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Art. I.—HISTORICAL SKETCH OF NAVIGATION AND NAVAL ARCHITECTURE.

NUMBER III.—NEW SERIES.

The spirit of commercial enterprise is diffused throughout the country. It is a passion as unconquerable as any with which nature has endowed us. The prosperity of foreign commerce is indissolubly allied to marine power. The authority to provide a navy was confided to Congress, and the period has arrived when it should be exercised. A navy will form a new bond of connection between the states, concentrating their hopes, their interests, and their affections.—HENRY CLAY.

THE first object of Admiral Sir George Rodney, after he had organized his large fleet at Barbadoes, was to intercept a second convoy, which had sailed from Brest, for the same object of that which had been so successfully attacked by Admiral Kempenfelt; he, therefore, disposed of his heavy ships, in a line to the windward of the French islands, and another line, composed of frigates, was formed beyond them; but the convoy, having made the island of Desiada, to the northward, passed to leeward of the British fleet, and keeping close in under the land of Guadaloupe and Dominique, escaped, and arrived safe into Port Royal Bay, in the island of Martinico, on the 20th of March, where they found Count De Grasse.

Sir George having been disappointed in his object, went to St. Lucia to refit and take in supplies, while his frigates watched the manœuvres of the French.

The objects of the hostile commanders, were as opposite as their interests. It was the design of De Grasse to avoid fighting, till he had formed a junction with the Spanish fleet under Don Solano, at Hispaniola. On the other side, the salvation of the West Indies depended upon Rodney's preventing a union of the French and Spanish forces, or bringing on a decisive engagement with De Grasse, before it could be accomplished.

The British fleet amounted to thirty-six ships of the line; and that of France to thirty-four, having on board five thousand five hundred troops;

but several of the ships were in a bad condition. The van of the British was commanded by Sir Samuel Hood, the centre by Sir George Rodney, and the rear by Admiral Francis Drake. The three divisions of the French fleet were under Count De Grasse and Admirals Vaudreuil and Bougainville.

On the 8th of April, at break of day, the French fleet moved out of Port Royal, with a large convoy under its protection, bound to the French leeward ports, or those of Spain in Hispaniola. De Grasse intended to keep close under the islands, to avoid an encounter on his passage; but his departure was so speedily communicated, by signals from the British frigates which were on the look-out, that Rodney was clear of Gross Islet Bay by noon, and pursued with such expedition, that he gained sight of the French fleet at night, close under Dominique. Early the next morning, Count De Grasse formed his line of battle to windward, and thereby offered an opportunity to his convoy to proceed on its course, while he remained to abide the consequences of an engagement. While the Count had wind enough for these movements, being further advanced towards Guadaloupe, the British fleet lay becalmed under the highlands of Dominique. The breeze at last reached the van of the latter, and the ships began to close with the French centre, while their own centre and rear were still becalmed.

The action commenced about nine o'clock. The attack was led by the Royal Oak, and followed by the Alfred and Montague. The whole division was in a few moments closely engaged, and for more than an hour was severely pressed, by the superiority of the French; but at last the leading ships of the centre were enabled to come to its assistance. These were soon followed by Rodney in the Formidable, with the Namur and the Duke, all of ninety guns. They delivered and supported a most tremendous fire. The gallantry of a French commander of a seventy-four in the rear excited the applause and admiration of his enemies—who, having backed his main topsails, steadily received and bravely returned the fire of three ships of the line, in succession, without in the least changing his station. The coming up of these several ships of the centre division induced the French commander to change the nature of the action, in such a manner as that it might not be decisive; and therefore kept at such a distance, during the remainder of the engagement, as evinced an intention of disabling the British ships without any considerable hazard on his own side. The action was thus continued for nearly two hours longer: during all which time, the other portion of the British fleet was kept back by the calms and baffling winds, under Dominique; but about twelve o'clock, the other ships of the centre came up, and the rear was closing the line, when De Grasse withdrew his fleet from the action.

Two of the French ships were so much injured, that they were obliged to quit the fleet and put into Guadaloupe, which reduced the Count's line to thirty-two ships. On the British side, the Royal Oak and Montague suffered extremely, but were capable of being repaired, without the necessity of leaving the fleet.

The British fleet lay to, during the night, to repair damages, and the next day was principally spent in refitting, keeping the wind, and in transposing the rear and van; as the former, not having been engaged, was in a better condition for the active service of that division. Both

fleets kept turning up to windward, in the channel which separates Dominique and Guadaloupe.

On the 11th, the French had weathered Guadaloupe, and gained such a distance that the main body of the fleet could not be discovered from the British centre. About noon, one of the French ships, which had suffered in the action, was perceived to fall off considerably from the rest of the fleet to leeward, when the British Admiral made signals for a general chase, which was so vigorous that the Agamemnon, and some others of the headmost ships of the line were coming up so fast with that ship, that her dangerous situation induced De Grasse to bear down, with his whole fleet, to her assistance. The pursuing British ships fell back into their stations, and a close line was formed. During the night, such manœuvres were performed by the British fleet, as were necessary to maintain its position. The French also prepared for battle with the greatest resolution.

The position of the fleets, on the morning of the 12th, was between the islands of Guadaloupe and Dominique, and was bounded to windward and leeward by dangerous shores. The fleets met on opposite tacks, and the battle commenced about seven o'clock, which was continued with unremitting fury, until near the same hour in the evening. Admiral Drake's division led, and received and returned the fire of the whole French line. The other ships, as they came up, ranged slowly along the French line, and in close order under their lee. The Formidable, Rodney's ship, fired near eighty broadsides. The dreadful fire of the British was returned with the utmost firmness. Each side fought as if the honor of their respective countries were staked on the issue of the day.

Between twelve and one, Admiral Rodney, in the Formidable, with the Namur and the Duke, and immediately supported by the Canada, bore directly athwart the French line under full sail, and successfully broke through, about three ships short of the centre, where Count De Grasse commanded, in the Ville de Paris, of 110 guns. Being followed by the remainder of his division, and wearing round, close upon the enemy, he effectually separated their line. This novel and bold movement was decisive; but the French, however, continued to fight with the utmost bravery until sunset.

The moment that Rodney wore, he threw out a signal for the van to tack. Drake instantly complied; and thus the British fleet gained the wind of the French, and completed their general confusion. Their van endeavored to re-establish the line, but without success; and their rear was so entirely routed, that every effort for recovering its order was unavailing. Hood's division had been long becalmed, and was consequently prevented from coming into action; but his leading ships and part of his centre, as far at least as the Barfleur, which he commanded, came up at this juncture, and had a decisive effect.

Captain Inglefield, in the Centaur, of seventy-four guns, advanced from the rear to the attack of the Cæsar, of like force. Both ships were fresh, and fought bravely; and although three other British ships came up successively, and poured in such a destructive fire that the Cæsar was nearly torn to pieces, still her commander was inflexible. His ensign staff being shot away, he ordered his colors to be nailed to the mast, and the contest was not ended, until he was slain. When the ship struck, one of her masts went overboard, and there was not a foot of canvass without a shot-hole. In the course of the night she got on fire and blew up, when

a British lieutenant and fifty seamen, with four hundred of her crew, perished.

The captain of the *Glorieux* refused to yield till all his masts were shot away, and the ship was unable to make any defence.

Count De Grasse made a noble defence ; even after the line was broken, until toward evening, when the division and confusion became irreparable. The *Languedock*, *Couvonne* and *Diadem* were particularly distinguished, in his division ; and the latter went down, in her gallant efforts to defend him. The Count's ship, after being much battered, was closely laid athwart by the *Canada*, and, in a desperate action of nearly two hours, was reduced almost to a wreck ; still he considered it of the first importance to maintain the action, from the effect it might have on the whole fleet ; and besides, he preferred sinking, rather than strike to any officer under the rank of an Admiral. Other ships came up and assailed him ; but he continued to hold out. At last, the *Barfleur* approached, just at sunset, and poured in a most destructive fire ; the Count, however, endured the repetition of it for a quarter of an hour longer, and did not yield till over four hundred of his crew were killed, and there were but two men, besides himself, left alive and unhurt, on the upper deck.

The French lost six ships of the line, one of which was blown up, and another sunk. During the night, a part of the fleet ran down to the Dutch island of Curacoa ; but the greatest part proceeded to Cape Francois, under Bougainville and Vaudreuil.

Sir George Rodney, with the disabled ships of his fleet, and the prizes, sailed for Jamaica. Sir Samuel Hood was left with twenty-five ships of the line, to keep the sea, and watch the motions of the French.

For the discovery of the grand manœuvre which secured that glorious victory to the British fleet, the commander was indebted to the ingenious Scotch geometrician, John Clerk of Eldin, who had invented and published, in January, 1782, an entirely new system of naval tactics, the adoption of which established an era in the naval history of Great Britain ; for not only Rodney, but Admiral Duncan and Lord Nelson obtained their splendid victories of Camperdown and Trafalgar by breaking through the enemy's line of battle.

This is another memorable illustration of the mighty power of genius, when united with science, in the accomplishment of momentous results. Like the French naval architect and engineer, Renau, Clerk, in the retirement of intellectual pursuits, had clearly demonstrated that the system of manœuvres which were taught in the British fleets, was not only erroneous in principle, but nugatory and fallacious in practice ; and, what adds still greater lustre to his fame, he was not only utterly without experience in maritime warfare, but had never made a sea voyage, or even seen a ship of war of the first class, until after he had completed his work, and went up to London to have it printed.

During the winter of 1781-2, France, Spain, and Holland were actively engaged in preparing extensive armaments, to be employed, in the spring, in various expeditions against the possessions of Great Britain, in all parts of the globe ; the ministers therefore adopted the most energetic measures for counteracting the combined movements of those powerful maritime nations ; and the chief objects of attention were to protect the trade of the Baltic, cut off the supplies that were destined for the fleets

and settlements of France, in the East and West Indies, and to relieve Gibraltar.

As intelligence was received, that eighteen large transports had been loaded at Brest with provisions, ammunition, and troops, which were to be accompanied by several ships of war, would soon sail from that port, to reinforce Admiral Suffrein, in India, Admiral Barrington was despatched with twelve ships of the line, to intercept them. He fell in with the convoy on the 20th of April, when the signal for a general chase was thrown out; but the Foudroyant, Captain Jarvis, was the only ship that was able to come up with the fleet; and this he did not effect till one o'clock in the morning. The transports were immediately dispersed by signal, and Jarvis engaged the Pegase of seventy-four guns. The action was fiercely contested for an hour, when the French ship surrendered. Soon after daylight, Captain Maitland, in the Queen, came in sight, and took charge of the prize; and the next day he captured the Actionaire of sixty-four guns. Ten transports were captured by other ships of the squadron, having on board two thousand troops, besides valuable cargoes of military supplies.

Upon the return of Admiral Barrington, Admiral Kempenfelt sailed, the 16th of May, with nine ships of the line, to cruise in the channel; and information being received that the Dutch were preparing to leave the Texel, Lord Howe proceeded with a squadron of twelve sail of the line, to the coast of Holland; but the Dutch fleet, which had previously sailed, on receiving intelligence of his approach, put back; and he returned to Portsmouth, after cruising off the coast for three weeks.

Two powerful squadrons of French and Spanish ships having joined at Cadiz, proceeded to the Bay of Biscay, where they expected to be reinforced by another from Brest. While cruising in those latitudes, they met, on the 25th of June, a numerous British convoy, bound to Newfoundland and Canada, and captured eighteen sail.

A large fleet of merchantmen being expected from Jamaica, under the convoy of a small squadron, commanded by Sir Peter Parker, it was determined that all the ships in readiness for sea, should be sent out for its protection, notwithstanding the combined fleets were masters of the sea, from the mouth of the straits to Ushant; and the squadrons of Admirals Barrington, Ross, and Kempenfelt, being joined to that of Lord Howe, he sailed early in July with a fleet of twenty-two sail of the line. He kept to the westward of the allied fleets, to avoid being forced into an engagement; and before the close of the month, the convoy arrived safely in England. Lord Howe returned to Portsmouth about the middle of August.

As Gibraltar had been invested by the armies and fleets of Spain and France, ever since the commencement of hostilities between the former kingdom and Great Britain, the garrison was so reduced that unless speedily relieved, it was considered impossible that the gallant commander, General Elliott, could much longer resist the immense land and marine forces by which he was assailed; and the utmost expedition was therefore used, in the preparation of a powerful armament for that important purpose.

Among the ships selected for this expedition, was the Royal George, of one hundred and ten guns, which was the flag ship of Admiral Kempenfelt. It had been found necessary that she should be slightly careened,

for the purpose of making some slight repairs, and while in this position, a gale of wind suddenly arose, which threw the ship on her side, and the ports being all open, she instantly filled and went to the bottom. The Admiral, with many of the officers, and from eight hundred to a thousand other persons were lost, and only about three hundred of the crew, who were on the upper deck, escaped.

The Dutch fleet having returned to port, the ships which had been sent to the Downs to watch its movements, joined the fleet which had been collected at Portsmouth, for the Gibraltar expedition. It consisted of thirty-five ships of the line, and several frigates and fire-ships. The command was given to Lord Howe, and he was accompanied by Admirals Barrington, Milbank, Hood, Sir Richard Hughes, and Commodore Hotham. He sailed on the 14th of September, with a great number of transports and store-ships, having on board a large body of troops.

A violent gale of wind, in the Straits of Gibraltar, during the night of the 10th of October, threw the united fleets of Spain and France into great disorder, and occasioned considerable damage to those in the bay, where they had taken a position to co-operate with the powerful floating batteries, which had been prepared at great expense, for the reduction of the fortress. One of the Spanish ships, of seventy-four guns, having been driven on shore, under the batteries, it was taken by the boats of the garrison; two other ships of the line were driven into the Mediterranean, and a third was dismasted.

The next morning, the British fleet entered the straits, in a close line of battle ahead; and early in the evening, the van having arrived off the bay, an opportunity was afforded for four of the store-ships to reach their destined anchorage without molestation; but twenty-seven others having missed the bay, were driven through the straits during the night. Lord Howe having proceeded up the coast, to collect his scattered convoy and escort them back to Gibraltar, the combined fleet sailed on the 13th from Algeziras to recover their two ships, as well as to intercept the British fleet and prevent its return with the transports.

When intelligence reached Lord Howe of the approach of the enemy, he was abreast of Fangarola, between Gibraltar and Malaga. He immediately despatched a sixty-gun ship with the convoy, which had been collected at the Zefarine islands on the coast of Barbary; and the Panther, of the same force, being left in the bay of Gibraltar, for the protection of the store-ships as they arrived, his force was reduced to thirty-one sail of the line.

Near sunset the combined fleets, consisting of sixty-four sail, of which forty-two were of the line, were seen about five leagues distant, bearing down, with a strong wind, in a line of battle. At daylight, the next morning, they were discovered close in with the land, but at such a distance, as not to be visible from the deck.

In the course of the night several transports which had not proceeded to the Zefarine isles, joined Lord Howe, and the wind becoming favorable, he proceeded in order of battle toward the straits, and succeeded in sending into Gibraltar bay, eighteen of the convoy. By the 18th, those which went to the coast of Barbary arrived, and two regiments which were on board the ships of war were landed, besides fifteen hundred barrels of powder. The garrison being thus relieved, Lord Howe took advantage of an easterly wind, to return through the straits, to the westward, on the morn-

ing of the 19th. When in the entrance of the straits, the combined fleets appeared in the northeast in pursuit, and the next morning had obtained a position to windward, about five leagues distant. The British fleet formed in order of battle to leeward. At sunset the enemy began a cannonade at the van and rear of Howe's fleet, but at such a distance as to produce very little effect. Part of his van, however, being separated from the rest, an attempt was made by the French and Spanish Admirals to cut off that division; but they met with such a gallant resistance, that the object was abandoned.

The next morning the combined fleets were at a considerable distance, apparently on their return to Cadiz; and Lord Howe having accomplished the object for which he had been despatched, proceeded on his way to England; but on his route sent eight ships of the line to the West Indies, and six to the coast of Ireland.

Ten ships of war, including those taken by Sir George Rodney, in the action with Count de Grasse, having sailed from Jamaica with a large fleet of merchantmen, encountered a tremendous gale of wind off Newfoundland, on the 17th of September, in which the *Ville de Paris*, *Glorieux*, *Hector*, *Centaur* and *Ramilles* foundered. Only one man out of the two first-named ships escaped, and but twelve with the captain from the *Centaur*, who got into the only remaining boat, without compass or quadrant, with a blanket for a sail; and after traversing 800 miles of the Atlantic ocean, and subsisting for sixteen days upon only two biscuits daily, divided among the whole number, they arrived at Fayal.

Seventeen sail of the merchant ships were captured by the American cruisers and carried into L'Orient.

In April, 1782, Captain Joshua Barney, in the *Hyder Ally*, of sixteen guns, engaged, off the entrance of Delaware Bay, the *General Monk* of twenty, commanded by Captain Rogers. The *General Monk* bore down upon the *Hyder Ally*, and while coming up, Captain Barney observed to his officers and crew—"If I direct you to prepare for boarding, you are to remain at your guns and be ready to fire, the moment the word is given." As soon as the two vessels were within hailing distance, the commander of the *General Monk* demanded the surrender of the *Hyder Ally*; when Captain Barney gave the order, in a loud tone of voice, "Prepare to board!" which, being heard on board the *General Monk*, the commander mustered the greater portion of his crew on deck, to repel boarders. At that moment the word was given to fire, and such a destructive broadside was delivered, that twenty were killed and thirty-three wounded, and among the latter Captain Rogers, dangerously. The *General Monk* was then instantly boarded and captured.

When intelligence of the commencement of hostilities between England and Holland was received in India, the Presidency of Madras prepared an expedition against Negapatam, the most important Dutch settlement on the coast of Coramandel. The land forces, amounting to five thousand men, were commanded by Sir Hector Munro; and Admiral Hughes having arrived with his squadron, took such a position off the harbor, as to intercept all relief; and, by landing a portion of his seamen and all his marines, rendered essential assistance to the army. The garrison had been reinforced by the troops of the celebrated *Hyder Ally*, the greatest warrior prince that had ever appeared in India, and who was, at that time, in alliance with France.

The troops were landed on the 21st of October, and the extensive works having been carried by assault, the governor capitulated on the 10th of November, 1781.

After Sir Edward Hughes had weathered out the monsoons, that set in immediately after the surrender of Negapatam, he proceeded to Ceylon, for the purpose of attacking the Dutch settlement of Trincomale, on the northern coast of that island, and arrived in the bay the beginning of January, 1782. Having landed a detachment of seamen, marines and seapoys, Fort Trincomale was immediately taken. This gave the Admiral the command of the chief landing place, and Fort Ostenburgh was soon after invested, and compelled to surrender. Two Indiamen, richly laden, and a number of smaller vessels, which lay in the harbor, surrendered as soon as the forts were taken.

Admiral Suffrein arrived off Madras on the 15th of February. On his way thither he captured the Hannibal of fifty guns, which had been separated from three other ships of seventy-four, sixty-four, and fifty guns, that had been sent from England, to reinforce Sir Edward Hughes' squadron. With the Hannibal, Suffrein's force was composed of twelve ships of the line, six frigates, eight large transports full of troops, and six British prizes.

Admiral Hughes had repaired to Madras roads, shortly after the reduction of Trincomale, to land his sick and take in stores; and having been joined by the three ships which had escaped the French fleet, previous to its arrival, on the coast of Coramandel, his squadron consisted of nine sail of the line. Notwithstanding the inferiority of his force to that of Suffrein, he stood out to sea to meet him; and as the French commander avoided an action, and bore away to the south, he was pursued during the day and night. At daylight the next morning, it was discovered that the transports and prizes were making for Pondicherry, under the protection of the frigates, and that the ships of the line were at about twelve miles distance. A signal was therefore made to chase the frigates and vessels in their company, and six of the latter were taken, one of which had on board a large quantity of munitions of war and three hundred troops; the other five were English prizes. As the French fleet was perceived to be bearing down to protect the frigates and transports, Admiral Hughes recalled such of his own ships of the line as were in pursuit, and prepared to meet it. The remainder of the day was employed in various movements on both sides, to gain the advantage of position, and during the night the respective squadrons kept near each other.

On the 17th Admiral Suffrein directed his attack upon the rear division of the British squadron. Sir Edward Hughes' ship being the only one which was in a position to afford assistance to that division, which was separated from the remainder of the squadron, the effects of the attack fell chiefly upon him and Commodore King; but as the wind changed about six, the engagement became more general, and was continued until night. The French had about two hundred and fifty killed and wounded, and the British over one hundred and fifty, besides Captains Stephens and Reynolds, who fell early in the action.

The next morning the French fleet was not to be seen, and Admiral Hughes proceeded to Trincomale, to repair the damages his squadron had received. This having been accomplished, he returned to Madras; but as no tidings of Suffrein were received, he hastened back to Trincomale, with supplies for the garrison, and to meet a convoy from England, accom-

panied by two ships of the line. Suffrein having been informed of the approach of that force, was on his way to intercept it, when he was descried by Hughes, on the 8th of April; and before he could reach the harbor of Trincomale, the French gained the wind of him, and on the 12th bore down in order of battle. The British squadron, at that time, lay close to a lee shore. Suffrein ordered his van division to attack that of the British, while he assailed the Admiral, with the remainder of his squadron. The action was maintained with equal vigor, on both sides, till it was nearly dark, when the British squadron anchored, as it was in the midst of rocks and shoals, with only fifteen fathoms of water; and the French being much damaged, drew off to a considerable distance. Both parties had suffered so much in the action, that neither of them were in a condition to renew it, and lay several days in sight of each other, repairing their respective damages. At last the French bore down in a line of battle; but perceiving that the British squadron had been reinforced by the two ships of the line from England, and was fully prepared to receive them, they stood off and kept their course, until night coming on, they could no longer be seen.

The British loss in killed and wounded amounted to five hundred and sixty-seven, and that of the French was equally as great.

Admiral Suffrein proceeded to the harbor of Batacalo, on the eastern side of the island of Ceylon, where he was employed, until the beginning of June, in repairing his ships, when he returned to the coast of Coromandel, where the squadron was amply supplied with provisions by the Dutch, and received a large reinforcement of men, from the French port of Cuddalore. The British squadron was, at that time, at Negapatam, and on the 5th of July Admiral Suffrein appeared off that place, when Sir Edward Hughes immediately put to sea, and stood after him. The evening and night were spent in gaining the wind, which having been accomplished, the British fleet bore down upon the French, and commenced a close action at half-past ten. It continued with great energy, on both sides, till near one o'clock, when the British squadron was thrown into disorder by a sudden change of the wind, while the French re-formed their line to windward. Sir Edward made the utmost efforts to gain such a position as would enable him to renew the action advantageously; but his squadron was so much scattered, that it was impracticable. The French squadron stood away, until it was dark, and then anchored about nine miles to leeward; and at the same time the British anchored between Negapatam and Nagore.

At break of day, Suffrein got under way, and sailed for Cuddalore; and the ships of Hughes were so much injured that he was unable to pursue him. The slain and wounded in the French squadron amounted to nearly eight hundred, and in the British to about three hundred. Among the slain, in the latter, was Captain Maclellen, of Admiral Hughes' ship.

Admiral Suffrein having received information that a large number of transports, with troops and munitions of war, had arrived at the island of Ceylon, under the convoy of three ships of the line, he repaired his squadron with the greatest expedition at Cuddalore, and sailed early in August, with the determination to attempt the reduction of Trincomale. Having formed a junction with the transports and men of war, he proceeded to the harbor of Trincomale, where the troops were landed, under the fire of his squadron. Batteries were immediately constructed, which silenced those of the garrison in two days, and the commanding officer was obliged to capitulate on the last day of August.

In the meantime Admiral Hughes was repairing his squadron and taking in provisions and ammunition at Madras ; but having obtained intelligence of the departure of Suffrein from Cuddalore, for Ceylon, he sailed, as soon as it was possible, for Trincomale, where he arrived on the 2d of September, and was astonished to find that the forts had been taken, and the French squadron was at anchor in the bay, consisting of fifteen ships of the line, while he had only twelve ; but he did not hesitate to prepare for an immediate engagement ; nor was Suffrein averse to abide the issue of a contest, for he came out the next morning, and the action commenced at noon, with great fury on both sides. The conflict was continued with equal obstinacy by both squadrons, till about seven o'clock, when the French Admiral, having lost his mizzen and main-mast, and several of his ships being essentially damaged, he withdrew ; and the British squadron was so much shattered, that it was not in a condition to pursue them. During the night Suffrein returned to Trincomale, but one of his ships, of seventy-four guns, was wrecked, in entering the harbor.

In this action the French loss in killed and wounded was nearly eleven hundred ; and that of the British about three hundred and fifty ; but among the slain were Captains Watt of the Sultan, Wood of the Worcester, and Lumley of the Isis.

While Suffrein was enabled to repair his ships in safety at Trincomale, Hughes was obliged to bear away to Madras for that purpose ; but in consequence of the setting in of the monsoon, he was compelled to repair to Bombay, and as the weather was continually boisterous, he was not able to reach that place before the close of the year.

The beginning of June, 1783, Cuddalore was besieged by General Stuart, while Admiral Hughes, with seventeen sail of the line, lay off the harbor to prevent all communication by sea. On the 20th, Admiral Suffrein, with fifteen sail of the line approached, in order of battle, when Admiral Hughes drew up his squadron in the same manner. The engagement began at four in the afternoon, and lasted three hours. During the night the French squadron returned to Pondicherry, and the British sailed the next day for Madras. The loss of the British was five hundred and thirty, and that of the French amounted to a greater number.

This engagement ended the naval operations of England and France in the East Indies. Six battles had been fought between Sir Edward Hughes and Admiral Suffrein, and five of them within the brief space of seven months. There is not an instance, in the annals of maritime warfare, of such a signal and obstinate competition for victory, as was exhibited by the officers and crews of those two squadrons ; and it is equally honorable to them, that so brave and determined were the commanders of every ship, that not one was captured, on either side ; while the number and duration of the engagements, and the immense slaughter resulting from each, evinced that indomitable perseverance and desperate courage, which will render the battles of the rival fleets of Hughes and Suffrein ever memorable in naval history.

Congress passed a resolution, in 1776, directing that three ships, of seventy-four guns, should "be immediately undertaken in New Hampshire, Massachusetts and Pennsylvania ;" but only one of them—the America—was built. She was constructed at Portsmouth, and Captain John Paul Jones having been appointed commander, he was launched in her, on the 3d of September, 1782 ; but the Magnifique, of seventy-four guns, having

been sunk in Boston harbor, the *America* was presented, by Congress, to the king of France, to replace that ship, in the fleet of the Marquis de Vaudreuil, "in testimony of the sense they entertained of the generous exertions of His Most Christian Majesty, in behalf of the United States."

Preliminary articles of peace having been concluded, between the United States and Great Britain, on the 30th of November, the marine operations of the belligerent European powers were so far suspended, that neither of them prepared a naval expedition, after the return of the fleets which had been employed in the attack and defence of Gibraltar.

Although several brilliant victories were achieved by the small national squadron; and the officers and crews, on many occasions, evinced great gallantry, energy and skill; still, so inferior in size were the vessels, that they were unable to contend with the numerous large ships of the enemy, which covered the Atlantic; and all, but eleven, of the thirty-six sail of ships, brigs and schooners, which were fitted out, during the war, were either taken, blown up, or lost at sea.

The enterprise and success of the letters of marque and privateers, must be regarded as very remarkable, when the vast maritime force of England is taken into consideration; for it has been estimated, that over eight hundred vessels were captured, the value of which, including their cargoes, exceeded eleven millions of dollars.

After eight years' contest, the revolutionary war was gloriously concluded, and the independence of the United States established, by the definitive treaty of peace, which was signed at Versailles, on the 3d of September, 1783.

NEARCHUS.

Art. II.—COMMERCE WITH THE EASTERN COAST OF AFRICA.

THE highlands included betwixt Abyssinia and the equator are unquestionably among the most interesting in Africa, whether viewed with reference to their climate, their soil, their productions, or their population. When the Ethiopic empire extended its sway over the greater part of the eastern horn, they doubtless supplied myrrh and frankincense to the civilized portions of the globe, together with the "sweet cane," mentioned by the prophets Isaiah and Jeremiah, as being brought "from a far country." The slave caravan still affords a limited outlet to their rich produce; but the people, ignorant and naturally indolent, are without protection, and they possess no stimulus to industry. Vice alone flourishes among them, and their fair country forms the very hot-bed of the slave trade. Hence arise wars and predatory violence, and hence the injustice and oppression which sweep the fields with desolation—bind in fetters the sturdy children of the soil, and cover the population with every sorrow, "with lamentation, and mourning, and wo."

In early times, as early probably as the days of Moses, the authority of Egypt extended deep into the recesses of Africa, and there is reason to believe, at later dates, far into those countries to the southward of Abyssinia, which are accessible from the shores of the Indian Ocean. The eastern coast, from beyond the Straits of Bab el Mandel, in all probability as far south as Sofala, the Ophir of Solomon, was well known to the enterprising merchants of Tyre, and to the sovereigns of Judea, from the days of the wise son of David downward. In still later periods, the con-

quering Arabs, when they had become followers of the false prophet, extended their sway over all this coast as far as the twenty-fifth degree of south latitude. The remains of their power, of their comparative civilization, and of their religion, are found throughout to the present day; and notwithstanding that their rule had greatly declined when the Portuguese discovered these parts four hundred years ago, it was still strong and extensive, and constant commercial intercourse was maintained with India.

No portion of the African continent has, however, excited less modern interest than the eastern coast; and this singular fact must, in a principal measure, be attributed to the extreme jealousy with which the Portuguese have guarded its approach, and withheld the limited information gained since the days of Vasco de Gama. "The treasure and the blood of the metropolis have been wasted in wars with the native powers, and the relations of commerce on every occasion postponed for those of conquest and dominion."* The illiberal spirit of the government, the monstrous cruelty of the traffic, and the nature of the system pursued, both civil and ecclesiastic, have had the natural effect of degrading those maritime tribes placed in immediate juxtaposition with the white settlers, and of effectually repelling the more spirited and industrious inhabitants of the highlands, whose prudence and independence have baffled attempted inroads. Many a fair seat of peace and plenty, vitiated by the operation of the slave trade, has been converted into a theatre of war and bloodshed; and the once brilliant establishments reared by the lords of India and Guinea, now scarcely capable of resisting the attacks of undisciplined barbarians, here, as elsewhere, exhibit but the wreck and shadow of their former vice-regal splendor.

Although free to all nations, the eastern coast, from Sofala to Cape Guardufoi, has in later years been little frequented by any, save the enterprising American, whose star-spangled banner is to be seen waving to the breeze in parts where others would not deign to traffic; and who, being thus the pioneer to new countries, reaps the lucrative harvest which they are almost sure to afford. English ships from India have occasionally visited the southern ports for cargoes of ivory and ambergris, but the trade being yet in its infancy, admitted of little routine; and in the absence of any rival, the Imam of Muscat is, with his daily increasing territories, fast establishing a lucrative monopoly, from Mombas and Zanzibar.

In most of the interior countries lying opposite to this coast to the south of Shoa, the people unite with an inordinate passion for trinkets and finery a degree of wealth which must favor an extensive sale of European commodities. In Enárea, Caffa, Gouragué, Koocha, and Susa, especially, glass-ware, false jewelry, beads, cutlery, blue calico, long cloth, chintz, and other linen manufactures, are in universal demand. That their wants are neither few nor trifling may be satisfactorily ascertained from the fact that the sum of \$500,000, the produce of the slave trade from the ports of Berbera, Zeyla, Tajúra, and Massowah, is only one item of the total amount annually invested in various foreign goods and manufactures, which are readily disposed of even at the present price of the monopolist; who, being generally a trader of very limited capital, may be concluded to drive an extremely hard bargain for his luxurious wares.

It would be idle to speculate upon the hidden treasures that may be in

* Lord Brougham's Colonial Policy.

store for that adventurous spirit who shall successfully perform the quest into these coy regions—for time and enterprise can alone reveal them. But it is notorious that gold and gold-dust, ivory, civet, and ostrich feathers, peltries, spices,* wax and precious gums, form a part of the lading of every slave caravan, notwithstanding that a tedious transport over a long and circuitous route presents many serious difficulties; and that the overreaching disposition of the Indian Banian and of the Arab merchant, who principally divide the spoils on the coast of Abyssinia, offer a very far from adequate reimbursement for the toil and labor of transportation.

No quarter of the globe abounds to a greater extent in vegetable and mineral productions than tropical Africa; and in the populous, fertile, and salubrious portions lying immediately north of the equator, the very highest capabilities are presented for the employment of capital, and the development of British industry. Coal has already been found, though at too great a distance inland to render it of any service without water communication; but the fossil doubtless exists in positions the most favorable for the supply of the steamers employed in the navigation of the Red Sea. Cotton of a quality unrivalled in the whole world, is everywhere a weed, and might be cultivated to any requisite extent. The coffee which is sold in Arabia as the produce of Mocha, is chiefly of wild African growth; and that species of the tea-plant† which is used by the lower orders of the Chinese flourishes so widely, and with so little care, that the climate to which it is indigenous would doubtless be found well adapted for the higher-flavored and more delicate species so prized for foreign exportation.

Every trade must be important which will absorb manufactured goods and furnish raw material in return. Mercantile interests on the eastern coast might therefore quickly be advanced by teaching the natives to have artificial wants, and then instructing them in what manner those wants may be supplied through the cultivated productions of the soil. The present is the moment at which to essay this; and so promising a field for enterprise and speculation ought no longer to be neglected or overlooked. The position of the more cultivated tribes inland, the love of finery displayed by all, the climate, the productions, the capabilities, the presumed navigable access to the interior, the contiguity to British Indian posses-

* Ginger is exported in great quantities from Gurague; and among other indigenous spices, the *kurarima*, which combines the flavor of the carraway with that of the cardamon.

† *Chaat* is a shrub very extensively cultivated both in Shoa and in the countries adjacent. It is in general use among the inhabitants as a substitute for tea, which in all its properties and qualities it closely resembles. The plant is said to have been brought originally from the western mountains, of which the elevation being from five to eight thousand feet, agrees with that of the Chinese tea districts, while the average temperature does not exceed 60° Fahrenheit. In a light gravelly soil it attains the height of twelve feet; and the leaves being plucked during the dry season, and well dried in the sun, fetch from one penny to two pence the pound. They are either chewed, or boiled in milk, or infused in water; and by the addition of honey, a pleasant beverage is produced, which, being bitter and stimulative, dispels sleep if used to excess.

The virtues of the *chaat* are equally to be appreciated with those of the *yerba mate*, recently introduced into England from Brazil and Paraguay. It is already known under the appellation of "*Celastrus edulis*," and belongs to *Pentrandia Monogynia Linne*, and to the natural family of *Celastrineæ*, or to that sub-family of the *Rhamnææ*, which have in the flower the stamens alternating with the petals. The family of *Rhamnææ*, namely, the genus *Rhamnus* itself, supplies to the poorer classes in China a substitute for tea, and is known under the name of *Rhamnus Theezaus L.*

sions, and the proximity of some of the finest harbors in the world, all combine inducements to the merchant, who, at the hands even of the rudest nation, may be certain of a cordial welcome.

