,572                  | 28,990,428                                |
| 1794,..... | 34,600,000                    | 6,526,233                  | 28,073,767                                |
| 1795,..... | 69,756,268                    | 8,489,472                  | 61,266,796                                |
| 1796,..... | 81,436,164                    | 26,300,000                 | 55,136,164                                |
| 1797,..... | 75,379,406                    | 27,000,000                 | 48,379,406                                |
| 1798,..... | 68,551,700                    | 33,000,000                 | 35,551,700                                |
| 1799,..... | 79,069,148                    | 45,523,000                 | 33,546,148                                |
| 1800,..... | 91,252,768                    | 39,130,877                 | 52,121,891                                |
| 1801,..... | 111,363,511                   | 46,642,721                 | 64,720,790                                |
| 1802,..... | 76,333,333                    | 35,774,971                 | 40,558,362                                |
| 1803,..... | 64,666,666                    | 13,594,072                 | 51,072,594                                |
| 1804,..... | 85,000,000                    | 36,231,597                 | 48,768,403                                |
| 1805,..... | 120,600,000                   | 53,179,019                 | 67,420,981                                |
| 1806,..... | 129,410,000                   | 60,283,236                 | 69,126,764                                |
| 1807,..... | 138,500,000                   | 59,643,558                 | 78,856,442                                |
| 1808,..... | 56,990,000                    | 12,997,414                 | 43,992,586                                |
| 1809,..... | 59,400,000                    | 20,797,531                 | 38,602,469                                |
| 1810,..... | 85,400,000                    | 24,391,295                 | 61,008,705                                |
| 1811,..... | 53,400,000                    | 16,022,790                 | 37,377,210                                |
| 1812,..... | 77,030,000                    | 8,495,127                  | 68,534,873                                |
| 1813,..... | 22,005,000                    | 2,847,845                  | 19,157,155                                |
| 1814,..... | 12,965,000                    | 145,169                    | 12,819,831                                |
| 1815,..... | 113,041,274                   | 6,583,350                  | 106,457,924                               |
| 1816,..... | 147,103,000                   | 17,138,556                 | 129,964,444                               |
| 1817,..... | 99,250,000                    | 19,358,069                 | 79,891,931                                |
| 1818,..... | 121,750,000                   | 19,426,696                 | 102,323,304                               |
| 1819,..... | 87,125,000                    | 19,165,683                 | 67,959,317                                |
| 1820,..... | 74,450,000                    | 18,008,029                 | 56,441,971                                |
| 1821,..... | 62,585,724                    | 21,302,488                 | 41,283,236                                |
| 1822,..... | 83,241,511                    | 22,286,202                 | 60,955,309                                |
| 1823,..... | 77,579,267                    | 27,543,622                 | 50,035,645                                |
| 1824,..... | 80,549,007                    | 25,337,157                 | 55,211,850                                |
| 1825,..... | 96,340,075                    | 32,590,643                 | 63,749,432                                |
| 1826,..... | 84,974,477                    | 24,539,612                 | 60,434,865                                |
| 1827,..... | 79,484,068                    | 23,403,136                 | 56,080,932                                |
| 1828,..... | 88,509,824                    | 21,595,017                 | 66,914,807                                |
| 1829,..... | 74,492,527                    | 16,658,478                 | 57,834,049                                |
| 1830,..... | 70,876,920                    | 14,387,479                 | 56,489,441                                |
| 1831,..... | 103,191,124                   | 20,033,526                 | 83,157,598                                |
| 1832,..... | 101,029,266                   | 24,039,473                 | 76,989,793                                |
| 1833,..... | 108,118,311                   | 19,822,735                 | 88,295,576                                |
| 1834,..... | 126,521,332                   | 23,312,811                 | 103,208,521                               |
| 1835,..... | 149,895,742                   | 20,504,495                 | 129,391,247                               |
| 1836,..... | 189,980,035                   | 21,746,360                 | 168,233,675                               |
| 1837,..... | 140,989,217                   | 21,854,962                 | 119,134,255                               |
| 1838,..... | 113,717,404                   | 12,452,795                 | 101,264,609                               |
| 1839,..... | 162,092,132                   | 17,494,525                 | 144,597,607                               |
| 1840,..... | 107,141,519                   | 18,190,312                 | 88,951,207                                |
| 1841,..... | 127,946,177                   | 15,499,081                 | 112,447,096                               |
| 1842,..... | 100,162,087                   | 11,721,538                 | 88,440,549                                |
| 1843,..... | 64,753,799                    | 6,552,707                  | 58,201,092                                |
| 1844,..... | 108,435,035                   | 11,484,867                 | 96,950,168                                |
| 1845,..... | 117,254,564                   | 15,346,830                 | 101,907,734                               |
|            | \$4,970,489,382               | \$1,171,311,028            | \$3,799,178,354                           |

A STATEMENT EXHIBITING THE VALUE OF FOREIGN MERCHANDISE IMPORTED, RE-EXPORTED, AND CONSUMED ANNUALLY, FROM  
1821 TO 1845, INCLUSIVE.

| Years. | FOREIGN MERCHANDISE. |              |              |               |              |              |                       |              |              |
|--------|----------------------|--------------|--------------|---------------|--------------|--------------|-----------------------|--------------|--------------|
|        | IMPORTED.            |              |              | RE-EXPORTED.  |              |              | CONSUMED AND ON HAND. |              |              |
|        | Free of duty.        | Paying duty. | Total.       | Free of duty. | Paying duty. | Total.       | Free of duty.         | Paying duty. | Total.       |
| 1821.. | \$10,082,313         | \$52,503,411 | \$62,585,724 | \$10,764,757  | \$10,537,721 | \$21,302,488 | .....                 | .....        | \$41,283,236 |
| 1822.. | 7,298,708            | 75,942,833   | 83,241,541   | 11,184,896    | 11,101,306   | 22,286,202   | .....                 | .....        | 60,955,339   |
| 1823.. | 9,048,288            | 68,530,979   | 77,579,267   | 7,696,749     | 19,846,873   | 27,543,622   | \$1,351,539           | \$48,684,106 | 50,035,645   |
| 1824.. | 12,563,773           | 67,985,234   | 80,549,007   | 8,115,082     | 17,222,075   | 25,337,157   | 4,448,691             | 50,763,159   | 55,211,850   |
| 1825.. | 10,947,510           | 85,392,565   | 96,340,075   | 9,885,840     | 22,704,803   | 32,590,643   | 1,061,670             | 62,687,762   | 63,749,432   |
| 1826.. | 12,567,769           | 72,406,708   | 84,974,477   | 5,135,108     | 19,404,504   | 24,539,612   | 7,432,661             | 53,002,204   | 60,434,865   |
| 1827.. | 11,855,104           | 67,628,964   | 79,484,068   | 7,785,150     | 15,617,986   | 23,403,136   | 4,069,954             | 52,010,978   | 56,080,932   |
| 1828.. | 12,379,176           | 76,130,648   | 88,509,824   | 8,427,678     | 13,167,339   | 21,595,017   | 3,951,498             | 62,963,309   | 66,914,807   |
| 1829.. | 11,805,501           | 62,687,026   | 74,492,527   | 5,231,077     | 11,427,401   | 16,658,478   | 6,574,421             | 51,249,625   | 57,824,049   |
| 1830.. | 12,746,245           | 58,130,675   | 70,876,920   | 2,320,317     | 12,067,162   | 14,387,479   | 10,425,928            | 46,063,513   | 56,489,441   |
| 1831.. | 13,456,625           | 89,734,499   | 103,191,124  | 7,599,043     | 12,434,483   | 20,033,526   | 5,857,582             | 77,300,016   | 83,157,598   |
| 1832.. | 14,249,453           | 86,779,813   | 101,029,266  | 5,590,616     | 18,448,857   | 24,039,473   | 8,658,837             | 68,330,956   | 76,989,793   |
| 1833.. | 32,447,950           | 75,670,361   | 108,118,311  | 7,410,766     | 12,411,969   | 19,822,735   | 25,037,184            | 63,258,392   | 88,295,576   |
| 1834.. | 68,393,180           | 58,128,152   | 126,521,332  | 12,433,291    | 10,879,520   | 23,312,811   | 55,959,889            | 47,248,632   | 103,208,531  |
| 1835.. | 77,940,493           | 71,955,249   | 149,895,742  | 12,760,840    | 7,743,655    | 20,504,495   | 65,179,653            | 64,211,594   | 129,391,247  |
| 1836.. | 92,056,481           | 97,923,554   | 189,980,035  | 12,513,493    | 9,232,867    | 21,746,360   | 79,542,988            | 88,690,687   | 168,333,675  |
| 1837.. | 69,250,031           | 71,739,186   | 140,989,217  | 12,448,919    | 9,406,043    | 21,854,962   | 56,801,112            | 62,333,143   | 119,134,255  |
| 1838.. | 60,860,005           | 52,857,399   | 113,717,404  | 7,986,411     | 4,466,384    | 12,452,795   | 52,873,594            | 48,391,015   | 101,264,609  |
| 1839.. | 76,401,792           | 85,690,340   | 162,092,132  | 12,486,827    | 5,007,698    | 17,494,525   | 63,914,965            | 80,682,642   | 144,597,607  |
| 1840.. | 57,196,204           | 49,945,315   | 107,141,519  | 12,384,503    | 5,805,809    | 18,190,312   | 44,811,701            | 44,139,506   | 88,951,207   |
| 1841.. | 66,019,731           | 61,926,446   | 127,946,177  | 11,240,900    | 4,228,181    | 15,469,081   | 54,778,831            | 57,698,265   | 112,477,096  |
| 1842.. | 30,627,486           | 69,534,601   | 100,162,087  | 6,837,084     | 4,884,454    | 11,721,538   | 23,790,402            | 64,650,147   | 88,440,549   |
| 1843.. | 35,574,584           | 29,179,215   | 64,753,799   | 3,096,125     | 3,456,572    | 6,552,697    | 32,478,459            | 25,722,643   | 58,201,092   |
| 1844.. | 24,766,881           | 83,668,154   | 108,435,035  | 7,522,359     | 3,962,508    | 11,484,867   | 17,244,522            | 79,705,646   | 96,950,118   |
| 1845.. | 22,147,840           | 95,106,724   | 117,254,564  | 10,175,099    | 5,171,731    | 15,346,830   | 11,972,741            | 89,934,993   | 101,907,734  |