If, at a very moderate calculation, a sum falling little short of \$500,000, can be annually invested in European or American goods* to supply the wants of some few of the poorer tribes adjacent to Abyssinia; and if the tedious and perilous land journey can be thus braved with profit to the native pedlar, what important results might not be anticipated from well-directed efforts, by such navigable access as would appear to be promised by the river Gochob? The throwing into the very heart of the country now pillaged for slaves a cheap and ample supply of the goods most coveted, must have the effect of excluding the Mohammedan rover who has so long preyed upon the sinews of the people; and this foundation, judiciously built upon by the encouragement of cultivation in cotton and other indigenous produce, could not fail to rear upon the timid barter of a rude people the superstructure of a vast commerce.

At a period when the attention of the majority of the civilized world, and of every well-wisher to the more sequestered members of the great family of mankind is so energetically directed toward the removal of the impenetrable veil that hangs before the interior, and fosters in its dark folds the most flagrant existing sin against nature and humanity, it could not fail to prove eminently honorable to those who, by a well-directed enterprise, should successfully overcome the obstacles hitherto presented by the distance, the climate, and the barbarity of the continent of Africa. But lasting fame, and the admiration of after ages, are not the only rewards extended by the project. A rich mercantile harvest is assuredly in store for those who shall unlock the portals of the Eastern coast, and shall spread navigation upon waters that have heretofore been barren.

Although peopled by one hundred and fifty millions of souls, the present exports of Africa do not equal in value those of Cuba, with only twelve hundred thousand inhabitants. This limited commerce, and the nature of the commercial system, have long been, and still are, among the chief causes of her misery and thralldom. Few, if any, of the commodities bar-

* The following statement from the "United Service Journal," touching the introduction of American and British cotton manufactures into Africa, will be read with interest by friends of free trade, and domestic industry in the United States.—[*Ed. Merchant's Magazine.*]

"Barburra, the place where the great annual fair of Northeastern Africa is held, is situated on the African side of the Arabian Gulf, and in lat. 10° 30' North. It is not a permanent town, but merely a low, sandy peninsula. Here the great Kufalabs or caravans from the interior and unexplored regions of Africa come to exchange their articles of merchandise for the production of the civilized nations. Cotton goods are the principal article given in exchange by the Bunyans from Porebunder, Cutch, Surat and Bombay, (who monopolize the principal part of the trade at the Fair,) to the natives. *The manufactures of England were almost entirely excluded from the market by American cloth; which is brought here from Mocha and other ports of the Red Sea visited by American traders. This cloth can be purchased at a considerably less price than the English cloth. Indeed the American trade in cotton is fast superseding the English, both in the ports of Yeman, and also Muscat and the Persian Gulf; and should the British government of India in their wisdom declare Aden a free port, the merchants of Bombay may say farewell to British commerce with Arabia, as in that event Aden, as well as Mocha and Muscat, will form an entrepot for American cottons, which will afterwards be circulated in the interior, to the exclusion of British manufactures.*"

tered with other nations are the production of capital, labor, or industry ; and in the minds of the whole population, the ideas of prosperity and of a slave trade are therefore inseparable. But if all that is coveted could be placed within honest reach in exchange for the produce of the soil, the hands which should cultivate it will never afterward be sold.

“ Legitimate commerce,” writes Sir Fowell Buxton, “ would put down the slave trade, by demonstrating the superior value of man as a laborer on the soil, to man as an object of merchandise. If conducted on wise and equitable principles, it might be the precursor, or rather the attendant, of civilization, peace and Christianity to the unenlightened, warlike, and heathen tribes, who now so fearfully prey upon each other to support the slave markets of the New World ; and a commercial system upon just, liberal, and comprehensive principles, which guarded the native on the one hand, and secured protection to the honest trader on the other, would therefore confer the richest blessings on a country so long desolated and degraded by its intercourse with the basest and most iniquitous portion of mankind.”

The average cost of a seasoned slave in Cuba is 120*l.* sterling ; but it has been seen that in Enárea and other parts of the interior he may be purchased for ten pieces of salt, equivalent to two shillings and a penny—for a pair of Birmingham scissors, or even for a few ells of blue calico. Hence it is only fair to infer that the hire of the freeman would be in the same ratio ; and if so, it must be sufficiently obvious that this cheap labor, applied to a soil not less productive than that of the most favored countries in the world, must enable Africa to raise tropical produce that will beat in every market to which it may be introduced.

Able advocates of the cause of humanity have upon these grounds clearly demonstrated that, in order to suppress completely the foreign traffic in human flesh, it is only necessary to raise, in any more commanding and accessible point, which affords the readiest outlet, sugar, coffee, and cotton, and to throw these yearly into the market of the world, already fully supplied by expensive slave labor. The creation of this cheap additional produce would so depress the price current in every other quarter, that the external slave trade would no longer be profitable, and it would therefore cease to exist.

But few people are more desirous or more capable of trading than the natives of Africa ; and the facility with which factories might be formed is sufficiently proved by the reception heretofore experienced in various parts of the continent. Abundance of land now unoccupied could be purchased or rented at a mere nominal rate, in positions where the permanent residence of the white man would be hailed with universal joy, as contributing to the repose of tribes long harassed and persecuted. The serf would seek honest employment in the field, and the chiefs of slave-dealing states, gladly entering into any arrangement for the introduction of wealth and finery, would, after the establishment of agriculture, no longer find their interest in the flood of human victims, which is now annually poured through the highlands of Abyssinia.

To descant, therefore, upon the importance of such a communication as the Gochob may prove to the countries in which it is situated, or with which it promises an easy access, would be a work of supererogation. Much has been written, and great praise most justly bestowed, upon the policy which has seen, in many a barbarous location, the future marts of

a boundless and lucrative commerce—the centres whence its attendant blessings, knowledge, civilization, and wealth, would radiate among savage hordes. Here are no deserts, but nations already prepared for improvement, and countries gifted by nature with a congenial climate and with a boundless extent of virgin soil, where the indigo and the tea-plant flourish spontaneously, and where the growth of the sugar-cane and of every other tropical production may be carried to an unlimited extent—regions producing grain in vast superabundance, and rich in valuable staples—cotton, coffee, spices, ivory, gold-dust, peltries, and drugs—all, in fact, that is requisite to impart value and activity to exchange.*

Art. III.—COMMERCE AND RESOURCES OF ALTA CALIFORNIA.

THIS vast and fruitful territory, which, by the energy and promptitude of Commodore Sloat, has lately been added to our wide-spread Republic, is, we understand, to be fortified, (that is, its most important points,) and a naval station to be established at San Francisco. This Bay is probably unequalled for extent of safe anchorage; and, from its proximity to the cruising grounds of our twenty millions of dollars' worth of whaling ships, is unquestionably the best position which could be selected for such a purpose, on the shore of the Pacific.

The following important information, obtained from a highly intelligent officer, lately returned from our squadron in those waters, we have much pleasure in communicating, for the benefit of such of our merchants as are or may be engaged in commercial adventures to that quarter; or such of our enterprising fellow-citizens as may be inclined to settle there.

Alta or Upper California is situated between the thirty-second and forty-second degrees of North latitude, and the parts which border on the ocean are between the hundred and seventeenth and hundred and twenty-third degrees of West longitude. Its boundaries on the East have been considered the Rocky Mountains, although the part that has hitherto been settled, is a strip of land on the shores of the Pacific, not exceeding sixty miles in width.

The establishment of Catholic missions was first commenced 1769, by the Jesuits, on the following plan: On one side of a large square stands the church, a suite of buildings for the habitations of the priests, for travellers, and a guard-house; on the other sides are granaries, work-shops for various trades, cellars, wine-presses, and separate apartments for the Indian boys and girls; at a distance are the habitations for the adults. Attached to each of these missions is a large garden, orchard and vineyard. Besides these missions, twenty-one in number—the last of which, San Francisco Soland, was founded in the year 1822—there are four Presidios or towns, viz: San Francisco, Monterey, Santa Barbara and San Diego; two villages, Pueblo de los Angeles and Pueblo de San Jose, and a hamlet called De Branceforté. The garrison of each Presidio comprised about eighty cavalry, with a few infantry and artillery soldiers. The Commandant of each Presidio was the Captain of these troops, and decided all disputes, previous to 1822—till then there were no civil authorities.

* The Highlands of Ethiopia, by Major W. Cornwallis Harris, of the Honorable East India Company's Engineers.

The residence of the Governor was Monterey, and he was generally a colonel or captain in the army, and sent from Mexico.

Formerly, all the land belonged to the different missions, and although distant some fourteen leagues, they respectively bounded on each other. The prosperity of these missions was at its height in 1825, at which time they counted from two to three thousand Indians each, and possessed from six thousand to one hundred thousand bullocks each, and an equal number of sheep. The number of horses was so great that many were killed to save pasturage.

Before the year 1822, the trade of these missions was with San Blas and Callao; vessels from these ports were sent here for tallow. The same year, an American vessel arrived in California from Boston, and prepared the way for a trade which has since been carried on almost exclusively with merchants of that port.

A law was passed in 1835, taking from the priests the management of the temporalities of the missions, and giving it to the secular administrators, who in a short time ruined the missions, without essentially benefiting themselves. The land has been divided amongst private individuals, and although the cattle of the missions have disappeared, there are as many hides exported as ever.

Exclusive of countless wild Indians and some Neophytes, California has about fifteen thousand inhabitants, generally descendants of Spanish and Mexican fathers, but mostly Indian mothers. The baptized Indians, released by the demolition of the missions, are hired by the other inhabitants for servile work, while the latter assist each other in the superior labor of their farms. Such of the Indians as were taught the mechanic arts by the Spanish Padres are mostly dead, and none other of their tribes will ever take their places.

The improved farms are held by Mexicans, Californians and naturalized citizens; the latter become so by merely signing a petition for that purpose, whereupon a letter of citizenship is granted, without an oath or any other formality. These farms, comprising from one to eleven square leagues, were granted to citizens with very little expense. The land adjoining the sea-coast is principally taken up—all that which is immediately around the Bay of San Francisco, and a portion of that on either bank of the Sacramento River. A small part only of those on the River San Joaquin is taken as yet. Some of the mission lands still belong to the government, as well as other unclaimed lands. Some farms have been abandoned, in consequence of depredations committed by wild Indians, who steal thousands of horses yearly—even out of enclosures and near dwellings. These Indians have shown but little fear of late, and have shot several farmers with their arrows.

There are now about twelve hundred foreign residents in California, mostly settled around the Bay of San Francisco, and on the banks of the Sacramento; three-fourths of these are Americans and the remainder Europeans. One-third of the males have taken out letters of citizenship, and never expect to speak Spanish, the prevailing language—a knowledge of English being all-sufficient for commercial purposes, even at this early period of the settlement. In 1832, there were less than three hundred foreign residents, and these were sailors who had left their ships or were entrapped by the former government; they have become farmers. The first American settlers arrived on the Sacramento in 1840. The emi-

grants leave Independence, Missouri, (the starting point,) in April or May, and arrive on the borders of the Pacific in October or November, annually. Some petition for farms; others settle on private grants by consent of owners. These emigrants, on leaving Independence, should be furnished (if a family of five or six,) with 1 good wagon, 1 barrel of flour, 200 pounds of bacon, 30 pounds of coffee, 50 pounds of sugar, 20 pounds of rice, 4 yoke of oxen, 3 cows, and a few cooking utensils. Every male person of fourteen years, and upwards, should be provided with a rifle, 10 pounds of powder, 30 pounds of lead, and 200 percussion caps.

After securing his land on either bank of the Sacramento, the settler should prepare his ground at once, and begin sowing his wheat in December. Beans, peas and corn should be planted in April.

Twelve hundred dollars will start a cattle-breeder in California.

Wheat produces from forty to fifty-fold under very imperfect cultivation. The Spanish Padres of some of the missions have obtained an hundred-fold, and at the mission of San Jose an hundred and eighty-fold was obtained. Wild oats and mustard cover the country; the former to the height of three or four feet, and the latter so high and compact that horses straying amongst it are often lost. Rye and buckwheat have not been proved. Cotton and hemp have been raised, but as yet only in small quantities. Every description of vegetable produces well. Apples, pears, peaches, and quinces, are common all over the country, and in some parts there are limes, oranges, almonds, figs and walnuts. Plums and cherries have not been tested. Grapes of the finest flavor and in the greatest profusion grow in different districts. In latitudes south of 34° the best are produced. With imperfect means, wines and brandies are also made in California.

The climate is unsurpassed for salubrity; the lowest rate of the thermometer in the shade, at Monterey, in 1845, was 44°, and the highest 86°, although the common range throughout the year is from 60° to 70°.

Sailing vessels have about thirteen days passage from Monterey to Mazatlan, but double that number on returning. It takes about fifteen days to sail from Monterey to Columbia River, but only five to return.

The entire revenue of California has been received from the custom-house at Monterey, which, for the seven past years, averaged eighty-six thousand dollars.

There were no drawbacks to the trade in California; coins, currencies, weights and measures of England and the United States are in common use.

Imported goods, such as American cotton and woollen manufactures, shoes, hats, furniture, and farmer's utensils; also groceries, crockery and hardware, and China goods, are sold to the dealers and farmers on the coast at a credit of twelve to twenty-four months, payable in hides, tallow, fat, dried beef, lumber and soap.

The Boston ships have generally returned home with twenty to forty thousand bullocks' hides; every dollar of invoice and disbursements, including also a reasonable charge for wear and tear of the vessel, has usually received a hide in return, which is always valued at two dollars.

The tallow has generally been bartered with vessels bound for Callao, for hides.

A considerable quantity of sea-otter skins were formerly collected, and shipped to Canton. They were valued at forty dollars each. The number at present taken is very limited.

In a few years hence there will be exported gold, lead, and a large quantity of quicksilver, also sulphur, coal and slate. The mines of quicksilver are probably the largest in the world, and of the best ore, producing more than 20 per cent, with but small expense of outfit.

Under the government of the United States, with some capital, and an increase of that thriving race, the Anglo-Saxons, California could supply all the Polynesian Islands, together with San Blas, Mazatlan, Acapulco and the N. W. Coast, with the above-named products, as well as wheat, beans, peas, flour, fat, tallow, butter, cheese, pork, beef, salmon, sardines, horses, mules, spars, boards, shingles, staves, and ships. Already shingles, lumber, spars, and horses are shipped to the Sandwich Islands; and beef, fat, wheat and beans to the Russian settlements on the Northwest Coast, bills on St. Petersburg being received in exchange.

The exports of 1846 will amount to 85,000 hides; 60,000 arrobas tallow; 10,000 fanegas wheat; 1,000,000 feet lumber, also staves and shingles; \$20,000 worth of otter and beaver skins; \$10,000 worth of soap; 1,000 barrels wine and aquadiente; 200 ounces of gold.

CLASSIFICATION OF DUTIES RECEIVED IN THE CUSTOM-HOUSE OF CALIFORNIA, AT MONTEREY, IN 1844.

From Mexican vessels, coastwise from San Blas and Mazatlan,.....	\$5,194
From American vessels, from the United States and Sandwich Islands,.....	60,326
From 2 Russian, 1 French, and 1 Hawaiian, vessel,	13,219
Total,.....	\$78,739

The cargoes of such vessels as were built in the Republic of Mexico, have paid but 15 per cent ad valorem duty hitherto.

LIST OF SHIPPING FROM FOREIGN PORTS AND COASTWISE, ENTERED AT MONTEREY, DURING THE YEAR 1844.

Number.	Class.	Number.	Occupation.	Number.	Of what Nation.
16	Ships.	6	Ships of War.	28	U. S. of America.
4	Barques.	14	Merchant ships.	23	Mexico.
5	Brigs.	7	Whaling ships.	4	France.
4	Schooners.	1	Transp't for Cattle.	1	England.
		11	Merchant barques.	1	Genoa brig of war.
		10	Merchant brigs.		
		8	Merchant schooners.		
—		—		—	
29		57		57	

LIST OF SHIPPING FROM FOREIGN PORTS AND COASTWISE, ENTERED AT MONTEREY, IN 1845.

Of what nation.	No.	Crew.	Tons.
United States of America,.....	29	482	9,455
Mexico,	18	205	2,620
England,	4	66	966
Germany,.....	3	33	525
France,.....	3	75	756
Hawaii,.....	3	24	348
	—	—	—
Total,.....	58 ar., 30 vess.	885 men.	14,650

Of the above, 5 were ships of war, 5 whaling ships, and 48 merchant vessels, classed in the following order, viz :—Ships, 23; barques, 17; brigs, 8; schooners, 10—total, 58 vessels.

The number of men and amount of tonnage is exclusive of ships of war.

ENTRIES AT CUSTOM-HOUSE, MONTEREY, IN THE YEAR 1845.

Vessels.	From.	Original cost of cargo & outfit.	Val. of cargo in California.	Mos. on coast.	Duties p'd in Mont'y.
Bque. Guispushmana,*	Callao.	\$10,500	\$17,000	10	\$5,314
Clara,*	Acapulco.	3,000	6,500	6	754
Brig Fariscia,*	"	3,000	5,500	2	667
Maria Terese,*	Mazatlan.	8,000	16,000	6	1,164
Primevira,*	"	5,000	9,000	4	538
Schr. Julian,*	"	17,000	33,000	4	3,584
Brig Matador,†	Valparaiso.	55,000	Resh'd in part.	4	67,792
Maria,†	"	12,000	"	2	19,407
Ship California,†	Boston.	35,000	70,000	12	21,240
Bque. Tasso,†	"	35,000	70,000	20	16,107
Don Quixote,†	Oahu.	7,000	14,000	10	4,000
Ship Fame,†	"	6,000	10,000	Lost.	2,459
Total,		\$196,000	\$251,000		\$143,022
* Mexican	† Hamburg.			† United States.	

Art. IV.—THE RUSSIAN TRADE AT KIACHTA.

NOTICES OF THE TRADE CARRIED ON BY THE RUSSIANS AT KIACHTA,
UPON THE FRONTIERS OF CHINA.*

THE Russian trade with China, by a treaty made between the two countries in 1728, is confined to the town of Kiachta, on the northern frontier of China, which is thus the sole entrepôt for the exchange of the commodities of both countries. The Russians are prohibited from trading at Canton, in consequence of the privilege they have of trading overland. In the year 1806, two Russian ships visited Canton, after making a voyage of discovery, for the purpose of taking in a cargo of Chinese produce for Russia. The Canton authorities at first refused, but afterwards permitted them to load, at the same time making reference to Peking. Before the answer arrived, the ships had sailed, but an edict was despatched to Russia prohibiting further intercourse except by the northern frontier. Of late years this trade has become of great importance; and the attention of commercial men, connected with China, has been called to the Russian woollen manufactures, which have begun to compete successfully with those of English manufacture, which formerly supplied the Chinese market.

A few statements (although necessarily meagre from the want of direct information,) may therefore not be unacceptable.

The great advance which Russia has made in the arts during the last half century, will be partially shown by the fact that, in the years 1793-95, she annually imported cloths to the average amount of 3,978,000 silver roubles; the only woollen manufacture then carried on being coarse cloth for the use of the army; while in 1837-39, the import had nearly ceased, and her own manufactures supplied the internal consumption of the empire, besides a large oriental export, chiefly to China, which, in 1842, amounted to nearly 2,000,000 silver roubles. Again, in 1800, the import of tea into Russia was 2,799,900 Russian pounds; and in 1837-39 the average annual import was 8,071,880 Russian pounds. Forty (40) Russian pounds are equal to 36 lbs. avoirdupois.

* Chiefly derived from the Chinese Repository for June, 1845.

The following statement shows the quantity of woollen cloth exported to China by Russia from 1833 to 1841 :—

EXPORTS OF WOOLLEN CLOTH FROM RUSSIA TO KIACHTA.

Years.	Russian Cloth.			Polish Cloth.	
	Arshines.	Eq. to pcs. of 19½ yds.	Arshines.	Eq. to p. of 19½ yds.	
1833,.....	447,176	18,305	325,040	13,305	
1834,.....	555,876	22,755	247,256	10,122	
1835,.....	719,221	29,442	206,301	8,445	
1836,.....	923,936	37,822	181,519	7,430	
1837,.....	789,853	32,333	26,625	1,089	
1838,.....	965,193	39,510	738	30½	
1839,.....	1,218,574	49,880	.....	.....
1840,.....	1,241,133	50,806	.....	.....
1841,.....	1,550,477	63,470	.....	.....

In former years Russia exported to China the woollen manufactures of Poland, (as will be seen by the above table,) and still earlier, those of Prussia, in addition to her own. Previous to the year 1812, a considerable quantity of English woollens were sent to Russia, intended for the Chinese market. The cost of this cloth was at that time, from 17s. to 20s. per yard, though the same quantity in 1830 could be had at 10s. to 12s., or even less. This trade was stopped by an increase of the duty laid by the Russian government on English cloths and a reduction of that on Prussian cloth.

At present, however, only cloths manufactured in Russia are exported. They are made principally at Moscow and its neighborhood, of different qualities, similar to the English cloths called Spanish Stripes and Habit cloths. They are classed into three varieties : 1. The Mezeritsky cloths ; 2. Those of Masloff or Maslovia ; 3. Karnovoy cloth ; in each of which varieties there are four or five grades of quality, as No. 1, No. 2, &c. The assortment of colors in 100 pieces of Mezeritsky cloth is nearly as follows :—

Blue,.....pieces	40	Pomegranate red,.....pieces	8
Light blue,.....	10	Violet brown,.....	4
Black,.....	20	Scarlet,.....	10
Violet,.....	2	Green,.....	3
Yellow,.....	1	Fashions of the day,.....	2

These are packed in ten bales, each having an assortment of the different colors. The first quality of Mezeritsky cloth costs at Moscow 150 to 165 roubles assign : per piece of 25 arshines (6s. 9d. to 7s. 4d. per yard ;) and the charges from Moscow to Kiachta amount to about 250 roubles assign : per each bale. They measure from 60 to 67 inches in width.

The first quality of Masloff cloth costs at Moscow 7 to 7½ R. assign : per arshine, (8s. to 8s. 6d. per yard ;) the length of the pieces 40 to 45 arshines, or 31 to 35 yards ; breadth between the lists, 67 to 70 inches. They are made up in bales of 8 pieces each. In an export of 1,000 pieces of these two cloths the proportions are, about 750 to 800 pieces of Mezeritsky, and 250 to 200 pieces Maslovia.

Of velveteens (Pleess,) a considerable quantity is annually bartered at Kiachta. They are manufactured in pieces of about 50 arshines in length (39 yards,) and of two breadths, viz : 10 vershocks and 16 vers : (17½ inches and 28 inches ;) the price of the former at Moscow, is about R. 1.40 co : to R. 1.80 per arshine, and of the latter R. 2.80.

The camlets exported to China are principally of Dutch manufacture, a

very trifling proportion being Russian. The quantity bartered at Kiachta, in 1843, will be found in a table given below.

The other principal articles of Russian export to China are linen goods of a coarse description; leather, skins, and furs. They also send fire-arms, cutlery, corals, mirrors, watches, and divers articles of ornament. The cost of carriage from Moscow to Kiachta is about R. 25 per pood (36 lbs. English.)

REPORT CONCERNING THE BARTER TRADE AT KIACHTA, IN 1843.

Description of goods.	Bartered.	Rem. on hand.
Cloth—Mezeritsky,.....pieces	14,565	40,883
Masloffs,.....	2,013	5,143
Karnovoy,.....	4,761	6,740
Camlets—Russian,.....archines	578	177
Dutch,.....	25,600	45,784
Linen goods—Tcheshuyka,.....	480,733	498,736
Ticking,.....	85,655	45,550
Konovat,.....	624	16,437
Velveteens—10 vershocks broad,.....	1,074,639	1,818,129
16 “.....	92,499	126,630
Leather—Goat-skins,.....skins	52,665	176,095
Furs—Squirrel,.....	673,364	1,140,696
Otter,.....	13,461	17,406
Lamb, Bucharian grey,.....	5,549	44,921
“ black,.....	8,463	48,955
“ Ukraine white,.....	155,172	646,738
“ “ piebald,.....	8,580	18,344
“ “ black,.....	2,581	28,311
Cat-skins, black,.....	245,006	105,847
Lynx-skins, Russian,.....	2,181	17,220
“ American,.....	4,750	8,100
Musquash,.....	72,415	18,920

A note, appended to the foregoing report, states that the amount of trade therein specified, as compared with that of previous years, does not exceed one-third of the average. No cause is assigned for such a great falling-off.

The foreign fur trade at Canton—twenty years ago amounting to a million of dollars annually—is now nearly or quite extinct; on the northern frontier, however, as shown in the foregoing table, there is still an extensive traffic; and were all the facts of the case at our command, we might find that this traffic is annually increasing.

The mode of transacting business at Kiachta deserves particular notice from its peculiarity. Commissioners are appointed on each side, who fix by regulation the price of every article of import, and of the tea to be given in exchange for it; and not only the price of the tea, but the proportion of each sort to be bartered for the different articles.

The “Chinese Olio” says that “a commission of six members chosen among the Russian merchants, and presided over by the custom-house director, treats for Russian merchandise. Another commission of an equal number of members taken among the Chinese, and presided over by their governor, treats for Chinese merchandise. These two commissions discuss the prices, which, once determined, become law for the merchants of the two nations.”

The tea is classed into Family, and Flower tea; both which are said to consist chiefly of Pekoe, with a slight admixture of other leaves.

In 1843 the Chinese brought for sale 120,000 chests; of which 80,000

were Flower tea, and 40,000 Family tea. The prices, which have been unaltered for years, are—

R. 60 for one chest “quadrat” Family tea.

R. 120 for one chest 3d sort of Flower tea.

R. 80 for one chest “polootornoy” Family tea (i. e. $1\frac{1}{2}$ as large.)

The prices of Russian produce were raised in 1843 from those of former years. Further it was arranged (as alluded to above,) that one chest of Family tea is to go along with every three chests of Flower tea.

The nature of the regulations fixing the price of Russian goods at Kiachta, will be shown by an example of the transactions by barter, as follows :—

Against the 2d sort of Mezeritsky cloth the Russians receive 9	
chests Flower tea, at Rs. 120 per chest,.....	Rs. 1,080
And 3 chests Family tea, at Rs. 60 per chest B. Rs.....	180
	Rs. 1,260

For which the Russians pay,

R. 1,080 is equal, at the regulation price of
Rs. 125 per piece, to..... $8\frac{2}{3}$ pieces.

And R. 180 at Rs. 100 per piece, to..... $1\frac{4}{5}$ “

R. 1,260 nearly $10\frac{1}{2}$ pieces of cloth.

Pursuing the illustration, we will show the result of such a transaction in 1843 :—

The $10\frac{1}{2}$ pieces of cloth cost at Moscow, in 1842, Rs. 145 cash	
per piece, making,.....	R. 1,522.50
Interest for 15 months—15 per cent.....	228.37
Charges from Moscow to Kiachta,.....	250.00

Cost at Kiachta of $10\frac{1}{2}$ pieces of cloth, R. 2,000.87

But the value of tea in Russia in 1843, was

9 chests Flower tea at R. 555 per chest,
at 12 months credit,..... 4,995
3 chests Family tea at R. 455 per chest, 1,365

R. 6,360

Deduct 12 months interest,..	763.20	
Duty and charges,.....	2,265.90	3,029.10
		3,330.90

Leaving a profit of..... R. 1,330,30

In this peculiar traffic we thus see that woollen cloths costing Rs. 2,000 are exchanged for teas estimated at R. 1,260, or at a loss of 37 per cent. But the tea taken in exchange, the nominal cost of which is R. 1,260, realizes a profit of R. 2,070, being $103\frac{1}{2}$ per cent on the actual cost, (R. 2,000,) thus leaving a balance of profit on the transaction of $66\frac{1}{2}$ per cent.*

The prices of tea at Nijni Novgorod in 1843 were (on twelve months credit :)

* The above calculation is copied from a paper written at Nijni Novgorod and communicated from Moscow.

Description.		Weight of chest in Russ. pounds.
Flower tea, 1st sort, per chest,.....	Rs. 705	} 55, 58, and 60
“ 2d “	655	
“ 3d “	555	
Quadrat family tea, per chest,.....	455	60 a 70
Polootornoy “ “	605	86 a 88
“ “ 2d, “	535 a 555	81 a 85

The third sort of Flower tea is divided into about fifteen “families,” sold by retail under different names applied to them by the Russians.

THE CHARGES ON A CHEST OF TEA FROM KIACHTA.

Specification of charges.	Flower tea, weighing 60 lbs.	Family tea, weighing 65 lbs.	Family tea, weighing 80 a 85 lbs.
Import duty and custom charges,.....	R. 130	R. 138.50	R. 160
Commission at Kiachta,.....	10	4.80	6.40
Packing in hides,.....	3	3	3
Receiving, weighing, and cartage in Kiachta,.	10	10	10
Carriage to Nijni or Moscow,.....	35	35	50
Total,.....	R. 188	R. 191.30	R. 229.40

Besides these different sorts, the Russians receive what is called “brick tea,” being tea dust formed by pressure into the shape of tiles or bricks. The greater part of this is consumed in Russian Tartary and Siberia, only a small proportion being carried to the fair at Nijni. It is not used as an infusion, but is stewed with milk, butter, salt and herbs, and eaten as food, as our matrons are said to have used the leaf when it was first introduced into England.

Besides tea, which is the staple article of produce bartered by the Chinese, they bring to Kiachta silks, nankeen cloth, preserves, lacquered ware, &c.

From the secrecy which the Chinese maintain on their side of the commercial intercourse, we are unable to estimate the actual cost of the tea at Kiachta, or the expense of transport thither from the place of growth; and consequently have, at present, no means of ascertaining what the articles taken in exchange actually cost them at Peking, as compared with the prices at which they could be supplied by other nations. In 1830, a statement was laid before the Parliament committee on East India affairs, showing the retail price of tea at St. Petersburg, and the valuations by London brokers, of samples brought over from thence. They were as follows:—

Description of tea.	Cost at St. Petersburgh.	Broker's valuation in London.
Black flower tea,.....	11s. 11d.	5s. 3d.
“	7 3½	4 9
Black family tea,.....	5 10	3 8
“	3 0½	2 1¼
Green,.....	11 11	} No value named, it not being a sort known in London.

From the statements which we have given, it is plain that the profits of the export trade, and the ability of Russia to compete in the China market with England and other nations in the article of woollens, depends entirely upon the sale of the tea; and if we suppose the above valuations to be correct, or allow somewhat for deterioration of the samples in the voyage from Russia to England, and looking at the price at which woollens

can now be produced in England and Germany, it is equally plain that unless their tea trade was protected by the present prohibitory duties, it would, even allowing for a considerable reduction in the large profits of the Russian importers, be driven out of the field by the merchants of other nations; and that in consequence they could not afford to sell their goods at Kiachta at the present low nominal prices, nor offer competition in the supply of woollens required for the consumption of China Proper. In supplying furs and other articles, suited to the north of China, they doubtless possess advantages over other nations, which would probably secure to them that branch of the trade; but even in that, the United States might offer some competition, as in former years they sent considerable quantities to China, although that trade afterwards dwindled down to a very trifling amount.

It is said that a part of the tea imported at Hamburgh is smuggled into Russia, where doubtless it yields the contrabandist a handsome profit.

Regarding the other articles of Russian manufacture, sent to Kiachta, we are not possessed of sufficient information as to what description of goods they are, and the prices at which similar articles could be manufactured in the United States or England and other nations, to give any data for a calculation of what the result of a shipment would be, in comparison with those of Russia.

The rigid prohibition of opium, which has so many times been thundered forth against the "barbarians" in the edicts of the emperor of the Chinese dominions, of course extends to the northern frontier, and probably with much the same effect as that resulting from the vigilance of the authorities on the sea-coast. The Russian autocrat issued an ukase to his subjects, forbidding any attempts at its introduction into China; and in their diplomatic intercourse with the Chinese court, the Russian officials take credit to themselves for excluding the drug from their caravans, thus showing themselves in a more favorable light as compared with those nations who persist in bringing it to the celestial shores.

It is nevertheless asserted that the Russian emperor is not averse to his subjects adding that to the other branches of their trade, and that opium is actually smuggled across the frontier by the Tartars who inhabit the neighborhood. We learn by a translation from a continental paper, which appeared in the columns of an English publication, that the idea of this trade was first suggested to the Russian minister of finance in 1838, by a Greek merchant, who was well acquainted with Asiatic commerce. He obtained several audiences of the minister, and by his plausible arguments gained his consent, securing to himself the privilege of transporting his opium as far as Kiachta, for twenty years, at the expense of the state; from which we may safely infer that the emperor's revenues are in some measure assisted thereby. The traffic is of course carried on with too much secrecy to allow of any information being obtained by foreigners regarding its extent, and the means by which they secure the connivance of the Chinese officials, if (as is most probable,) it is carried on with their knowledge.

The *Bombay Times*, 1842, says, "We learn by letter from Smyrna, received by the present mail, that one hundred chests of Turkey opium have been purchased there by a Russian house, and shipped to Odessa, to be thence conveyed overland to Kiachta, and eventually smuggled across the Chinese border." If the existence of such a traffic be true, it is quite pos-

sible that in the event of its becoming known to the emperor, there may one day happen a collision between the countries, the result of which may prove as momentous as that which has sprung from the late hostilities between China and England.*

Art. V.—THE INVENTION OF THE COTTON-GIN :

WITH REFERENCE TO ITS EFFECT ON THE PRODUCTION OF COTTON.

THE American Journal of Science for 1832 contains a memoir of Eli Whitney, the inventor of the Cotton-Gin, which was prepared by Professor Olmsted, of Yale College. This memoir, together with some reminiscences of Mr. Whitney, by Professor Silliman, has recently been published in pamphlet form ; and we trust that Mr. Sparks will soon add it to his "Library of American Biography," and thus give it a permanent place in the literature of the country.

Our object, in referring to the subject at this time, is for the purpose of embodying in the pages of the Merchants' Magazine, the appendix to the present edition of the memoir, which was prepared by D. Francis Bacon, Esq., of New York. Although that gentleman has drawn many of his facts from our Journal, it contains such concise, comprehensive, and well-digested views of the effect of the invention of the Cotton-Gin in the production of cotton in the United States, that we have concluded to republish it entire, well assured that it will be perused with interest by most of our readers.

THE EFFECT OF THE INVENTION OF THE COTTON-GIN ON THE PRODUCTION OF COTTON.

"The influence of mechanical inventions on the improvement of the human race, and the wealth of nations, is a circumstance which has peculiarly impressed the minds of practical men and of philosophic observers alike, since the beginning of the nineteenth century. Changes in the condition of society and in the intercourse of nations, far more momentous and lasting than the revolutions previously produced by political causes, have, within the last fifty years, been effected by the action of individual minds, in the development of neglected physical facts, and in the application of material agencies to the use and benefit of man. As new wants have been felt, and the needed uses of yet undiscovered powers have been made known in the progress of society, art and science have met each occasion ; and the demand for new combinations of matter and motion has been continually answered by widely-various, unwearied invention.