## FOREIGN MERCHANDISE RE-EXPORTED FROM THE UNITED STATES.

*Statement showing the amount of Foreign Merchandise re-exported each year, from 1821 to June 30, 1845, both inclusive, distinguishing free and dutiable goods.*

| Years. | Free of duty.<br>Dollars. | Paying duty.<br>Dollars. | Total.<br>Dollars. | Years. | Free of duty.<br>Dollars. | Paying duty.<br>Dollars. | Total.<br>Dollars. |
|--------|---------------------------|--------------------------|--------------------|--------|---------------------------|--------------------------|--------------------|
| 1821,  | 10,764,757                | 10,537,731               | 21,302,488         | 1835,  | 12,760,840                | 7,743,655                | 20,504,495         |
| 1822,  | 11,184,896                | 11,101,306               | 22,286,202         | 1836,  | 12,513,493                | 9,232,867                | 21,746,360         |
| 1823,  | 7,696,749                 | 19,846,873               | 27,543,622         | 1837,  | 12,448,919                | 9,406,043                | 21,854,962         |
| 1824,  | 8,115,082                 | 17,222,075               | 25,337,157         | 1838,  | 7,986,411                 | 4,466,384                | 12,452,795         |
| 1825,  | 9,885,840                 | 22,704,803               | 32,590,643         | 1839,  | 12,486,827                | 5,007,698                | 17,494,525         |
| 1826,  | 5,135,108                 | 19,404,504               | 24,539,612         | 1840,  | 12,384,503                | 5,805,809                | 18,190,312         |
| 1827,  | 7,785,150                 | 15,617,986               | 23,403,136         | 1841,  | 11,240,900                | 4,228,181                | 15,469,081         |
| 1828,  | 8,427,678                 | 13,167,339               | 21,595,017         | 1842,  | 6,837,084                 | 4,884,454                | 11,721,538         |
| 1829,  | 5,231,077                 | 11,427,401               | 16,658,478         | 1843,  | 3,096,125                 | 3,456,572                | 6,552,697          |
| 1830,  | 2,320,317                 | 12,067,162               | 14,387,479         | 1844,  | 7,522,359                 | 3,962,508                | 11,484,867         |
| 1831,  | 7,599,043                 | 12,434,483               | 20,033,526         | 1845,  | 10,175,099                | 5,171,731                | 15,346,830         |
| 1832,  | 5,590,616                 | 18,448,857               | 24,039,473         |        |                           |                          |                    |
| 1833,  | 7,410,766                 | 12,411,969               | 19,822,735         |        |                           |                          |                    |
| 1834,  | 12,433,291                | 10,879,520               | 23,312,811         |        |                           |                          |                    |
|        |                           |                          |                    |        | 219,032,930               | 270,637,911              | 489,670,841        |

## STATISTICS OF BRITISH TRADE AND COMMERCE.

Mr. Mann, member of Parliament, South Shields, has procured another return respecting the shipping interest, which was made public, April 1st, 1846. It embraces returns of sailing vessels registered at each port of the United Kingdom, including the Isle of Man, &c., in 1846; of vessels entered and cleared coastwise in 1845; of number and tonnage of vessels registered at each of the ports of the colonies; of vessels built, registered, sold, wrecked, and broken up in 1845. These returns, comprised in one, extend to twelve printed pages. It appears that in England, Scotland, and Ireland, the sailing vessels registered on the 31st of December last, numbered, under 50 tons, 6,216, and 10,952 above that tonnage, in England; the tonnage of the former was 182,429, and of the latter 2,093,409; in Scotland the number under 50 tons was 1,294, and above 50 tons, 2,187; the tonnage of the former was 38,114, and of the latter 484,615; in Ireland the number under 50 tons was 1,004, of which the tonnage was 28,312, whilst of 1,056 above 50 tons, the tonnage was 178,518. The vessels and tonnage of those of Guernsey, Jersey, and the Isle of Man, are given. There were of steam vessels on the same day, 357 registered in England under 50 tons, and 337 above 50 tons; in Scotland 30 under and 109 above, and in Ireland 8 under and 71 above 50 tons. Of vessels that entered and cleared coastwise in the year ending the 31st of December last, there were in England 109,570 inwards, with a tonnage of 8,357,366; and outwards 122,763, with a tonnage of 9,136,731. Of steam vessels in the same category there were 10,358 inwards, with a tonnage of 2,056,921; and 10,253 outwards, with a tonnage of 1,957,061. In Scotland the number of sailing vessels inwards was 19,680, the tonnage 1,185,507; and outwards 19,758, the tonnage 1,720,118. And of steam vessels 2,889 were entered inwards, with 748,674 tonnage; and 2,862 outwards, with a tonnage of 713,009. In Ireland of sailing vessels there were 17,539 inwards, with a tonnage of 1,260,567; and 10,564 outwards, with a tonnage of 684,611; whilst of steam vessels there were 3,653 entered inwards, and 3,797 outwards, of which the tonnage of the former was 923,021, and of the latter 956,121. The three next branches of the return show the number of vessels and tonnage to and from the colonies in the year, embracing several thousand ships, as well as those from and to foreign ports.

A document of considerable importance to England and the commercial world generally, moved for by Sir Robert Peel, was presented to Parliament during the second week of March, 1846. These statements were made up at the Statistical Department of the

Board of Trade, from Custom-House returns, and are designed to show the operation of some of the chief free trade measures which have been adopted by the British Government during the last twenty years. Our object in transferring them to the pages of the *Merchants' Magazine*, is to give our readers an idea of the extent of the commerce, &c., of the British Empire. The first return it contains is of the number and tonnage of British shipping belonging to England in each year since 1820, and of the amount of tonnage employed in foreign trade in each year since 1832. The second return is a statement of the real or declared value of British exports from 1827 to the present time; distinguishing the amounts exported to Northern Europe, Southern Europe, Africa, Asia, United States, British America, and the West Indies, the foreign West Indies, and South America. The third is a statement of the nett revenue of the customs in each year from 1839 to 1845. The fourth is an account of silk, distinguishing raw, thrown, and waste, taken into consumption in each year since 1814, with the rates of duty payable in each year. The fifth is an account of the exports of silk goods in each year since 1826, distinguishing the amount exported to France, other countries in Europe, the United States, Mexico, South America, and the foreign West India islands, British Possessions in America, and the West Indies, Africa, Asia, Australia, etc., etc.

*An Account of the Number of Vessels, with the Amount of their Tonnage, and the Number of Men and Boys usually employed in navigating the same, that belonged to several Ports of the British Empire, on the 31st December in each year, from 1820 to 1845.*

| Years.     | Vessels. | Tonnage.  | Men.    | Years.     | Vessels.           | Tonnage.  | Men.    |
|------------|----------|-----------|---------|------------|--------------------|-----------|---------|
| 1820,..... | 25,374   | 2,648,593 | 174,514 | 1833,..... | 24,385             | 2,634,577 | 164,000 |
| 1821,..... | 25,036   | 2,560,203 | 169,179 | 1834,..... | 25,055             | 2,716,100 | 168,061 |
| 1822,..... | 24,642   | 2,519,044 | 166,333 | 1835,..... | 25,511             | 2,783,761 | 171,020 |
| 1823,..... | 24,542   | 2,506,760 | 165,474 | 1836,..... | 25,820             | 2,792,646 | 170,637 |
| 1824,..... | 24,776   | 2,559,587 | 168,637 | 1837,..... | 26,037             | 2,791,018 | 173,506 |
| 1825,..... | 24,280   | 2,553,682 | 166,183 | 1838,..... | 26,609             | 2,890,601 | 178,583 |
| 1826,..... | 24,625   | 2,635,644 | 167,636 | 1839,..... | 27,745             | 3,068,433 | 191,283 |
| 1827,..... | 23,199   | 2,460,500 | 151,415 | 1840,..... | 28,962             | 3,311,538 | 201,340 |
| 1828,..... | 24,095   | 2,518,191 | 155,576 | 1841,..... | 30,052             | 3,512,480 | 210,198 |
| 1829,..... | 23,453   | 2,517,000 | 154,808 | 1842,..... | 30,815             | 3,619,850 | 214,609 |
| 1830,..... | 23,721   | 2,531,819 | 154,812 | 1843,..... | 30,983             | 3,588,387 | 213,977 |
| 1831,..... | 24,242   | 2,581,964 | 158,422 | 1844,..... | 31,320             | 3,637,231 | 216,350 |
| 1832,..... | 24,435   | 2,618,068 | 161,634 | 1845,..... | Not yet completed. |           |         |

*Return of the Number and Tonnage of Vessels, distinguishing British from Foreign, employed in the Foreign and Colonial Trade, which entered Inwards and cleared Outwards from Ports of the United Kingdom, in each year, from 1832 to 1845, exclusive of Vessels in Ballast.*

| Years.     | Vessels. | ENTERED INWARDS. |       | Vessels.  | Tons.  | Vessels.  | Total. | Tons. |
|------------|----------|------------------|-------|-----------|--------|-----------|--------|-------|
|            |          | British.         | Tons. |           |        | Foreign.  |        |       |
| 1832,..... | 10,762   | 1,936,846        | 3,865 | 561,047   | 14,627 | 2,497,893 |        |       |
| 1833,..... | 10,989   | 1,999,930        | 4,490 | 648,911   | 15,479 | 2,648,841 |        |       |
| 1834,..... | 11,678   | 2,108,492        | 4,870 | 732,886   | 16,458 | 2,841,378 |        |       |
| 1835,..... | 11,740   | 2,203,026        | 4,791 | 749,828   | 16,531 | 2,952,854 |        |       |
| 1836,..... | 11,644   | 2,250,173        | 5,959 | 882,194   | 17,603 | 3,132,367 |        |       |
| 1837,..... | 12,252   | 2,346,300        | 5,861 | 869,519   | 18,113 | 3,215,819 |        |       |
| 1838,..... | 12,890   | 2,464,020        | 6,749 | 1,037,234 | 19,639 | 3,501,254 |        |       |
| 1839,..... | 14,348   | 2,756,533        | 8,766 | 1,200,935 | 23,114 | 3,957,468 |        |       |
| 1840,..... | 14,370   | 2,807,367        | 8,355 | 1,297,840 | 22,725 | 4,105,207 |        |       |
| 1841,..... | 14,419   | 2,900,749        | 7,439 | 1,081,380 | 21,858 | 3,982,129 |        |       |
| 1842,..... | 13,823   | 2,680,838        | 5,851 | 974,390   | 19,674 | 3,655,730 |        |       |
| 1843,..... | 13,964   | 2,919,528        | 5,600 | 1,005,894 | 19,564 | 3,925,422 |        |       |
| 1844,..... | 14,681   | 3,087,437        | 7,247 | 1,143,897 | 21,928 | 4,231,334 |        |       |
| 1845,..... | 15,964   | 3,669,853        | 7,895 | 1,353,735 | 23,859 | 5,023,588 |        |       |

TABLE—Continued.

| Years.    | Vessels. | CLEARED OUTWARDS. |       |           |          | Total.    | Tons. |
|-----------|----------|-------------------|-------|-----------|----------|-----------|-------|
|           |          | British.          | Tons. | Vessels.  | Foreign. | Tons.     |       |
| 1832..... | 9,667    | 1,637,093         | 2,975 | 466,333   | 12,642   | 2,103,426 |       |
| 1833..... | 9,544    | 1,643,894         | 3,437 | 523,903   | 12,981   | 2,167,797 |       |
| 1834..... | 9,731    | 1,640,274         | 3,447 | 543,825   | 13,181   | 2,184,099 |       |
| 1835..... | 10,158   | 1,741,094         | 3,935 | 625,939   | 14,093   | 2,370,033 |       |
| 1836..... | 10,216   | 1,828,501         | 4,438 | 667,016   | 14,654   | 2,495,517 |       |
| 1837..... | 10,611   | 1,861,121         | 4,912 | 716,897   | 15,526   | 2,578,018 |       |
| 1838..... | 11,474   | 2,058,240         | 5,733 | 858,062   | 17,204   | 2,916,302 |       |
| 1839..... | 11,952   | 2,197,014         | 6,472 | 888,738   | 18,424   | 3,085,752 |       |
| 1840..... | 12,934   | 2,408,792         | 6,776 | 983,834   | 19,719   | 3,392,626 |       |
| 1841..... | 14,243   | 2,624,680         | 6,618 | 918,776   | 20,861   | 3,543,456 |       |
| 1842..... | 15,197   | 2,734,983         | 6,205 | 956,591   | 21,402   | 3,691,574 |       |
| 1843..... | 15,206   | 2,727,306         | 6,774 | 1,026,063 | 21,980   | 3,759,369 |       |
| 1844..... | 13,842   | 2,604,243         | 7,200 | 1,075,823 | 21,042   | 3,680,066 |       |
| 1845..... | 14,515   | 2,947,257         | 9,256 | 1,361,940 | 23,771   | 4,309,197 |       |

*Statement of the Real or Declared Value of British and Irish Produce and Manufactures Exported from the United Kingdom to different Foreign Countries and Colonial Possessions, in each year, from 1827 to 1844.*

| Years.    | North. Europe. | South. Europe. | Africa.   | Asia.      | U. States. |
|-----------|----------------|----------------|-----------|------------|------------|
| 1827..... | £8,533,263     | £5,945,701     | £671,488  | £4,799,452 | £7,018,272 |
| 1828..... | 8,243,082      | 5,532,788      | 716,926   | 4,892,408  | 5,810,315  |
| 1829..... | 8,346,118      | 6,199,356      | 828,729   | 4,231,350  | 4,823,415  |
| 1830..... | 8,376,751      | 7,233,887      | 905,220   | 4,455,392  | 6,132,346  |
| 1831..... | 7,317,870      | 6,232,570      | 803,392   | 4,105,444  | 9,053,583  |
| 1832..... | 9,897,057      | 5,686,949      | 880,753   | 4,235,483  | 5,468,272  |
| 1833..... | 9,313,589      | 6,298,200      | 937,015   | 4,711,619  | 7,579,699  |
| 1834..... | 9,505,892      | 8,501,141      | 993,120   | 4,644,318  | 6,844,989  |
| 1835..... | 10,303,316     | 8,161,117      | 1,146,047 | 5,456,116  | 10,568,455 |
| 1836..... | 9,999,861      | 9,011,205      | 1,468,062 | 6,750,842  | 12,425,605 |
| 1837..... | 11,528,089     | 7,873,231      | 1,439,518 | 5,561,304  | 4,695,225  |
| 1838..... | 12,130,195     | 10,113,304     | 1,847,759 | 6,955,618  | 7,585,760  |
| 1839..... | 12,331,680     | 8,466,224      | 1,607,058 | 7,643,279  | 8,839,204  |
| 1840..... | 12,283,179     | 9,208,066      | 1,615,459 | 9,271,114  | 5,283,020  |
| 1841..... | 13,159,585     | 9,694,955      | 1,856,586 | 8,167,081  | 7,098,642  |
| 1842..... | 14,030,827     | 9,878,517      | 1,732,606 | 7,456,454  | 3,528,807  |
| 1843..... | 14,024,153     | 10,947,304     | 1,713,691 | 9,547,396  | 5,013,514  |
| 1844..... | 14,326,797     | 11,294,388     | 1,615,530 | 11,273,721 | 7,938,079  |

TABLE—Continued.

| Years.    | Brit. N. A. Colonies.* | For. W. I. | Cen. & S. America.† | Total.      |
|-----------|------------------------|------------|---------------------|-------------|
| 1827..... | £4,980,572             | £907,309   | £4,004,319          | £36,860,376 |
| 1828..... | 4,980,748              | 818,056    | 5,489,005           | 36,483,328  |
| 1829..... | 5,193,808              | 969,885    | 4,929,966           | 35,522,627  |
| 1830..... | 4,695,581              | 939,822    | 5,188,562           | 37,927,561  |
| 1831..... | 4,671,276              | 1,039,634  | 3,615,969           | 36,839,738  |
| 1832..... | 4,515,533              | 1,176,804  | 4,272,247           | 36,133,098  |
| 1833..... | 4,690,139              | 958,756    | 4,842,396           | 39,331,413  |
| 1834..... | 4,351,093              | 1,270,302  | 5,177,671           | 41,288,526  |
| 1835..... | 5,345,698              | 1,152,841  | 4,887,068           | 47,020,658  |
| 1836..... | 6,518,744              | 1,238,785  | 5,955,468           | 53,868,572  |
| 1837..... | 5,597,780              | 1,062,763  | 4,312,834           | 42,070,744  |
| 1838..... | 5,385,898              | 1,315,531  | 4,726,905           | 50,060,970  |
| 1839..... | 7,034,269              | 1,284,589  | 6,027,277           | 53,233,580  |
| 1840..... | 6,422,883              | 1,115,499  | 6,202,210           | 51,406,430  |
| 1841..... | 5,451,065              | 1,064,583  | 5,142,126           | 51,634,623  |
| 1842..... | 4,924,950              | 853,834    | 4,975,028           | 47,381,023  |
| 1843..... | 4,633,652              | 973,006    | 5,426,993           | 52,279,709  |
| 1844..... | 5,522,338              | 1,173,931  | 5,439,508           | 58,584,292  |

\* And British West Indies.

† Including Brazil.

*Statement of the Nett Revenue of Customs in each year, from 1839 to 1845; the amount of duty received on Corn, and the Revenue exclusive of the Duty on Corn; showing, also, the principal Duties of Customs repealed and reduced in each year.*

| Years.    | Revenue.    | Duties rec. on Corn. | Rev. exclus. of corn. |
|-----------|-------------|----------------------|-----------------------|
| 1839..... | £21,583,907 | £1,098,858           | £20,485,139           |
| 1840..... | 21,784,499  | 1,156,636            | 20,627,863            |
| 1841..... | 21,898,844  | 568,340              | 21,330,504            |
| 1842..... | 21,025,145  | 1,363,969            | 19,661,176            |
| 1843..... | 21,033,717  | 758,293              | 20,275,424            |
| 1844..... | 22,504,821  | 1,098,382            | 21,406,439            |
| 1845..... | 20,196,856  | 367,008              | 19,829,848            |

NOTE.—The following is the estimated loss of revenue by reduction, &c., in the Tariff:—

|           |                                                                                                 |                  |
|-----------|-------------------------------------------------------------------------------------------------|------------------|
| 1841..... | Rice in the husk, oil from the kingdom of the Two Sicilies,                                     | £21,170          |
| 1842..... | Coffee, hides, indigo, oils, seeds, timber, liquorice, mahogany, turpentine, and export duties, | 1,338,102        |
| 1843..... | Cork wood, timber, and other articles,                                                          | 171,521          |
| 1844..... | Coffee, currants, wool, and other articles,                                                     | 286,431          |
| 1845..... | Sugar,                                                                                          | £1,300,000       |
|           | Cotton wool,                                                                                    | 680,000          |
|           | Coal, export duty,                                                                              | 118,000          |
|           | Minor articles,                                                                                 | 320,000          |
|           |                                                                                                 | <hr/> 2,418,040  |
|           |                                                                                                 | <hr/> £4,235,244 |

SILKS ENTERED FOR HOME CONSUMPTION.