"The application of steam to machinery, to navigation and to land carriage, the invention of the spinning-frame, and of the cotton-gin, are imposing instances of the operation of such causes, so insignificant in their inception, so immensely important in their results, to the convenience and happiness of mankind." The agency of Watt, Fulton, Stevens, Telford, Arkwright, and Whitney, in the production of the present wealth of the world, and in the development of the before-unappreciated resources of the rapidly improving commonwealths and empires of progressive Christendom, has been greater than that of all other human causes. What may have been accomplished by government, by policy and by science, for the promotion of the general good of civilized nations, is little in comparison with

* To the writer of some excellent articles in the Bombay Times, to Mr. Macgregor's work on Tariffs, and to gentlemen in Shanghai and Hongkong, our readers are indebted for the foregoing article.—*Editor.*

the production of these individual minds acting wholly without the sphere of political agencies, and has been wholly subordinate and secondary to it.

"These views of the relative influence and importance of merely personal, private agency, and of national or governmental movements, would have startled the world in the last century, and would have received a contemptuous condemnation; but to the present generation, they have been made familiar by reiteration, almost to triteness.

"The increase of the production of a cheap material for woven fabrics, adapted in some degree to the use of the human race in every climate and region, is a matter of more importance to commerce and to the interests of civilization, than may appear to a superficial observer. The supply of this primary necessity of man, (hardly less essential than that of food,) with an article capable of being substituted, to a great extent, for every other material hitherto converted into cloth, has been, during the present half-century, by far the most important element in the commercial relations of the United States and Europe,—has been the source of the largest amount of acquired wealth, and has given employment to the greatest aggregate or profitable labor. There is no parallel in history to the changes which the cotton trade has made in the direction of commerce, in the employment of mechanical industry, in the dress, habits, conveniences, and health of mankind, and in the intercourse and mutual dependence of nations. And when it is remembered, that the material was, by the invention of the COTTON-GIN, furnished to the manufacturer with the cheapness, abundance and despatch which insured these great results, it becomes manifest that the importance of this mechanism has not been overrated.

"The memoir, which this statement accompanies, furnishes some facts relating to the consequences of Mr. Whitney's invention to the growth of cotton; but the increase of the production, manufacture, and exportation of that great American staple during the years which have intervened, has created a necessity for an extended view of the statistics of the subject. The limits of the present sketch permit only an outline or abstract of the facts. It is a topic which has largely employed the faculties of commercial writers and statesmen in the United States and in Great Britain, the results of whose labors may be obtained from the public documents of the American government, and from the various volumes of Hunt's "Merchants' Magazine,"—a periodical of great merit and value for commercial statistics of this and similar character.

"Numerous statistical tables have been published in works of this description, exhibiting the annual cultivation of cotton in the different States of the Union and throughout the world, and also showing the amount and value of the exportations of cotton from the United States to the various countries of Europe. The influence of the cotton-gin on the increase and relative amount of American production and exportation, is thus exhibited by a statement of the growth here and elsewhere, in certain years, at fixed periods.

"Tables, exhibiting at great length all the particulars of production and export, for each year, from 1791 to the present time, are given in several articles in Hunt's "Merchants' Magazine," especially in a History of the American Cotton Trade, in Vol. IV, page 201, of that work. A document prepared by the Treasury Department in 1836, in obedience to a resolution passed in Congress, presents also very ample and tabular details of the progress of the cotton trade and culture for more than forty years. The Merchants' Magazine contains also a very valuable series of articles on this subject, (by Professor M'Cay, of the University of Georgia,) presenting minute statements of the annual production and exportation of cotton during recent years. (Merchants' Magazine, Vol. IX, p. 516; Vol. XI, p. 517; Vol. XIII, p. 507.) From these, most of the particulars here given are derived; and to these and the American Almanac for 1837, and to the Annual Reports on Commerce and Navigation prepared by the Treasury Department, the inquiring reader is referred for the complete statistics of the agriculture, commerce and manufacture of cotton.

The grand results, however, may be viewed effectively from a few points of time, selecting the statistics of certain dates, taken at random. In the year 1791,

the whole cotton crop of the United States was but 2,000,000 of pounds. In 1845, (fifty-two years after the invention of the cotton-gin,) it was more than 1,000,000,000 of pounds, (2,395,000 *bales*, averaging above 430 pounds.) In 1791, the cotton annually produced in the whole world was estimated at 490,000,000 lbs., of which the United States, consequently, produced only $\frac{1}{245}$. In 1845, the total supply furnished in the markets of the civilized world, was 1,169,600,000 lbs., (2,720,000 *bales*.) of which the United States produced, therefore, more than SEVEN-EIGHTHS.

"In 1791, the whole amount of cotton exported from the United States was 189,316 pounds,—this being the first definite statement of the kind on record. Previous to that year, the growth and sale of cotton had been so trifling in amount, as to be accounted unworthy of any notice in the statistics of American commerce, or even in those of Southern agriculture. Although it is known that even in 1770 there were shipped to Liverpool, THREE bales of cotton from New York, FOUR bales from Virginia and Maryland, and THREE from North Carolina—and though, in 1784, (the year after the Treaty which closed the Revolutionary War and secured the recognition of American Independence by Great Britain,) a vessel that carried EIGHT bales of cotton from the United States to Liverpool was seized in that port, on the ground that *so large a quantity of cotton* in a single cargo could not be the produce of the United States,—yet there was no decisive improvement in the production or exportation of this article down to the era of Whitney's invention. And in 1792, (the year preceding the invention,) the quantity exported was even less than in 1791, amounting only to 138,328 lbs.—a decrease of 50,988 lbs. in one year. There was no indication, from 1770 to 1792, of any tendency to a large increase of the production of cotton; and however great the adaptation of the soil and climate of the South to its culture, and however strong the encouragements afforded by the extended demand and high price in Britain and on the European continent, no one, at that time, seems to have expected that this was ever to be one of the great staples and exports of the United States.

"In 1793, the year of the invention, the whole cotton crop of the United States was 5,000,000 lbs., and the total *exportation* 487,600 lbs. In 1794, when the cotton-gin was first extensively introduced into Georgia and South Carolina, (then the principal region of that production,) the whole crop increased to 8,000,000 lbs., and the exportation to 1,601,760 lbs. In 1800, when the machine had been thrown open to the people, without limitation, from regard to the legal rights of the patentee, the total production of cotton in the United States, during the year, amounted to 35,000,000 lbs., of which 17,789,803 lbs. were exported. In 1805, the whole production was 70,000,000 lbs., and the amount of *upland* cotton exported, 29,602,428 lbs.—(value \$9,445,000.) In 1810, the crop was increased to 85,000,000 lbs., and the exportation of *upland* cotton to 84,657,384 lbs. In 1815, the whole of the United States crop was 100,000,000 lbs., and the exportation of *upland* cotton 74,547,796 lbs. In 1820, the whole United States crop was 160,000,000 lbs.—the exportation of *upland* 116,291,137 lbs., valued at \$22,308,667. In 1825, crop 255,000,000 lbs.—exportation of *upland*, 166,784,629 lbs. In 1830, crop 350,000,000—exportation, 290,311,937. In 1835, crop 475,000,000—exportation, 379,000,000. In 1840, crop 880,000,000—exportation valued at \$63,870,307. In 1845, the United States cotton crop was 1,029,850,000 pounds, and the exportation of cotton 862,580,000 pounds—the domestic consumption being 167,270,000 pounds.

"The recent annexation of the immense cotton-lands of Texas, the abolition of the import duty on American cotton in Great Britain, and the vast rapid increase of the manufacture of cotton fabrics in all parts of the United States, are evidences of the certainty of a further increase in the production of cotton in this country. Enormous as has been the progress of this staple, from 1791 to 1845, it is destined to a yet greater extension in amount and value.

"The exclusion of East India cotton from its previous monopoly of the markets of the civilized world, from the beginning of the present century, was mainly due to the introduction of the cotton-gin in the Southern States of the American Union, which substituted the rapid operations of machinery for the tedious and costly

labor of human hands in the preparation of the crop for the use of the manufacturer. The recent attempts of the British Government and the East India Company to restore the successful production of cotton in Hindostan, have consisted largely in the introduction of American improvements, especially of "THE AMERICAN COTTON-GIN," into those provinces which are adapted to the culture. The greater cheapness of labor, and even the superior quality of the product (in the province of Dharwar) were found to avail nothing, without the advantages of American machinery.

"The pecuniary advantage of this invention to the United States is by no means fully presented by an exhibition of the value of the exports of cotton, (amounting to more than \$1,400,000,000 in the last forty-three years,) nor by the immense proportion of the means which it has furnished this country to meet the enormous debts continually incurred for imports from Britain and the European continent—cotton having for many years constituted one-half, three-fifths, or seven-tenths, of the value of the exports of the Union. But it was the introduction of the cotton-gin which first gave a high value and permanent market to the Public Lands in the southwest. The rapid settlement and improvement of almost the entire States of Alabama, Mississippi, Louisiana, Florida, and Texas, is mainly due to the enlarged production of cotton consequent upon the invention of Whitney. The States of Georgia and Tennessee have also been largely benefited by the same means, in the disposal of their domain, a vast portion of which must have remained unoccupied and valueless but for the immense increase of facilities for the preparation of cotton for the market. In the three states of Alabama, Mississippi, and Louisiana, the sales of the public lands of the General Government amounted to 18,099,505 acres, during the eleven years ending on the 30th of June, 1844,—yielding to the National Treasury more than \$30,000,000. The sales of upland cotton lands by the United States land-offices, have amounted to many tens of millions of acres; and none have been sold at a lower rate than \$1 25 an acre—a large proportion at a higher rate.

"It is to be remarked, finally, that the cotton-gins now in use throughout the whole South are truly the original invention of Whitney,—that no improvement or successful variation of the essential parts has yet been effected. The actual characteristics of the machine, (the cylinder and brush,) the sole real instruments by which the seed is removed and the cotton cleaned, REMAIN, in cotton-gins of even the most recent manufacture, PRECISELY AS WHITNEY LEFT THEM. The principle has not been altered since the first cotton-gin was put in motion by the inventor, though great improvements have been made in the application and direction of the moving forces, in the employment of steam-power, in the running-gear, and other incidentals. Every one of the various cotton-gins in use, under the names of different makers, contains the essentials of Whitney's patent, without material change or addition. The brush and the cylinder remain, like Fulton's paddle-wheel, unchanged in form and necessity, however vast the improvements in the machinery that causes the motion.

"A more imposing result of mechanical ingenuity directed to the benefit of a whole nation, and, through it, of mankind, has not been recorded in the history of the human mind. Certainly there is no patriotic American that will not rejoice to accord to this eminently useful, though basely-wronged inventor, the judgment so well-expressed by Mr. Lanman, (*Merchants' Magazine*, Vol. IV, pp. 208, 209.)—that "Whitney earned the credit of giving a spring to the agriculture of the South, which has been continued, unimpaired, to this day,—a credit that will endure while the cotton-plant whitens the plantations of the South with its snowy harvests, or the machinery of the cotton-factory clatters upon the waterfall!"

Art. VI.—ANNUITIES, LIFE INSURANCE, TONTINES, etc.

NUMBER I.

It is no doubt unknown to many what astonishing and highly beneficial results can be produced, by a judicious and well-regulated system of economizing small sums, and accumulating them at compound interest; and I believe a description of the various practical purposes to which it may be applied will not prove uninteresting. It will, perhaps, scarcely be believed that it is in the power of every individual, in proportion to his resources, to gradually lay up a store, which in the course of years may shelter him from poverty, and render him independent of others, and of the necessity of becoming a burthen to his relatives and friends.

Very few can say, that they have not experienced, in the course of their life, some moments of comparative prosperity—when their income was not more than sufficient to meet actual wants and to satisfy moderate wishes, or when they could not manage to lay aside a trifle for a future day. Can anything be truer than the old saying—“there is an ebb and a tide in every man’s affairs?” Now if we had sufficient courage and wisdom to avail ourselves of every opportunity to lay a foundation for the future, there could not be a poor man in this world, except one morally or physically incapacitated to provide for himself.

There is, perhaps, no other country where changes of fortune are so rapid, where the spirit of speculation prevails so much, or where the value of every description of property is more fluctuating:—thousands are seen to fall from affluence to poverty, and vice versa, who would never dread the future, if they provided for themselves while they are able. The rich require but small efforts, but even the poor are not excluded, in proportion to their means, in forming a fund which at some future period may effectually relieve them, and be quite welcome.

The only difficulty is, that notwithstanding the good example offered us for some years past by several States of Europe, we have no institution in this country in which these benevolent principles are fully carried out, or in which the necessary facilities are granted, so as to make them accessible to all classes of people. Our numerous Savings Banks no doubt do immense good, but they are only the first steps, and are not, by far, all we want, and all we ought to have. Their operations cannot go beyond certain limits—and most, if not all, limit the deposits to a certain sum. When this point is reached, the depositor is obliged to withdraw his money and look out for another investment, which is generally a matter of much difficulty for him, as he has not always knowledge or judgment enough to select a safe and profitable employment for it, and frequently becomes the victim of wild speculations, of fraud, and of the instability of almost all kinds of property and undertakings.

We have also Trust and Life Insurance Companies, where annuities and endowments are granted, and deposits of moneys are received, and for which a liberal rate of interest is allowed. In the New York Life Insurance and Trust Company, money can be deposited for any period over ten days, at 4 per cent, for less than two years, and 5 per cent, over two years. Special deposits are likewise received, to accumulate annually, at 5 per cent, compound interest.

Great as the advantages are, which these companies offer for the accu-

mulation and saving of money, they would require many alterations, and a great increase of facilities, perhaps incompatible with their wishes and adopted regulations, to answer the various purposes of which these remarks are the subject.

An institution, combining the operations of a Savings' Bank with those of an Annuity and Life Insurance Office, and provided with a sufficient capital to insure confidence, would be most likely to fill the object, and to become not only profitable to the stockholders, but also very beneficial to all classes of the community. But my intention is only to show what could and should be done, and not to give a pattern of a company, and I will therefore limit myself to a description of the uses and advantages of an office established for the promotion of these principles.

My calculations are based upon an interest of 5 per cent, a rate which would yield a handsome profit to a company on a large scale, and at the same time be perfectly fair. No individual can re-invest immediately the dividends, and as compound interest is the great element in the accumulation of money during a long period, it is much better for him to take 5 per cent, without any risk, than 6, or even 7 per cent, on bonds and mortgages, or bills receivable, which often turn out worthless, or on stocks, the value of which is constantly fluctuating. \$1,000, at 5 per cent, compound interest, will produce in 10 years \$1,628 90, and in 20 years, \$2,653 30, while at 6 per cent, simple interest, in 10 years only \$1,600, and in 20 years \$2,200. Money will double, at 5 per cent, compound interest, in a little over 14 years, and at 6 per cent, simple interest, in 16 $\frac{2}{3}$ years.

The accumulation of a certain amount, after a number of years, by paying down now a lesser amount, in one sum, or by a number of partial payments, made regularly—annually, quarterly, monthly, etc.—is called an “endowment certain.” A sum now paid, and gradually withdrawn in partial payments, during a number of years, is a “temporary annuity certain.” A “deferred annuity certain,” is a combination of the two former, by the payment of a present single sum, or a number of annual payments until a certain period, when, instead of the endowment, a future, or as it is technically called, “deferred temporary annuity certain,” is obtained.

Annuities and endowments certain are distinguished from contingent annuities and endowments, by the former having no other agent for accumulation than the interest, while, in the latter, the chances of life are also involved. The former terminate at a stipulated time—the latter when death, or some other cause affected by or calculated upon the average mortality, takes place. The first class will be the subject of this communication, and, trusting that it will be found sufficiently interesting, I intend to show, in some future numbers of the Merchants' Magazine, the advantages of life insurance and contingent annuities, as applicable for the benefit of any class of people.

The following practical examples will best explain the nature and benefits of

ENDOWMENTS CERTAIN.

1st. \$100, paid in a single sum, will amount, at 5 per cent, compound interest,

In 21 years, to.....	\$278 60
15 years,.....	207 89
10 years,.....	162 89

By depositing that sum at the birth of a child, it will be entitled to \$278 60 when it reaches 21 years; and might be withdrawn at any other time with such accumulation as may have accrued—the money not being lost, as in the case of a contingent endowment.

2nd. \$12 per annum, paid

	Annually.	Quarterly.	Monthly.
will produce, in 21 years,.....	\$450 06	\$442 03	\$440 24
15 years,.....	271 89	267 05	265 97
10 years,.....	158 48	155 65	155 02
5 years,.....	69 63	68 38	68 10

Therefore, by depositing, from the time of birth until the age of 21 years,

	\$12 annually.	\$3 quarterly.	\$1 monthly.
the sum would be.....	\$450 06	\$442 03	\$440 24

which would be repaid on reaching that age, by which means a capital would be secured for a son to set up business, or a dowry for a daughter, without loss of principal in case of premature death.

3d. On the same principle, if a person wished to secure a sum of \$1,000, to be received at the age of 50, or of 60, a single sum, paid

	50	60
at the age of 20, of.....	\$231 38	\$142 05
30,.....	376 89	231 38
40,.....	613 91	376 89
50,.....	— —	613 91

would produce that result.

4th. The same sum would be obtained by paying annually, beginning at the age of 20, of.....

at the age of 20, of.....	\$14 33	\$7 88
30,.....	28 80	14 33
40,.....	75 72	28 80
50,.....	— —	75 72

In both cases the depositor might be permitted to borrow a portion of his own money if he should be in temporary want, so that he would not only provide for the future, but always have the use of his money when wanted.

The great advantages we possess over Europe, in regard to the greater value of money, are plainly seen by the following comparison:—The National Loan Office of London allows to a person aged 20, for an annual payment of \$2 60, a contingent endowment or benefit of \$269 55, payable on reaching the age of 60, and returning two-thirds of the premiums in case of death. That sum, accumulated for 40 years, would produce,

At 3 per cent.....	\$201 92
4 per cent.....	256 95
5 per cent.....	329 78
6 per cent.....	426 52

And therefore we could allow, at 5 per cent, \$329 78, with the return of all the premiums with compound interest, in case of previous death.

TEMPORARY ANNUITIES CERTAIN.

It is often desirable to set apart a certain sum for a special purpose,—to provide a student with the necessary means for his education at college—to assist a person by an annual contribution for a number of years—or, having other means in expectation after a certain period, to divide a present sum in such annual instalments as will be sufficient for our expenses.

5th. Suppose A., a student, requires for 5 years, annually, \$300; payable every 6 months. \$150, paid semi-annually, will accumulate, in 5 years, to \$1,680 51; or, \$1,316 72, paid in a single sum, will likewise produce \$1,680 51.

6th. B. leaves a legacy to a friend, of \$500 per annum, to continue for 15 years, and payable annually. \$500 paid annually for 15 years, are equal to \$10,789 28; and a sum reserved for that purpose, of \$5,189 86, will, at the end of that period, accumulate likewise to \$10,789 28.

7th. In the 3d and 4th examples, an endowment has been obtained, of \$1,000; but, as the interest, if re-invested, would only produce \$60 at 6 per cent, and a life annuity at the age of 50 only \$85, if a male, or \$78 70, if a female, and not being therefore sufficient, it might be desirable to convert it into 5 annuities certain, which would produce \$230 97, or in 10 annuities of \$129 50.

8th. A. has \$10,000, which, at 6 or 7 per cent, would not bring a sufficient income, and be subject to some dangers. With that sum could be obtained,

5 annuities certain, of.....	\$2,309 74
10 " " "	1,295 04
15 " " "	963 42
20 " " "	802 42

commencing the first one year after the deposit. His income would be considerably enhanced, but the principal would be gradually absorbed. To avoid the danger of being left destitute, if he had no other resources, he might, however, purchase a contingent endowment, payable at the end of his annuities, which, if he lived at that period, would reinstate him in the possession of the original \$10,000, with which he can renew the same two bargains, and on still better terms; as he would have to pay less for the endowment, being much older, and therefore less likely to live at the expiration of the new term. There being a possibility of his dying before the endowment is due, the premium paid for it would be much less than the increase of income—but his heirs would receive only the balance left of the \$10,000, in case of his death.

DEFERRED ANNUITIES CERTAIN.

By the deposit of one single sum at an early age, or by continued regular annual payments, as in the case of an endowment, quite a considerable income may be secured for old age, with constant means on hand for cases of sickness or temporary want.

9th. With the small amount of \$50 a year, an annuity certain can be procured, to commence at the age of

	50		60	
	Payable in 10 paym'ts.	In 20 paym'ts.	In 10 paym'ts.	In 20 paym'ts.
Commencing at 20,	\$430 29	\$266 56	\$782 20	\$484 66
" 30,	214 13	132 66	430 20	266 56
" 40,	81 44	50 46	214 13	132 66
" 50,	— —	— —	81 44	50 46

and therefore a person, by saving \$1 a week for the space of 40 years, would secure an annual income of \$782 20, during 10 years, or of \$484 66 during 20 years.

The education of children is frequently a very heavy tax for parents in moderate circumstances. As long as they are small, the expense is still moderate; but when they approach the age of 10 or 12, the outlay is rap-

idly increasing. Now if an early provision were made, and the expense divided and equalized during a longer period, the burthen would be materially diminished, and scarcely felt.

10th. Supposing that a child would require an outlay of \$100, annually, from the age of 13 to 18, or 6 payments—18 payments of \$24 17, commencing at birth, or 13 payments of \$28 65, commencing at the same period, would provide that sum.

Numerous other examples could be given to show the immense advantages produced by such a system of economy and gradual improvement of money, and a variety of cases shown to which they could be applied, but they would require more space than could be allotted to me, I cannot refrain, however, from citing a most admirable plan adopted in France, by the "Banque de Prevoyance," (Bank of Foresight.) This institution receives deposits withdrawn from the Savings' Banks, when they have reached the maximum of 2,000f., (\$400.) beyond which no money is allowed to remain there.

The depositors are formed into classes, composed of 10 or 12 members of nearly the same age, say from 20 to 25, 40 to 45, &c., and the aggregate received from each class invested, in its name, in government securities, and the stock delivered to the "Caisse de Dépôts et Consignation" for safe-keeping, where it remains until the class is closed, the Banque de Prevoyance having no control over it, collecting, however, the interest, and crediting it to each class, with a deduction of 3 per cent for commission, which is the only compensation for the trouble.

Some of the classes divide the interest among their members as soon as collected; others accumulate it for 5, 10, or more years. Should one of the members die, his principal remains until only one member survives, and in the meantime all the interest is divided among the survivors, so that their income is gradually and considerably increased. When the class is closed by the death of all but one of the members, the principal is returned to the heirs of the deceased, except when the agreement has been made that also the principal should belong to the survivor, on the Tontine principle.

Berlin, and Stuttgart, in Germany, possess similar societies, though with somewhat different regulations. In the one of Berlin, which was instituted under the direction of the Prussian Government, there are six classes, composed as follows:—1. Members under 12 years of age; 2. From 12 to 24; 3. From 24 to 35; 4. From 35 to 45; 5. From 45 to 55; 6. Above 55 years old. Sub-divisions are made, composed of those joining in each year—their joint deposits being separately administered, and the interest of investments credited to them. A member may take one or more shares, of 100 rix dollars each, and receive annually his part of the interest on each—or he may take one or a limited number of partial shares, to which the interest is regularly added, until it reaches the value of a full share. When a member emigrates, or dies, his original deposit is returned, with the deduction, however, of whatever has been paid to him in the shape of interest. The effect is, that this deduction increases the fund of the sub-division to which he belonged, and in the course of time such additions to it may cause (as it is expected,) the income to reach 150 per cent of the original deposit.

With some improvements, these plans ought to be imitated in this country, being, in my opinion, based upon sound and benevolent principles.

ART. VII.—LAW OF DEBTOR AND CREDITOR IN LOUISIANA.

NUMBER III.*

PRIVILEGES.—Perhaps there is no branch of the law of Louisiana, of greater practical importance in the every-day affairs of commercial life, than that by which, and under certain circumstances, a priority and preference is given to the creditor for the payment of his claim upon specific property of his debtor.

The provisions of the civil law, in this respect, are widely different from those of the common law. "*Vigilantibus non dormientibus curat lex*," is a maxim of the common law, which finds no support in those numerous articles of the civil code by which liens and privileges are created, and provision made for their enforcement, without any express agreement, and quite independently of the contracts of the parties.

The creditor in New York, who, by vigilantly pursuing his claim, secures the first attachment upon his debtor's property, (in a case where an attachment can be made,) or who, by superior activity and energy, obtains the first judgment, (upon which execution is issued, and a levy made,) or the first recorded judgment, which operates as a lien upon the real estate of the debtor in the county of its registration, thinks himself tolerably, if not quite certain of the ultimate payment of his debt, to the extent of the value of the property which he has attached, seized, or recovered by his recorded judgment. Not so the creditor in Louisiana. By superior swiftness in the race, or by exceeding activity and industry, he may obtain the first attachment, or seizure, or sequestration, or the first judicial mortgage; but after he has succeeded, at great expense, and by the exercise of the greatest perseverance and the most indomitable energy, in reducing his debtor's property to cash in the hands of the sheriff, which he imagines is to be forthwith transferred to his own in satisfaction of his debt and costs—lo! an intervention! A *privileged* creditor steps in—one who has all the while reposed upon his rights, that another, by his labors, might facilitate the enforcement of his privilege—and by petition filed in the first creditor's suit, he prays that, after due proceedings are had against his debtor, he may be *first paid* from the proceeds of his debtor's property in the sheriff's hands, and that the sheriff be ordered not to pay over the money, or that he pay it into court, there to abide the order of the court upon the decision of the question of *privilege*. Very vexatious, this—but of daily occurrence in the process of enforcing claims under the laws of Louisiana, and illustrating the importance of some degree of information, by the mercantile community, of provisions so materially affecting their rights and interests.

Anything like a detailed statement of the great variety of liens and privileges granted by the provisions of the civil law, would be here out of place. The design of this article will be, merely to allude to some of the more prominent privileges established by the Louisiana code, and such as are most important to the mercantile community, as affecting the relationship of debtor and creditor.

It is, of course, in the process of collecting debts, either from an insol-

* For No. I. of the series of articles relating to the Law of Debtor and Creditor in Louisiana, see Merchants' Magazine, for July, 1846, (No. 1, Vol. XV., page 70-75.) For No. II., see same for November, 1846, (Vol. XV., No. 5, page 471-475.)

vent debtor, or from the insufficient estate of a deceased debtor, that the law of priority, or preference and privileges, becomes of practical importance.

Under the old constitution of Louisiana—(it is said that the new constitution will effect a great reform in this wise. Such was the design, but whether such will be the result, remains to be seen—but under the old *regime*) great indeed must have been the estate of one, whose heirs or representatives had the misfortune of “opening his succession” in Louisiana, if it possessed much *sufficiency*, after it had been subjected to the application of all the classes of privileges which attach to the estates of persons deceased. To say nothing of the privileges of the first class—the expenses of the last illness, and the funeral charges—the *law expenses*, alone, as they are termed, are sufficient to absorb the proceeds of the large majority of successions which are opened in Louisiana. First comes the notary, who, in compliance with the requisitions of the law, has placed his seals upon the defunct’s effects as soon as he is notified of the soul’s flight, and who has subsequently made his inventories, and his *proces verbaux*, and returned them to the judge. What a glorious fat fee is the notary’s! What a curiosity is his bill, when considered item by item—and what an amazement in the sum total! Then come the subordinates of the court—the register of wills, and deputy register, and clerks, and sheriffs—how many papers they *do* have to copy, and file, and serve!—But there is no will: the yellow fever has carried off the late possessor of the estate, who, in his anxiety to add another to his aggregated thousands, has remained in the city a day too long. Then must the judge appoint some good, discreet man, to administer the estate—the nearest of kin, or, in the absence of kindred, the largest creditor,—he is the curator. There is the curator of the “vacant succession,” as it is called, and there is the curator for the absent heirs; the curators employ attorneys, and there is the attorney for the succession, and the attorney for the absent heirs. And all these are feed—heavens! how they *are* feed! All assessed by the court—all to come out of the estate—all privileged. In due time, the creditors and persons interested are called upon to show cause why the proceeds of the estate should not be distributed and paid over, in accordance with a beautiful tableau of distribution, and in conformity with the privileges as there classified. To oppose this tableau, to endeavor to reduce the amount of the privileged claims, is the only hope of the ordinary creditor of the succession of an estate, which, in the life-time of its possessor, was ample to pay every debt, and leave a fortune after. But the futility of all attempts to oppose the “homologation” of this “tableau,” will be attested by thousands who have resorted to the Probate Courts of Louisiana to obtain the payment of a lawful claim against the deceased intestate, or to demand a legacy or gather an inheritance devised by the testator. Some idea may be had of the vanity of such a pursuit, from the fact that a fee of five, or even ten thousand dollars, privileged upon the proceeds of the deceased’s estate, and to be paid therefrom as a portion of the law expenses, to the attorney of the succession and to the attorney of absent heirs, was considered a very reasonable and proper fee, in ordinary cases, in which no extraordinary service was required. It may be that these enormities, which were in full bloom a year since, have been somewhat nipped under the new order of things. Heaven grant it! Need enough was there for reform in this matter—for impositions, for years past,

have been practised in the courts of succession in Louisiana, under color of the civil law privileges, upon the estates of deceased persons, impositions upon the commercial creditors of the North, and upon the heirs and personal representatives here, such as are without parallel in the records of the jurisprudence of any other civilized country on the face of the earth.

But, dismissing the subject of privileges upon the property of persons deceased, with this cursory consideration, let us briefly review the more prominent of those which arise in the daily contests between the creditors of an insolvent.

First, of course, in the order of preference, come the "law expenses." If the debtor be absent from the state, leaving no representative, and his property is attached, the court, upon this suggestion, appoints an attorney to represent him, whose duty it is to correspond with the defendant, and to whom time is given for that purpose. The fee for this attorney, whether subsequently employed by the defendant, or not, is awarded by the court, and constitutes a very important item in the "law expenses" privileged upon the proceeds of the property attached. It is said, that this system of appointing attorneys to represent absent heirs and absent defendants, which in past time has been most outrageously abused, and under which creditors and heirs have been subjected to wholesale plunder, has been reformed by the new constitution.

Then come in the privileged claims which in every case may arise, and some of which in every case do arise.

First, is the privilege of married women. This is a subject of such vast importance, that it deserves and must receive a separate article for its consideration. Suffice it to say here, that the Northern merchant, in giving credit to the merchant of Louisiana, cannot ask questions of more vital consequence to his interests than these: Are you a married man? Is there an ante-nuptial, notarial contract between yourself and your wife? For such is the law, that the married woman *may* sweep into her possession every dollar of the property of her insolvent husband, leaving not a shilling for his creditors, without regard to the nature or privileges of their claims.

But suppose that this privilege does not arise. Next comes that of the *lessor*—and most careful is the civil law in establishing and protecting the privilege of the lessor. For the amount due or to become due to the lessor, upon the lease of the building in which the property attached or seized is stored or kept, he has a privilege upon its proceeds, taking precedence of the attaching and every other creditor. He may claim this privilege by intervention in the attachment suit, in any stage of the process. He may enforce it by a "provisional seizure" of the property deposited in his building, (unless the property be owned by some other than the lessee, and the building is avowedly leased for the storing of such property,) and he may follow the property in whose hands soever he can identify it, for fifteen days after its removal from his premises. This is but a passing glance at the privilege of the lessor.

Next comes the privilege of the *vender*. This privilege is oftentimes of vast importance to the creditor. It is a privilege attaching to the specific property sold, for the payment of the unpaid purchase money. In cases in which it may be enforced, it sets at nought the vigilance of the ordinary attaching creditors, and it may be set up and enforced in the same manner as that of the lessor, either by original suit, or by intervention in the orig-

inal suit, in all cases where the specific property is capable of identification as such, or remains in the possession of the vendee, or where he has not parted with it in *good faith*, and for a *valuable consideration*.

It will at once be seen of how great importance this civil law privilege to the vender may be to the Northern merchants, in their creditor relations with the merchants of Louisiana.

Another privilege, of much importance to the mercantile community, is that of the *consignee*, *commission merchant*, or *factor*, upon the property of the principal in their hands, for the payment of their expenses, commissions, and advances, and for the *general balance* due them. This claim takes precedence of that of the ordinary creditor, and may be enforced in like manner as other privileges. The salary of the clerk, and the wages of the laborer in the employment of the debtor, are privileged claims upon his property, or its proceeds, taking precedence of those of the general creditors.

By the civil code of Louisiana, many privileges are created of particular, and not general, application. Of such are the privileges of contractors, artisans, mechanics, laborers, and the furnishers of supplies and materials, upon the buildings by them designed or constructed, or upon which they have labored, or for which they have furnished the materials. Of this nature, also, are the privileges of the overseer, and furnisher of plantation supplies, upon the last and growing crop, or its proceeds, for the payment of their salaries, and the liquidation of their accounts. Of these privileges upon this specific property, nothing can take precedence, save the necessary expense for its preservation, transportation, and conversion into money.

A large class of privileges created by the Louisiana code, and those which are of the most frequent application in contests for preference, are those upon vessels, and especially upon steamboats. These are oftentimes sufficient to absorb the entire proceeds of a steamboat, which has been sold at the suit, and upon the attachment of one of the ordinary creditors of the owners—leaving the attaching creditor, and all others whose privileges are not established by law, nothing to satisfy their claims. Thus, a mortgage upon a steamboat—though the first mortgage—if she is to be subjected to the application of the Louisiana laws, by navigating the river which washes her shores, is inadequate security for the payment even of a small debt. Your security is dependent upon her good or ill success in obtaining freight and passengers. This you cannot insure. If she is unfortunate, the expenses of navigation are enormous, and soon overwhelm the property. These are all privileged claims, as between themselves, according to a classification of priority fixed by law, but all taking preference of the ordinary or attaching creditor, or the creditor who, by contract of pledge or mortgage with the debtor, has acquired a special property in the vessel. These are the salaries and wages of all the officers, and men and women employed on board—the workmen who have labored in the construction and repair of the vessel—those who have furnished materials and supplies—those who have furnished wood—and those who have furnished provisions. These privileges must be claimed within a certain time prescribed by law, or they are lost, and the claims fall back into the class of ordinary debts.

Enough has been said upon this subject to manifest clearly enough the very great difference which exists between the laws of Louisiana and the other States of the Union, in a matter so material to the relation of debtor

and creditor; and enough to indicate the importance of a more extended information upon this subject in the mercantile community, than now exists. But that portion of the civil law of privileges which is, when considered in its various phases and in all its influences, of the highest importance, is that which grows out of the civil law of the domestic relation of husband and wife. A review of this subject must be reserved for the next article.

Art. VIII.—LAW OF DEBTOR AND CREDITOR IN ALABAMA.