*Raw, Waste, and Thrown Silk, entered for home consumption in the United Kingdom.*

| Years.    | Raw.          | Waste, Knubs, and Husks. | Thrown.     | All Sorts.    |
|-----------|---------------|--------------------------|-------------|---------------|
| 1814..... | 1,504,235lbs. | 29,234lbs.               | 586,505lbs. | 2,119,974lbs. |
| 1815..... | 1,069,596     | 27,971                   | 377,822     | 1,475,389     |
| 1816..... | 873,414       | 4,162                    | 210,758     | 1,088,334     |
| 1817..... | 1,343,051     | 49,055                   | 294,553     | 1,686,659     |
| 1818..... | 1,444,881     | 86,940                   | 391,166     | 1,922,897     |
| 1819..... | 1,446,097     | 71,331                   | 331,125     | 1,848,553     |
| 1820..... | 1,622,799     | 94,883                   | 309,953     | 2,027,635     |
| 1821..... | 1,864,513     | 105,047                  | 360,248     | 2,329,808     |
| 1822..... | 1,993,764     | 64,921                   | 382,878     | 2,441,563     |
| 1823..... | 2,051,895     | 52,362                   | 363,864     | 2,468,121     |
| 1824..... | 3,414,520     | 133,257                  | 463,271     | 4,011,048     |
| 1825..... | 2,848,506     | 195,910                  | 559,642     | 3,604,058     |
| 1826..... | 1,964,188     | included                 | 289,325     | 2,253,513     |
| 1827..... | 3,759,138     | with raw                 | 454,015     | 4,213,153     |
| 1828..... | 4,162,550     | in these                 | 385,262     | 4,547,812     |
| 1829..... | 2,719,962     | years.                   | 172,239     | 2,892,201     |
| 1830..... | 3,771,969     | 485,013                  | 436,535     | 4,693,517     |
| 1831..... | 3,035,832     | 762,258                  | 514,240     | 4,312,330     |
| 1832..... | 3,401,445     | 660,696                  | 329,932     | 4,392,073     |
| 1833..... | 3,838,795     | 654,381                  | 268,367     | 4,761,543     |
| 1834..... | 3,346,750     | 1,009,932                | 165,669     | 4,522,351     |
| 1835..... | 4,151,008     | 1,382,872                | 254,578     | 5,788,458     |
| 1836..... | 4,372,501     | 1,598,721                | 294,938     | 6,266,160     |
| 1837..... | 3,730,427     | 875,781                  | 213,368     | 4,819,576     |
| 1838..... | 3,683,739     | 960,147                  | 243,570     | 4,887,456     |
| 1839..... | 3,483,363     | 1,042,655                | 229,940     | 4,755,958     |
| 1840..... | 3,860,980     | 745,243                  | 288,981     | 4,895,204     |
| 1841..... | 3,209,885     | 1,379,314                | 267,333     | 4,856,532     |
| 1842..... | 3,936,714     | 1,434,693                | 363,977     | 5,735,384     |
| 1843..... | 3,649,747     | 1,495,457                | 334,835     | 5,480,039     |
| 1844..... | 4,021,808     | 1,775,855                | 410,358     | 6,208,021     |

*An Account of the Declared Value of British Silk Goods exported from the United Kingdom, in each year, from 1826 to 1845, both inclusive.*

| Years.    | France. | Other countries in Eur.          | U. S. of America. | Mexico, S. America.* | Brit. Poss. in America.† | Africa, Asia, & Australia. | Total.   |
|-----------|---------|----------------------------------|-------------------|----------------------|--------------------------|----------------------------|----------|
| 1826..... | £1,498  | £ 49,477                         | £ 27,265          | £ 56,548             | £ 19,523                 | £ 14,490                   | £168,801 |
| 1827..... | 4,661   | 59,406                           | 67,111            | 61,057               | 25,352                   | 18,757                     | 236,344  |
| 1828..... | 11,009  | 61,825                           | 46,587            | 80,346               | 24,966                   | 31,138                     | 255,871  |
| 1829..... | 32,047  | 70,064                           | 58,683            | 50,743               | 36,069                   | 20,324                     | 267,930  |
| 1830..... | 34,808  | 95,196                           | 155,957           | 69,015               | 100,342                  | 25,692                     | 521,010  |
| 1831..... | 43,462  | 75,252                           | 237,985           | 67,916               | 120,521                  | 33,738                     | 578,874  |
| 1832..... | 75,187  | 105,113                          | 92,235            | 97,591               | 113,561                  | 46,004                     | 529,691  |
| 1833..... | 76,525  | 119,308                          | 251,278           | 106,450              | 129,316                  | 54,527                     | 737,404  |
| 1834..... | 60,346  | 113,894                          | 200,306           | 106,191              | 102,487                  | 53,974                     | 637,198  |
| 1835..... | 45,612  | 157,762                          | 537,040           | 67,962               | 116,421                  | 48,989                     | 973,786  |
| 1836..... | 48,160  | 82,850                           | 524,301           | 75,026               | 122,990                  | 64,495                     | 917,822  |
| 1837..... | 43,144  | 84,097                           | 109,629           | 73,326               | 113,514                  | 79,963                     | 503,673  |
| 1838..... | 56,598  | 81,214                           | 348,506           | 65,675               | 111,109                  | 114,178                    | 777,280  |
| 1839..... | 44,628  | 66,463                           | 410,093           | 96,681               | 175,217                  | 75,036                     | 868,118  |
| 1840..... | 48,807  | 68,476                           | 274,159           | 140,974              | 162,110                  | 98,122                     | 792,648  |
| 1841..... | 117,353 | 72,344                           | 306,757           | 107,601              | 116,317                  | 68,522                     | 788,894  |
| 1842..... | 181,924 | 75,779                           | 81,243            | 98,986               | 98,395                   | 53,862                     | 590,185  |
| 1843..... | 148,222 | 106,876                          | 164,233           | 120,026              | 62,509                   | 66,086                     | 667,954  |
| 1844..... | 159,680 | 110,425                          | 189,698           | 117,594              | 109,191                  | 49,867                     | 736,452  |
| 1845..... | .....   | Particulars not yet ascertained. | .....             | .....                | .....                    | .....                      | 764,429  |

*An Account of the Quantities of Foreign Silk Manufactures retained for Home Consumption in the United Kingdom since the removal of the Prohibition (5th July, 1826.)*

| Years.    | lbs.    | Years.    | lbs.    | Years.    | lbs.    |
|-----------|---------|-----------|---------|-----------|---------|
| 1826..... | 48,301  | 1833..... | 142,267 | 1840..... | 243,246 |
| 1827..... | 115,278 | 1834..... | 166,201 | 1841..... | 248,902 |
| 1828..... | 169,489 | 1835..... | 160,840 | 1842..... | 237,460 |
| 1829..... | 121,585 | 1836..... | 180,078 | 1843..... | 267,673 |
| 1830..... | 126,314 | 1837..... | 172,860 | 1844..... | 295,125 |
| 1831..... | 118,479 | 1838..... | 247,067 | 1845..... | 310,153 |
| 1832..... | 144,956 | 1839..... | 256,851 |           |         |

*Return of the Rates of Duty chargeable on Foreign and Colonial Wool, the Quantities thereof Imported, the Prices of Southdown and Kent Long Wool, and the Declared Value of British Woollen Manufactures Exported in each year, from 1818 to 1845.*

| Years.    | Foreign Wool Imported.<br>lbs. | Colonial Wool Imported.<br>lbs. | Total Wool Imported.<br>lbs. | Price of Southdown.<br>per lb.<br>s. d. | Price of Kent Long.<br>per lb.<br>s. d. |
|-----------|--------------------------------|---------------------------------|------------------------------|-----------------------------------------|-----------------------------------------|
| 1818..... | 24,720,139                     | .....                           | .....                        | 2 6                                     | 2 0                                     |
| 1819..... | 16,094,999                     | .....                           | .....                        | 1 7                                     | 1 3                                     |
| 1820..... | 9,653,366                      | 122,239                         | 9,775,605                    | 1 5                                     | 1 4                                     |
| 1821..... | 16,416,806                     | 205,761                         | 16,622,567                   | 1 3                                     | 1 1                                     |
| 1822..... | 18,859,265                     | 198,815                         | 19,058,080                   | 1 3                                     | 0 11                                    |
| 1823..... | 18,863,886                     | 502,839                         | 19,366,725                   | 1 3½                                    | 1 0                                     |
| 1824..... | 22,147,540                     | 416,945                         | 22,564,485                   | 1 2                                     | 1 1                                     |
| 1825..... | 43,465,282                     | 351,684                         | 43,816,966                   | 1 4                                     | 1 4                                     |
| 1826..... | 14,747,103                     | 1,242,009                       | 15,989,112                   | 0 10                                    | 0 11                                    |
| 1827..... | 28,552,742                     | 562,599                         | 29,115,341                   | 0 9                                     | 0 10½                                   |
| 1828..... | 28,628,121                     | 1,607,938                       | 30,236,059                   | 0 8                                     | 1 0                                     |
| 1829..... | 19,639,629                     | 1,877,020                       | 21,516,649                   | 0 6                                     | 0 9                                     |
| 1830..... | 30,303,173                     | 2,002,141                       | 32,305,314                   | 0 10                                    | 0 10½                                   |
| 1831..... | 29,110,073                     | 2,541,956                       | 31,652,029                   | 1 1                                     | 0 10½                                   |
| 1832..... | 25,681,298                     | 2,461,191                       | 28,142,489                   | 1 0                                     | 1 0½                                    |
| 1833..... | 34,461,527                     | 3,614,886                       | 38,076,413                   | 1 5                                     | 0 10½                                   |
| 1834..... | 42,684,932                     | 3,770,300                       | 46,455,232                   | 1 7                                     | 1 7½                                    |
| 1835..... | 37,472,032                     | 4,702,500                       | 42,174,532                   | 1 6                                     | 1 6                                     |
| 1836..... | 57,814,771                     | 6,425,206                       | 64,239,977                   | 1 8                                     | 1 8½                                    |
| 1837..... | 38,945,575                     | 9,434,133                       | 48,379,708                   | 1 3                                     | 1 3                                     |
| 1838..... | 42,430,102                     | 10,164,253                      | 52,594,355                   | 1 4                                     | 1 5                                     |
| 1839..... | 44,504,811                     | 12,875,112                      | 57,379,923                   | 1 4                                     | 1 5½                                    |

\* And Foreign West Indies.