NUMBER II.*

IN the article preceding this, we have given a practical, but brief exposition of the principles of law in Alabama, directly affecting the relation of debtor and creditor. In this, which follows, we propose, in plainly defined divisions, to consider what may be denominated collateral provisions operating upon the rights and remedies of this relation. If we have not done so previously, it may be well here to mention that the common law rule is followed in Alabama in all cases, except so far as the peculiar arrangements of the local institutions, and positive statutory enactments, determine its inconsistency.

OF FRAUDS.

Fraud in Alabama, which is usually considered in controversies arising upon deeds of trust or mortgages, grows out of expressions on the face of the deed, or from extrinsic facts proved with respect to the motive and conduct of the parties. This fraud may be fraud in fact or fraud in law, positive or constructive fraud. The latter species is that act which the law declares to be fraudulent, without inquiry into the motives, but which carries irresistible evidence of fraud. Great inadequacy of price, however, though indicative of it, would not be regarded in general as evidence of fraud. But in equity, all acts, omissions, or concealments, involving breaches of legal or equitable duty, trust or confidence, and working injury, or effecting undue advantage, amount to fraud. Fraud truly is a question of law; but when the evidence of fraud is furnished by parol, in connection with a deed, fair on its face, it becomes a mixed question of law and fact. Fraud may be made out not only by proof of it in fact, but by the insertion of clauses and stipulations in the deed inhibited by the rules of law. So it may be the result of fair inferences, as where creditors known to the parties capable of being hindered and delayed in the recovery of their debts, are in truth hindered and delayed in consequence of the act. Thus, if a debtor in an insolvent condition, with judgments against him, and others about to be obtained, sells his entire estate to his father-in-law, providing for the payment of only a portion of his debts, and giving a credit for the remainder of the purchase money of from seven to twelve years, the law will presume a fraud, because the tendency is to hinder and delay creditors. The retaining possession by the grantor, after an absolute sale, is also evidence of fraud. When in such case the contract is declared void for fraud, it is void from the beginning; and the deed will not be permitted to stand as security to the grantee, for responsibilities incurred, or advances made. If, nevertheless, the grantee has in good faith made ex-

*For No. I., same subject, see *Merchants' Magazine* for December, 1846, (Vol. XV., No. 6, page 580.)

penditures of money on the trust property, he may be entitled to reimbursement with interest.

In considering questions of fraud upon the face of the deed and upon extrinsic facts, there arise often questions as to the possession of property, and especially of perishable estate.

The possession of the property in the grantor, if consistent with the deed, is not a badge of fraud; nor would an inference of fraud arise from the mere fact that the property was to remain in the trustee's possession, until he should choose to sell, or be required to do so by the beneficiaries. But still a possession by the grantor for three years, coupled with other unexplained circumstances, might be so considered. And there is no doubt that an execution creditor may compel creditors secured by trust, or mortgage, to close the trust, and distribute the surplus. By statute, also, a creditor may advance the mortgage debt, and have the benefit of the deed; or force the sheriff to levy, on suggesting a fraud, and executing a bond of indemnity.

With regard to the possession of perishable property, there are circumstances under which a debtor *not appearing to be insolvent, or in failing circumstances*, may retain the possession and use of property without the mere fact of some of it being perishable, avoiding the deed itself; but the distinction to be observed in such cases is this—if the reservation to the use of the debtor is positive, or the debtor be in failing circumstances, then the attaching creditor would not be affected by the reservation. A distinction with respect to such deeds of trust or mortgages lays also in the fact, whether the management and possession of the property is retained by the debtor, or the trustee. If the debtor retains the possession and use of the property, it would be, we think, a badge of fraud if he were shown to be in a failing condition; but a conveyance of lands, slaves, mules, plantation utensils, corn, bacon, etc., giving the trustee the management, would not be fraudulent of itself.

It seems to be essential to the passing of title to the trustee, under a deed of trust, and to its validity, that the creditors intended to be secured, assent to it. Until such assent, the deed is revocable by the debtor, and by levy of an execution. The absence, however, of positive assent by the creditors, might not invalidate the deed, *if absolute, of all the effects of the debtor, and providing for the benefit of all his creditors without condition*.

With respect to the consideration of such deeds, when the contest is between a creditor and the trustee, the consideration of the deed is not proved by the recitals of it, or the admissions of the grantor; but must be proved.

It is, doubtless, settled law in Alabama, that a debtor in failing circumstances may prefer a creditor, in executing a deed of trust or mortgage, provided he does not reserve any benefit to himself. Touching the registration of such deeds, the statute law of Alabama requires that, if it be of personal property, it shall be recorded in the office of the clerk of the county court where it is, within thirty days; and if lands, within sixty days. If, however, the deed be made in another State, contemplating no execution in this, as to the rights of an attaching creditor, such deed, as to proof, acknowledgment and registration, will be controlled by the laws of that State where made. The local law has also provided for removals of property encumbered by liens from other States, and from one county to

another; declaring, that, in the first case, they shall be recorded in the proper office of the county to which removed, within twelve months; and in the last case, within three. A distinction has grown up out of this enactment as to what is an encumbrance. It is the lien placed upon the property by the owner, and who is himself the debtor to be affected. Thus, it seems, it does not affect an ante-nuptial settlement, or deed or will, made by another person than the debtor, for the advantage of his wife and children, etc.

OF PROCEEDINGS AGAINST THE ESTATE OF A DEBTOR AFTER DEATH.

1. *In the case of solvent estates.*

An executor or administrator is exempt from suit for six months after the grant of letters; and within two months after the issuance of letters, is required to advertise for claims against the estate to be exhibited. Claims against the estate are to be exhibited within eighteen months after the issuance of letters, or within eighteen months after the cause of action accrues. The requirement does not, however, exist as to debts contracted out of the State; nor to femmes covert, or infants, or heirs, or legatees, claiming as such. In the pleadings respecting the presentation of claims, the six months during which the representation cannot be sued, are not included in the enumeration of months. But if the plea of non-claim be interposed, and a general replication be made, the burthen of proof lays on the plaintiff. If, nevertheless, he specially reply that advertisement was not made, etc., it shifts the burthen of proof to defendant. Presentment of a claim to one of two representatives, is notice to both. But the mere issuance of a writ is not such a presentment as the statute requires.

2. *In the case of insolvent estates.*

When the estate of a person, real and personal, is insufficient to pay the debts of such estate, the representative is required to file in the office of the court whence issued his letters, a written allegation thereof; and in connection therewith three schedules—one enumerating a statement of all the goods and chattels, and choses in action of deceased, and their estimated value; one a statement of the real estate, its situation, the decedent's interest therein, and its estimated value; one of the various debts due by deceased, and the residence of the several creditors. In not less than thirty, nor more than sixty days, the question of insolvency is heard by the court, notice being by publication or personal service, given to creditors. If no opposition be made, the estate is declared insolvent. An order then issues appointing a day for settlement, not less than thirty, nor more than sixty days. On the day of settlement the creditors meet, and a person is selected, a resident citizen of the State, who acts as administrator *de bonis non*, or the previous representation is continued. Every person holding a claim against such estate, is bound to file the same in the clerk's office, within six months from the time of the declaration of the insolvency of the estate, verified by affidavit. The administrator or a creditor may contest the claim within nine months after the estate is declared insolvent. A settlement shall be made within not less than nine, nor more than twelve months from the time the estate is declared insolvent; and the estate is ruleably divided among the creditors, from time to time, as assets are in hand. A suit pending is not abated on plea of insolvency, but the suit is tried on the merits; and if judgment is recorded, it is certified to the Orphans' court as a claim.

ART. IX.—ACADEMY OF COMMERCE AND NAVIGATION AT TRIESTE.

TRANSLATED FROM THE "GIORNALE DEL LLOYD AUSTRIACO" FOR JANUARY, 1845.

WE know not how better to commence a new year's publication devoted to the interests of commerce and navigation, than by turning our attention to an institution having the like objects: namely, our academy of commerce and navigation.

Among the many benefits conferred upon Trieste by our paternal government, its unceasing care for the education of our youth is most conspicuous. If we take a retrospect of the last five years, we shall discover with the deepest satisfaction, a progress which will excite our most lively gratitude. The elementary schools have been increased, and re-organized in conformity to the exigencies of the times. We see rising up in divers parts of the city, edifices, set apart for educating and instructing the rising generation. We can reckon up a great number of new schools, public and private, for each class of our population; an infant school, an agricultural school, and one for arts; a college that affords to parents the advantage of having their sons under their own eyes, while prosecuting the highest studies; and lastly, we see, through the favor of our sovereign, this our academy of navigation, take the rank of a lyceum, with the title of Imperial Academy of Commerce and Navigation.

This rank was the more honorably conferred upon it, as it was the result of a visit from our august sovereign, to this institution of science, on the 15th September last, on which occasion he informed himself of every particular, and deigned to express his great satisfaction.

These benefits on instruction were accompanied by the endowment of a fund, which, placed beyond the risk of loss, enables the not wealthy to obtain from this inexhaustible treasury of knowledge a resource for life.

This academy was first established by his Imperial Majesty, Francis the First, of glorious memory, who created it by decree in 1808; but from the political vicissitudes of the times, its erection was retarded till the end of the year 1816, when Don Guiseppe de Velpe, author of a manual of technology, was named director; and who, both as director and professor of natural history, physics and chemistry, until his death in 1840, not only furthered the institution by his knowledge, but also by his wise counsels to the students and artists; who, under his teaching, became expert navigators, brave seamen, skilful manufacturers, and useful members of society. From the beginning, the different professors of the academy were wont to be consulted often by the authorities, as well as by private individuals, in their respective literary and scientific departments, thus affording great assistance to commercial men, artists and navigators, who resorted to them for advice. An important element of progress was created from this influence, and from the example of the studies and judgment derived from it, independent of the direct advantage from the ordinary scholastic teaching.

We can enumerate a great number of merchants, navigators, and architects, that, thanks to this academy, occupy posts among the most distinguished of our commercial men and mariners: our marine priding itself on so many brave captains, who, fearing no danger, have crossed the Atlantic seas, and carried the Austrian standard to the extreme confines of our hemisphere.

We must now confine ourselves to giving some account of the present state of this academy, which progresses rapidly, and gives promise of more splendid results hereafter. It being the aim of the academy to prepare young men destined for commerce for mercantile navigation, as well as for the various offices of the state, the teaching embraces a quadrennial course, or rather a biennial or school course preparatory to a higher biennial course, and is subdivided into two sections—one of commerce, and one of navigation.

Religion, the sciences, languages, and the more important exercises necessary for who should devote himself to any one general branch, or to commerce and navigation in particular, form the base of the instruction; which, in the first biennial, besides religion, the fount of all knowledge, comprehends arithmetic, algebra, geometry, which supplies the principles of all calculations; geography, with the most essential part of history whence a clear idea of our globe, and the progress of civilization, may be obtained; natural history, which, based on geography, reveals the three kingdoms of nature, and the products which form the subject of the laws of trade and exchange; also, the two languages, Italian and Tedescan, for us the most important; and caligraphy and design, which complete the preparation for the more elevated course.

The same studies are pursued, but with greater development, in the succeeding biennial; and are united with their most useful application: such as simple and mercantile account-keeping, mechanics, and the art of sailing, embracing both piloting and nautical astronomy, merchants' ship-building and steering, physics and chemistry, the laws of trade, the science and history of commerce; both mercantile and maritime law, and exchanges; the French and English languages, and the modern Greek; eventually, also, the Illyrian. All these studies are carried forward with a practical view, and, as far as can be, are illustrated by means of natural objects, apparatus, models, and experiments, in a way to make the student more complete in his particular studies, fitting him for his intended employment, public or private.

Every facility is given to the students, especially to the adults, so that mariners, commercial men and artists, can have free recourse to the instructions and teachings after the manner of a free school. For example—young men who have served two years at sea, or five years in cruising, are admitted to the elementary navigation school for five months in the winter, with the ordinary pupils; and for five months in the summer. So, also, the commercial section admits young men of requisite age who may have been engaged a year at least in commerce, and who have attained the necessary preparatory knowledge. To these, the choice of studies is left perfectly free. There is a Sunday-school of design also in the academy for artists.

The whole instructions are given in Italian, and all who are in a condition to avail themselves of it, have only to apply to the Direction, where they will receive all the explanations they may require.

The tendency of this institution is to unite theory and practice, to which end every necessary aid is had.

The academy possesses a museum of physics, chemistry, navigation, naval construction, natural history, technology, caligraphy and design, supplied by the generosity of the government; and is also furnished with

a good collection of instruments, machines, models of ship-building, every object of nature and art, etc., etc. Annexed is a public library of navigation, comprising about 14,000 volumes, which is annually on the increase. A nautical astronomical telescope is about to be provided, for which there is provisionally supplied an apparatus for meteorological and astral observations. An able mechanic, with his requisite tools, completes the whole, and provides for the experimental teaching, in conjunction with the scientific.

The academy enjoys an annual contribution of 2,000*l.* from the Merchants' Exchange, of Trieste, which encourages the nautical-commercial studies, and 4,550*l.* from the city, which also provides the locality, and zealously co-operates to promote objects so useful and ornamental to it. The remainder of what is requisite is made up from the imperial treasury. There are four civic pensions, of 100*l.* each, for students who devote themselves to navigation, and a foundation of 150*l.* from Count Linzen-dorff, formerly Governor of Trieste, for ship-building.

The present Director of the academy is the esteemed architect, Giuseppe de Leynain, for many years professor of several sciences, and well known in the literary world. He devotes himself zealously and indefatigably to his office, and has greatly contributed to the progress of the institution, during the last few years. Under his directions the people have manifested greater interest in the academy. In 1837, the scholars numbered only 54, but the last six months they number 170, besides fifty artists, students of design, who are taught on festival days, as already mentioned.

The academy, in addition to the tuition it affords, serves as an organ of art, and practical example for captains, machinists, constructors of steam vessels, etc. By this means, and by special lectures, on practical art, given by Professor Tonello, the Society of Austrian Lloyds is gradually being furnished with native engineers for its steam-vessels.

Art. X.—THE CURIOSITIES OF COMMERCE.

THE CORAL FISHERY.

A WRITER in the London Athenæum, interested in the details of this curious and profitable branch of commercial enterprize, has furnished that journal, from the midst of the scenes in which he participated, the following life-like sketch of what he calls the statistics of the coral fishery.

“There is no port on the Bay of Naples which presents so bustling a scene at this season of the year as Torre del Greco. Hundreds, I may say thousands, of mariners are now here, assembled from various parts of the coast, dressed out in their rich Phrygian caps and scarlet sashes, ready to start for the coral fishery. At last, the weather begins to brighten—the tempestuous sirocco and the roystering tramontana retire within their caves; and, a favorable breeze springing up, soon they “are upon the Mediterranean flote,” in little detachments according to their destination. What lamentations may then be heard amongst mothers, or wives, or sweethearts, who have thronged down to Torre to take a last farewell! But courage—a mass has been said, or a candle offered to the Madonna; and now, to complete the “*buoni augurij*,” these loving companions throw a handful of sand after the receding bark—exclaiming, “*Possa andare come una nave degli angeli.*”

"The coral fishery is a source of more profit than is, perhaps, generally known; and is attended with hardships, the bare thought of which might diminish some of that natural vanity with which the fair one contemplates the glowing ornaments that repose upon and contrast with her white bosom. I was standing on the *marina*, when I witnessed such a scene as I have described—a party of gaily dressed mariners, accompanied by women weeping and wailing as our northern females know not how to do. Their short and simple story I soon learnt: and the particulars I now send you as the result of my inquiries.

"Torre is the principal port in the south of Italy for the vessels engaged in the coral fishery, about 200 vessels setting out from hence every year. They have generally a tonnage of from 7 to 14 tons, and carry from 8 to 12 hands; so that about 2,000 men are engaged in this trade—and, in case of an emergency, would form a famous *corps de reserve*. They generally consist of the young, and hardy, and adventurous, or else the wretchedly poor; for it is only the bold spirit of youth, or the extreme misery of the married man, which would send them forth upon this service. For two or three months previous to the commencement of the season, many a wretched mariner leaves his starving family, and, as a last resource, sells himself to the proprietor of one or other of these barks; receiving a *caparra*, (earnest-money,) with which he returns to his home. This, perhaps, is soon dissipated, and he again returns and receives an addition to his *caparra*; so that when the time of final departure arrives, it not unfrequently happens that the whole of his scanty pay has been consumed, and the improvident or unhappy rogue has some months of hard labor in prospect, without the hope of another *grano* of compensation. Nor does the proprietor run any risk in making this pre-payment; for as the mariner can make no engagement without presenting his passport perfectly *en regle*, he is under the surveillance of a vigilant police. The agreement between the parties is made from the month of March to the Feast of San Michael, (29th September,) for vessels destined for the Barbary coast—and from March to the Feast of the Madonna del Rosario, (October 2,) for those whose destination is nearer home. Each man receives from 20 to 40 ducats, according to his age or skill, for the whole voyage; while the captain receives from 150 to 400 ducats, reckoning 6 ducats to £1 sterling. These preliminaries being settled, let us imagine them now on the full wing—some for the coast of Barbary, and others for that of Sardinia, or Leghorn, or Civita Vecchia, or the Islands of Capri, San Pietro, or Ventotene, near which I have often seen them, hour after hour, and day after day, dragging for the treasures of the vasty deep. On arriving at the port nearest to the spot where they intend to fish, the "carte" are sent in to the consul; which they are compelled to take again on return. A piastre is paid by each vessel for the magic endorsement of his excellenza—another to the druggist, and another to the medical man; while the captain, to strengthen his power, and in case of some of those gentle excesses which bilious captains are sometimes apt to commit, has generally on board some private "regalo" for his consul. The next morning perhaps they push out to sea, and commence operations; not to return that evening, or the next, or the next, but to remain at sea for a fortnight or a month at a time, working night and day without intermission. The more humane captains allow half of their crews to repose from Ave Maria to midnight, and the other half from midnight to the break of day; others allow only two hours' repose at a time; while some, again, allow no regular time—"so that," said a poor mariner to me, "we sleep as we can, either standing, or as we haul in the nets." Nor do they fare better than they sleep: for the whole time they have nothing—literally nothing—but biscuit and water; whilst the captain, as a privileged person, has his dish of dried beans, or haricots boiled. Should they, however, have a run of good luck, and put into port once in fifteen days or so, they are indulged with a feast of maccaroni. These privations make it rather rough work, it must be confessed, for a mariner—especially when it is remembered that it lasts seven months; but if to this be added the brutality of the captains, whose tyranny and cruelty, as I have heard, exceed anything ever recounted to me before, we have a combination of sufferings which go far to justify the description given to me of this service by one engaged in it, as being an "inferno terrestre."

"Now let us view them at work. Every vessel carries about 12 contaj (a contajo being 200 pounds) of hemp to make the nets, which are changed every week. They are about 7 or ten palmi in width, and 100 or 120 palmi in length—worked very loosely, and with large meshes. On being thrown into the sea, the vessel is put before the wind, or else propelled by oars, until those loosely-formed nets have fastened upon a rock. Then comes the tug of war. If they have great good fortune, they will take a piece of 2 or 3 rotoli at a haul, (a rotolo being 33 ounces,) though this is a rare occurrence. In its natural state, the coral is either white or red, or even black externally, from the action of the sea. The white is very rare and very precious; comparatively a small quantity being sufficient to make a good voyage—especially if it be taken "ingrosso," when it will fetch as high as 100 ducati, or more, the rotolo. The red "a minuto" is not very valuable; but if it be "scelta" and "ingrosso," it can be sold for from 25 up to 60 ducati the rotolo. As a rule, however, the round-shaped coral is much more valuable than the tree or the spiral coral.

Full fathoms five thy father lies;
Of his bones are coral made—

So sang Ariel; without, I suppose, intending to lay down any rule as to the depth at which coral may be found. Indeed, it is found at all depths, from 12 to 16 palmi up to 150, or even more. At last, arrives the Feast of San Michael, or of the Madonna del Rosario. As soon as the day dawns, the nets are slackened; no man will work more, even if treasures are in prospect. So, pushing into land, and taking up their "carte," away they set on their return—many as poor as when they departed; some with a few ducats in "sacco," and a new Phrygian cap, or dashing sash, or some article of finery, for the "innamorata"—all, however, being thoroughly tired out, and injured perhaps in constitution.

"The cargo being deposited in the "magazzin" of the merchant, is sold out to the retail merchants, who flock in from Naples and elsewhere; and is soon transformed into numerous articles of ornament or superstition—crosses, amulets, necklaces, and bracelets. And now these mariners have a long repose, till the spring comes round and sends them out again on this odious service—though there are very few who make two or three consecutive voyages of this nature. Many vessels are lost in the season, owing to their long-continued exposure to all kinds of weather, and to their lying in amongst the coral reefs. However prosperous the voyage, life aboard the vessels "*e la vita d'uno cane.*" Yet the service may be regarded as one of the most important in the kingdom of the Two Sicilies; as well for the wealth it annually brings in, as also for the school it offers for training hardy, well-disciplined mariners."

PRODUCTION AND CONSUMPTION OF SUGAR.

The whole production of the sugar-growing countries of the world, in 1844, is set down at 778,000 tons, of which 200,000 tons were furnished by Cuba alone. In the following year, Cuba produced only 80,000 tons, but the increase from other sources was so great, that the total produce amounted to 769,000 tons, which was very little short of that in 1844. The consumption of sugar in the whole world is estimated at 840,000 tons, of which the United Kingdom consumes about 250,000; the rest of Europe, 425,000; the United States of America, 150,000; and Canada, and the other British colonies, 15,000. The growth of the United States does not exceed 100,000 tons, or about two-thirds of the consumption, and the deficiency is supplied by maple sugar and foreign importation. The difference between the total production of tropical sugar and the consumption of the whole world, is chiefly made up by the manufacture of sugar from beet-root, which now extends annually to 80,000 tons. The surplus stock held in Europe at the end of each year, has been about 130,000 tons; and, notwithstanding the necessity of keeping a large surplus is diminished by the increased celerity of communication, it is considered that a stock of 130,000 tons, upon an annual consumption in Europe alone of 675,000 tons, is not more than a moderate provision against the vicissitudes which attend the growth of the article.

ART. XI.—COMMERCE, AND THE MISSIONARY ENTERPRISE.

SEVEN or eight years since, a few friends of the missionary enterprise in Scotland, connected with the Scotch establishment, formed the purpose of attempting the infusion of a fresh spirit into the exertions of the Christian Church at large, for the speedier evangelization of the world, by uniting a "friendly competition" of talent and piety in the production of a work less ephemeral than the sermons, tracts and pamphlets, which during the last fifty years have appeared on the subject of missions to the heathen. With this view they offered a prize of two hundred guineas for the best, and another prize of fifty for the second best essay, "on the duty, privilege and encouragement of Christians to send the Gospel to the unenlightened nations of the earth." The competition was confined within the United Kingdom, (not a remarkably liberal course for the advocates of universal evangelization) and the first prize was awarded to John Harris, D. D. This essay has passed through numerous editions in England and Scotland, and now (in 1847) we have the fifth American edition, published by Gould, Kendall & Lincoln, of Boston, a handsome duodecimo, of nearly four hundred pages, under the title of "The Great Commission; or, The Christian Church Constituted and Charged to Convey the Gospel to the World." The author of the essay maintains, that commerce is under no small obligations to missionary influence, and that the shipping of the commercial world derives as much advantage from Christian missions as its commerce. We should have been glad if the writer had treated more fully of the bearings of modern missions on commerce. There is reason to fear that they have thus far done more for commerce than that Christianity which must, in the fulness of time, baptize trade with a larger measure of its spirit and principles. We give below all that our author says on "the reflex benefits of Christian missions" on commerce:—

"In vain were all the attempts of the colonial government to establish a commercial intercourse with the Caffre tribes, until the Christian missionary had gained a footing amongst them. But not only does he now form a connecting link in the chain of civilization between the colonies and the Caffres and other tribes—by the introduction of the plough, he is likely to be the means of turning the attention of the aborigines from pastoral to agricultural pursuits; in consequence of which their cattle will no longer prove a source of irritation and conflict with the frontier colonists, and a much narrower compass of land will be sufficient for their comfortable support.

"New Zealand is unquestionably the key to India, on the one hand, as the Cape of Good Hope is on the other. And if, as events increasingly indicate, a wise policy should require our government to enter into a friendly treaty with that country, the measure would be greatly facilitated, if not entirely owing, to the favorable predisposition created in our behalf by missionary influence.

"Up to a very recent period the South Sea Islands were, in a commercial point of view, a complete blank; but now they are made to contribute to our wants, and to take off our manufactures, to a considerable extent. Sugar is cultivated, and taken in native-built vessels to the colony of New South Wales; and more arrow-root has been brought from thence to England in one year, than had been imported for nearly twenty previous years. Between two and three hundred thousand of the natives are now wearing European clothing, and using European implements and articles, who a few years ago knew nothing of our manufactures.

"*The shipping of our country, too, derives as much advantage from Christian missions as its commerce.* This will appear, if it be recollected that intercourse between Europeans and the untaught islanders of the Pacific is always dangerous,

and has often proved fatal. The adventurous Magellan fell at the Ladrone Islands; Captain Cook was barbarously murdered at the Sandwich group; the ship *Venus* was taken at Tahiti; M. de Langle and his companions were killed at the Samoas; the *Port au Prince* was seized at Lefuga; and the crew of the *Boyd* were massacred at New Zealand. And now, at all these islands, with the exception of the Ladrone, there are missionary stations, where between two and three hundred vessels annually resort; the crews of which look forward with delight to the hour when the anchor shall be dropped in the tranquil lagoon, and they shall find a generous welcome and a temporary home. Here, at the smallest possible expense, the captains can obtain a supply of fresh meat and provisions, refit their vessels, and recruit their crews.

“Formerly, also, when a wreck occurred, the natives hastened to plunder and murder, or reserved those who escaped from the sea for sacrifices. Witness the unhappy sufferers of the *Charles Eaton*, and the still more recent massacre of Captain *Fraser* and his crew on the coast of New Holland. But now, wherever Christianity has been introduced, the occurrence of a wreck is the signal for the exercise of the kindest feelings towards the sufferers themselves, and of the greatest zeal for the protection of their property. The *Falcon*, the *Sir Charles Price*, and several other vessels, have been cast away at or near such stations; and not only have the captains and others attested that “not a nail was lost,” and that all the attention was given to their personal comfort which kindness could bestow, but thousands of pounds have been transmitted to England and America as the proceeds arising from the sale of property saved on such occasions by native activity and zeal. Thus many a Christian missionary is, in effect, a British consul of the most unexpensive and efficient kind; and his congregation a society for the protection of British lives and property; while the missionary enterprise itself, by finding new havens at the antipodes for our fleets, opening new channels for our commerce, and every where multiplying the friends of our country, is eminently conducive to the prosperity of its temporal interests.”

MERCANTILE LAW CASES.

THE LAW OF PATENTS—CASES OF INJUNCTIONS.

WE give below an important opinion of the United States Circuit Court, relating to the Law of Patents, delivered by Mr. Justice WOODBURY, and politely furnished by that gentleman at our request, for publication in this department of the Merchants' Magazine.*

In the United States Circuit Court, Massachusetts District, May Term, 1846. *W. W. Woodworth vs. J. Hall, et al.*; *W. W. Woodworth vs. J. Stone*.

In these cases, injunctions were granted, May Term, 1845, and at May Term, 1846, a motion was made, in the first-named case, to dissolve the injunction. An opinion was given at the same term, stating the facts, and retaining the injunction as to one of the defendants, but dissolving it as to the other, for reasons applicable to the merits.

Among the objections which were then urged against the validity of the patent on which the claim of the plaintiff was founded, were these:—Because it was signed by H. Sylvester, as acting Commissioner, rather than by Ed. Burke, Esq., the Commissioner; and because the patent had been altered at the Patent-Office since it originally issued.

For further particulars in relation to these objections, and the detailed facts on which they rested, reference can be had to the opinion and case, as drawn up.

At an adjourned session of the same term, held at Boston, in September, 1846, the motion to dissolve the injunction was renewed as to the first case, and a like

* A true copy of the opinion of the Court, delivered by Mr. Justice Woodbury, Sept. 21st, 1846. JAS. B. ROBB, Clerk.

motion made as to the second case, both of which are now to be disposed of. They were founded on the same grounds, accompanied by new evidence, offered under the first objection, to show that Mr. Sylvester, at the time of signing this patent, was not acting under any appointment made by the President, by virtue of the eighth section of the act of Congress passed May 8th, 1792; but, being then chief clerk in the Patent-Office, claimed to be authorized to sign it in the necessary absence of the Commissioner, under the power conferred by the second section of the act of 4th of July, 1836, recognizing the Patent-Office.

In respect to the second objection—the alteration of the patent—it was further proved that a mistake, as to the time it was intended to run when renewed, occurred in the patent itself, as well as the record and copy of it; the proof, at the first hearing, extending only to the copy. Thus it was issued for fourteen years, but was meant to be for twenty-eight, and was afterwards altered to twenty-eight. In answer to this, it was now shown that the Secretary of State subsequently expressed in writing his assent and sanction to the correction of the mistake, though he was not consulted at the time it took place.

The present motion was argued by Giles in support of it, and B. R. Curtis against it.

WOODBURY, J.—It is not necessary to go into many of the facts and principles considered in the former motion on this subject, and then disposed of;—but the new and material facts since obtained are to be examined, so far as they may weigh upon the objections, and affect the principles before settled.

The first inquiry now is, whether the chief clerk in the Patent-Office, not in truth having been specially appointed to be acting Commissioner by the President, in the absence of the Commissioner himself, could legally sign this patent, under the general provision in the second section of the patent law of A. D. 1836. The words of that section, as bearing on this question, are—“The chief clerk, in all cases, during the necessary absence of the Commissioner, or when the said principal office shall become vacant, shall have the charge and custody of the seal, and of the records, books, papers, machines, models, and all other things belonging to the said office, and shall perform the duties of Commissioner during such vacancy.”

It is contended by the defendant that this clause empowers the chief clerk to act as Commissioner only when his office is technically, entirely, or *de jure* vacant; and not when he is merely absent from sickness, or other necessary cause, constituting a *de facto* vacancy, only, or a want of the Commissioner present to discharge the duties, arising from some such cause. It is certain that the words here used, looking no farther, appear to countenance the more narrow and limited view of the word “vacancy;” but if we look to the object of the clause—to other sections of this and the succeeding patent act—to the coterminous construction placed upon it—to the long acquiescence under that construction, and the great public as well as private interests which have grown up in conformity to it within the last ten years, a broader meaning to the term seems fortified by the whole spirit of the act, and by the analogies of the case.

It is proved as a fact that the chief clerk, since July, 1836, has been accustomed to perform, under this section, all the duties of Commissioner during his necessary absence, and without any new special authority being obtained from the President, under the law of 1792. It has been uniform in the office to consider the word “vacancy” here as meant to cover an actual, or *de facto* vacancy, by a necessary absence from the city; and the act has been construed so as to include as a vacancy, for this purpose and object, the want of the Commissioner at the seat of government to discharge his official duties, arising from any necessary cause, rather than the want of him, merely, in consequence of his death or resignation.

It is conceded, also, that many patents during that period have been signed, and records certified, by the chief clerk, as acting Commissioner, under the second section of the patent law, and which must become invalid if this one be so pronounced, for that cause.

It is further apparent, from the fourth section of the same law, that, unless this

broad construction be correct, the chief clerk is not empowered to certify copies of the original records and papers, in the necessary absence of the Commissioner, however urgent may be the necessity for them, in the protection of public or private rights. But, by a subsequent act, passed March 3d, 1837, section 2, the chief clerk is clearly and expressly empowered, in the absence of the Commissioner, to give copies of former records supplied where formerly burned. And here it would follow, if necessary absence in the first law is not covered by the term "vacancy," he is not authorized to give copies of original records in the absence of the Commissioner, though he may of records burnt, and supplied again afterwards. This would be a distinction most groundless, and hardly presumable to have been intended. It would likewise follow, that, in the absence of the Commissioner, the chief clerk was to have charge of the seal and records, but could not use them for some of the most common and necessary and urgent business connected with them.

Furthermore, he is placed under oath, and also under bonds, so as to secure the community when he does act; and is, indeed, more safe for the public than a temporary Commissioner selected by the President, as such a one may be under no bonds, whatever;—yet, though under this security, a construction is urged that he has not been trusted by Congress to act in the very cases where a person is trusted by them to act, without security, if selected by the President. And this is the reasoning, too, though he is selected to be chief clerk, rendering him eligible to perform these duties, virtually by the President, in all cases, and often by his express wish. Nor is it any stretch of confidence, extraordinary or unnecessary, for Congress to confer on a clerk, by an act, such a power as the signing of a patent. It is done clearly and expressly, and is conceded to be properly done when the Commissioner dies or resigns, and a technical vacancy exists; and in case of his absence it is done, not for personal favor, but for public convenience: so that persons are not to be delayed in getting patents till a successor be appointed, and arrive, perhaps, from some remote place. So it is conceded to have been done for more than half a century, by a clear grant to the President from Congress, by the eighth section of the act of 8th May, 1792. The danger from the broad construction here, is then no greater than from other powers, admitted already to exist in other ways, in relation to this same subject. But to guard against long absences, without a regular and more responsible head to a Department or Bureau, it is wisely provided, by the act of 13th February, 1793, that the temporary appointment by the President shall not continue over six months at one time, because a regular successor could in that time be procured, and the sanction of the Senate should be asked for filling the office during a longer time; and by the section now under consideration it is contemplated that the temporary head of the Bureau shall act only during the "absence" of the Commissioner which is "necessary," or a vacancy happening in any way; both of which are, of course, likely in all cases not to last longer than six months, in an age when such offices are so much sought after as in this.

Again, in respect to the meaning of the word "vacancy," as used in like cases, it is obvious that the act of 13th February, 1793, looked to it as covering absence and sickness, as well as death or resignation of the regular incumbent, because it speaks of a "vacancy" when referring to the former act, and a temporary appointment for only six months under it, and when that previous act authorized such appointment as much in case of absence and sickness as of death. All of them, then, seem to be covered by the reference, as each constituting a "vacancy"—*de facto*, to be sure, in case of absence and sickness, but still referred to under the generic term of a "vacancy."

There is another circumstance of some importance, not yet noticed, bearing on his question. It is well known to all who have been familiar with the Departments and Bureaus at Washington, that the delay and inconvenience to the public in obtaining temporary appointments from the President, if absent far from the seat of government, as he sometimes is, when the head of a Department or Bureau, by sickness or accident, is obliged to be absent from his office, has led sometimes to complaints of a suspension or delay of business of an important charac-

ter; and it has been contemplated, either by a general law, or as the Department and Bureaus become from time to time re-organized, to provide that the chief clerks in each should temporarily exercise the duties of the heads thereof, while they were necessarily absent. It is obvious that the public would often be much benefited by such a provision, in cases like the President's being away, so that he could not at once make a temporary appointment; and it is equally obvious that the public can never suffer by such an appointment, by operation of law, more than it does now, when made by the President, if not away; nor would such a general provision be either novel or dangerous, considering that in the case of most ministerial offices under the government, such as collectors of the customs and marshals, their deputies, appointed by themselves, can now act for them in their absence, and do constantly perform most important duties at such times.

Hence, when the Land-Office was re-organized, 4th July, 1836, the same day the bill passed re-organizing the Patent-Office, containing the provisions now under consideration, clauses were inserted in both bills with a view to confer such a power or appointment on the chief clerks in both Bureaus. The clause in respect to the Patent-Office I have already quoted, and have been examining its spirit, and other analogies, in order to see if the broad one covering the present case is not the proper construction of its language and intent. The other clause, in respect to the Land-Office, is on the same subject; but, by a different arrangement of the sentence, is too clear to admit of any different construction from that I have applied to the Patent-Office. In the last, the language is—"And in case of vacancy in the office of the Commissioner of the General Land-Office, or of the absence or sickness of the Commissioner, the duties of said office shall devolve upon, and be performed, *ad interim*, by the Clerk of the Public Lands."

This Clerk of the Public Lands was the chief clerk in the office.

Undoubtedly the object to be attained was alike in both; the inconvenience to be remedied was the same; the risks similar; and it was probably only by inadvertence that less precise language was employed in the patent act than in the act as to the Land-Office.

It is a sound rule, in the construction of statutes generally, that "everything which is within the intent of the makers of the act, although it be not within the letter, is as much within the act as if it were within the letter and intent also." 4 Paige, ch. 252, in *Walker vs. Devereux*, cites 1 Plawd. 366 Dwarris on Stats., 691. It is conceded, however, that the intent must be ascertained by the words that are used, coupled with the mischief to be remedied. But it is a mistake to argue that because ministerial officers can do only what they are specially empowered, [7 Mass. R., 281-3.] they cannot do what, on a fair and liberal, and useful construction of the words used by Congress, they are specially empowered to do. The intent of an act of Congress, as to such offices, is to be gathered from the whole spirit, no less than the letter of the act, as much as it is in other cases.

In both of the provisions we have just been considering, the intention of Congress seeming to have been the same, the action of the chief clerks, or heads of their respective Bureaus, in their absence, is not an action without pretence of justification by any express act of Congress, without countenance of any law, and a mere *usurpation*, as it would be, if done under an idea that they can so act, and transcend limited powers by mere construction, as being clerks, and their superiors absent; or as being more convenient, at times, to the public.

But they equally rely here, and for ten years have relied, on explicit and special provisions by Congress to authorize their action in both cases; both provisions being made at the same time, and with a like view, though one uses language not susceptible of a modified or different construction, while the other does not; but language which, at the same time, will fairly bear a construction in conformity with the spirit of the law, and similar to that which must confessedly be put on the other act.

Beside this reasoning and these analogies on the present question, the conclusions which I have formed in favor of the validity of these letters patent, under this objection, are strengthened by some other considerations.

Here a patent is offered in evidence, valid on its face, and objected to only by matter *dehors*, that the acting Commissioner who signs it was not in fact one so acting by appointment of the President. If he had been, it is conceded, the patent is valid; and this was virtually decided by the Supreme Court in 4 Howard, 663, *Wilson vs. Rosseau, et als.*, where this very patent, signed by Mr. Sylvester as acting Commissioner, was objected to, and upheld. No proof was offered there that he had, or had not, received any such appointment; but, in such cases, it being legal to have an acting Commissioner, it was presumed he was duly appointed so, and his acts therefore valid. So, in this case, such a presumption would be enough, provided it be not competent to go further, with evidence on the subject, in a proceeding between third persons; the power of the officer himself not being put directly in issue in a proceeding where he is a party. That a person is an acting officer is enough in most cases, even in that of murder, see the cases collected at the last session of this term, in the case of the United States *vs. Peterson, et al.*

For like reasons, probably, Justice Story, in this case, when the injunction was granted, intimated that the patent must be bad on its face in order to sustain an objection here about the officer, and Judge Hare countenances to some extent the same idea in his opinion in *Smith, et al., vs. Mercer, et al.*, connected with this same patent, August, 1846, Penn. D. Ct.

These reasons and opinions make it very questionable whether the evidence is competent, or admissible at all in this action, that the acting appointment of the chief clerk was not made by the President himself; and if it is not, the patent on its face, as in the 4th of Howard, must be deemed valid.

I should, however, do injustice to the intrinsic difficulties of this question, and the different reasonings and analogies which have been and may be fairly brought to bear on it, were I not to add that some doubt remains in respect to the results I have reached—though the inclination of my mind is decidedly to sustain the validity of the letters.

The second objection to the patent, on account of its alteration, has been fully considered before, on some different facts, when the motion to dissolve one of the injunctions was made, last Spring. The correction of a mistake, though committed clerically, yet as here in a matter material, was then supposed not to be valid, though made by the Commissioner, unless approved by the Secretary of State. It was not thought necessary by me that the patent, after such a correction, should be *re-sealed* or *re-signed* by the Commissioner, he being the officer who did both acts originally. But, as the Secretary of State must by law sign it, as well as the Commissioner, should the patent be altered after he signs it, he must, by analogy, be made aware of any such subsequent alteration, and sanction it, before his signature can be regarded as verifying the amended patent.

No evidence was produced before of his knowledge, and his sanction of this change; but such evidence is now offered, and is probably sufficient, without any entry of the same on the letters patent themselves. That would certainly be a convenient mode of perpetuating the evidence of his sanction; but, no law requiring it, the principle seems to demand nothing beyond his assent to the correction or ratification of it; both of which exist here in writing.

Independent of form, it is in substance very seldom that he interferes at all with the issue or correction of patents; but the Commissioner practically discharges all such duties.

There is still another question connected with this point which might arise, but has not been now pressed. It is, whether a patent so amended could operate, except as from the time of the amendment; and, if not so, then those letters, being altered since the bill was filed, cannot avail the plaintiff in support of it.

Where new matter was inserted not originally contemplated, or corrections made not clerically, it is questionable whether they could relate back to the date of the letters patent; but here it seems they ought to, as much as any like clerical amendments of declarations, or pleas, or judgments, under the statutes of Jenfalls.

A different conclusion might be formed, on a fuller examination of the subject, as to third persons who had acquired rights as the patent stood before it was cor-

rected. Unless by its being in a mistaken form as to length of time, the new patent must be considered void; and the *surrender* of the former patents for twenty-eight years, on which it was to be founded, would be considered void, also, till a new patent in proper form issued, instead of the old ones.

I merely glance, however, at these last considerations, without deciding on what has not been presented nor argued, and without going into the subject of the amendments that might then become necessary in the bill.

There has a third question been suggested, but not argued, as not being included in the notice of the motion, and will, therefore, not be examined at this time. It is, the power of the Commissioner to consolidate all the terms of fourteen, seven, and seven years, into one patent for twenty-eight years. I shall merely say, that in the case of 4 Howard, before referred to, this patent, thus consolidated, was upheld; though it does not appear that this objection was taken and discussed by counsel or the Court, though the counsel were numerous, and very astute to raise all objections appearing plausible.

The point may still be found a tenable one; but, if so, a like conclusion may follow as in the other case just referred to—that if such renewal is void, the *surrender* of the former patents is likewise void, and recoveries can be had on them as if never attempted to be consolidated.

Finally, it is contended that if any doubt exists as to the validity of a patent, as some assuredly does here, as before stated, the injunction should be dissolved. This may, with some qualification as to other matters connected with the subject, be true in granting an injunction, as laid down in 4 Wash. C. C., 534, if the doubt relate to the merits—that is, the originality or usefulness of a patent, or a patentee's own error in his specification. But, when the objection relates to the technical form or signature of papers connected with the letters, and the doubts arise from acts of public officers, and not any neglect or wrong of the patentee, the position seems to me not sound. More especially should an injunction, once granted, not be disturbed for such doubts, when, as in this case, the term for trial of the merits is near; and the allowing such doubts to prevail, even to the extent of dissolving an injunction, might not merely affect the present patent and present parties, but operate injuriously on all other patents and parties where, for the last ten years, by a cotemporaneous and continued construction of the patent law, chief clerks have, under its authority, signed patents or other important papers as acting Commissioner, in the necessary absence of the Commissioner, or made mistakes of a clerical character in the form of the letters.

In my opinion, so far from its being proper, under such circumstances, to dissolve an injunction for doubts on such technical objections, it is rather the duty of the Court if, as here, mischievous consequences are likely to ensue to others from interfering, and if, as here, legislative measures have been recommended by the public officers, which are pending, to remedy or obviate the possible evil from any public mistakes, not to dissolve an injunction already granted, unless required to do it by imperative principles of law, showing the letters patent to be clearly void. [6 Peters, 244.]

The motion in these cases, therefore, is not granted.

BILL OF EXCHANGE—BILL OF LADING.

In the Fourth District Court, (New Orleans,) Judge Strawbridge. L. A. Be-noist vs. T. G. Reyburn.

This was a suit brought on a bill of exchange drawn on Seccomb, Brooke & Adams, of this city, dated at St. Louis, and payable ten days after sight; said bill purporting to be drawn on a special consignment of produce shipped on a certain steamboat. The holder of the bill, it appears from the evidence, presented it at the house of Seccomb, Brooke & Adams, and demanded payment. Accompanying the bill of exchange was the bill of lading of the produce drawn upon. The clerk of the drawees requested the bill to be left for the consideration of the house, which the holder refused, and left with the bill, which he had protested for non-acceptance, and on which he now brought suit against the drawer.

C. M. Randall, for plaintiff; contended that the defendant had not negotiated the

presumption that he got the produce drawn on; that there was no sufficient proof that there was any such produce, or any bill of lading; that the defendant had not shown that they demanded, or required, the delivery of the bill of lading, if there was any; that this was an ordinary commercial bill which it was the duty of the drawees to accept on presentation.

A. Walker, for defendant, argued that the holder of the bill had been guilty of *laches*. That, by his refusal to leave the bill with the drawees for consideration, as the mercantile usage of New Orleans required to be done in the presentment of bills drawn after sight; and, secondly, by refusing or failing to tender the bill of lading of the consignment at the time of presenting the bill. Applying the principle established by the Supreme Court in the case of *Lanfear & Co. vs. Blossman*, it was contended that the holder of a bill drawn on a special consignment stood to the drawee thereof in the relation of vendor to vendee; that the produce was the thing sold, and the acceptance of the bill the price given; that the holder must first tender the thing sold before he can demand the price; in other words, that the holder of the bill must tender the bill of lading before he can demand of the drawees the acceptance of the draft. The omission to tender the bill of lading released the drawer.

Judge Strawbridge sustained the points made by the defendant; remarking that he understood the law on this point to be settled and well understood long before the decision of the Supreme Court in the case of *Lanfear & Co. vs. Blossman*. That, in all cases of bills drawn on special consignment, law and usage require the holder to put the drawee in possession of the property drawn upon. The neglect to do this, as well as the neglect to leave the bill with the drawees for consideration, exonerated the drawer. Judgment for the defendant.

COMMERCIAL CHRONICLE AND REVIEW.

VIEW OF COMMERCIAL ENTERPRISE—DEMAND FOR SHIPPING—MANAGEMENT OF THE GOVERNMENT FINANCES—THE NEW TARIFF—MEXICAN WAR—EUROPEAN RAILROADS—RATES OF BILLS IN LONDON—BULLION IN THE BANK OF ENGLAND—STOCKS OF COTTON IN EUROPE AND AMERICA, IN 1845, '46—DELIVERIES OF COTTON FOR CONSUMPTION IN FRANCE AND ENGLAND, IN 1844, '45, '46—CURRENT PRICES OF COTTON IN 1846, COMPARED WITH 1844, '45—IMPORT OF GOODS INTO THE UNITED STATES UNDER THREE TARIFFS—EXPORTS FROM THE UNITED STATES—SPECIE MOVEMENT—QUANTITIES OF TEA AND COFFEE CONSUMED IN THE UNITED STATES, WITH THE RATES AND AMOUNT OF DUTIES—DOMESTIC EXPORTS OF THE UNITED STATES FOR FIVE YEARS, ETC., ETC.

THERE has been little of commercial enterprise during the month, notwithstanding that all the elements of great prosperity are apparent both at home and abroad. All the productions of the United States are in great demand in Europe, and every ton of shipping is put in requisition at high rates of freight to transport American produce to remunerate foreign markets, which have every appearance of continuing their demands for at least a year to come. Money is abundant in the leading cities of the Union, exchanges so low as to admit a renewed import of specie, and all public works as well as moneyed institutions, as indicated in their dividends, are profitably employing their means. Notwithstanding all these favorable symptoms, the leading commercial men—those who usually give a tone to the markets—by no means evince that speculative boldness of enterprise which is usually exhibited in such a state of affairs. Satisfactory reasons for this inertness may be found in all probability in political causes. The federal government has commenced practically a great and radical change in the conduct and management of its finances,—a change to which we think a great deal too much importance has been attached, but which nevertheless has had the effect of a bugbear in repressing mercantile buoyancy. The new tariff has come

into operation very successfully so far, accompanied by the warehousing system, and notwithstanding the defects in its details, commerce would soon adapt itself to it were it not for the fears of new changes constantly hanging over operators. The Mexican war is also apparently no nearer its termination than when the Mexicans first pushed across the Rio Grande, and the government has asked for a loan of \$20,000,000 to carry it through to July, 1848. All these are influences which tend to repress the buoyancy of the markets and check the growing enterprise. In England and western Europe the great railroad speculations that have been swelling in magnitude for the last three years are producing the natural results of overaction. A great and ruinous fall has manifested itself in most west of Europe roads, involving the ruin of many eminent capitalists in most of the leading cities. In Germany, France, and Holland, the number and magnitude of projected roads is very great, and the operations in the shares have led to a demand for money at a time when the constant flow of silver, which is the legal tender of those countries, to Russia, as well as in consequence of the large purchases of grain by those countries, has produced a stringency of the money market. The counterflux of gold from Russia has found a resting place mostly in the Bank of England, and money is cheaper in London than at most places on the continent. In London, the minimum bank rate for money was 3 per cent per annum; at Paris, 5 per cent; Amsterdam, 5 per cent; Hamburg, 6 per cent. The Bank of France seldom raises its rate of interest above 4 per cent, and so great was the demand at that rate that the Bank of France, on one discount day at the close of October, discounted \$17,000,000; a sum larger than it ever did before at one time. Money cannot of course continue so much dearer on the continent than in London for any length of time without producing an export of coin from the latter, and this point was rapidly approaching at our latest dates.

RATES OF BILLS IN LONDON.

	June 4.	Sept. 4.	Oct. 9.	Oct. 23.	Oct. 30.	Nov. 6.	Nov. 13.	Nov. 19.	Dec. 3.
Amsterdam	12.6	12.5	12.7	12.6	12.5	12.4½	12.1	12.1	12.1
Antwerp	26.7½	26.10	26.10	26.5	25.97½	26.0	25.95	25.90	25.85
Hamburg	13.13½	13.13	13.13	13.12½	13.12½	13.11½	13.11½	13.11½	13.11½
Paris	26.00	26.00	25.85	25.72½	25.70	25.65	25.65	25.62½	25.57½
Vienna	10.9	10.10½	10.9	10.7	10.7½	10.8	10.6½	10.06	10.5½
Silver	4.11	4.11½	4.11½	4.11½	.....	.....	5.00	5.0½	5.0½
Dollars, new.....	4.9¾	4.9¾	4.9¾	4.9¾	.....	.....	4.10½	4.10½	4.10½

The fall on Paris is very great from September 4, being 42½ centimes per pound sterling. The price of silver has also risen 1d. per oz. with a good demand. The variation in the exchanges, according to the published weekly formula, is as follows on Paris :—

	Oct. 9.	Oct. 23.	Nov. 6.	Nov. 13.	Dec. 3.
English mint price of gold	77.10½	77.10½	77.10½	77.10½	77.10½
Price in Paris, per mille.....	16.	16.	16.	15½	16.
Resulting exchange.....	25.55	25.55	25.55	25.54	25.55
Actual rate at Paris on London.....	25.77½	25.70	25.65	25.60	25.57½
Gives gold dearer at London than Paris. .per ct.	0.87½	0.58	0.39	0.23	par.

Down to the 3d December, or in the space of five weeks, gold fell in London as compared with Paris 0.87½ per cent, and bills were still falling with a languid demand. It requires now but a slight continuance of the decline to promote an export of coin from England. Some £45,000 were shipped in the last week of November, and a considerable decline had taken place in the specie held by the bank, as follows :—

BULLION IN THE BANK OF ENGLAND.

	Oct. 3.	Oct. 17.	Oct. 24.	Nov. 7.
Gold coin and bullion...	£12,632,794	£12,122,882	£11,868,690	£11,724,111
Silver bullion.....	2,727,001	2,618,763	2,568,555	2,511,774
Gold and silver coin....	456,831	401,403	456,661	524,621
	£15,816,626	£15,143,048	£14,893,906	£14,760,506

The decrease in this period was over £1,000,000, mostly in gold coin, partly for payment of wages on the works in Ireland undertaken by the government for the relief of the destitute, and partly in consequence of the usual enlargement of the specie circulation which takes place in the fall of the year, when the farmers bring in their new crops. The prospect now is, that an export will take place to the continent to some extent, as well as to the United States. The rise in prices of food may partially create the enhanced demand, as well as the railroad speculations. The French roads appear now to be calling in instalments to a very considerable extent. At the close of October, the Paris northern line advertised a call of \$15 per share for the 2d of January, and \$10 for the 1st of July. The two calls amount to \$6,000,000; and as the shares, as is usual in times of speculation, were in the hands of weak holders who had hypothecated them, they were obliged to sell out. Four large capitalists, viz.: three peers of France and a manufacturer, were forced to sell out. The Lyons road also made a call, and was followed by others, and thirteen roads have made calls for \$31,000,000, payable within a year. These large calls on a restricted money market caused a kind of panic, aided by the state of political affairs between England and France. The latter cause was somewhat modified by the fact that the English minister, Lord Normanby, had called upon the Duke and Duchess Montpensier, a fact regarded on 'change as a renewal of a good understanding between the governments. Nevertheless the fall in the value of the shares of nineteen French roads equalled \$46,000,000, and was productive of some uneasiness.

In a former number we gave a table of the capital authorized in England for the construction of railroads, amounting to the incredible sum of over \$1,000,000,000, part of which was in process of expenditure, and had resulted in greatly enhancing the consumption of all necessaries and comforts by the people. It has been a curious result of the payment of money wages to the destitute of Ireland, that the consumption of sugar and tea had increased in those districts very perceptibly. It is doubtless measurably owing to the railroad expenditures that the scarcity of food exists both in western Europe and England. The people have been enabled to consume more of the necessaries of life than usual, as well vegetable food as other dutiable articles, all which have shown so decided an increase; and in considering the probable extent and continuance of the English demand for food, these facts should be borne in mind. As thus, if the present demand arises *solely* from a short crop, it may be supposed to be quite temporary, and to cease with the return of favorable seasons. If, however, it grows also to a considerable extent out of increased consumption, consequent upon the improved condition of the people, it is not only permanent in its nature, but susceptible of a great increase. There is no doubt but Great Britain by itself, is, in respect of the higher descriptions of grain, well supplied, as compared with the supplies of former years, but also that the consumption of wheat and wheat-flour by those *accustomed* to consume is much greater than usual; and farther, that

owing to the positive deficit of potatoes in Ireland, and of beans and peas, as well as rye, in Europe, that the consumption by those not hitherto accustomed to consume wheat, is large. The quantity of foreign flour taken into consumption in a few months is nearly equal to 2,000,000 barrels; notwithstanding which, the mills all over England are in a state of the utmost activity, the demand for flour good, and the prices of animal food very high. The corn trade of the world, as connected with the English demand, has suffered violent vacillations in a few weeks from a very singular cause, viz.: the most profligate conduct on the part of the London Times newspaper. It is known and admitted that that is the most powerful and influential journal of the world. It enjoys the reputation of being in the confidence of the government, and as such it enjoys an unusual degree of influence, which it exerted for three successive weeks in September and October to promote a panic, through the most exaggerated statements in regard to an alleged approaching famine. These statements materially aided the advance in prices, which reached a level of 62s. 3d. for wheat, for the week ending November 7. Just before the sailing of the American steamer of November 4, however, it suddenly changed its views, and pronounced the alarm in relation to the crops as "wholly without foundation," and also predicted the receipt of some 5,000,000 quarters of foreign grain in England before January, 1847; an exaggeration as great in the opposite direction as had been its previous alarm notes. The effect of this appeared to be, although the statements exhibited too little acquaintance with facts to influence those familiar with the trade, to induce farmers to thresh freely and send to market to avail themselves of the high prices, importers to meet the market freely, and buyers to restrict their purchases in anticipation of the low prices which the great supplies predicted by the Times were to bring about. These combined circumstances created a pause in the market, and influenced the New York and United States markets generally on their arrival here, and prices fell to \$5 for flour, but subsequently recovered themselves. The effect of this seemed to be only to hurry the consumption of the English supplies, and will result in a greater demand for foreign supplies towards the close of the year. The French government were also stimulated into large purchases for the consumption of that country by the frightful statements in regard to the prospective wants of England. All the indications are, however, that the demands for United States produce are not of a purely temporary character, arising from the mere failure of the harvest, but are of a permanent character and likely to lead to great results. The greatest drawback at this time on the trade, is the want of adequate tonnage to transport the produce at rates sufficiently cheap to allow of a fair proportion of the sales falling to the share of the farmer. Hence, notwithstanding the great sales that have taken place during the fifteen months ending with December, 1846, the real means of the farmer have not been materially enhanced.

The scarcity of food in England and Europe does not now apparently produce its usual effects in diminishing the price or the consumption of cotton; a fact which corroborates the evidence, that the demands for food arise from increased consumption. The supply of cotton for the year ending September 30, was less than the demand; a fact clearly indicated in the diminished stocks, which were as follows:—

STOCKS OF COTTON, SEPT. 30.—BALES.

	Holland.	Antwerp.	Hamburg.	Trieste.	France.	England.	U. States.	Total.
1845	15,000	24,000	16,000	30,360	88,900	937,490	68,085	1,179,835
1846.....	6,000	8,000	6,000	22,700	54,000	652,800	77,186	826,686
Decrease,	9,000	16,000	10,000	7,660	34,900	284,690		353,149
Increase,							9,101	

The decrease in stocks is general and large, arising from enhanced deliveries for consumption, which in France and England have been as follows, for ten months, ending October 31 :—

	1844.	1845.	1846.
France.....	1,191,309	1,316,420	1,360,364
England.....	318,916	370,857	376,496
Total bales.....	1,510,223	1,687,277	1,736,860

This increase is equal to 16 per cent, or 256,000 bales, and this at a time when food has been high. Prices have felt this state of affairs, and are higher than for three years, being at Liverpool as follows :—

CURRENT PRICES, NOV. 13, WITH THOSE OF 1845 AND 1844.

	1846.	1845.	1844.
Bowed ordinary.....	4 $\frac{3}{4}$ a 5 $\frac{3}{8}$	3 $\frac{1}{2}$ a 3 $\frac{3}{8}$	3 a 3 $\frac{3}{8}$
“ middling.....	5 $\frac{1}{2}$ a 5 $\frac{5}{8}$	4 a 4 $\frac{1}{2}$	4 a 4 $\frac{1}{4}$
“ fair.....	5 $\frac{5}{8}$ a 6	4 $\frac{3}{8}$ a 4 $\frac{1}{2}$	4 $\frac{1}{4}$ a 4 $\frac{3}{8}$
“ good fair.....	6 a 6 $\frac{1}{2}$	4 $\frac{1}{2}$ a 4 $\frac{3}{4}$	4 $\frac{3}{8}$ a 4 $\frac{3}{4}$
“ good.....	6 $\frac{1}{2}$ a 6 $\frac{1}{2}$	5 a 5 $\frac{1}{4}$	5 a 5 $\frac{1}{4}$
Orleans and Mobile—ordinary.....	4 $\frac{3}{8}$ a 5 $\frac{1}{2}$	3 $\frac{5}{8}$ a 4	3 a 4
“ middling.....	5 $\frac{3}{8}$ a 6	4 $\frac{1}{4}$ a 4 $\frac{3}{8}$	4 $\frac{1}{4}$ a 4 $\frac{3}{8}$
“ fair.....	6 $\frac{1}{4}$ a 6 $\frac{3}{8}$	4 $\frac{3}{8}$ a 4 $\frac{3}{4}$	4 $\frac{1}{4}$ a 4 $\frac{3}{8}$
“ good fair.....	6 $\frac{1}{2}$ a 6 $\frac{3}{8}$	5 $\frac{1}{4}$ a 5 $\frac{1}{2}$	5 $\frac{1}{4}$ a 5 $\frac{1}{4}$
“ good.....	6 $\frac{3}{4}$ a 7 $\frac{1}{4}$	6 a 6 $\frac{1}{2}$	5 $\frac{3}{4}$ a 6 $\frac{1}{4}$
“ ch. gin'd mrks.	7 $\frac{1}{2}$ a 8 $\frac{1}{2}$	7 a 8	7 a 8

These prices average 20 per cent higher than last year, when they were slightly in advance of those current at the same time in 1844. The quantity exported last year was 1,666,792 bales, or 666,716,800 pounds, worth the price of fair New Orleans in November, or an average of \$66,842,000. The crop of this year will afford but a less quantity for export, and if estimated at 1,500,000 bales, will, at the price of fair Orleans, at Liverpool, November 13, be worth \$72,000,000, or over \$5,000,000 more than the crop of last year, under the supposition that no farther advance will take place. The cotton interest will therefore receive no detriment from those occurrences that are enhancing the welfare of the western farming interest. From all these circumstances it results that large imports must be made in payment of the produce sold abroad, even if the import trade is confined strictly to returns of produce sold, and it is highly probable that to admit of these returns the value of imports will, for the coming year, be considerably enhanced. It is not probable, however, that any speculative imports will take place to any extent beyond what will be paid for by the exports. The modification of the tariff will probably affect the imports in no other way than by admitting goods bearing low duties, instead of an amount of specie, which might be forced home were goods excluded. That is to say, if a certain amount of produce is sold abroad, it is clear that the proceeds must come home; if, then, the tariff excluded goods or taxed them too highly, the medium of remittance would be specie; if the taxes are relaxed, goods will take the place of specie, and the government revenue be enhanced. On many goods, however, French manufactures in par-

ticular, the duties are raised by the new tariff, and therefore the enhanced sales to that country are more likely to be paid in specie, more particularly, as we have seen, that the exchanges are in favor of France as relates to England. In former years, more particularly 1839, when the duties on French goods were very low, the imports from that country were very large, and were paid for by bills on England, and those bills running on London in favor of France on American account added seriously to that drain upon the Bank of England which so nearly jeopardized its existence in October, 1839. The new tariff appears to change the relations between the three countries, inasmuch as that by raising the duties on French wines and silks, and lowering those upon British goods, it encourages a direct trade between England and America, and tends to check that with France. Indeed, the trade has hitherto always been in favor of the United States against England, and in favor of France against the United States, and England has paid France the balance. The course of the French government has always been commercially hostile to the United States;—while the latter have admitted French goods at very low duties, France has nearly prohibited United States produce. The French wine and silk interests will now exert themselves to procure a modification of the duties on American produce, particularly tobacco.

It is doubtless true that the import of goods under the new tariff will be larger than were the tariff of 1842 to remain in operation, and that the import of specie will be less than would have been the case. We apprehend, however, that the operation of the sub-treasury law, with its specie clause, will, until the commercial community have become accustomed to it, tend to prevent any extraordinary import of goods, how low soever may be the duties. The following are the official figures for the imports and exports for five years, ending June 30, 1846:—

IMPORT OF GOODS INTO THE U. STATES, UNDER THREE TARIFFS.—YEAR ENDING JUNE 30.

	1841.	1842.	1843.	1844.	1845.	1846.
	Compromise Act.	Tariff of 1841.			Tariff of 1842.	
Ad valorem duties.	\$34,610,642	\$19,209,085	\$16,684,875	\$52,315,291	\$60,191,862	\$70,660,653
Specific " "	27,315,804	20,325,516	12,494,340	31,352,863	31,914,862	36,263,784
Free.....	61,031,098	26,540,470	13,254,253	18,936,452	18,077,598	20,990,007
Total.....	\$122,957,544	\$96,075,071	\$42,433,464	\$102,604,606	\$113,176,966	\$117,914,244

EXPORTS FROM THE UNITED STATES.

	1841.	1842.	1843.	1844.	1845.	1846.
Domestic produce...	\$96,348,386	\$91,799,242	\$77,686,355	\$99,531,774	\$98,453,320	\$101,718,042
Foreign free goods...	3,953,054	3,129,285	1,682,306	2,251,550	2,413,060	2,343,629
" ad valorem..	2,136,522	2,842,762	1,889,257	1,706,206	2,107,292	2,709,251
" specific.....	2,091,659	2,041,692	1,567,315	2,256,302	3,064,439	2,820,295
Total.....	\$104,529,621	\$99,812,981	\$82,825,233	\$105,475,832	\$106,040,111	\$109,582,246

SPECIE MOVEMENT.

	1841.	1842.	1843.	1844.	1845.	1846.
Foreign specie.....	\$7,287,846	\$3,907,799	\$1,413,919	\$5,270,809	\$7,762,094	\$3,481,417
Domestic specie.....	2,746,486	1,170,754	107,429	183,405	844,447	423,851
Total export specie..	10,034,332	4,878,553	1,521,348	5,454,214	8,606,490	3,905,268
" import " "	4,988,633	4,087,016	22,320,335	5,330,429	4,070,212	3,777,732
Excess of import .....	.....	.....	20,798,987	386,215	.....	.....
" of export.....	\$5,045,699	791,537	.....	.....	4,536,253	127,536

It appears that the import of dutiable goods was, in 1846, \$96,924,234, and the duties netted to the Treasury \$26,712,667, or 27½ per cent average. The Secretary estimates the receipts at \$27,835,731 for the year ending June 30, 1847; of which, five months will be under the old tariff, and seven months under the new; and for the year 1848, \$28,000,000, which supposes an import of \$112,000,000

dutiable goods—an increase of \$16,000,000 over 1846, if the average of the new tariff is 25 per cent. The average duty under the first year of the tariff of 1842 was 35 per cent, and it has annually diminished to 27½ per cent. The large export of farm produce last year raised the export of domestic goods to \$3,400,000 in excess of the previous year, notwithstanding that the export of cotton was 420,000 bales less—probably worth \$12,600,000. For the coming year, the value of the cotton exported will be enhanced beyond that of 1846, as well as breadstuffs, and the domestic exports may reach \$116,000,000 of produce; the returns of which would naturally swell the imports: but it may be questioned how far the operation of the specie clause of the Independent Treasury bill will, by keeping the currency dear, and promoting a demand for coin, favor the import of specie rather than dutiable goods. The effect of a dear currency is to diminish the prices of goods, and in consequence check importations. It is also proposed to impose a duty of 25 per cent upon tea and coffee, estimated to yield \$2,946,557; and the Secretary makes an allowance from this sum of \$446,000 for a reduction of consumption consequent upon the duty. It is as a general rule true, that the imposition of a duty, by raising the price, diminishes consumption; but the rule is not strictly applicable: duties and prices may be diminished, and the consumption also diminish from the general depression of business, and inability on the part of consumers to purchase their usual supplies at any price. The following is a table of the quantities consumed under former rates of duty, and the product of those duties:—

QUANTITIES OF TEA AND COFFEE CONSUMED IN U. STATES, WITH RATES AND AMOUNTS OF DUTIES.

	COFFEE.			TEA.		
	lbs. consumed.	Duty per lb.	Am't duty.	lbs. consumed.	Duty per lb.	Am't duty.
1822,.....	14,282,982	5	\$714,149	5,430,630	30.87	\$1,676,247
1823,.....	18,603,330	5	930,166	6,796,364	30.90	2,105,256
1824,.....	20,368,450	5	1,018,432	7,107,677	33.30	2,368,306
1825,.....	22,357,721	5	1,117,886	6,555,629	33.53	2,198,787
1826,.....	26,449,356	5	1,322,467	8,816,225	34.00	3,026,140
1827,.....	31,895,217	5	1,594,760	5,372,956	33.32	1,800,849
1828,.....	37,258,879	5	1,862,943	6,803,667	34.40	2,313,767
1829,.....	35,735,610	5	1,786,750	5,397,664	33.73	1,820,706
1830,.....	37,121,910	5	1,856,095	6,141,808	33.28	2,044,318
1831,.....	79,010,212	1.97	1,557,981	5,459,293	31.75	1,733,778
1832,.....	46,603,576	free.	363,492	8,826,905	14.1	1,243,597
1833,.....	75,057,906	"	.....	12,927,043	free.	.....
1834,.....	44,346,505	"	.....	13,193,553	"	.....

It is observable that under a duty of 50 per cent, which was nearly the equivalent of five cents per pound, the consumption of coffee doubled; and in 1844, when free, it was but little more than in 1830 under a 50 per cent duty. In the same manner, tea paid but 30.87 cents average per pound, in 1822, and the consumption in 1824 was 50 per cent more at a high duty; and with a reduction of one cent per pound, in 1827, the consumption decreased 40 per cent. These figures do not justify the Secretary in allowing a reduction of 17 per cent for the diminution of consumption consequent upon a 25 per cent duty, when the duties on all other articles are to be reduced. There is another feature in the case which would indicate a much larger consumption on the principles laid down by the Secretary. It is this: all the coffee and tea consumed carry with them a quantity of sugar. Probably one pound of coffee and one pound of tea are consumed with seven pounds of sugar. The tax on the three, under the tariff of 1842, was 17½ cents; the tax under the new tariff will be 7½ cents. If 25 per cent is added upon the tea and coffee, the duties on the three will be 15½ cents, 2 cents per pound less

than under the tariff of 1842; and consequently, if the theory of the Secretary is correct, the consumption of all three must be greater. It is clearly of no consequence to the consumer of tea or coffee whether he pays the duty upon the sugar or the coffee. In taking it off the sugar and putting it on to the coffee or tea, is simply favoring the Spanish West Indies at the expense of the Brazils, as well as Louisiana and Texas. Sugar, it is true, is used for very many purposes other than tea and coffee, but the quantities of the latter consumed without sugar are small. The more of the latter there is consumed, the greater will be the demand for sugar, and with a 25 per cent tax on them, the prepared beverage, as we have stated, will be taxed 2 cents less than under the tariff of 1842. Another great consideration is this: the foreign market for farm produce being good, the means of the farmer to buy increase, and with the general enhancement of the business of the country as a result of improved agricultural prosperity, the consumption of those tropical productions may be supposed to increase even at advanced prices. The following is a table of the domestic exports of the United States for five years :-

DOMESTIC EXPORTS OF THE UNITED STATES, FOR FIVE SUCCESSIVE YEARS.