† And the West Indies.



TABLE—Continued.

| Years.    | For. Wool<br>Imported.<br>lbs. | Colon. Wool<br>Imported.<br>lbs. | Total Wool<br>Imported.<br>lbs. | Price of<br>S'thdown.<br>per lb. | Price of<br>Kent Long.<br>per lb. |
|-----------|--------------------------------|----------------------------------|---------------------------------|----------------------------------|-----------------------------------|
| 1840..... | 36,498,168                     | 12,938,116                       | 49,436,284                      | 1 3                              | 1 2½                              |
| 1841..... | 39,672,153                     | 16,498,821                       | 56,170,974                      | 1 0                              | 0 11                              |
| 1842..... | 27,394,920                     | 18,486,719                       | 45,881,639                      | 0 11½                            | 0 10                              |
| 1843..... | 26,633,913                     | 21,151,148                       | 47,785,061                      | 0 11½                            | 0 11                              |
| 1844..... | 42,473,228                     | 22,606,296                       | 65,079,524                      | 1 2                              | 1 2                               |
| 1845..... | .....                          | .....                            | 76,828,152                      | 1 4                              | 1 3                               |

DECLARED VALUE OF BRITISH EXPORTS.

| Years.   | Woollen &<br>worst. yarn.<br>£ | Woollen<br>manufactures.<br>£ | Total.<br>£ | Years.   | Woollen &<br>worst. yarn.<br>£ | Woollen<br>manufactures.<br>£ | Total.<br>£ |
|----------|--------------------------------|-------------------------------|-------------|----------|--------------------------------|-------------------------------|-------------|
| 1818.... | .....                          | 8,145,327                     | .....       | 1832.... | 235,307                        | 5,244,479                     | 5,479,786   |
| 1819.... | .....                          | 5,989,622                     | .....       | 1833.... | 246,204                        | 6,294,522                     | 6,540,726   |
| 1820.... | .....                          | 5,586,138                     | .....       | 1834.... | 238,544                        | 5,736,871                     | 5,975,415   |
| 1821.... | .....                          | 6,462,866                     | .....       | 1835.... | 309,091                        | 6,840,511                     | 7,149,602   |
| 1822.... | .....                          | 6,488,167                     | .....       | 1836.... | 358,690                        | 7,639,354                     | 7,998,048   |
| 1823.... | .....                          | 5,636,586                     | .....       | 1837.... | 333,098                        | 4,655,977                     | 4,989,073   |
| 1824.... | .....                          | 6,043,051                     | .....       | 1838.... | 384,535                        | 5,795,069                     | 6,179,604   |
| 1825.... | .....                          | 6,185,648                     | .....       | 1839.... | 423,320                        | 6,271,645                     | 6,694,965   |
| 1826.... | .....                          | 4,966,879                     | .....       | 1840.... | 452,957                        | 5,327,853                     | 5,780,814   |
| 1827.... | .....                          | 5,245,649                     | .....       | 1841.... | 552,148                        | 5,748,673                     | 6,300,825   |
| 1828.... | .....                          | 5,069,741                     | .....       | 1842.... | 637,305                        | 5,185,045                     | 5,822,350   |
| 1829.... | .....                          | 4,587,603                     | .....       | 1843.... | 742,888                        | 6,790,232                     | 7,533,121   |
| 1830.... | .....                          | 4,728,666                     | .....       | 1844.... | 958,217                        | 8,204,836                     | 9,163,050   |
| 1831.... | 158,111                        | 5,231,013                     | 5,389,124   | 1845.... | 1,067,056                      | 7,674,672                     | 8,741,720   |

## BRITISH EXPORTS—FIRST QUARTER OF 1846.

By returns made up to the 5th of April, it appears that of the twenty-seven chief articles of British produce and manufactures, the exports from the United Kingdom have been in the present year £11,536,175 against £11,731,066 in 1845, and £11,104,687 in 1844—thus showing a trifling reduction on the present year. The comparison of the four great articles of manufacture is as follows:—

## EXPORTED—JANUARY 5 TO APRIL 5.

|                           | 1845.      | 1846.      |
|---------------------------|------------|------------|
| Cotton Manufactures.....  | £4,594,242 | £4,446,937 |
| “ Yarn.....               | 1,134,331  | 1,392,449  |
| Linen Manufactures.....   | 813,928    | 743,806    |
| “ Yarn.....               | 242,936    | 224,965    |
| Silk Manufactures.....    | 197,557    | 202,696    |
| Woollen Manufactures..... | 1,869,440  | 1,525,553  |
| “ Yarn.....               | 157,188    | 113,051    |
|                           | £2,009,622 | £8,649,457 |

These accounts show that the import of sheeps' wool in the present year has been 9,129,258 lbs. against 7,804,495 lbs. in 1845; of cotton, 1,019,738 cwt. against 1,069,320 cwt. in 1845; of raw silk, 1,561,054 lbs. against 1,313,335 lbs. in 1845; of flax, 100,558 cwt. against 71,880 cwt. in 1845; and of hemp, 76,543 cwt. against 97,217 cwt. in 1845.

## BRITISH COAL TRADE.

It appears from official returns laid before Parliament that the coals—small coals, culm, and cinders—exported from the United Kingdom to foreign countries and the British settlements, in 1845, amounted to 2,531,282 tons. The quantities of coal brought into the port of London, in 1844, were as follows:—Coastwise, 2,490,910 tons; by inland navigation and land-carriage, 72,256 tons. In 1845, coastwise, 3,392,512 tons; by inland navigation, &c., 68,687 tons.

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 THE BOOK TRADE.
 

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- 1.—*Memoirs of the Administrations of Washington and John Adams, edited from the Papers of Oliver Wolcott, Secretary of the Treasury.* By GEORGE GIBBS. In 2 vols., pp. 574-555. New York.

The work whose title we have quoted, is a very valuable and important contribution to the political history of the United States. Its author, Mr. Gibbs, has spared no industry in collecting his materials, and in preparing them for the press. The selections from the documentary matter to which he had access, were made from about twenty volumes of letters, the whole collection in manuscript, including revolutionary correspondence, drafts of official papers, and miscellaneous documents, extending to nearly fifty, all of which were arranged by Oliver Wolcott, a former Secretary of the Treasury, exhibiting a well-digested history of the administration of those pure and great patriots, George Washington and John Adams, while in the executive chair of the general government. The work is illustrated with a copious correspondence, and official documents, which have been gathered from original and accredited sources. It was the original design of the author to prepare a biographical sketch of Mr. Wolcott, who had been identified with the leading public measures of a former day; but the abundance of the materials which were placed at his disposal induced him to extend his design, and to portray as much of the political history of the period of his public life as the nature and extent of the papers in his possession would seem to warrant. The tract of time extending through the administrations of Washington and Adams, from the year 1790 to 1801, is one of the most interesting in our political annals. Great public measures were then discussed, and the foundations of our national policy, in many respects, were to be laid; for the government was then comparatively in its infancy. It is also true that the permanent record of the circumstances which marked that period have been too much neglected, and the character of the distinguished men who then figured in the public view, and performed signal services for the country, have been permitted almost to be forgotten. Mr. Gibbs has rescued a prominent part of that period from oblivion, having placed its history in a permanent form, which will be consulted with respect by future investigators of political truth; and he has executed his task satisfactorily and ably. By looking calmly at the circumstances which have marked the past, we may take counsel for the present, and guide our steps for the future, and thus learn to adopt measures because they are just and right, and not because they are conformable to the acrimonious spirit of party. A most interesting and valuable part of the work, and one which we hope to refer to hereafter, is that which relates to the establishment of the financial system of the government, during the period of which it treats; and, without expressing an opinion respecting the particular political sentiments of the individuals whose names figure upon its pages, we would commend it to the study of the political scholar and statesman.

- 2.—*The Treasury of History, comprising a General Introductory Outline of Universal History, Ancient and Modern, and a series of Separate Histories of every Principal Nation that now exists; their Rise, Progress, Present Condition, &c.* By SAMUEL MAUNDER, author of the "Treasury of Knowledge," "Biographical Treasury," "Literary and Scientific Treasury," etc. To which is added, the History of the United States. By JOHN INMAN, Esq. New York: Daniel Adee.