	1842.	1843.	1844.	1845.	1846.
THE SEA.					
<i>Fisheries.</i>					
Dried fish or cod fisheries.....	\$557,782	\$381,175	\$699,336	\$803,353	\$699,559
Pickled fish or river fisheries, [her- ring, shad, salmon, mackerel,].	162,324	116,042	197,170	208,654	230,495
Whale and other fish oil.....	1,315,411	803,774	1,464,968	1,520,363	946,298
Spermaceti oil.....	233,114	310,768	344,930	975,195	697,570
Whalebone.....	225,382	257,481	463,096	762,642	583,870
Spermaceti candles.....	318,997	243,308	180,492	236,917	295,606
	2,823,010	2,112,548	3,350,501	4,507,124	3,453,398
THE FOREST.					
Skins and furs.....	598,487	453,869	742,196	1,248,355	1,063,009
Ginseng.....	63,702	193,870	95,008	177,146	237,582
<i>Product of Wood.</i>	662,189	647,739	837,204	1,425,501	1,300,571
Staves, shingles, brds., hewn timber,	2,203,537	1,026,179	1,672,279	1,953,232	2,319,443
Other lumber.....	253,931	211,111	326,945	369,505	324,979
Masts and spars.....	37,730	19,669	32,274	28,692	21,582
Oak bark and other dye.....	111,087	39,538	70,370	70,616	61,382
All manufactures of wood.....	623,718	391,312	919,100	677,420	957,790
Naval stores—tar, pitch, rosin, &c..	743,329	475,357	818,692	814,969	1,085,519
Ashes—pot and pearl.....	892,741	541,004	1,140,848	1,210,496	735,622
	5,518,262	2,704,170	5,808,712	5,124,920	5,506,677
AGRICULTURE.					
<i>Product of Animals.</i>					
Beef, tallow, hides, horned cattle..	1,212,638	1,092,949	1,810,551	1,926,809	2,474,208
Butter and cheese.....	388,185	508,968	758,829	878,865	1,063,087
Pork [pickled,] bacon, lard, live hogs	2,629,403	2,120,020	3,236,479	2,991,284	3,883,884
Horses and mules.....	299,654	212,696	315,696	385,488	382,382
Sheep.....	38,892	29,061	27,824	23,948	30,303
<i>Vegetable food.</i>	4,568,772	3,963,694	6,149,379	6,206,393	7,833,864
Wheat.....	916,616	264,109	500,400	336,779	1,681,975
Flour.....	7,375,356	3,763,073	6,759,488	5,398,593	11,668,669
Indian corn.....	345,150	281,749	404,008	411,741	1,186,663
Indian meal.....	617,817	454,166	641,029	641,552	945,081
Rye meal.....	124,396	65,631	104,391	112,908	138,110
Rye, oats, other small grain, & pulse	175,082	108,640	153,477	177,953	638,221
Biscuit or ship bread.....	323,759	312,232	388,603	266,294	366,688
Potatoes.....	85,844	47,757	74,108	132,926	69,934
Apples.....	32,245	32,225	51,465	81,306	69,233
Rice.....	1,907,367	1,625,726	2,182,468	2,100,456	2,564,991
	11,903,652	6,955,908	11,239,441	9,810,508	19,329,585
Tobacco.....	9,540,755	4,650,970	8,397,255	7,469,819	8,478,270
Cotton { 1845, 872,905,996lbs. } { 1846, 547,557,055 " } ..	47,593,464	49,119,806	54,063,501	51,769,643	42,767,341
<i>All other Agricultural products.</i>					
Flaxseed.....	34,991	49,406	23,749	81,978	165,438
Hops.....	36,547	123,745	51,550	90,341	41,693
Brown sugar.....	8,890	3,435	12,363	11,107	7,235
Indigo.....	1,042	198	1,176	70	80
	81,470	176,784	88,838	183,496	214,455

	1842.	1843.	1844.	1845.	1846.
MANUFACTURES.					
Soap and tallow candles.....	\$185,128	\$407,105	\$519,544	\$623,946	\$730,041
Leather, boots and shoes.....	168,925	115,355	204,000	328,001	346,516
Household furniture.....	290,997	197,982	327,933	277,488	317,407
Couches and other carriages.....	48,509	48,036	63,931	55,821	67,712
Hats.....	65,832	39,843	75,649	70,597	74,732
Saddlery.....	25,983	17,653	31,532	20,847	24,357
Wax.....	103,625	137,532	274,039	234,794	162,790
Spirits from grain.....	50,708	21,395	55,697	75,108	73,716
Beer, ale, porter and cider.....	54,674	44,064	59,312	69,532	67,735
Snuff and tobacco manufactured...	525,490	278,319	536,600	538,498	695,914
Lined oil and spirits of turpentine	34,775	29,434	68,476	92,614	159,915
Cordage and cables.....	30,457	22,198	49,242	55,016	62,775
Iron—pig, bar, and nails.....	120,454	120,923	133,522	77,669	122,225
Castings.....	68,507	41,189	54,598	118,248	107,995
All manufactures of.....	920,561	370,581	524,212	649,100	921,652
Spirits from molasses.....	247,745	117,537	241,604	216,118	238,652
Sugar refined.....	291,499	47,345	128,504	164,662	392,312
Chocolate.....	3,094	2,032	2,150	1,461	2,177
Gunpowder.....	161,292	47,088	130,923	122,599	140,879
Copper and brass.....	97,021	79,234	91,446	94,736	62,088
Medicinal drugs.....	139,313	108,433	166,805	212,837	290,505
<i>Cotton Piece Goods.</i>					
Printed and colored.....	3,934,643	2,293,283	3,851,834	4,099,832	4,921,995
White.....	385,040	358,415	385,403	516,243	360,549
Nankens.....	2,297,964	2,575,049	2,298,809	2,343,104	1,978,331
Twist yarn and thread.....	37,325	57,312	44,421	14,579	81,813
All other manufactures of cotton..	250,361	232,774	170,156	280,164	255,799
	2,970,690	3,223,550	2,898,780	4,327,928	3,545,481
Flax and hemp, all manufactures of.	1,038	326	311	14,762	12,129
Wearing apparel.....	53,219	28,845	117,570	59,653	45,140
Combs and buttons.....	34,714	23,237	39,778	23,794	35,945
Brushes.....	1,925	4,457	5,962	2,205	3,110
Billiard tables and apparatus.....	1,800	415	2,534	1,551	1,583
Umbrellas and parasols.....	5,838	4,654	6,514	2,583	2,447
Leather and morocco skins not sold per pound.....	22,592	26,782	39,197	16,363	25,667
Fire engines and apparatus.....	19,611	20,580	35,243	12,660	9,802
Printing presses and type.....	1,304	6,684	17,050	25,774	43,792
Musical instruments.....	16,253	.....	.....	18,309	25,375
Books and maps.....	44,846	23,643	42,432	43,298	63,567
Paper and stationery.....	69,862	51,391	83,108	105,190	124,597
Paints and varnish.....	27,370	25,994	44,060	56,165	52,182
Vinegar.....	10,298	7,555	8,315	14,375	17,489
Earthen and stoneware.....	7,618	2,907	4,884	7,392	6,521
Manuf's of glass.....	35,748	25,348	77,860	98,760	99,860
tin.....	5,682	5,026	6,421	10,114	8,902
pewter and lead.....	16,789	7,121	10,018	14,404	10,278
marble and stone.....	18,921	8,545	19,135	17,625	14,234
gold, silver & gold leaf,	1,323	1,905	2,638	3,229	3,660
Gold and silver coin.....	1,170,754	107,429	183,405	844,446	423,851
Artificial flowers and jewelry.....	7,638	3,769	6,761	10,435	24,429
Molasses.....	19,040	1,317	3,922	20,771	1,531
Trunks.....	3,916	2,072	7,461	3,236	10,613
Bricks and lime.....	5,728	3,883	12,833	8,701	12,578
Domestic salt.....	39,064	10,262	47,755	45,151	30,322
	4,614,401	3,630,647	817,367	1,477,049	1,101,874
Lead, { 1845, 10,188,024lbs. } { 1846, 16,827,766 " } Wool, 668,386 lbs.....	523,428	492,765	595,238	342,646	614,514
Articles not enumerated.	.....	.....	.....	.....	203,996
Manufactured.....	598,976	470,261	1,600,090	1,969,338	1,379,566
Other.....	1,359,163	575,199	854,427	1,315,578	1,499,303
	1,868,996	1,045,460	2,454,517	2,584,916	2,869,869
	\$92,969,996	\$77,793,783	\$93,715,179	.....	.....

It is here remarkable that farm produce has increased in value near \$10,000,000, and cotton has declined \$9,000,000 in export value, and cotton goods have diminished \$1,000,000. Sheep's wool has, however, become an important item, reaching over \$200,000, and 668,386 pounds in quantity. The diminished quantity of cotton sent forward begins now, in a second year of short production, to tell upon prices, and the prospect is high prices throughout the year.

COMMERCIAL REGULATIONS.

UNITED STATES TARIFF.—REGULATIONS AND INSTRUCTIONS.

THE following Circular of Instructions to collectors and other officers of the customs, relative to the Tariff of 1846, which went into operation on the 1st of December last, is published in this department of the Merchants' Magazine, for the benefit of importing merchants:—

CIRCULAR INSTRUCTIONS TO COLLECTORS AND OTHER OFFICERS OF THE CUSTOMS.

Treasury Department, Nov. 25, 1846.

For the government of the respective officers of the customs in carrying into effect the provisions of the annexed act of Congress, approved 30th July, 1846, entitled "An act reducing the duty on imports, and for other purposes," the following instructions and regulations are issued, and a strict compliance therewith enjoined.

In view of inquiries submitted, it becomes proper to state, that the before mentioned act goes into operation and effect on the *first* day of December next, and not the second, in conformity with a decision upon a similar question of construction by the Supreme Court of the United States.

The fourth section of the act provides that the expense of weighing, gauging, or measuring, shall be paid by the owner, agent, or consignee of the goods, under certain specified circumstances. Whenever, therefore, the invoice shall not contain any weight, quantity, or measure, as the case may be, and, likewise, when those quantities may be stated in the invoice, but not so stated in good faith, but, on being properly tested, are found to fall short of the true amount to an unreasonable extent, after making due allowance for any difference between the mode of determining quantities under our laws by weight, gauge, or measure, and that of the country or place from whence the merchandise may be imported, and where good reason should exist for the belief that the quantity was incorrectly given in the invoice by design, and with intention to evade payment of the proper amount of duty, then in all such cases, the expense of the services referred to must be defrayed by the owner, agent, or consignee.

If any quantity, weight, or measure, be stated in the invoice or entry, it nevertheless becomes necessary, as required by the instructions of the department, under the warehouse act, issued on the 14th of August last, to weigh, gauge, or measure the article, to ascertain whether the quantity be correctly given in the invoice or entry. If the quantity thus ascertained is found to exceed that given in the invoice or entry, the aggregate cost or value must be made to correspond with such increase of the quantity, and the duties estimated and assessed accordingly. But in no case are the duties to be levied on an amount less than the invoice value.

Where the weight, gauge, or measure shall have been duly ascertained on any goods deposited in warehouse, and such goods be withdrawn either for consumption or transportation to another port of entry, in less quantities than the entire importation, the expense of weighing, gauging, or measuring any such portions or quantities must be paid by the owner, importer, or agent, whenever it becomes necessary to perform either of those acts in order to ascertain the dutiable value of any such goods withdrawn from warehouse as aforesaid.

When articles of the description before mentioned are transported in pursuance of law, to be re-warehoused at another port of entry, they need not be again weighed, gauged, or measured, in going into warehouse at the transportation port, as the quantities specified in the certificate required by law to accompany the same may be deemed the true quantities, unless special and sufficient reasons should exist to render, in the judgment of the collector, another ascertainment necessary.

The bounty to be allowed from and after the 1st day of December next, in pursuance of the fifth section of the act, on the exportation of pickled fish of the fisheries of the United States, *if cured with foreign salt*, will be at the rate of 2½ cents per bushel, or 56 pounds on the salt used in curing said fish. To entitle the exporter to bounty, a strict compliance must be had with the requirements of the "Act laying a duty on imported salt, and granting a bounty on pickled fish exported," &c., approved 29th July, 1813.

The following decision, heretofore made on points submitted under the sixth section of the act, it is deemed proper to incorporate with these instructions, viz: All goods which may arrive in port prior to the *first* of December next, but which may remain on board the

vessel on that day or the day following, will be subject to the rates of duty prescribed by the tariff act of 30th August, 1842, unless entered and bonded for warehousing prior to the 1st of December. If the vessel should not arrive in time for the importer to complete the warehousing entry and give bond before the 1st of December, due notice on his part that he desires to avail himself of the lower rate of duty prescribed by the revenue act of the 30th July, 1846, will be sufficient; the peculiar circumstances justifying a constructive warehousing in such cases; such notice to be given before the 1st of December.

Goods remaining in public store on the *second* day of December will be subjected to the rates of duty imposed by the act of 30th July, 1846, whether the rates under said act be higher or lower than the rates chargeable by law at the time of the arrival thereof; provided such goods were imported after the passage of the act of 30th July, 1846.

Importers, therefore, to avail themselves of the duty imposed by the act of the 30th August, 1842, must pay the duty before the 1st day of December, if the goods are in the public stores.

The seventh section of the act allows goods, wares, and merchandise to remain in the public stores for the space of one year without payment of duty. The year will therefore commence on the day on which entry of the vessel in which the goods are imported is made at the custom-house. Where goods remain in warehouse beyond one year, as aforesaid, without payment of the appropriate duties and charges thereon, they must be appraised and sold in conformity with law and the instructions of the department issued under the warehousing act on the 14th of August last. No interest on the duties becomes chargeable in the case of any goods imported after the passage of the act of 30th July, 1846, if the duties are paid within the year prescribed by law. Goods imported since the passage of the warehouse act of 6th August, 1846, and carried to public stores as *unclaimed goods*, may be entered at any time before the expiration of one year from the date of importation, and be exempted from any charge of *interest* on the duties.

The additions authorized by the eighth section to be made by the owner or consignee, or agent, "in the entry to the cost or value given in the invoice" where goods have been actually purchased, as also the costs and charges referred to, must be added at the time of making entry of the goods, and cannot be done subsequently. This privilege is obviously intended to afford the party an opportunity to relieve himself from the additional duty imposed by this section, where the appraised value shall exceed by 10 per centum, or more, the value "so declared on the entry;" consequently any such additions made as aforesaid are not obligatory upon, or to control the judgment of the appraisers in estimating the value of the goods in question, who are, nevertheless, required to make appraisement of the same in conformity with the provisions of existing laws.

The principle upon which the appraisement is based is this—that the actual value of articles on ship-board at the last place of shipment in the United States, including all preceding expenses, duties, costs, charges, and transportation, is the foreign value upon which the duty is to be assessed. The costs and charges that are to be embraced in fixing the valuation over and above the value of the article at the place of growth, production, or manufacture, are,

1st. The transportation, shipment and transhipment, with all the expenses included, from the place of growth, production, or manufacture, whether by land or water carriage, to the vessel in which shipment is made to the United States. Included in these estimates is the value of the sack, package, box, crate, hogshead, barrel, bale, cask, can, and covering of all kinds, bottles, jars, vessels, and demijohns.

2d. Commission at the usual rate, but in no case less than $2\frac{1}{2}$ per cent, and where there is a distinct brokerage, that to be added.

3d. Export duties, including such duties at all places from the place of growth, production, or manufacture, to the last place of shipment to the United States.

4th. Cost of placing cargoes on board ship, including drayage, labor, bill of lading, lighterage, town dues, and shipping cargoes, dock and wharf dues, and all charges to place the article on ship-board.

Discounts are never to be allowed in any case except on articles where it has been the uniform and established usage heretofore, and never more than the actual discount positively known to the appraiser.

The freight from the last place of shipment to the United States is not to be included in the valuation, and insurance is also excluded by law.

The eighth section provides, in certain cases, for an addition of "20 per cent ad valorem on such appraised value." This 20 per cent is, as the law declares, an addition of a duty of 20 per cent on the appraised value, and not a per centage upon the duty. Thus, if the duty upon such appraised value be 20 per cent under the law, the addition of 20 per cent would raise the duty to be assessed to 40 per cent; or, if 30 per cent to 50 per cent, and so on—making in all cases an actual addition of 20 per cent to the rates of duty.

Inasmuch as this section gives the importer the fullest opportunity of guarding against the imposition of this additional duty, by authorizing him, in all cases, notwithstanding the invoice, to raise the value to the true market rate, including all costs and charges, differing in this respect from former provisions, it is not expected that the department will be called upon to interpose to relieve any importer from the payment of this additional duty of 20 per cent.

This section further provides, "That under no circumstances shall the duty be assessed upon an amount less than the invoice value, any law of Congress to the contrary, notwithstanding."

Notwithstanding the very comprehensive language of this proviso, it is still believed that Congress could not have intended to abolish all the allowances made under previous laws for deficiencies and for damages occurring during the voyage of importation. It is represented, however, to this department, that in consequence of the misfortune occurring to importers from the happening of any damage to their goods during the voyage, appeals are made to the sympathy of public officers for relief, so far as practicable, from such loss, by very large allowances in assessing the amount of damage. Now, whatever regret may be entertained for such losses, the government does not guarantee or insure against them, and the law, in this case, as in all others, must be strictly executed; and the utmost vigilance is enjoined, so to carry into effect the law on this subject as to assess the allowance in no case above the actual damage. This damage is to be ascertained by a reference to the value of the import in the foreign market from which it came, and not according to the home valuation, the duty being according to the foreign and not the home valuation. Auction or forced sales are not to be regarded as a fair criterion of the damage. An allowance of excessive damage is not only injurious to the revenue, but it is seriously detrimental to all those who import and pay the full duty on the sound articles. Monthly returns of all allowances for damage will be made to this department, together with the name of the officer by whom the allowance is made.

No appraisal is authorized by law in case of allowance for damage.

Except in case of perishable articles, no allowance of damage should be made beyond one-half the value of the article, without first submitting a full statement of the case to the department for such directions as it may be proper to give in such cases. The words of the law "during the voyage," mean after the vessel has started, and during the voyage from the last place of shipment to the United States, and before the vessel has arrived at its port of destination here. Where the article was damaged before the voyage commenced, and this damage proceeded from rust, decay, &c., or any pre-existing cause, that has subsequently increased the damage, no allowance is to be made, as it was not the policy or intent of the law to encourage the shipment of articles already damaged to the United States, but only to provide, in case of sound articles, for the unforeseen contingency of the damage received during the voyage of importation. Where the damage can be removed by any process, and the article thereby restored to a sound, or nearly a sound state, the allowance should be confined to the expense of that process.

The damage must be ascertained at the port of the United States where the vessel originally enters, and cannot be certified from any other port.

It is specially noted, that in pursuance of the provisions of the fifty-second section of the act of 2d March, 1799, no allowance for damage on the importation can be made "unless proof to ascertain such damage shall be lodged in the custom-house of the port or place where such goods, wares, or merchandise have been landed, within *ten days* after the landing of such merchandise." Where damage of the nature referred to has been sustained, the fact is presumed generally to become known at the time of discharging the cargo from the vessel, when, with reference as well to the duty chargeable as the liability of underwriters, surveys are usually called for by importers to ascertain the true cause and extent of damage by examination of the condition of the vessel and cargo. By the exercise, therefore, at the time of unloading the cargo, of proper vigilance on the part of the importer, as well as by the officer of the customs superintending the landing, it is conceived that the external appearance of the coverings of the goods, from the stains of sea water, or other cause, would in most cases indicate whether damage had occurred during the voyage. Where such indications are manifested, and the examination cannot conveniently be made on board the vessel, or on the wharf, the goods should be immediately conveyed to public store, and there placed apart from other goods, and due examination be promptly made, and, if found necessary, appraisement, to determine the damage, should take place forthwith.

It is deemed proper to call particular attention to the provisions contained in the second section of the civil and diplomatic appropriation act, approved 10th August, 1846, requiring that in "appraising all goods at any port of the United States heretofore subjected to spe-

cific duties, but upon which ad valorem duties are imposed by the act of 30th July, 1846, entitled 'An act reducing the duty on imports and for other purposes,' reference shall be had to values and invoices of similar goods imported during the last fiscal year, under such general and uniform regulations for the prevention of fraud or undervaluation as shall be prescribed by the Secretary of the Treasury." One of the objects of the law in enjoining a reference to values and invoices of similar goods, paying a specific duty, imported during the last fiscal year, is for the purpose of enabling the proper officers, in making the appraisement, to detect, by such comparison, any attempt to undervalue such goods in the invoice. Consequently said officers are to exercise all reasonable and proper means to detect and counteract any such attempted impositions on the revenue; and, whenever it may be deemed necessary, will, in virtue of the authority vested in them by the seventeenth section of the act of 30th August, 1842, call before them and examine, upon oath or affirmation, any owner, importer, consignee, or other person, touching any matter or thing which they may deem material in ascertaining the true market value or wholesale price of any merchandise imported; and to require the production, on oath or affirmation, of any letters, accounts, or invoices in his possession relating to the same.

In order that the comparisons referred to may be duly instituted, the invoices of all goods of the description mentioned on file in the custom-house should, for such purpose, be placed at the disposal of the appraisers, subject, however, at all times to the orders of the collector.

Further instructions under this section will be given when the practical operation of the new tariff act may furnish additional information as a guide to the department.

The oath or affirmation required by the ninth section to be administered by the collector of the port or district to the deputies of any collector, naval officer, or surveyor, and to the clerks employed by any of said officers, or by any appraiser, will be according to the following form, to wit:

"I, A. B., having been appointed (describe the office) within and for the port and district of ———, do solemnly, sincerely and truly swear (or affirm) that I will diligently and faithfully perform the duties of the said office of (describe the office) and will use my best endeavors to prevent and detect frauds upon the revenue of the United States.

"I further swear (or affirm) that I will support the constitution of the United States.

"Signed, A. B.

"Sworn (or affirmed) before me this ——— day of ——— A. D. 184 .

"C. D., Collector."

In the appraisement of any wines, liquors, fruits, sugars, segars, oils, preserves, and such like articles in warehouse, and which have been designated in pursuance of law by the collector for appraisement, the appraisers are at liberty to exercise a sound discretion in regard to the quantity or sample of the article to be withdrawn for examination from the cask, box, or vessel in which it may be contained. And the storekeeper will be required to deliver to the appraisers, upon their written order, such quantities or samples of the articles designated for appraisement as they may deem necessary for the purposes aforesaid. These samples, whenever practicable, are to be returned to the public store on completion of the examination and appraisement. For the information of the appraisers, it is deemed proper to require that in all cases where appraisements are ordered on entry of any goods, the collector shall cause to be minuted in pencil at the time, on the invoice opposite the articles, the schedule by letter in the tariff of 1846, under which, in the opinion of the collector, the duty is to be levied.

Inasmuch as the act of 30th July, 1846, repeals all acts or parts of acts repugnant to its provisions, it is deemed proper to state that the eleventh section, together with the succeeding sections of the act of 30th August, 1842, (with the exception of the twenty-fifth and twenty-ninth sections,) is still in operation, subject, however, to the modifications contained in the act of 11th February, 1846, the new tariff act of 30th July, 1846, and the act establishing a warehouse system, &c., approved 6th of August, 1846, as adverted to and explained in these and previous instructions, issued under the last mentioned act, bearing date the 14th of August and 30th of October last.

The following decisions on questions submitted to the department, arising under the new tariff act, are communicated for your information:—

That *gums*, to be entitled to entry at a duty of 10 per cent ad valorem, must be of the description generally known in commerce by the designations given in schedule E. All other gums or resinous substances, in their crude state, not so known and designated, and not otherwise specified, to be charged with a duty of 20 per cent ad valorem, under the provisions of the *third* section of the act. The substances imported under the designations of gum benzoin, or benjamin, and *benzoates*, being specifically mentioned in schedule C, are liable to a duty of 30 per cent ad valorem, and the substances termed by the importer

gum perdu, ascertained on due examination to be an *opium*, is chargeable with the duty of 20 per cent ad valorem, as provided in schedule E.

That, in order to the admission of *lastings, manufactures of mohair cloth, silk twist, or other manufacture of cloth*, at a duty of 5 per cent ad valorem, under the provisions of schedule H, the collector must be satisfied, from the return of the United States' appraisers, the peculiar texture, figure, shape, or dimensions of the article, or other attending circumstances, that it is, as imported, suitable for the manufacture *exclusively* of shoes, boots, bootees, or buttons, as the case may be. Where a difference of opinion may arise in regard to articles under this provision, between the collector and appraisers, the questions, with samples of the goods, may be submitted for determination to this department.

That *sheathing copper and sheathing metal*, to be entitled to free entry as provided in schedule I, must be imported in sheets not less in length than *forty-eight* inches, or in width than *fourteen* inches; nor less in weight than *fourteen*, nor more than *thirty-four* ounces per square foot.

That there being no provision in the act for the free admission of *philosophical apparatus* or anatomical preparations, whether specially imported by order, or for the use of societies or seminaries, or otherwise, articles of that description become liable, on importation, to a charge of duty according to the material of which they are composed.

That, in order to the free entry of goods, wares, and merchandise, the growth, produce, and manufacture of the United States, exported to a foreign country, and brought back to the United States under the provisions of schedule I, it is necessary that their identity be shown as prescribed in sections forty-seven and forty-eight of the act of 2d March, 1799, "to regulate the collection of duties on imports and tonnage;" and further, that such goods, wares, and merchandise, be in the *same condition* as when exported from the United States, having undergone no alteration by manufacture.

R. J. WALKER,
Secretary of the Treasury.

WAREHOUSING SYSTEM.

TREASURY CIRCULAR TO COLLECTORS AND OTHER OFFICERS OF THE CUSTOMS.

Treasury Department, August 14, 1846.

The following instructions and forms are transmitted for the information and government of the officers of the customs in carrying into effect the provisions of the annexed act of Congress, approved 6th August, 1846, entitled "An act to establish a warehousing system, and to amend 'An act to provide revenue from imports, and to change and modify existing laws imposing duties on imports, and for other purposes,'" approved 30th August, 1842.

It is to be remarked, that goods, wares, or merchandise entitled to entry for warehousing, are such only as shall have been actually imported after the passage of the act "reducing the duty on imports and for other purposes," approved 30th July, 1846, vide 6th section. All goods, wares, or merchandise, imported prior to 30th July, 1846, yet on deposit in public store, the duties on which have not been paid, are subject to the payment of the duty and charges imposed by the tariff act of 30th August, 1842.

Where owners, importers, consignees, or agents, desire to warehouse their goods, due entry in writing must be made in each case, according to the form accompanying these instructions, marked A, and a bond taken with surety or sureties to the satisfaction of the collector, in double amount of the duties, according to form marked B.

In making entry of any goods, wares, or merchandise to be warehoused, all acts necessary to determine their exact quantity, quality, or original cost, and dutiable value, such as appraising, weighing, gauging, or measuring, in order to ascertain the precise amount of duty chargeable on the importation, must be performed and complied with.

Any goods, wares, or merchandise, proposed to be withdrawn from warehouse for home consumption, prior to the 2d day of December next, the day on which the new rates of duties take effect under the act of 30th July last, must be entered, and the duties with interest and other charges imposed by the act of 30th August, 1842, must be duly paid before granting permit for the delivery of any such goods, wares, or merchandise. Due regard must be paid to the restrictions imposed in the act, in the withdrawal of merchandise from warehouse, to wit: in no case "a less quantity than an entire package, bale, cask, or box," or if in bulk, then only "the whole quantity of each parcel, or a quantity not less than one ton weight, unless by the special authority of the Secretary of the Treasury," can be withdrawn and delivered.

Where it is intended to withdraw any goods, wares, or merchandise, from warehouse for transportation to any other port of entry to be re-warehoused thereat, in pursuance of the second section of the act of 6th August, to establish a warehousing system, twenty-four

hours' notice at least must be given to the collector of such intention, and entry be made according to form C, and the transportation is to be made under the regulations provided in the act of 2d March, 1799, in respect to the transportation of goods, wares, and merchandise from one collection district to another, to be exported with benefit of drawback. Hence goods may be transported from any port of entry to any other port of entry in the United States, subject to the regulations prescribed by the before mentioned act.

On making a transportation entry, a bond must be given by the owner of the merchandise to be withdrawn for transportation, with sufficient sureties in double the amount of duties chargeable thereon, according to form herewith marked D; which bond is to be cancelled on the production of a certificate duly authenticated, from the collector of the port to which the goods may be transported, certifying that the identical goods stated in the transportation certificate have been duly entered and re-warehoused in public store, in his collection district, and bond given for the duties.

On the withdrawal of any such goods from warehouse at any port, the storage and other charges that may have accrued thereon must be duly paid. On re-deposit or re-warehousing of any transported goods as aforesaid, due entry must be made and bond taken in the forms herewith marked E and F.

For the purpose of distinguishing goods which may have paid duty under the new tariff act, which goes into operation on the 2d day of December next, that may be withdrawn for consumption after said day, and entitled to drawback, if exported within the time prescribed by law, from other imports on which duty was paid under the tariff act of the 30th August, 1842, it becomes proper that suitable marks should be placed on all goods that may be withdrawn as aforesaid, to identify the same, so as to prevent mistake or imposition in the allowance of drawback.

Goods, wares, or merchandise entered for warehousing, must be conveyed from the vessel, or wharf, where landed, to the warehouse, under the special superintendence of an inspector of the customs, in drays, carts, or other usual modes of conveyance, to be employed on public account, by the proper officer of the customs, and the expense at the rates usually paid for such service at the port in question, is to be defrayed at the time by the person who enters said goods, wares, or merchandise, for warehousing. In cases where goods, wares, or merchandise, imported after the passage of the act of the 30th July, 1846, are intended to be exported directly from warehouse to a foreign country, entry must be made according to form herewith marked G, and bond given, according to form H, and such exportation be otherwise made in the manner now required by existing laws, relating to exportations for the benefit of drawback. In all such cases the appropriate expenses are to be paid before granting permit for exportation.

All stores used for warehousing purposes are to be rented by the collector on public account, and paid for as such, and appropriated exclusively to the storage of foreign merchandise, which is to be subject to the usual rates of storage existing at the respective ports where such stores may be hired or rented. Appropriate warehouses must be provided for goods of a perishable nature, as well as for gunpowder, fire-crackers, and explosive substances, having due respect to municipal regulations.

For warehousing of coal, woods of various kinds, &c., yards well enclosed and secured, to the satisfaction of the collector, may be hired or rented, and the usual rates for storage are to be charged on all articles deposited therein. Care must be observed by collectors in renting stores to select those of a substantial and secure character, and fire-proof where they can be obtained, and the rents stipulated for must be as reasonable as can be procured. Before entering into any lease of stores, the opinion and approval of the department must first be obtained.

Where any goods, duly warehoused, shall remain in store beyond one year, without payment of the duties and charges thereon, which in pursuance of the act are required to be appraised and sold, the department hereby prescribes that all such sales shall take place within thirty days after the expiration of the year, and due notice of such sales must be published in two or more of the public newspapers having the most extensive circulation at the port in question, daily at the principal ports for the space of ten days, and at the other ports three times a week, or as often as one or more papers may be published thereat, for the space of two weeks. But as the law provides that "all goods of a perishable nature, and all gunpowder, fire-crackers, and explosive substances deposited as aforesaid, shall be sold forthwith," they must be sold at the earliest day practicable, after due publication of notice, and time given for inspection by persons desirous of purchasing the same.

The quarterly returns required by the fourth section of the act will be made according to the form herewith marked I.

R. J. WALKER,
Secretary of the Treasury.

The forms alluded to in the preceding circular will be found at the several custom-houses in the United States.

NEAPOLITAN TARIFF.

A CORRECT TRANSLATION OF THE NEAPOLITAN TARIFF.

<i>Goods paying duty by the square yard.</i>		£	s.	d.
Woolen broad-cloths of all kinds,.....per square yard		0	2	5½
Tweeds of all kinds for trowsers; also mixed with cotton,.....		0	2	1
Cashmere cloths, plain or twilled, and all kinds of worsted stuffs of this description,.....		0	1	8
Circassians, and all kinds of worsted stuffs of this description, whether twilled or plain, and with or without cotton or linen mixtures,.....		0	1	3
Gambroons, lastings, says, furniture drapery, or moreens, white flannels and baizes, and all kinds of worsted stuffs of this description, either varnished, painted, or japanned; also plaids, plushes, &c., &c.,.....		0	0	5
Woolen carpets, mixed or not with linen or cotton,.....		0	0	7½
Woolen common, printed, or imitation carpets; also quilts, blankets, &c.,...		0	0	7½
Pilot cloths of all kinds,.....		0	0	9½
Cotton counterpanes, wadded or single, plain or embroidered,.....		0	0	7½
Cotton quiltings, Scotch cambrics, plain, striped, dyed, printed,.....		0	0	4
Cotton quiltings, mixed with wool, or linen, or any other material, and with not more than three to four threads of silk, or with a small flower of silk, gold, or silver,.....		0	0	9
Cotton calicoes, muslins, &c., grey, bleached, or printed; plain or striped handkerchiefs, &c.,.....		0	0	2½
Cotton muslins, embroidered; also colored handkerchiefs, (not silk,).....		0	0	5
Cotton muslins, embroidered with gold, silver, silk, or wool; also handkerchiefs,.....		0	0	10
Cotton velveteens and moleskins, &c., plain, ribbed, printed, or dyed,.....		0	0	8½
Linens, such as French cambrics, Scotch and Irish linens, and also any other kind of such goods not enumerated in the tariff, grey, bleached, dyed, or printed; also mixed with wool or cotton, japanned, dyed, or printed,.....		0	0	5
Linen drills, damasks, napkins, diapers, grey or bleached, dyed or printed, plain or fancies, ribbed or striped,.....		0	0	5½
Linens, mixed with cotton, wool, or any other material, and with not more than three to four threads of silk, or with a small flower of silk, gold, or silver,.....		0	0	9
<i>Goods paying duty by weight.</i>				
Manufactures of cotton, wool, or linen, or mixed, such as purses, braces, fringes, gloves, night-caps, hosiery, &c., &c.,.....per lb.		0	1	10½
Manufactures of all kinds of silk, mixed or not with cotton, wool, linen, or any other material,.....		0	10	5½
Worsted shawls, plain or striped, with fringes of wool, cotton, or linen, (exclusive of silk, gold, or silver,).....		0	3	9½
Woolen yarns, dyed,.....per cwt.		4	15	11
Do. do. not dyed,.....		3	14	8
Linen, hemp, or cotton yarns, dyed,.....		2	2	8
Do. do. not dyed,.....		1	16	8
Silk pocket handkerchiefs, printed or plain, not exceeding thirty-six inches in width,.....per lb.		0	5	8
Silk and cotton, or silk and linen do. do.,.....		0	5	2½
Silk manufactures mixed with cotton, wool, linen, or any other material,...		0	5	2
Do. do. varnished or japanned,.....		0	3	9½
Buttons, covered with silk, wool, linen, cotton, or with any other material not enumerated in the tariff,.....		0	1	1½
Flax or hemp,.....per cwt.		0	9	7
Flax or hemp, carded or prepared,.....		0	12	9
Beer or porter, including barrels, gross weight,.....		0	16	0
Ink and blacking, liquid or otherwise prepared, gross weight,.....		1	1	4
Wires of all sorts,.....		0	4	9
Machinery for arts and sciences,.....		0	1	0
Springs for carriages,.....		1	12	0
Chrome yellow,.....		4	5	3
Oil paints of all sorts, also in cakes,.....		3	4	0
Muriate of manganese, gross weight,.....		0	8	6

	£	s.	d.
Sugar lead, brown, grey, or white, gross weight,.....	0	17	0
Sulphate potash, gross weight,.....	0	10	8
Alum, gross weight,.....	0	12	9½
Bichrome, gross weight,.....	1	12	0

Goods paying duty by the number.

Shirts of linen, hemp, French cambrics, cut or ready made, with or without embroidery,	each	0	1	6
Shirts of cotton, bleached or colored,.....		0	0	8
Nankeens, yards, 4½ to 5¾ long, and 13 inches wide,.....	per piece	0	0	10
Nankeens, yards, 5¾ to 7½ long, and 17½ inches wide,.....		0	1	6
Silk umbrellas, of all sizes,.....	each	0	3	4
Cotton or linen do. of all sizes,.....		0	1	8

N. B.—The whole of the above-mentioned goods are subject to the following discount or allowance on the duty, viz:—

20 per cent if the goods are for Messina and its districts.	
15 “ “ “ the districts of Messina, Catania, and Syracuse.	
10 “ “ “ the districts of Palermo, and	
5 “ “ “ the city of Palermo.	

The duties on the former, or old tariff, varied from 50 to 175 per cent; and on some goods, to 200 per cent.

ALLOWANCES ON TARES.

11 per cent, if the duty is levied per cwt.
21 “ on liquids, and
1 “ on goods whose duty is levied per lb. }

Naples, 9th March, 1846.

BRITISH REGULATIONS FOR STEAM VESSELS.

The act of last session on steam navigation was passed to regulate the construction of sea-going vessels, and for preventing the occurrence of accidents in steam navigation, and for requiring steam vessels to carry boats. It contains provisions applicable to all steam vessels. From the 1st of January, no vessel, the tonnage of which shall be one hundred tons or upwards, shall proceed to any port unless it is provided with boats; and no vessel carrying more than ten passengers, shall proceed to sea on any voyage unless, in addition to the boats, it shall also be provided with a boat fitted up as a life-boat, with all requisites for its use, together with two life-buoys, nor without a hose to extinguish fire. Twice a year, (April and October,) certificates of the good condition of steam vessels are to be sent to the Board of Trade. Accidents and damages to steamers are to be sent to the board, and inspectors may be appointed to investigate the matters. Proceedings and indictments under this act to be sanctioned by the Board of Trade.

FOREIGN SEAMEN IN BRITISH SHIPS.

In consequence of some misapprehension relating to the employment of foreign seamen, not registered, on board British vessels, the following notice has been issued from the home office, for the information of the shipping interest:—“In the matter of foreign merchants, the Navigation Act (3 and 4 Wm. IV. c. 54,) permits the employment of foreigners on board British vessels engaged in the foreign trade, but does not sanction their being employed in the coasting trade; and it is therein enacted, that three-fourths of the crew of a British ship must be British subjects in foreign voyages; the remaining fourth may be foreigners. The issue of register tickets under the 20th section of the Merchant Seamen's Act, (7 and 8 Vict. c. 112,) is restricted solely to subjects of her Majesty. Foreigners require no register tickets, but may be employed in the same manner as if the said act (the Merchant Seamen's,) had never been passed. Certificates of naturalization (under 7 and 8 Vict. c. 60,) may be obtained by foreign merchant seamen, providing they come within the regulation in other respects.”

NAUTICAL INTELLIGENCE.

THE USE OF CHRONOMETERS.

BY CAPT. JOHN S. SLEEPER, EDITOR OF THE "MERCANTILE JOURNAL."

Few instruments have ever been invented, that are more ingenious or useful than the chronometer, and the improvements introduced into its manufacture within the last quarter of a century, are such as to make it an almost perfect *measurer of time*. The difficulties caused by the expansion and contraction of metals in different degrees of temperature, after a long series of experiments, have been almost entirely overcome—and by means of this little instrument, the longitude of a place may be determined with the greatest ease and almost perfect accuracy. The advantages of this instrument in navigation are of course immense, and begin to be generally appreciated by the mercantile community. It must be evident that the safety of a ship, and the time occupied in a passage, must in a very considerable degree depend on the knowledge which the master may have of the position of his ship from time to time. This, it is well known, cannot be determined with a sufficient degree of accuracy by *dead reckoning*—and before chronometers were introduced, no other means were ordinarily used at sea for this purpose than *lunar observations*—the process of working which in those days was exceedingly tedious and laborious, and required much care to avoid error. The process, however, which is now used, is much more simple, and requires fewer figures than the former mode.

But the great advantage which the chronometer possesses over the sextant, in determining the longitude at sea, is, that it may be used at all times when the sky is so unclouded that an altitude of the sun in the morning or the afternoon may be observed. It is not unfrequently the case that no opportunity will occur during a long voyage to Europe, of measuring the distance between the moon and the sun, or a star—while an altitude of the sun in the forenoon or afternoon, may be obtained on almost every day during the passage. Hence a chronometer on board our European traders, is not only an article of great convenience, but should be regarded as an instrument which cannot be dispensed with.

Some of our West India traders also find it of great value. With a chronometer on board, a vessel with a perishable cargo can be navigated directly towards the port to which it is bound, instead of proceeding so far to the eastward that it will require several days to run down the latitude, as is too often the case. When it is considered that a few days' difference in a passage to the West Indies will sometimes make a difference of thousands of dollars in the sale of a cargo, the great advantage of having a chronometer on board will be at once perceived. We were once informed, by an intelligent ship-master, that he was bound to a port, St. Pierre, in one of the Windward Islands, and in the latitude of 28° was steering due south, having already arrived to the eastward of his destined port. At this time he fell in with a lumber-loaded vessel from some port in Maine, bound to the same place, which was steering S. E. by E., the captain of which was exceedingly anxious to get *far enough to windward*. Our friend reached Martinico in safety, after a very short passage—discharged his cargo, received another on board, and was in the act of leaving the harbor, when the vessel which he had previously spoken arrived!

We conceive chronometers to be of much greater service in voyages to Europe and the West Indies, than in voyages to the East Indies,—although in the latter case it is well known that they are exceedingly useful. In East India voyages, during a very considerable portion of the passage, the sky is generally so unclouded that a sextant may be used, and the longitude ascertained with great certainty by means of *lunar observations*. When a sextant is not on board, or is out of order, a good quadrant will supply its place. In the year 1825, while on a voyage from this port to Batavia, we ascertained to our great regret

that our sextant, a new one, and high-priced, was a worthless instrument. There was no chronometer on board, and we at first anticipated some difficulty in ascertaining the longitude, but we soon found that by measuring distances of objects on each side of the moon, with a quadrant, and by taking the mean of the observations, in this way the longitude could be determined, as often as was necessary, with almost perfect accuracy:—this was proved in running for the Islands of Cape de Verd, the Islands of Trinidad, St. Paul, and Java Head—and so far from occupying unusual time in performing the voyage, as we apprehended might be the case, when we first discovered the worthlessness of the sextant, the whole voyage to Batavia and back to Boston, with full cargoes both ways, was performed in a space of time unprecedentedly short—being only *seven months and eighteen days*.

The greatest objection to the use of a chronometer is, that the instrument being of delicate construction, is easily affected by injuries—and will sometimes lose its rate, and may thus deceive the navigator, and lead him into danger. This should be guarded against with the utmost care; and where a vessel is furnished with only *one* chronometer, *it should never be implicitly relied on*. Every opportunity should be seized to test its correctness—particularly by lunar observations.

In European voyages, where, as we have before stated, an opportunity for taking lunar observations seldom occurs, *two* chronometers, or a chronometer and a *well-regulated watch*, will be found of incalculable value. So long as there is no essential difference in the Greenwich time indicated by these instruments, the navigator may run boldly, *relying, with the aid of a good look-out*, upon the correctness of his longitude—but should a variation occur, he will immediately perceive it, be upon his guard, and enabled to escape dangers which might otherwise befall him.

NAUTICAL INVENTION FOR STEERING SHIPS.

The North American, published at Philadelphia, furnishes the following account of an improvement in the machinery for steering vessels, of great importance to navigators:

“An extremely neat model, made by E. W. Bushnell, machinist, No. 31 Dock street, Philadelphia, recently attracted much attention, from nautical men, in the rotunda of the Exchange, where it was placed for examination. It is an invention of R. C. Holmes, agent for the underwriters, at Cape May, and is pronounced by the first seamen, the greatest improvement ever accomplished in the machinery for steering vessels. The great difficulties under which the steering gear of ships labor, are completely obviated by it. The making of slack, the vibration of the tiller, and the change in the tiller rope, are entirely prevented. By the fixed position of the machinery, the ropes always lead fair through the blocks and wind regularly, thus avoiding all chafing of one part against the face of the other—all danger of accident to the steersman, in strong currents, from the slacking of the rope, is rendered impossible. So taut, and yet so simple is the machinery, that instead of the constant watching of the wheel heretofore required, and the frequently harassing labor of the helmsman, a child almost could manage it in the heaviest sea; and in a gale of wind a vessel would almost lay-to itself. The principle is two barrels or drums instead of one. As fast as the rope accumulates upon the upper one, it is carried off by the lower one. The invention is a new feature in mechanics, nothing like it having been discovered in the books at the Patent Office.”

LIGHT-HOUSES ON THE COAST OF SWEDEN.

The Norwegian Marine Department has represented the necessity of erecting two new light-houses on the Swedish coast. Our marine department has represented that as these light-houses will be chiefly advantageous to the navigator of Norway, that kingdom should bear half the expense, (twenty-eight or thirty thousand dollars,) for erecting the light-houses. But the king, considering that it is usual for every country to bear the expense of creating and maintaining light-houses on its own coasts, has decided that the whole expense shall be borne by Sweden. His Majesty has allotted the sum of ninety-eight thousand dollars for a marine expedition, for which the *Eugenia* frigate and the *Nordens-kold* brig are ordered to be got ready for ten months.

BEACONS ON THE NIDINGEN ROCKS, CATTEGAT.

The Swedish Royal Marine Department (Stockholm, Oct. 9, 1846,) gives notice that the rebuilding and alterations of the Seacoal Beacons, on the "Nidingen" rocks, in Cattegat, situated in lat. 57. 19. North, and lon. 30. 06. East of the Feue, or 11. 56. East of Greenwich, has now been completed, and that the two stationary lentille lights, (a feu fixe,) which have been put up in the same beacon tower, were lighted for the first time on the evening of the 1st inst., from which time the provisional lights were withdrawn. The lighting hereafter will be continued during such times of the year as prescribed in section 42 of the royal ordinance, respecting pilots and light-houses, of the 16th May, 1827. The light in the new beacon is 68 feet above the level of the sea, and ought to be seen in clear nights from ships' decks, at a distance of $3\frac{1}{2}$ geographical miles and over, around the whole horizon. The bearings of the beacon, which have undergone no change, are E. N. E. and W. S. W. by compass, distance about 100 feet from each other.

BEACONS AT HELIGOLAND.

TRINITY HOUSE, London, 11th Nov., 1846.—The beacons which have long existed upon Sandy Island, at Heligoland, having fallen into decay, and the Landesvorstechaft of that place having solicited this Board to cause them to be reinstated, and thereafter to uphold them, and the beacon upon the mainland of the Island, and this Corporation having consented so to do, and to regard the said beacons as appendages to their light-house upon that Island, notice is hereby given, that, in accordance therewith, three new beacons, each colored black, and surmounted by a triangle, have been erected upon Sandy Island aforesaid, and mariners are to observe—That the centre or highest beacon in line with that on the West side, from which it is distant 340 feet, and bears S. W. $\frac{1}{4}$ S. strikes the Steen Rock; that the centre or highest beacon in line with that on the North side, from which it is distant 420 feet, and bears N. W. $\frac{1}{2}$ N. leads into the North Channel, and being so kept, until the Light-house and Church are in line and bearing S. S. W. $\frac{1}{2}$ W., will bring vessels up to the Mooring Buoys; and that the beacon on Heligoland in line with the Old Tower, bearing $-\frac{1}{4}$ E., strikes the Steen Rock.

REVOLVING LIGHT ON VAIRO ISLAND.

The Danish Government has given notice, that a Revolving Light has been established on Vairo Island, in lat. 55. 2. 15. N., and lon. 11. 22. 15. E. The light is fifty-one feet above the level of the sea, and visible every quarter of a minute, at the distance of about three leagues. At the same time a small fixed light was also established on Point Helholm, the South point of the Island Agerso, about ten miles N. by W. (mag.) of Vairo, at an elevation of about twenty-five feet above the level of the sea. By day, a ball, painted red and white, to be seen over the lantern; this ball, seen in one with the Windmill, on Helholm Point, is the leading mark for entering Omo Sound from the Northward.

BUOYS IN THE GULF OF SMYRNA.

Of the six buoys laid down about three years ago in the Gulf of Smyrna, off the Castle, by Captain Graves, it appears only Nos. 1 and 3 now remain, as shown from a report of Captain Curry, of her Majesty's sloop Harlequin, transmitted to Lloyd's, through their agent at Smyrna. Captain Curry cautions masters of vessels standing too close into Pelicata Point.

NEW LIGHT ON CAPE ST. VINCENT.

The new Light on Cape St. Vincent was lighted on the 29th ult. It is a rotatory Light of the first class, showing a brilliant flame with regular eclipses every two minutes.

WESTERN AUSTRALIA.

The ports of Western Australia are now open to ships of all nations, free from all pilotage and harbor dues, and pilots are appointed and paid by government to take ships in and out.

JOURNAL OF MINING AND MANUFACTURES.

MANUFACTURING INDUSTRY OF NEW YORK.
NUMBER II.

CHELSEA—ITS PROGRESS IN POPULATION AND INDUSTRIAL PURSUITS.—The progress of population and industrial pursuits in the city of New York appears to have a natural tendency along the borders of the Hudson. The suburb of Chelsea, in which the indications of commercial and manufacturing prosperity, a short time since, were "few and far between," has now become essentially incorporated within the city limits. This result has been attributable to various causes. The location of the Episcopal seminary gave it the first impulse, and had a tendency to concentrate in its neighborhood a respectable and enterprising population. Other causes have since contributed to a like result; among which are the extension of inland traffic along the shores of the Hudson; the establishment of numerous manufactories, and the facilities afforded for intercommunication by the several stage routes. Having occasion to visit this section of the city, a short time since, we were astonished to perceive the large amount of capital invested in manufactures, and curiosity led us to make the following enumeration of the most prominent establishments, several of which we have attempted to describe with some degree of minuteness:—1 Cotton Factory, 1 Steam Soap and Candle Factory, 2 Steam Planing Mills, 2 Steam Saw Mills, 3 Steam Plaster Mills, 1 Adamant Pearl Light Factory, 2 Potteries, 1 Wire Factory, 1 Fulling Mill.

CHELSEA PEARL LIGHT WORKS.—These works were erected by Messrs. Morse & Winslow, in 1843, for the manufacture of a candle called the "Adamant Pearl Lights." They are made of lard and tallow by a nice and somewhat complicated process, and bear a strong resemblance to wax. They receive a high polish, or are grained so as to have the appearance of the best patent Sperm. They are of a very fine white, and so hard that they seldom melt at a less heat than one hundred and fifty-eight degrees of Fahrenheit, which admirably adapts them to the warmest climates. The Adamant Light emits a larger volume of light than any other; combining, with this quality, great beauty of finish and appearance. They are likewise economical, and can be afforded at a less price than Sperm. This article was first produced in France, some ten or fifteen years since, by M. Berzelius, the celebrated chemist, and are now extensively manufactured throughout Europe. When in full operation, the establishment of Messrs. Morse & Winslow employs a capital of some \$30,000. It consumes upwards of 500,000 pounds of raw material, and produces from 7,000 to 8,000 boxes per annum. Number of hands 30, whose wages amount to \$8,000 annually. Hours of labor, 10. Agents, Messrs. Hussey & Murray, 62 South street; Mark Spencer, 88 Front street; Henry Butler, 84 Front street, New York, and Theodore T. Johnson, 61 North Wharves, Philadelphia. A silver medal was awarded for the above article at the late fair of the American Institute.

KNOX'S COTTON FACTORY.—This extensive establishment was erected in 1828, by Mr. Alexander Knox, the present proprietor, at the corner of Jane and Washington streets, for the manufacture of Elston Gingham. Active capital invested, \$75,000. It gives employment to 100 hands; 2,060 spindles; 70 looms; 2 fly frames; 1 stubbing frame; 2 drawing frames, and 8 cards; consumes 100 bales of cotton per annum; and manufactures 270,000 yards per annum, valued at \$50,000. By means of an improved spindle, they are enabled to spin "hundreds," or 100 skeins to the pound. Hours of labor, 12.

GREENWICH POTTERY is owned by Mr. Washington Smith, who erected it in 1833, for the manufacture of stoneware, earthenware, and portable furnaces. Capital invested,

\$25,000. Number of hands, 20. Hours of labor, 10. Average wages, \$7.50 per week. Value manufactured, \$25,000.

CROCKER'S WIRE WORKS AND ROLLING MILLS were erected in 1844, for the manufacture of iron and copper wire. The establishment has sixteen large, and 120 small wire blocks, rolls, &c. Number of hands, 48. Hours of labor, 10. We understand there is only one other establishment in the United States which employs the same machinery.

COLUMBIAN DISTILLERY.—The Columbian Distillery is the most extensive in the State, and owned by William M. Johnson & Sons. It is located between 9th and 10th avenues, and extends from 15th and 16th street, covering 100 lots, 25 by 100 feet. Active capital invested, \$100,000. Number of hands, 50. Manufactures, annually, 1,800,000 gallons of rye whiskey, at the average value of 25 cents per gallon.

ARCHIMEDES IRON WORKS.—These works comprise two establishments, located respectively at 96 North Moore street, and foot of 33d street, North River, the former occupying six lots of ground, and the latter eighteen. Owners, Messrs. H. R. Dunham & Co., who commenced operations in 1833. Capital invested, \$125,000. Number of hands, 220. Average wages, \$75,000 per annum. Material consumed, \$110,000 per year. Amount manufactured, \$235,000. Articles manufactured—engines, sugar mills, improved dredging machines, and iron vessels of various descriptions.

THE ALLAIRE WORKS were erected in 1816, and occupy an area of 38 lots on Cherry street, near its junction with Grand. This establishment, by act of incorporation, is under the superintendence of three managers. President, J. P. Allaire, Esq. Capital, \$300,000. Number of hands, 250. Average wages, \$1.25 per day. Hours of labor, 10. Material consumed annually—bar-iron, \$15,000; sheet-iron, &c., \$14,000; lumber, \$4,500; bituminous coal, \$2,500; copper, \$6,500; anthracite coal, \$4,500; pine wood, \$500; pig iron, \$19,000; charcoal, \$600; boiler iron, \$27,000. Manufacture—sugar mills and steam engines, to the annual value of \$200,000.

NEW YORK IRON FOUNDRY, PRINTING PRESS AND SAW MANUFACTORY.—This establishment is owned by Messrs. Noah, Joseph H., & Wade B. Worrall, and erected in 1816, by Henry Worrall, the father of the present proprietors. Capital, \$80,000. Number of hands, 90. Hours of labor, 10. Average wages per year, \$27,500. Consumes \$52,000 worth of raw material annually, and manufactures machinery, printing presses, and various descriptions of cast steel saws, to the yearly amount of \$90,000.

HOGG & DELAMATER'S IRON FOUNDRY commenced operations in 1835, for the manufacture of steam engine boilers and machinery. Capital invested, \$80,000. Number of hands, 150. Average wages per day, \$1.38. Hours of labor, 10. Material consumed per annum, \$100,000. Value manufactured, \$250,000.

COLUMBIAN FOUNDRY AND BURR MILL STONE MANUFACTORY.—This establishment was formerly known as McQueen's, and is the oldest of the kind in the United States. Capital invested, \$45,000. Material consumed per year, \$35,000. Value manufactured annually, \$60,000. Number of hands, 60. Average wages, \$1.25 per day.

THE WORKS OF THE NEW YORK AND SAUGERTIES WHITE LEAD COMPANY are situated in the village of Saugerties, on the west bank of the Esopus Creek, about a quarter of a mile above its mouth or entrance into the Hudson River. The main building is of stone, 200 feet by 50, four stories high, in addition to which there is a stone storehouse, and several frame buildings connected with the works. The factory was erected in 1829, is at present owned and carried on by an incorporated company, the capital of which is \$90,000. They manufacture 1,500 tons of white lead annually, a part of which is ground, consuming in the latter process, 20,000 to 25,000 gallons of linseed oil. The water power by which the machinery is driven is supplied by the Esopus Creek, and has never been known to fail, even in seasons of the greatest drought. They employ about 60 hands, exclusive

of those employed in the making of kegs and casks, the yearly cost of which, for material and labor, is from \$8,000 to \$10,000. Labor paid \$1 per day. The white lead manufactured by this company stands high in the market. James McCullough, 159 Front street, New York, is president of the company, and agent for the sale of the white lead.

THE IRON MOUNTAINS OF MISSOURI.

IRON MOUNTAIN, MISSOURI, November 17, 1846.

To FREEMAN HUNT, Esq., *Editor of the Merchants' Magazine* :—

DEAR SIR,—Having promised you a few lines from some point of my journey, I think the present gives me sufficient inducements to send you this hasty sketch, for I can assure you that any man, without being a great enthusiast, like myself, and without having so great a predilection for studying nature's works and admiring them, cannot help being struck with surprise and awe at her stupendous deposit of one solid mineral,—the iron,—which, for several miles, may be seen on the surface, and which, in one mountain, has been penetrated two hundred and fifty feet, and on the other ten feet, but to a much larger extent. Really, it is my opinion, that the Iron Mountain proper, and the Pilot Knob have enough material in their bowels to supply the world for a century. It is here that a furnace has been erected since last year. I then saw but one house, and now there are more than thirty already built, and the people in the neighborhood are flocking in for employment. The Iron Mountain is about six miles distant from the Pilot Knob, which is twice as high as the Iron Mountain proper, and I cannot help coming to the conclusion that both these mountains, although at present separated by a large valley or gully, were at a remote period but one mountain, and that great volcanic actions have revolutionized this particular part of the country. On the side of the hill, or where at present the furnace stands, I observed, last year, at the depth of fifty feet, a bed of decomposed granite; but, on travelling towards Mine la Motte, I perceived many small and large boulders, or erratic blocks of granite, some as large as twenty-five feet, scattered all over the wild forests, and some of them forming small mounds, with the moss and grass grown over them, and the iron itself presents to the eye of the observer irregular and angular pieces, very smooth on the surface, as if it were once passed through the fire, and having an external fused appearance, and burnished black on the outside, but of a steel-grey color on the inside,—the lumps varying from two inches to four feet, but not above, scattered promiscuously all over the surface of the mountain. On examining to the depth of ten feet, a little distance from the furnace, and more than half a mile from the summit, is found the same iron, of a smaller size, lying quite loose in the gravel. There cannot be found, in my view, a better example than this spot of the truth of the theory of Poulet Scrope, lately reproduced in the "Vestiges of the Natural History of Creation," (p. 34,) that the former shape of our globe being oval, and formed of granite, and that by the centrifugal fire the interior fused mass protruded and formed the volcanoes, and threw out with force most metals along with the granite, and were the first volcanic actions produced. I shall bring home with me some specimens of the iron ore and the granite, as I found them, lying separately in the loose grounds, and you will no doubt agree with me on this point.

Now, this Iron Mountain and Pilot Knob have enough material, as stated before, and furnish a better product than I have seen any where else. I perceived near the furnace, a pile of magnesian lime-stone, and a great quantity of round baskets, filled with charcoal, which are required with the ore in the furnace, for producing the fusion into pigs; and I saw two kinds of metal lying before the furnace,—one kind is a solid white mass, equal to white metal, which is intended for forging purposes; and the other, a black heavy mass, for the use of foundries and machinery. The first is produced by an overcharge of mineral in the furnace, making it more compact; the latter by an increased heat. The material in

the Pilot Knob has never been used for casting purposes, but, some few years ago, edge-tools were manufactured and forged from the crude ore. The quantity of pig iron produced at present is about ten tons per day, performed by four discharges in twenty-four hours, but the present furnace having given way, it must be replaced by a more substantial and larger one, which is estimated to produce twenty tons per day. The distance from the Iron Mountain to the landing on the Mississippi River, is 40 miles, and it costs but one-quarter of a cent per pound for transportation. I met twelve wagons, loaded with pig metal, each having four thousand pounds, and performing the trip in four days, at an expense of ten dollars each.

The Iron Mountain proper is about a mile and a half long, and about one mile broad,—or rather more than a section of land; while the Pilot Knob is twice as high as the Iron Mountain, but has not so much surface. Here you travel upon nothing but iron lumps as far as the eye can reach; there you see the whole top of the mountain forming one sheet of iron. Here they have penetrated but ten feet into the ground—the surface iron being all too large lumps—while, at the Pilot Knob, they have penetrated, on the summit and at the base, at least two hundred and fifty feet. The iron ore found here is of the richest kind, it yields at least 60 per cent of pig metal, and I saw but very few slugs lying about the furnace. At St. Louis, they prefer the pig iron from the Iron Mountain, to that of Tennessee. The company intend making, in a short time, 20 tons per day, or 7,500 tons per annum. It would pay a profit to export the ore to other States for smelting, where fuel is more abundant. The supply of the ore in this region is inexhaustible.

The Iron Mountain is one mile broad, four hundred and forty-four feet high, and three miles long. The lumps of iron increase in size ascending towards the summit. The Pilot Knob is the highest peak of mountains in the whole neighborhood, and cannot be less than fifteen hundred feet high; it is said to be a mile from the base to the summit, but this appears highly incredible. The iron ore is a micaceous oxide of iron, but not a magnetic oxide, as some former writers have called it.

From a careful calculation which I have made of the cubic feet of ore imbedded in the mountains, the quantity of pig iron may be put down at six hundred millions of tons. I have examined all the lead districts, and several copper mines; have seen cobalt, nickle, zinc, calamine, manganese, barytes, and a great many valuable minerals which this State produces, which I may refer to in a future communication.

I am, in haste, your friend,

LEWIS FEUCHTWANGER.

AUSTRALIAN COPPER ORE.

A vessel arrived in London, from Port Adelaide and the Cape of Good Hope, respectively, brought, in addition to a very extensive cargo, the large quantity of 600 tons weight of copper ore from the Australian port first mentioned, the production of the place. It is stated that there is a conical hill of copper near Mount Arden, in South Australia, which is reported to be literally a mass of copper that it would take ages to remove.

EXTRACTING SILVER FROM LEAD.

The mines of Wanlockhead, in Scotland, the property of his Grace, the Duke of Buccleuch, are now wrought with spirit and enterprise by the noble proprietor. At the smelt mills, refining apparatus for separating the silver from the lead ore has been erected. It was set in motion on October 12th, 1846, for the first time, when a plate of silver, 104 pounds weight, was extracted from the lead. The yield averages from 7 to 13 ounces of silver to one ton of lead, and the ore that yields the latter quantity may be considered among the richest specimens in Scotland.

ROCHESTER FLOUR MANUFACTURE AND TRADE.

The Rochester Daily Democrat furnishes the following statement of the quantity of flour shipped East from the city of Rochester, on the Erie Canal, for three seasons, as follows:—

	1844.	1845.	1846.
April.....	25,044	41,925	26,071
May.....	36,520	43,519	57,404
June.....	27,741	34,069	42,506
July.....	31,870	41,159	37,869
August.....	56,238	52,218	51,437
September.....	66,506	73,751	90,656
October.....	80,658	129,199	104,839
November.....	75,801	102,478	129,450
Total.....bbls.	400,378	518,318	510,232

The increase of the shipments in 1846 over 1845, is 21,814 barrels; over 1844, 139,854 barrels. The quantity sent forward by railroad before the opening of navigation, and the amount that will go forward between the 1st of December and the 1st of January, together with the quantity consumed by 27,000 inhabitants, will show an aggregate of over 600,000 barrels manufactured in Rochester during the year.

Eighteen flouring-mills, containing 92 run of stone, were employed in the season of 1846. This force will be increased in 1847 by the addition of two new mills, and eight run of stone. Horace P. Smith has nearly completed a new mill, 65 feet by 45, and four stories high, on the site of the old Smith mills—which were destroyed by fire two or three years ago—which will be ready for operation early in the Spring of 1847. Mr. Thorn has commenced the erection of a new flouring-mill on the river, in rear of Barton & Belden's edge-tool factory, which will also be ready for business in the Spring. The amount of capital invested, and used directly in the flour business, cannot be less than \$3,500,000. The State derives an annual revenue from this branch of manufactures of over \$135,000.

The following is a list of the mills, with the names of their occupants:—

Names.	Occupants.	Run of stone.	Situation.
Aqueduct mills.	E. S. Beach.	10	Aqueduct street.
Red do.	James Chappell.	3	“
New York do.	James Chappell.	6	Mill street.
City do.	N. Ayrault.	5	“
Ætna do.	M. B. Seward.	4	Water street.
Crescent do.	G. W. Burbank.	6	“
Ely's do.	E. D. Ely.	9	St. Paul street.
White do.	M. B. Seward.	3	Water street.
Farmers' Custom do.	Thos. Parsons.	3	Aqueduct street.
Field's do.	Jos. Field.	5	Mill street.
Shawmut do.	Jos. Putnam.	6	“
Whitney do.	John Williams.	5	“
Eagle do.	Sheldon & Stone.	3	“
Frankfort Custom do.	I. F. Mack.	3	“
Hart's do.	W. F. Holmes.	10	“
Clinton do.	J. Bradfield.	4	“
Genesee Falls do.	T. Parsons.	3	Genesee Falls.
Phoenix do.	Wm. James.	4	Mill street.

LEAD MINES AND TRADE OF THE WEST.

Dr. Owen, who was appointed by the government to make an examination of the mineral lands of Iowa and Wisconsin, states, as the result of his inquiries, that the region produces at this moment nearly as much lead as the whole of Europe, with the exception of Great Britain, and that it has indisputable capacities of producing as much lead as all Europe, Great Britain included.

The arrivals at New Orleans, annually, have been as follows, viz:—

1828,	pigs	183,712	1838,	pigs	251,733
1829,		146,203	1839,		295,634
1830,		254,805	1840,		317,596
1831,		151,251	1841,		434,467
1832,		122,933	1842,		473,556
1833,		180,662	1843,		571,946
1834,		203,100	1844,		639,269
1835,		251,773	1845,		732,125
1836,		295,644	1846,		785,495
1837,		244,090			

The lowest price obtained for lead sold in New York, within ten years, was 2½ cents, twelve months' credit, and the highest 8 cents, sixty days—the former in 1830, and the latter in 1836.

MANUFACTURE OF RAILROAD IRON IN THE UNITED STATES.

It is stated in the Miners' Journal, that during the year 1844, the first bar of railroad iron was manufactured in the United States. We also learn, from the same source, that the following establishments are in operation, or almost completed:—

Names.	Location.	Tons per annum.
Montour Iron Company.....	Danville, Pa.....	9,000
Wyoming.....	Wilkesbarre, Pa.....	9,000
Trenton.....	Trenton.....	9,000
Mount Savage.....	Maryland.....	9,000
Providence.....	Providence, R. I.....	9,000
Hunt.....	Philadelphia, Pa.....	6,000
Great Western.....	Pittsburgh, Pa.....	6,000
Seibert & Wainwright.....	Philadelphia, Pa.....	6,000
Grey.....	Boston, Mass.....	9,000
Phoenixville.....	Phoenixville, Pa.....	9,000
Tremont.....	Connecticut.....	6,000
Fall River.....	Connecticut.....	9,000
Moore & Hoven.....	Norristown, Pa.....	6,000
Ellicott's.....	Baltimore, Md.....	6,000
Yarmouth.....	Yarmouth, Mass.....	5,000
Lackawanna.....	Luzerne county.....	6,000
Total tons.....		119,000

The Miners' Journal adds:—

"Of the above-mentioned works, all are in operation, except four or five, which are now in process of construction, and nearly finished. It will be seen that they are of sufficient capacity to make 119,000 tons of railroad iron per annum, equal to 2,288 tons per week, or 382 tons per day. For a mile of railroad, with a heavy track, about ninety tons of iron are required. It will be seen, therefore, that iron enough can be manufactured in the United States to lay *four miles per day, or twelve hundred miles per year.* When we reflect that only two years have elapsed since the first ton of railroad iron was made in this country, it seems almost incredible that so much has been accomplished in so short a time.

"In producing the amount of railroad iron mentioned above, 300,000 tons of iron ore are used. It is impossible to state accurately the number of hands employed in manufacturing the iron from the time the ore is dug, until the rails are finished at the rolling mill.

"Many thousands, however, are engaged in this department, and its prosperity is intimately connected with that of a large portion of the laboring classes in the State, and while it is estimated that five tons of coal are used in the manufacture of every ton of railroad iron, giving an aggregate of 595,000 tons of coal used for this purpose, nearly all of which is anthracite, the fact is sufficient to show the important relation which this branch of the iron business holds to the anthracite coal trade of Pennsylvania, and how disastrous would be the effects upon that trade, if these establishments should, from any cause, be compelled to suspend operations."

COMMERCIAL STATISTICS.

STATISTICS OF THE AMERICAN WHALE FISHERY.

THE following statistics, &c., of the American Whale Fishery, carefully prepared by HENRY P. HAVEN, Esq., of New London, Conn., may be relied upon for their general accuracy. The information was elicited by certain inquiries propounded for the consideration of that gentleman by WM. H. STARR, Esq., of New York, with the view of its publication in the Merchants' Magazine; and to the interest which Mr. Starr takes in our Journal, as the organ of the commercial interests, as well as in the industrial pursuits of our country, our readers are indebted for the present statement.