This work, which we alluded to while in course of publication in numbers, has at length been completed, and forms two large octavo volumes, covering nearly fourteen hundred pages. The plan has the merit of completeness, and is perhaps the best that could have been devised. It gives, first, a general sketch of ancient and modern history; a rapid and comprehensive bird's-eye view of the rise and progress of nations, the most important incidents of their career, and their relations to each other; and after this, the writer takes up the nations separately; furnishing a concise digest of all that is considered most important, or desirable to know, concerning each—thus affording a sort of key to the changes and events that were more briefly indicated, rather by their results than by their incidents, in the general sketch or outline. Mr. Inman, the American editor, has bestowed particular attention upon the portion devoted to American history, and has brought down that of the United States to 1845. We consider it a very valuable and convenient compend of reference for the student, but more especially for the industrial classes, who desire a general knowledge of the world's history, but cannot find time to devote to the elaborate works devoted to different nations and distinct epochs.

- 3.—*Glimpses of the Dark Ages: or Sketches of the Local Condition of Europe, from the Fifth to the Twelfth Century. Monthly Series of Useful Reading.* No 2, 18mo., pp. 177. New York: Leavitt, Trow & Co.

The Dark Ages were not without their mission, and we may profit by the lessons they teach, and perhaps discover in our own time some shadows of the gloom modified by circumstances and progressive light, which overshadowed the moral and social condition of the race. The writer of the present volume attempts nothing more than a glance at the social condition of Europe from the fifth to the twelfth century, referring to the fall of Rome, the church, the monastery, the feudalism of France, and a variety of celebrated matters.

- 4.—*Voyages of Discovery and Research within the Arctic Regions, from the year 1818, to the present time, under command of the several Naval Officers employed by Sea and Land in search of a North-west Passage from the Atlantic to the Pacific, with two attempts to reach the North Pole; abridged and arranged from the Official Narratives, with Occasional Remarks.* By SIR JOHN BARROW, Bart., F. R. S. An. Ed. 82. Author of "A Chronological History of Voyages into the Arctic Regions." New York: Harper & Brothers.

The voyages that have been prosecuted in search of a northwest passage from the Atlantic to the Pacific, under the auspices of the government of Great Britain, occupy a considerable space in the maritime enterprise of modern times. The discoveries which have been made from time to time in the Arctic regions have been principally fostered by that government, without an immediate prospect of advantage, but for the generous purpose of extending the bounds of useful knowledge. The expeditions thus undertaken and successfully carried out, have been effectual in increasing our information regarding the natural history and geography of that region, and in advancing the cause of general science. In the volume before us we have in a compact form, authentic records of the expeditions which have been made to this part of the world, commencing with the voyage of discovery which was prosecuted in 1818, under commander John Ross, in the ships *Isabella* and *Alexander*, and ending with that of Captain George Back in 1836-37, together with an account of miscellaneous voyages. In these several voyages minute explorations were made, and observations were taken and placed upon record by the distinguished actors in those expeditions: so that we have an accurate exposition of the general circumstances which are now bearing upon that icy region. The work is illustrated by two well-engraved maps, which add to its substantial value.

- 5.—*Pictorial History of England: Being a History of the People, as well as a History of the Kingdom, down to the Reign of George III.* New York: Harper & Brothers.

Four numbers of this popular work have been published. It is to be completed in about forty, and will form four elegant volumes, imperial octavo—illustrated with many hundred engravings on wood, of monumental records, coins, civil and military costume, domestic buildings, furniture, and ornaments, cathedrals, and other great works of architecture, charts and illustrations of manners, mechanical inventions, portraits of eminent persons, and remarkable historical scenes. The character of the publication is thus set forth in the publishers' advertisement:—

"The leading design of this work is to present a HISTORY OF THE PEOPLE, as well as a HISTORY OF THE KINGDOM, pursuing the investigation of the past, and the progress of the country and its inhabitants, in various interesting directions, to which the authors of the most popular of existing English histories have only slightly and incidentally referred. The narrative of political movements and changes, of foreign and domestic wars, of contests for power in which the people have only had to obey and suffer, will be found given with a fullness which the importance of these subjects demands. The work will be derived throughout, as far as possible, from original authorities and other authentic monuments of the past, compared with, and read by the light of the latest inquiries by which the critical spirit of modern times has illustrated ancient annals. But a large body of facts not comprehended under this head, forming a most essential part of the moral and social history of the country, will also be presented in ample detail."

- 6.—*Life in Prairie Land.* By ELIZA W. FARNHAM. 18mo. pp. 408. New York: Harper & Brothers.

Mrs. Farnham is no mere book-maker—she writes because she has something to write about, and when she says, that after having written some hundred and fifty pages, and not having said all that she felt, very willingly resigned herself to the current of her feelings and wrote on, we feel persuaded that she means what she says. She has lived in the west, and "loving it," it presents itself to her mind in the light of a strong and generous parent, "whose arms are spread to extend protection, happiness, and life, to throngs who seek them from less friendly climes." To her generous mind, "the magnificence, freedom, and beauty of the country form, as it were, a common element, in which all varieties of character, education, and prejudice are resolved into simple and harmonious relations." Life in the west, in all its peculiarities, is here described with an honesty, enthusiasm, and apparent truthfulness and vigor, that is quite refreshing; and on many accounts which we have not space to enumerate, we consider it the best work on the subject that has yet been published.

- 7.—*The Novitiate, or a Year among the English Jesuits; a Personal Narrative, with an Essay on the Constitutions, the Confessional Morality and History of the Jesuits.* By ANDREW STEINMETZ. New York: Harper & Brothers.

The actual character and general motives of that mysterious and powerful body of men, the Jesuits, still remain involved in obscurity and contradiction in the public mind. The present volume contains an account of what is alleged to be the personal experience of the author during a residence among a portion of the order in the United Kingdom, and exhibits many facts connected with the habits of this society, its constitution, progress and present condition; but we have no means of ascertaining its accuracy.

- 8.—*The Preludes: A Collection of Poems.* By EUGENE LIES. 12mo., pp. 56. New York: C. L. MacArthur.

This neat little volume contains some thirty or forty poems, songs and odes, of varied length and merit—with an occasional translation from Horace—generally evincing a cultivated mind and a good share of poetical fancy and imagination. The versification is rather smooth and graceful, and although not without defects, the collection is on the whole creditable to the author.

- 9.—*A Treatise on the Motive Powers which produce the Circulation of the Blood.* By EMMA WILLARD. 12mo., pp. 170. New York: Wiley & Putnam.

We are not surprised for even a woman, of Mrs. Willard's masculine mind, to feel a concern that it should be said, "she chooses a subject unsuited to her sex." We, however, discard from our creed the idea that anything is unsuitable for man or woman, that is right. The "inspiration of the Almighty," it seems to us, is not given to sex, but to soul; and to the soul that is prepared to receive it, whether in man or woman. "And if the 'Father of Lights,' (we quote from Mrs. W.'s preface,) has been pleased to reveal to me a sentence before unread from the book of physical truth, is it for me to suppose that it is for my individual benefit? or is it for you, my reader, to turn away your ears from hearing this truth, and charging its great Author with having ill chosen his instrument to communicate it?" Mrs. Willard attempts to show that perspiration, operating on animal heat, produces an expansive power at the lungs; and this becomes the principal efficient cause of the blood's circulation. This theory was suggested to her in the summer of 1832, during the ravages of the Asiatic Cholera; when she became convinced that, "whatever is the principal cause of circulation, the heart's action is not." We cannot, and do not pretend to decide on the merits of her theory. Read it.

- 10.—*Pictures from Italy.* By CHARLES DICKENS. New York: Wiley & Putnam.

The land which appears above all others to have been invested by an All-wise Providence with the beauties of nature and of art, has been so often described—its purple mountains and gorgeous skies—its streams, lakes and vine-wreathed valleys—its paintings and its sculpture—its temples and its monuments, have been so often delineated by the pen and the pencil, that we expect little that is new from the traveller through that region; yet each individual from his own peculiar mind, will naturally take a view of the objects which present themselves, varying somewhat from that of others. In this work of Mr. Dickens, we perceive occasionally stealing out from his descriptions, glimpses of that peculiar vein of genius which has made him distinguished in another department of literature. The book, he remarks, "is a series of faint reflections—mere shadows in the water of places to which the imaginations of most people are attracted in a greater or less degree—on which mine have dwelt for years, and which had some interest for all." His descriptions of the most interesting points of Italian character and the most prominent of the Italian cities will doubtless be read with satisfaction and profit.

- 11.—*The Mineral Springs of Western Virginia, with Remarks on their Use, and the Diseases to which they are applicable. To which are added, a Notice of the Fauquier White Sulphur Springs, and a Chapter on Tavers. Also, a Review of a Pamphlet published by Dr. J. J. Noorman.* By WILLIAM BURKE. 18mo., p. 394. New York: Wiley & Putnam.

The first edition of this work was published a year or two ago, and met with a very ready sale. This second edition has been revised, corrected, and enlarged to almost twice its former dimensions. The waters of the various springs in Western Virginia are here analyzed, and their medicinal qualities explained, so that the invalid can apply them to his or her particular case. The author assures us that he has made no statement of facts, of the truth of which he is not personally assured, either of his own knowledge, or on information derived from sources worthy of credit. Not only has he pointed out the distinguishing characteristic of each spring, its properties, and proper use, but has given us much information regarding the accommodations, and all those collateral subjects of inquiry that are interesting, and at the same time important to be known by all who intend to avail themselves of the virtues of the healing waters of the "sunny south."

- 12.—*A Treatise on Field Fortification; containing Instructions on the method of Laying Out, Constructing, Defending and Attacking Entrenchments, with the General Outlines also of the Arrangement, the Attack, and Defence of Permanent Fortifications.* By D. H. MAHAN, Professor of Military and Civil Engineering in the United States Military Academy. Second Edition. Revised and Enlarged. New York: Wiley & Putnam.

This work, which has been prepared principally for the use of the Cadets of the United States Military Academy at West Point, is designed to treat of the art of fortification. Its author remarks that a knowledge of this branch of the military art is necessary to officers, not only in the regular army, but also to those in the militia service; that the undisciplined soldier requires some counterpoise to the hardy valor of tried and regular troops, and that this counterpoise is furnished by the art of fortification—the natural position of the militia soldier upon the field of battle being behind a breastwork. The military art is doubtless founded in all its branches upon the exact sciences—and in no other department is the application of these principles more frequently required than in engineering. The volume is provided with numerous engravings which tend to illustrate the text; and it is, we doubt not, a valuable compendium of this particular branch of military science which we detest.

- 13.—*Memoir of Johann Gottlieb Fichte.* By WILLIAM SMITH. Boston: James Munroe & Co.

This is an interesting and deeply instructive memoir, reflecting the mode and mind of "a healthy, sinewy nature, constantly proving all his problems by the heroism of daily life." The writer of the preface to the American edition is an ardent admirer, and faithful appreciator of the "self-sufficing Fichte," whom he welcomes "because he is in earnest, and because he grapples with the meaning of life, learns it by heart, and makes it luminous." He is described as throwing out the truth which he had, in huge, rude masses; as the servant of truth, who saw it too clearly to trifle or blaspheme.

- 14.—*Animal Magnetism, or Psychodunamy.* By THEODORE LEGER, Doctor of the Medical Faculty of Paris; late Professor of Anatomy at the Badical School; Fellow of the Society of Sciences and Arts, of the Department De La Marne; late Professor of the Medical College, Mexico, etc. New York: D. Appleton & Co. Philadelphia: G. S. Appleton.

The word "Psychodunamy," adopted by the author of this treatise, instead of "Animal Magnetism," is derived from the Greek words signifying soul and power, and means, accordingly, "*power of the soul*," or of the intelligent principle of life. The author divides the subject into two parts—1st, the History of Psychodunamy, or Animal Magnetism, and 2d, the rationale of its practice. The former constitutes the matter of this volume; the rationale of the practice form the matter for a second volume which will shortly follow. Important results have already followed the discovery, but we have no doubt that greater works will be made known in its progress. We have seen the most orthodox believer in divine revelation, and the miracles of the Bible, doubt and deny the theory and even the facts of this science; and on the other hand, the most determined opponents of the miraculous displays of God's power, accept the facts of magnetism. It seems to us, and we but repeat the words of a more powerful intellect, that in all cases before we pronounce, we should examine, and not only do that, but preserve the mind free from prejudice. This should be read by all who would learn the truth of the science; while all should understand before they can determine as to the truth or falsity of its pretensions. The *pro* and *con* of a French academical discussion, are given in one chapter devoted to the subject.

- 15.—*The Life of Martin Luther, gathered from his own Writings.* By M. MICHELET, author of "The History of France," "The People," etc. Translated by G. H. SMITH, F. G. S., translator of Michelet's History of France, etc. New York: D. Appleton & Co. Philadelphia: Geo. S. Appleton.

The life of this distinguished reformer, drawn from his own writings, must present the merit at least of accuracy, if faithfully compiled, and we are here presented with the principal circumstances which marked his eventful life, from his birth in 1483, to his death in 1546. Associated as he was with some of the most important ecclesiastical events of former times, and being himself one of the most distinguished actors in directing their course, we derive not only an accurate knowledge of the peculiar character of the man, but also of the ecclesiastical history of the period in which he lived. The profound thoughtfulness of the author, and the originality of his views, impart a refreshing interest to the work.

- 16.—*Expository Lectures on St. Paul's Epistle to the Colossians. Being an attempt to apply the apostle's arguments respecting the errors on the subject of the mediation of Christ at Colosse, to the present circumstances of the Church.* By DANIEL, Bishop of Calcutta, and Metropolitan of India. 12mo., pp. 394. New York: D. Appleton & Co. Philadelphia: George S. Appleton.

The present series of lectures, explanatory of the Colossians, were prepared by Bishop Wilson, about thirty years since, for the parochial chapel in London, of which he was then the officiating minister. In 1842, the author re-arranged the above, and reduced it to a compressed form, for the seven Fridays of Lent. The lectures are of a popular character, explaining Paul's Christian teaching in accordance with the opinions of the English Episcopal Church.

- 17.—*Napoleon and his Marshals.* By J. T. HEADLEY. Vol. 2, pp. 315. New York: Baker & Scribner.

We noticed the appearance of the first volume of this work in the last number of this Magazine; and expressed in general terms, its design and character. That volume relates chiefly to Napoleon; the present embraces sketches of fourteen of his marshals, with portraits of Marshals Murat, Massena, Victor, Bessieres, Suchet, and Ney. Mr. Headley's work will no doubt correct, in a measure, the erroneous and unjust opinions of Napoleon, derived mainly from the partial and distorted views of the English press; and although, as the friends of humanity, we cannot admire the character of the great military chieftain, we perfectly coincide with the author in his final statement, that Napoleon and France do not merit the exclusive condemnation which has been meted out to them. Placing Napoleon above the monarchs that surrounded him, both in virtue and genius, Mr. H. disdains the idea of making him a model for others. Napoleon's great sin was an unhallowed ambition; but he accomplished more for down-trodden, priest and king-ridden humanity, than all the profligate legitimates that combined to destroy him, and at the same time crush the faint aspirations of the people for a larger and more rational freedom.

- 18.—*The Life of Faith, in three parts; embracing some of the Scriptural Principles in Doctrines of Faith, the Power or Effects of Faith, in the Regulation of Man's Inward Nature, and the Relation of Faith to the Divine Guidance.* By THOMAS C. UPHAM. Boston: Waite, Pierce & Co.

The author of this treatise is alike distinguished as an erudite scholar, profound moral philosopher, intelligent philanthropist, and sincere Christian. Unlike his cotemporary, of the same religious creed, Dr. Cheever, he ably advocates the abolition of the death penalty. His writings are all of a highly practical character, being upon subjects of vital importance, not only to the individual man, but to the general welfare and progress of society. The present volume relates to the former, and is marked for its deeply religious views, as well as for its forcible illustrations of the great doctrine of the "inward life" of faith and piety.



- 19.—*Lives of Men of Letters and Science, who flourished in the time of George III.* By HENRY, LORD BROUGHAM, F. R. S., Member of the National Institute of France, and of the Royal Academy of Naples. Philadelphia: Carey & Hart.

In the variety of his acquisitions and the versatility of his powers, Lord Brougham may be properly regarded the most extraordinary individual of the present age. His efforts have been distinguished at the bar, on the bench, and in parliament; in general literature, in the sciences, and in the Critical Review; and we are now to add another volume of biography to the many which he has before given to the public. The present work embraces clear, condensed, and authoritative sketches of Johnson, Adam Smith, Lavoisier, Gibbon, Sir Joseph Banks, and D'Alembert. An interesting portion of the work is that which embraces a sketch of the life of Adam Smith, and his connection with the system of political economy. The series of brilliant articles which some time since appeared in the Edinburgh Review, from the pen of Lord Brougham, portraying the character of distinguished men, attracted much attention, in our own country, as well as in Europe, and the present work, although less wide in its range, and less rhetorical in its style, is stamped with the impression of the same master mind. We doubt not that it will be read with satisfaction, by those who desire to inform themselves upon the topics which it exhibits, and that it will meet with a wide circulation.

- 20.—*Lives of the Kings of England, from the Norman Conquest; with Anecdotes of their Courts, now first published, from Official Records, and other Authentic Documents.* By THOMAS ROSCOE, Esq. Vol. I. 12mo., p. 299. Philadelphia: Carey & Hart.

The present volume is devoted exclusively to the Life of "William the Conqueror;" and, in its preparation, Mr. Roscoe has availed himself of every reliable source of information, embracing not only works of repute, but official documents of the British government; and not only has he explored the peculiarities of the individual disposition, character, and way of that king; studied the influence of external circumstances upon these; searched out the real motives of action; followed his hero into the privacy of domestic and social life, and drawn a picture alike of his virtues and his vices, his excellencies and his failings, his passions, propensities, and eccentricities—in short, every trait by which he is distinguished from the rest of mankind; but has traced the bearings and relations, with their causes and consequences, of the eventful epoch of the Norman conquest; blending them, as they were, with the life, character, and actions of the monarch and the man. The book is handsomely printed on fine paper, but is done up in paper covers—a poor economy for the purchaser, as the binding of a separate work costs nearly as much as the "complete book."

- 21.—*Achievements of the Knights of Malta.* By ALEXANDER SUTHERLAND, Esq., Author of the Tales of a Pilgrim, etc. In two volumes. Philadelphia: Carey & Hart.

The history of the Knights of Malta, who for seven centuries, as the author remarks, were regarded as the chief bulwarks of Christendom against the progress of the Mahomedan arms, will attract attention at the present day, although we are often told that the age of chivalry has departed. The present volume appears to be a labored history, and the works of the Abbe Valot, Boisgelin, Knowles, Fuller, Hakluyt, Gibbon, Savary, Pococke, Froissart, Brydone, Mills, Hallam, and Sonnini, have been carefully consulted in its composition. The achievements of this renowned body of men, how much soever they may be opposed to the spirit of our own age, must be admitted to have been extraordinary; and the crusades which cradled and fostered the institution, exhibit some of the most singular circumstances which are recorded in history. This order, it appears, was founded in 1099, and in 1800 its political extinction occurred. "The formalities of the order," says the author, "are still maintained with some degree of splendor in the French capital, and it continues to enumerate a number of distinguished members. But the utter dilapidation of its revenues, and the total annihilation of its political influence, have reduced it to the situation of an obscure association—and such, as far as human foresight goes, it is destined to remain." The work is dedicated to "His Imperial Majesty Nicholas," who appears, together with his immediate predecessors, to have taken the order under his especial guardianship.

- 22.—*Carey & Hart's Library for the People. No. 1.—History of the Bastille, and of its Principal Captives.* By R. A. DAVENPORT. Complete in 1 vol., 18mo., pp. 350. Philadelphia: Carey & Hart.

It is the design of Carey & Hart to publish, under the above general title, a series of the best productions of the day, from the British press, in the several departments of standard literature. Popular histories, memoirs of eminent persons, voyages and travels, where such are found to possess sufficient interest and value, are to form the staple of this Library, although other works will be embraced in the range of selections. Fiction is, however, to be excluded, which we do not regret, as we are crowded with it already. Each work, (an important item of the plan,) it is stated, will appear in its integrity; the publishers refraining from making the slightest omission or alteration of the text. The size, style, and price of the volume, corresponds with "Wiley & Putnam's Library of Choice Reading;" but it will not clash in the least with that series, as we judge from the twenty-three already announced by the publishers of the present volume. "The History of the Bastille" was originally published in Murray's "London Family Library." Its popularity in England is evidenced from the fact that it has been frequently reprinted.

- 23.—*Wisconsin, its Geography and Topography, History, Geology, and Mineralogy, together with brief Sketches of its Natural History, Soil, Productions, Population, and Government.* By J. A. LAPHAM. Milwaukee: J. A. Hopkins. New York: Paine & Burgess.

This is a very valuable compendium of the history, geography, and topography of the new and growing territory of Wisconsin. It was designed by the author, to furnish to the people who are rapidly scattering themselves over its plains and valleys, the information which would be found the most useful, regarding the face of the country, as well as its population and government. Although it has been but recently that the territory was first colonized, it has advanced with extraordinary progress, even for a new country, and possesses eminent advantages, not only in its position, but in its resources. We here have a body of general information respecting the territorial surface, history, antiquities, and political organization of the territory; and also, doubtless exact and minute details respecting each county. The work is illustrated by a well executed map of the southern part of the territory, that serves to give an additional value to the volume, which is, in all respects, timely and appropriate.

- 24.—*Charles Picot's Series of French Lessons.* Philadelphia: Thomas, Cowperthwait & Co.

This is a series of six volumes, prepared for those who wish to study the French language. The first of them embraces the orthography and the pronunciation of the language; and these the author teaches by rules so simplified, that the learner will find them much less difficult subjects than they have been hitherto. The second is a concise, but comprehensive grammar. The others are readers, containing selections from the best French writers, in the various departments of literature and science. Their character is, in some measure, indicated by their names—Interesting Narrations, Historical Narrations, Scientific Narrations, and Fleurs Du Parnasse Francais. The author has made such a selection of pieces, that the student will become acquainted with the terms employed in the various departments of knowledge, and with the style of every distinguished French author. Mr. Picot is one of our most eminent teachers, and has devoted nearly a quarter of a century to the work of teaching his native language in this country. To those who are now studying, or who intend to study that language, the publication of these volumes is an important event.

- 25.—*Wilmsen's Reader; from the German of Wilmsen's Children's Friend.* Philadelphia: Thomas Cowperthwait & Co.

This is a translation of one of the Prussian Readers, and it must be held in high esteem in that country, as the translation is made from the 150th edition. It commences by conveying morals by pleasing little stories, and gradually leads the learner onward through various branches of knowledge in such a manner that he shall not only acquire facts, but also learn to reason clearly and correctly; and that he shall be conscious of the importance of his moral as well as of his intellectual nature. A child that would study this book somewhat thoroughly, would have advantages of no small importance over those who have arrived at maturity without receiving any more than ordinary instruction. It is chiefly intended as a school book, but is also well adapted for the family. The translator is Mr. William Wells, a teacher of modern languages.

- 26.—*A Manual of Natural Philosophy, compiled from various sources, and designed as a Text-Book in High Schools and Academies.* By JOHN JOHNSTON, A. M., Professor of Natural Science in the Wesleyan University at Middletown, Ct. Philadelphia: Thomas, Cowperthwait & Co.

The principal feature of this work appears to be its clear and thorough explanation of every part of natural philosophy, as now taught by the most eminent professors. In the present day of change and improvement, there is no branch of learning more important; and the present volume seems admirably calculated to give those who study it a mastery of their subject. The name of Mr. Johnston, is favorably known among the scientific as the editor of the best edition of Turner's Chemistry. The present work does the author equal credit, and we hope will meet with equal success.

- 27.—*Areytos; or, Songs of the South.* By WILLIAM GILMORE SIMMS, author of "The Yemassee," "Confessions," etc. Charleston: John Russell.

- 28.—*Grouped Thoughts and Scattered Fancies: a Collection of Sonnets.* By the author of "Atalanta," "Southern Passages and Pictures," etc. Richmond, Va.: William Macfarlane.

The author of these songs and sonnets is a true son of the warm and sunny South—a prolific writer, a poet, biographer and historian, and successful, too, in all. We have not the time or space, or capacity, to analyze the productions before us; and if we had, it would be out of place in our brief "book trade" notices. For sonnets, we have no great partiality; but we think these the most sensible that we have read for a long time. The songs, "inscribed to the young maidens of the South who have not yet survived that golden era in the happy season of the heart," are "not unworthy, in the delivery of their sentiment and allusion, of the best days of chivalry—such chivalry as was made honorable to all times, by the purity of knights like Sidney and Bayard."

- 29.—*Tears on the Diadem; or, the Crown and the Cloister. A Tale of the White and Red Roses.* By Mrs. ANNA H. DORSEY, authoress of "The Student of Blenheim Forest," &c. 18mo. pp. 223. New York: Edward Dunigan.

Mrs. Dorsey, in this attractive little volume, blends historic facts with imaginary events of an interesting character, which must convince all who may read them, that "truth is stranger than fiction."

30—*Memoirs of his own Time, with Reminiscences of the Men and Events of the Revolution.* By ALEXANDER GRAYDON. Edited by JOHN STOCKTON LITTELL, Member of the Historical Society of Pennsylvania. Philadelphia: Lindsay & Blakeston.

The volume whose title we have quoted contains an autobiographical account of the progress of the author from his early youth, as well as the various vicissitudes which he encountered during a long and active life. From the period which it embraces, involving a most important juncture of our political history, it is enriched with interesting sketches of events and persons with whom he was conversant, and which could hardly have been preserved unless in the familiar form of a diary. It also abounds with many judicious and solid remarks respecting the state of parties in the country at that period, and presents a faithful transcript of the life and opinions of the author. Entering upon manhood at the commencement of the American Revolution, and himself a witness of its progress and consequences, he seems to have delineated faithfully some of the most prominent features of that remarkable epoch, and has given us an interesting and valuable work.

31.—*Sacred Philosophy of the Seasons, illustrating the Perfections of God, in the Phenomena of the Year.* By the Rev. HENRY DUNCAN, D. D., Ruthwell. Summcr. New York: Robert Carter.

In the Merchants' Magazine for May, we had the pleasure of noticing the first of this excellent series on the seasons. It will be recollected that the volume referred to, in that notice, was devoted to "Spring." In this, the arguments for the Divine perfections, drawn from the works of Nature, entered into in the former, are continued. In this, as in the other volume, the author commences with a view of the various economical arrangements by which the season is distinguished, and rendered salutary; thence passing to the consideration of vegetable life; and thence again to that of the varieties, powers, and functions of animal life; keeping always in view the reference which everything evidently bears to the Rational Man, whom it has pleased the Absolute Being to place in this lower world; or, at all events, to subject to the operation of the senses.

32.—*The Confessions of a Pretty Woman.* By Miss PARDOE, Author of "The City of the Sultan," etc. Harper's Library of Select Novels, No. 84. 8vo., pp. 200. New York: Harper & Brothers.

33.—*Chronicles of Churnook, with some Account of Bellyfulle.* By DOUGLAS JERROLD. 8vo., pp. 59. New York: Harper's Library of Select Novels, No. 83.

34.—*Facts and Important Information for Young Men on the subject of Masturbation; with its Causes, Prevention and Cure.* 18mo., pp. 68. Boston: Bela Marsh. [A little treatise highly recommended by eminent medical men, and moralists.]

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#### FALL SALES OF BOOKS, PAPER, &c.

It affords us pleasure to state, that Messrs. James Ewing Cooley, John Keese, and Horatio Hill, have formed a connection in business for the purpose of conducting an annual trade sale of books, paper, stationery, stereotype plates, &c., and that their first sale is to take place in New York city, on Tuesday, August 18th, 1846. The long acquaintance and extensive business intercourse of these gentlemen with booksellers throughout the United States, and their eminent qualifications, derived from a large experience in every department of the trade, is a sufficient guaranty, that it will be conducted in the most satisfactory manner to all parties. If a large capital, untiring industry, intelligence and integrity, form any part of the elements of success, these gentlemen are quite sure to reap the reward of their present enterprise.

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#### ENLARGEMENT OF THIS MAGAZINE.

With the present number we commence the FIFTEENTH semi-annual volume, and enter on the eighth year of the existence of the "*Merchants' Magazine and Commercial Review.*" Encouraged by the steady support extended to our enterprise, we have determined on still further increasing the size of our Journal; and, as will be seen by referring to the folio of this page, the present contains one-sixth more than any number published for the last five years, and we may add, one-third more matter than any number issued during the first two years of publication. The Merchants' Magazine is now larger than any other five dollar periodical; and if we take into account the extra expense for the mechanical labor, to say nothing of preparing, statistical works, (nearly double the ordinary letter-press publications,) it is, we have no hesitation in affirming, the cheapest in this or any other country. By a continuance, however, of present support, and the addition of a large class of persons, whose knowledge would be extended, and whose interests promoted, we hope to be able still farther to increase the usefulness, and extend the influence of the *Merchants' Magazine.*