The whaling fleet of the United States consisted, on the 1st November, 1846, of 668 ships and barks, 27 brigs, 19 schooners, and 1 sloop, with a total tonnage of 228,757 tons, owned in the following places:—

Ports where owned.	Ships & Barks.	Brigs.	Schooners.	Whole No. Vessels.	Tons.
New Bedford.....	252	2	1	255	82,392
New London.....	69	1	6 & 1 sl.	77	26,515
Nantucket.....	72	1	2	75	25,436
Sag Harbor.....	63	.	.	63	23,094
Fair Haven.....	48	.	.	48	15,403
Stonington.....	27	.	.	27	8,476
Warren.....	24	.	.	24	8,027
Mystic.....	17	.	.	17	5,263
Cold Spring.....	8	.	.	8	3,315
Greenport.....	11	.	.	11	3,253
Edgartown.....	8	2	.	10	3,017
Providence.....	8	.	.	8	2,942
Newport.....	8	1	1	10	2,724
Provincetown.....	4	7	8	19	2,579
Westport.....	9	3	.	12	2,260
Fall River.....	6	1	.	7	1,939
Bristol.....	5	1	.	6	1,743
Falmouth.....	4	.	.	4	1,470
Holmes' Hole.....	3	1	.	4	1,287
Wareham.....	3	1	.	4	1,023
Lynn.....	3	.	.	3	980
Bridgeport.....	3	.	.	3	972
Sippican.....	2	3	.	5	910
Salem.....	2	.	.	2	660
Freetown.....	2	.	.	2	634
New Suffolk.....	2	.	.	2	501
Dartmouth.....	1	1	.	2	498
New York.....	1	.	.	1	495
Portsmouth.....	1	.	.	1	348
Plymouth.....	1	1	.	2	274
Somerset.....	1	.	.	1	137
Boston.....	.	.	1	1	100
Barnstable.....	.	1	.	1	90
Total.....	668	27	19 & 1 sl.	715	228,757

In this statement are included 2 ships at New Bedford, 3 at Sag Harbor, and 1 at Edgartown, which have heretofore been in the whaling business, but are now (perhaps temporarily) employed in the merchant service. Also, the ship Jane, of Warren, considered as a missing ship—last reported full, bound home, in Nov. 1845. Of this large fleet, only 58 vessels were in port on the 1st of Nov. 1846; 6 are in the merchant service, 1 in the Davis Straits fishery, and the remainder, 650, now at sea, in the Atlantic, Indian, and Pacific Oceans.

The rapid increase of this large branch of our commerce, may be shown from the following statement:—

WHALING VESSELS OWNED IN THE UNITED STATES.

	Ships & Barks.	Brigs.	Schooners.
January 1, 1829.....	184	17	2
“ 1, 1834.....	414	7	...
“ 1, 1843.....	589	55	14
“ 1, 1846.....	680	34	22

While, as here shown, the Americans have prosecuted successfully, for a long series of years, the whale fishery, the English have, during the same time, been gradually reducing their fleet. In 1833, 110 sperm whale ships arrived in England, and on the 1st of January, 1846, only 43 whalers from Great Britain were afloat in the southern sperm and right whale fishery, with a prospect of still further reduction, and as the high protective duties of the English government on oils and bone have been much reduced, and will soon expire altogether, it is very improbable that any revival will take place there. The English have about 45 ships in the north whale fishery, among the ice, where Yankee enterprise has left them undisturbed until the present year; when the ship McLellan, from New London, being it is said the first American vessel which ever visited those seas, made a voyage to Davis Straits, but owing to the large quantities of ice, was unable to reach the whaling ground, and returned with only one fish.

The French may be said to emulate the Americans, with much better results than the more lethargic Englishman. They have now forty ships in the southern right whale fishery, and it is believed, have pursued the business with profit, for several years. A few ships in Bremen, and other northern ports in Europe, not exceeding probably twenty in all, with perhaps forty from New Holland and other British colonies, include the whaling fleet of the world, numbering about 900 vessels. The largest ship of this fleet, is the *Atlantic*, of New London, 699 $\frac{3}{4}$ tons, and the smallest is probably the schooner *Garland*, also of New London, 49 tons.

It is believed that very few not particularly familiar with the details of the whale fishery, are aware of the large amount of capital and enterprise which is invested in this business, in the United States, and few have probably realized how much the hardy whalers and adventurous owners have contributed to the wealth of the nation. The valuable cargoes with which the ships return are drawn entirely from the deep, and it is emphatically an *American* enterprise; built and owned as the ships are by Americans, and navigated by a crew, at least two-thirds of which, by law, must be citizens of the United States, and who receive one-third of the oil and bone taken, for their services. The outfits of the ship each voyage also consist of provisions, stores, sails, rigging, &c. &c., which are almost entirely the produce of our own country. Thus we purchase the return cargo with our agricultural and mechanical labor, and thus draw treasures from the seas, to supply our own wants and luxuries; and a market has always been found in Europe for our surplus. But these facts will be more clearly seen from the following statements, carefully compiled from authentic sources.

The amount of capital invested in the whale fishery is estimated as follows:—

668 ships and barks will cost an average, when fitted for sea, of \$29,000...	\$19,372,000
27 brigs “ “ “ “	13,000... 351,000
20 schooners “ “ “ “	9,000... 180,000
	\$19,903,000

It is believed that this is a low estimate; and some persons whose experience aids their judgment, would make it over \$20,000,000.

The following table shows the import of whale and sperm oil into the United States,

for the past five years, with the average price per gallon and pound, each year, with the total value of the same:—

WHALE OIL.			
	Barrels.	Average price per gallon.	Total value.
1841.....	207,348	31½ cts.	\$2,393,964 18
1842.....	161,041	33¾	1,712,066 65
1843.....	206,727	34½	2,246,605 50
1844.....	261,235	36½	3,003,544 38
1845.....	272,186	32¾	2,807,938 81

SPERM OIL.			
	Barrels.	Average price per gallon.	Total value.
1841.....	157,413	9¼ cts.	\$4,660,998 73
1842.....	165,637	73	3,808,822 81
1843.....	166,985	63	3,313,817 32
1844.....	139,481	90½	3,976,254 60
1845.....	157,603	88	4,368,755 36

The quantity of whalebone imported must be estimated previous to 1844, as no authentic record was kept, it is believed, prior to that time. A right whale will usually yield at least 800 lbs. whalebone to 100 bbls. of oil, and the estimate for 1841, '42, and '43, is made on that basis.

WHALEBONE.			
	Pounds.	Average price per pound.	Total value.
1841.....	1,700,000	19½ cts.	\$351,500 00
1842.....	1,300,000	23	299,000 00
1843.....	1,700,000	35¾	607,750 00
1844.....	2,532,445	40	1,012,978 00
1845.....	3,167,142	40	1,060,722 57

Varying from \$5,800,000, in 1842, to \$3,200,000, in 1845.

The average number of vessels arrived from whaling voyages, during the past four years, is 229; and it is estimated that it cost to refit those vessels for their next voyage, as follows:—

Fitting 189 ships and barks, at \$17,000.....	\$3,026,000
“ 51 brigs and schooners, at 7,000.....	357,000

Expended each year in outfits of whale vessels..... \$3,383,000

Of the amount of outfits set down above as the average of each vessel, the following articles comprise all, it is believed, which are the produce of foreign countries:—

4 tons Manilla hemp for rigging.....	\$625
Say 1,500 yds. linen duck, as an average, (part of the ships using cotton,).....	600
Try-pots for trying oil.....	150
150 lbs. tea, and 1,000 lbs. coffee.....	150
Small tools, crockery, &c., say.....	25
	<hr/>
	\$1,550

The following articles made use of in fitting a whale ship are sometimes imported, but are also the produce of this country:—

700 lbs. sheathing copper.....	\$1,600
1,200 galls. molasses.....	300
1,000 lbs. sugar.....	80
2 tons hemp, for cordage.....	320
	<hr/>
	\$2,300

The following are among the largest items of cost in fitting a whale ship of American growth or manufacture:—

3,000 bbls., oil casks and shooks.....	\$3,500
222 bbls. beef and pork.....	2,000
20,000 lbs. bread.....	600
50 bbls. flour.....	300
1,500 yards cotton duck for sails.....	425
	\$6,825

The crews of vessels in the whaling service, as has been previously mentioned, receive payment for their services in shares of the catchings. The number of men required to perform the duties of the voyage varies, according to the size of the vessel, from 15 to 45. An average, for all the vessels in the fleet, would probably be 27, which would give us nearly 20,000 seamen. The shares received by each man, vary from about one-half of 1 per cent, for the "green hand" on his first voyage, to about 6 per cent for the captain, and amount, taken together, to one-third of the oil and bone, or whatever else may be procured, leaving two-thirds for the owners.

The capture of the sperm (*cachalot*) and right whale (*balaena australis* and *balaena mysticetus*) were formerly made distinct objects; and vessels fitted for the former seldom, if ever, killed the right whale when met with. From the difficulty experienced, of late years, in procuring full cargoes of sperm oil, it is now customary for many of the ships to divide their time,—spending the summer months on the northwest coast of America and coast of Kamschatka, looking for right whales, and the winter and fall months in the warmer latitudes, for sperm.

The cruising ground of the fleet may be apportioned somewhat as follows:—About 60 schooners, brigs, and small barks, in the Atlantic Ocean, for sperm oil; 32 barks in the Indian Ocean for sperm oil; 6 schooners are tenders to right whalers; 1 ship in Davis Straits fishery; 1 schooner sperm whaling, Pacific Ocean; 1 schooner, sealing; 6 ships in the merchant service, and most of the 608 remainder, have their cruising ground in the north and south Pacific Oceans, for sperm and right whales;—say 130 cruising for sperm only, and 478 for sperm and right whales. In this statement, the 58 vessels in port are set down to their probable destination.

The following statistical tables, showing the average time and success of the whaling vessels, for the past four years, are arranged from a statement in the New Bedford Shipping List of January 6, 1846:—

SPERM WHALERS.

Ships and Barks from the Pacific and Indian Oceans.

	Ships arrived.	Average time absent.	Sperm.	Whale.
1842.....	55	41m. 8days.	1,973bbls.	135bbls.
1843.....	70	41 13	1,641	124
1844.....	69	43 ...	1,419	293
1845.....	90	43 21	1,291	387

It will be seen from these figures, that while the voyages for the sperm whale are gradually lengthening, the quantity of sperm oil taken by these ships, is rapidly decreasing, and this is still further proved by the fact, that, notwithstanding the large number of ships, the import of sperm oil, up to November 1, 1846, was 48,000 barrels less than last year, at the same date.

ATLANTIC SPERM FISHERY.

In small Barks, Brigs, and Schooners.

	Vessels arrived.	Average time absent.	Sperm.	Whale.
1842.....	65	13m.28days.	280bbls.	12bbls.
1843.....	55	14 20	288	25
1844.....	42	12 ...	248	38
1845.....	43	13 7	238	76

The diminution in this branch of the fishery of one-third in three years, has enabled it to maintain very nearly the average of time and quantity.

RIGHT WHALERS.

Ships and Barks which cruise most of the time for right whale oil, and do not return the year after they sail.

	Ships arrived.	Average time absent.	Whale.	Sperm.
1842.....	74	24m.15days.	1,722bbls.	422bbls.
1843.....	90	25 10	1,937	311
1844.....	112	25 9	2,059	248
1845.....	101	24 ...	2,180	196

This statement shows that the right whale ships also find the sperm whales harder to catch than formerly. It would here appear that the right whales had become more abundant, the time being shorter and the quantity greater, in 1845, than previously. But the ships arriving the present year, 1846, report right whales growing scarce; which, united with low prices, has effectually checked the disposition manifested the two previous years, to increase this branch of whaling.

RIGHT WHALERS

Which have arrived the next year after sailing.

	Ships arrived.	Average time absent.	Whale.	Sperm.
1842.....	13	10m.15days.	1,602bbls.	122bbls.
1843.....	15	11 28	1,398	92
1844.....	7	11 14	1,176	69
1845.....	8	12 4	796	55

The present year, only one vessel has thus far returned, with a cargo of whale oil, which sailed in 1845.

SAG HARBOR WHALE FISHERY, IN 1845.

LIST OF ARRIVALS OF WHALING VESSELS,

With the Amount of the Produce of the Fishery, within the district of Sag Harbor, N.Y., during the year 1845, politely furnished for publication in the "Merchants' Magazine," by LUTHER D. COOK, ESQ., of Sag Harbor.

1845.		Absent.			Sperm.		Whale.		Wha'bone.		Owners & Agents.	
Arrived.	Ships and Barks.	Tons.	mos.	days.	bbls.	bbls.	lbs.	lbs.	lbs.	lbs.	lbs.	
Feb'y 10,	John Jay.....	494	28	2	407	3,468	32,505	N. & G. Howell.				
17,	Henry Lee.....	409	29	7	109½	2,749	26,980	S. & B. Hunting & Co.				
25,	Triad.....	336	18	14	92	2,211	21,762	Corwins & Howell.				
26,	Tuscany.....	299	28	19	15	2,761	29,128	John Budd.				
Mar. 30,	Washington.....	340	21	10	22½	2,641	22,967	Hunting Cooper.				
April 2,	Columbia.....	285	21	12	205	2,401	22,654	L. D. Cook & H. Green.				
2,	Daniel Webster...	397	19	15	25	3,021	29,500	Ezekiel Mulford.				
4,	Illinois.....	413	17	9	27	2,831	27,686	John Budd.				
22,	Caroline.....	252	25	28	100	1,450	8,500	Wiggins & Parsons.				
May 9,	Neptune.....	338	22	28	92	2,103	16,541	S. & B. Hunting & Co.				
10,	Superior.....	275	21	16	119	1,451	17,400	Post & Sherry.				
11,	Ontario 2d.....	489	20	11	238	3,083	32,000	Post & Sherry.				
11,	Gem.....	326	19	24	197½	2,546	25,824	Hunting Cooper.				
13,	Marcus.....	283	20	12	71	978	5,492	N. & G. Howell.				
14,	Henry.....	333	22	8	91	2,277	23,000	Sam'l L'Hommedieu.				
20,	Huron.....	290	19	28	...	2,163	21,830	L. D. Cook & H. Green.				
27,	Mary Ann.....	380	30	1	75	2,552	20,300	Mulford & Sleight.				
30,	Concordia.....	265	23	0	147½	1,402	12,652	Thomas Brown.				
June 8,	Hamilton 1st.....	322	10	16	146	303	1,526	Charles T. Dering.				
8,	Romulus.....	233	20	10	67	994	6,026	Ezekiel Mulford.				
9,	Cadmus.....	307	21	15	295	890	7,200	Mulford & Sleight.				

LIST OF VESSELS ENGAGED IN THE WHALE FISHERY

From the District of Sag Harbor, N. Y., which have not returned home during the past year, and are now at sea. January 1, 1846.

1843.		Sailed.	Ships & Barks.	Tons.	Masters.	Destination.	Owners and Agents.
Apr. 21,		Citizen.....	464	David F. Lansing...	N.Pacific...	Mulford & Sleight.	
July 7,		Ann.....	299	Samuel C. Leek....	N.Pacific...	Ezekiel Mulford.	
		7, Thames.....	414	James R. Bishop....	N.Pacific...	Thomas Brown.	
		20, Noble.....	274	Doyle Sweeney....	N.Pacific...	Ira B. Tuthill.	
		21, France.....	411	S. Woodr. Edwards	N.Pacific...	N. & G. Howell.	
Sept.16,		Alexander.....	370	William A. Jones..	N.Pacific...	William A Jones.	
Oct'r 4,		William Tell....	367	Benjamin Glover...	N.Pacific...	Thomas Brown.	
		11, Crescent.....	340	Sylvester Miller....	N.Pacific...	Post & Sherry.	
		18, Helen.....	424	Sylv. D. Cartwright	N.Pacific...	Charles T. Dering.	
		30, Josephine.....	397	Thomas W. Roys..	N.Pacific...	Post & Sherry.	
Nov'r 8,		Manhattan.....	440	Mercator Cooper...	N.Pacific...	John Budd.	
Dec'r 4,		Fanny.....	391	H. H. Edwards.....	N.Pacific...	N. & G. Howell.	
1844.							
May 2,		Silas Richards...	454	Richard Dering....	N.Pacific...	Mulford & Sleight.	
		13, Philip 1st....	294	Joseph S. Case.....	N.Pacific...	Ireland, Wells & Carpenter.	
		23, Panama.....	465	Thomas E. Crowell.	N.Pacific...	N. & G. Howell.	
		28, Arabella.....	367	Hodges Babcock....	Coast Chili.	N. & G. Howell.	
		28, Ohio.....	297	Thomas Lowen....	N.Pacific...	Post & Sherry.	
June 1,		Portland.....	292	Jared Wade, Jr....	N.Pacific...	S. & B. Huntingt & Co.	
		4, Niantic.....	452	Shangu H. State..	N.Pacific...	Charles T. Dering.	
		5, Franklin.....	391	Edward Haley.....	N.Pacific...	Hunting Cooper.	
		24, Sabina.....	416	David P. Vail.....	N.Pacific...	Charles T. Dering.	
July 1,		Timor.....	289	Nathaniel Edwards.	N.Pacific...	Hunting Cooper.	
		8, Hudson.....	368	Henry Nickerson, jr.	N.Pacific...	L. D. Cook & H. Green.	
		22, Alciopce.....	377	Jesse Halsey.....	N.Pacific...	Post & Sherry.	
		29, St. Lawrence...	523	Edward M. Baker..	N.Pacific...	L. D. Cook & H. Green.	
		30, John Wells....	366	Jerem'h W. Hedges	N.Pacific...	Thomas Brown.	
Aug.12,		Thos. Dickason..	454	William Lowen....	N.Pacific...	Mulford & Sleight.	
		23, Acasta.....	284	Daniel B. Harlow..	N.Pacific...	John Budd.	
		29, Ontario 1st....	363	James M. Green....	N.Pacific...	S. & B. Huntingt & Co.	
		30, Barbara.....	260	Henry French.....	S.Atlantic..	Charles T. Dering.	
		31, Nimrod.....	280	William F. Fowler.	N.Pacific...	Charles T. Dering.	
		31, Washington 2d.	236	George W. Corwin.	N.Pacific...	Wiggins & Parsons.	
Sept'r 4,		Neva.....	363	Nathaniel Case....	N.Pacific...	Ireland, Wells & Carpenter.	
		18, Martha.....	359	David R. Drake....	N.Pacific...	L. D. Cook & H. Green.	
		19, Levant.....	382	James M. Havens..	N.Pacific...	Nathan N. Tiffany.	
		19, Noble 2d.....	273	William B. Howes.	N.Pacific...	Charles T. Dering.	
		28, Wiscasset.....	380	William H. Payne.	N.Pacific...	S. & B. Huntingt & Co.	
Oct'r 5,		Italy.....	298	Frederick Weld...	N.Pacific...	David G. Floyd.	
		10, Phenix.....	314	Samuel P. Briggs...	N.Pacific...	L. D. Cook & H. Green.	
		14, Salem.....	470	David Hand.....	N.Pacific...	Mulford & Sleight.	
Nov'r 7,		Lucy Ann.....	309	Edwin P. Brown....	N.Pacific...	Wiggins, Parsons & Cook.	

41 vessels..... 14,974 tons, sailed in 1843 and 1844.

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### WOOL TRADE OF ROCHESTER, NEW YORK.

From small beginnings, the Rochester wool trade has risen to the most important in the State. An amount equal to one-eighth of the whole product of the State of New York is purchased and sent to the Eastern markets by dealers in the city of Rochester. They operate largely in Western New York, and extend their purchases, through agencies, to every part of Northern Ohio and Michigan. The "Rochester Democrat" has compiled below a table, showing the amount of wool shipped from Rochester during the navigation season, for three years. The table does not, of course, indicate the entire quantity shipped by Rochester dealers, because many of their largest purchases are made by agents, at the doors of the wool-growers, and shipped at other and more convenient points.

|                 | 1844.   | 1845.     | 1846.   |
|-----------------|---------|-----------|---------|
| April,.....     | 62,089  | 40,156    | 15,929  |
| May,.....       | 51,530  | 56,093    | 76,310  |
| June,.....      | 123,750 | 84,476    | 57,732  |
| July,.....      | 415,629 | 471,128   | 168,286 |
| August,.....    | 44,812  | 143,886   | 196,387 |
| September,..... | 17,741  | 140,431   | 162,724 |
| October,.....   | 17,577  | 128,227   | 130,066 |
| November,.....  | 31,900  | 87,942    | 44,979  |
| Total,.....lbs. | 764,758 | 1,152,159 | 852,413 |

It will be seen that there was a considerable falling off in the shipments of 1846. Several causes have contributed to this result. The main one, probably, is the increased attention paid to the purchase of wool at other points in Western New York. Formerly, the great bulk was purchased exclusively in Rochester; but lately the villages of Le Roy, Batavia, Attica, and Dansville, have become important wool markets; and when the price is low, as it was the past season, and the demand light, wool-growers prefer selling at the nearest market, not having sufficient inducements to seek a market at a distance. The low prices of 1846 may have induced some to hold over their stocks. On this point, however, there is considerable difference of opinion.

We find in "Document No. 6," of the United States Treasury Department, a letter from Aaron Errickson, Esq., of Rochester, one of our oldest wool-dealers, who has, we believe, been engaged in the business ever since Rochester became a prominent wool market. From this, which was written at the request of the Secretary of the Treasury, we have made a few extracts in relation to the purchase of wool at this point. The following table will show the average prices of wool in the Rochester market, for a series of years. The average price of wool in Western New York was realized by the growers, for the last eleven years, as follows:—

|                     |                     |                     |                      |
|---------------------|---------------------|---------------------|----------------------|
| 1835, average price | 35 cents per pound. | 1841, average price | 36½ cents per pound. |
| 1836, " "           | 36 " "              | 1842, " "           | 30½ " "              |
| 1837, " "           | 37 " "              | 1843, " "           | 28 " "               |
| 1838, " "           | 35½ " "             | 1844, " "           | 39½ " "              |
| 1839, " "           | 47½ " "             | 1845, " "           | 29½ " "              |
| 1840, " "           | 33 " "              | 1846, " "           | 24½ " "              |

Although the manufacturers and dealers purchased the clip of 1839 at the average cost, as above stated, in the autumn of the same year wool declined to nearly the price of 1840.

The average price of 1846 has been furnished us from the same source. By the extract below, it will be seen that Mr. Errickson last year tried the experiment of shipping wool to England—with what success, we leave him to tell in his own language:—

"I have, the present season, shipped to England about 40,000 pounds of American fleece wool, grown in Western New York. This wool cost at the hand of the growers 33 cents per pound, and averaged in quality about the second grade of fine wool. The eight sample bags of these shipments (and they determine the value of the whole) have been sold in Leeds at a price which, by adding the difference in exchange, is equal to 40 cents per lb. To arrive at the relative value of wool in this country and England, it will be necessary to add to the American cost, for collecting, packing, and transporting to tide-water, or to the factories of New England, not less than two cents per pound; which, added to the price paid the grower, makes the home value 35 cents, leaving a difference against the British manufacturer of five cents per pound; and as, from the great expense of shipping to and selling wool in England, the present experiment will rather pay a loss than a profit, the difference must be still greater before successful exportations can take place."

It is the opinion of many of our best-informed dealers that the shipment of wool to England cannot be attended with success until the quality of our surplus changes. The great difficulty is, that we have annually a large surplus of medium grade wools, for which there is no demand in England—their deficiency being mostly confined to the finer kinds. Until we produce a surplus of fine wools, we can probably never become extensive exporters.

## COMMERCIAL STATISTICS OF THE UNITED STATES.

The following table exhibits the value of domestic exports of the United States, from 1821 to 1845, inclusive, embracing Cotton, Tobacco leaf, Rice, Flour, Pork, Lard, Beef, Cattle, Hides, Butter, Cheese, Skins and Furs, Fish, &c., &c., &c.

## DOMESTIC PRODUCE AND MANUFACTURES.

Statement exhibiting the value of Domestic Produce and Manufactures, and of Bullion and Specie, exported from the United States, from 1821 to 1845, inclusive.

| Years. | Cotton.      | Tobacco leaf. | Rice.       | Flour.      | Pork, hog's lard, etc. | Beef, cattle, hides, etc. |
|--------|--------------|---------------|-------------|-------------|------------------------|---------------------------|
| 1821,  | \$20,157,484 | \$5,648,962   | \$1,494,307 | \$4,298,043 | \$1,354,116            | \$698,323                 |
| 1822,  | 24,035,058   | 6,222,838     | 1,553,482   | 5,103,280   | 1,357,899              | 844,534                   |
| 1823,  | 20,445,520   | 6,282,672     | 1,820,985   | 4,962,373   | 1,291,322              | 739,461                   |
| 1824,  | 21,947,401   | 4,855,566     | 1,882,982   | 5,759,176   | 1,489,051              | 707,299                   |
| 1825,  | 36,846,649   | 6,115,623     | 1,925,245   | 4,212,127   | 1,832,679              | 930,465                   |
| 1826,  | 25,025,214   | 5,347,208     | 1,917,445   | 4,121,466   | 1,892,429              | 733,430                   |
| 1827,  | 29,359,545   | 6,577,123     | 2,343,908   | 4,420,081   | 1,555,698              | 772,636                   |
| 1828,  | 22,487,229   | 5,269,960     | 2,620,696   | 4,286,939   | 1,495,830              | 719,961                   |
| 1829,  | 26,575,311   | 4,982,974     | 2,514,370   | 5,793,651   | 1,493,629              | 674,955                   |
| 1830,  | 29,674,883   | 5,586,365     | 1,986,824   | 6,085,953   | 1,315,245              | 717,683                   |
| 1831,  | 25,289,492   | 4,892,388     | 2,016,267   | 9,938,458   | 1,501,644              | 829,982                   |
| 1832,  | 31,724,682   | 5,999,769     | 2,152,631   | 4,880,623   | 1,928,196              | 774,087                   |
| 1833,  | 36,191,105   | 5,755,968     | 2,744,418   | 5,613,010   | 2,151,558              | 958,076                   |
| 1834,  | 49,448,402   | 6,595,305     | 2,122,272   | 4,520,781   | 1,796,001              | 755,219                   |
| 1835,  | 64,961,302   | 8,250,577     | 2,210,331   | 4,394,777   | 1,776,732              | 638,761                   |
| 1836,  | 71,284,925   | 10,058,640    | 2,548,750   | 3,572,599   | 1,383,344              | 699,116                   |
| 1837,  | 63,240,102   | 5,795,647     | 2,309,279   | 4,987,269   | 1,299,796              | 585,146                   |
| 1838,  | 61,556,811   | 7,392,029     | 1,721,819   | 3,603,299   | 1,312,346              | 528,231                   |
| 1839,  | 61,238,982   | 9,832,943     | 2,460,198   | 6,925,170   | 1,777,230              | 371,646                   |
| 1840,  | 63,870,307   | 9,883,957     | 1,942,076   | 10,143,615  | 1,894,894              | 623,373                   |
| 1841,  | 54,330,341   | 12,576,703    | 2,010,107   | 7,759,646   | 2,621,537              | 904,918                   |
| 1842,  | 47,593,464   | 9,540,755     | 1,907,387   | 7,375,356   | 2,629,403              | 1,212,638                 |
| 1843,  | 49,119,806   | 4,650,979     | 1,625,726   | 3,763,073   | 2,120,020              | 1,092,949                 |
| 1844,  | 54,063,501   | 8,397,255     | 2,182,468   | 6,759,488   | 3,236,479              | 1,810,551                 |
| 1845,  | 51,739,643   | 7,469,819     | 2,160,456   | 5,398,593   | 2,991,284              | 1,926,809                 |

## STATEMENT—CONTINUED.

| Years. | Butter and cheese. | Skins and furs. | Fish.     | Wood, and manufact's of. | Manufactures. | Specie and bullion. |
|--------|--------------------|-----------------|-----------|--------------------------|---------------|---------------------|
| 1821,  | \$190,287          | \$766,205       | \$973,591 | \$1,822,077              | \$2,584,916   | \$10,478,059        |
| 1822,  | 221,041            | 501,302         | 915,838   | 1,651,258                | 2,923,147     | 10,810,180          |
| 1823,  | 192,778            | 672,917         | 1,004,800 | 1,638,734                | 2,947,797     | 6,372,987           |
| 1824,  | 204,205            | 661,455         | 1,136,704 | 2,037,288                | 4,634,355     | 7,014,552           |
| 1825,  | 247,787            | 524,602         | 1,078,773 | 1,988,220                | 5,417,978     | 8,797,055           |
| 1826,  | 207,765            | 582,473         | 924,922   | 2,331,006                | 5,278,420     | 4,704,533           |
| 1827,  | 184,049            | 441,690         | 987,447   | 1,990,869                | 5,422,836     | 8,014,880           |
| 1828,  | 176,354            | 626,235         | 1,066,633 | 2,161,767                | 5,309,668     | 8,243,476           |
| 1829,  | 176,205            | 526,507         | 968,068   | 2,081,406                | 5,194,491     | 4,924,020           |
| 1830,  | 142,370            | 641,760         | 756,677   | 2,056,289                | 5,320,980     | 2,178,773           |
| 1831,  | 264,796            | 750,938         | 929,834   | 2,063,311                | 5,088,890     | 9,014,931           |
| 1832,  | 290,820            | 691,909         | 1,056,721 | 2,149,651                | 5,050,833     | 5,656,341           |
| 1833,  | 258,452            | 841,933         | 990,290   | 2,663,102                | 6,557,080     | 2,611,701           |
| 1834,  | 190,099            | 797,844         | 853,674   | 2,507,061                | 6,247,893     | 2,076,758           |
| 1835,  | 164,809            | 759,953         | 1,008,534 | 3,402,934                | 7,294,073     | 6,477,775           |
| 1836,  | 114,033            | 653,662         | 967,890   | 2,860,691                | 6,107,528     | 4,324,336           |
| 1837,  | 96,176             | 651,908         | 769,840   | 3,155,992                | 7,142,040     | 5,976,249           |
| 1838,  | 148,191            | 633,945         | 819,003   | 3,116,196                | 8,402,597     | 3,508,046           |
| 1839,  | 127,550            | 732,087         | 850,538   | 3,604,399                | 8,325,082     | 8,776,743           |
| 1840,  | 210,749            | 1,237,789       | 720,164   | 2,926,846                | 9,873,462     | 8,417,014           |
| 1841,  | 504,815            | 993,262         | 751,783   | 3,576,805                | 9,953,020     | 10,034,332          |
| 1842,  | 388,185            | 598,487         | 730,106   | 3,230,003                | 8,410,694     | 4,813,539           |
| 1843,  | 508,968            | 453,869         | 497,217   | 1,687,809                | 6,779,527     | 1,520,791           |
| 1844,  | 758,829            | 742,196         | 897,015   | 3,011,968                | 9,579,724     | 5,454,214           |
| 1845,  | 878,865            | 1,248,355       | 1,012,007 | 3,099,455                | 10,329,701    | 8,606,495           |



## VALUES OF THE PRINCIPAL ARTICLES IMPORTED INTO THE U. STATES.

The following table shows the value of Cottons, Woollens, Silks, Linens, manufactures of Silks, manufactures of Hemp, Iron and Steel, Earthen, Stone, and China Ware, Specie and Bullion, &c., imported into the United States in each year, from 1821 to 1845, inclusive:—

| Years.     | Cottons.    | Woollens.   | Silks.      | Linens, and man. of flax. |
|------------|-------------|-------------|-------------|---------------------------|
| 1821,..... | \$7,589,711 | \$7,437,737 | \$4,486,924 | \$2,564,159               |
| 1822,..... | 10,246,907  | 12,185,904  | 6,840,928   | 4,132,747                 |
| 1823,..... | 8,554,877   | 8,268,038   | 6,718,444   | 3,803,007                 |
| 1824,..... | 8,895,757   | 8,386,597   | 7,205,317   | 3,873,616                 |
| 1825,..... | 12,509,516  | 11,392,264  | 10,299,743  | 3,887,787                 |
| 1826,..... | 8,348,034   | 8,431,974   | 8,327,909   | 2,987,026                 |
| 1827,..... | 9,316,153   | 8,742,701   | 6,712,015   | 2,656,786                 |
| 1828,..... | 10,996,270  | 8,679,505   | 7,686,640   | 2,239,539                 |
| 1829,..... | 8,362,017   | 6,881,489   | 7,192,698   | 2,842,431                 |
| 1830,..... | 7,862,326   | 5,766,396   | 5,932,242   | 3,011,280                 |
| 1831,..... | 16,090,224  | 12,627,229  | 11,117,646  | 3,790,111                 |
| 1832,..... | 10,399,653  | 9,992,424   | 9,248,907   | 4,073,164                 |
| 1833,..... | 7,660,449   | 13,262,509  | 9,498,366   | 3,132,557                 |
| 1834,..... | 10,145,181  | 11,879,328  | 10,998,964  | 5,485,389                 |
| 1835,..... | 15,367,585  | 17,834,424  | 16,677,547  | 6,472,021                 |
| 1836,..... | 17,876,087  | 21,080,003  | 22,980,212  | 9,307,493                 |
| 1837,..... | 11,150,841  | 8,500,292   | 14,352,823  | 5,544,761                 |
| 1838,..... | 6,599,330   | 11,512,920  | 9,871,248   | 9,972,098                 |
| 1839,..... | 14,908,181  | 18,575,945  | 21,742,369  | 7,703,065                 |
| 1840,..... | 6,504,484   | 9,071,184   | 9,835,757   | 4,614,466                 |
| 1841,..... | 11,757,036  | 11,001,939  | 15,554,897  | 6,846,807                 |
| 1842,..... | 9,578,515   | 8,375,725   | 9,457,417   | 3,659,184                 |
| 1843,..... | 2,958,796   | 2,472,154   | 2,704,013   | 1,484,921                 |
| 1844,..... | 13,641,478  | 9,475,762   | 8,463,179   | 4,492,826                 |
| 1845,..... | 13,863,282  | 10,666,176  | 9,928,411   | 4,923,109                 |

## TABLE—CONTINUED.

| Years.     | Manufactures of hemp. | Manufactures of iron and steel. | Earthen, stone, & China ware. | Specie and bullion. | Wines.      |
|------------|-----------------------|---------------------------------|-------------------------------|---------------------|-------------|
| 1821,..... | \$1,120,450           | \$1,868,529                     | \$763,883                     | \$8,064,890         | \$1,873,464 |
| 1822,..... | 1,857,328             | 3,155,575                       | 1,164,609                     | 3,369,846           | 1,864,627   |
| 1823,..... | 1,497,006             | 2,967,121                       | 1,143,415                     | 5,097,896           | 1,291,542   |
| 1824,..... | 1,780,199             | 2,831,702                       | 888,869                       | 8,379,835           | 1,050,898   |
| 1825,..... | 2,134,384             | 3,706,416                       | 1,086,890                     | 6,150,765           | 1,826,263   |
| 1826,..... | 2,062,728             | 3,186,485                       | 1,337,589                     | 6,880,956           | 1,781,188   |
| 1827,..... | 1,883,466             | 3,973,537                       | 1,181,047                     | 8,151,148           | 1,621,035   |
| 1828,..... | 2,087,318             | 4,180,915                       | 1,554,010                     | 7,489,741           | 1,507,533   |
| 1829,..... | 1,468,485             | 3,430,908                       | 1,337,744                     | 7,403,612           | 1,569,562   |
| 1830,..... | 1,333,478             | 3,655,848                       | 1,259,060                     | 8,155,964           | 1,535,102   |
| 1831,..... | 1,477,149             | 4,827,833                       | 1,624,604                     | 7,305,945           | 1,673,058   |
| 1832,..... | 1,640,618             | 5,306,245                       | 2,024,020                     | 5,907,504           | 2,337,479   |
| 1833,..... | 2,036,035             | 4,135,437                       | 1,818,187                     | 7,070,368           | 2,269,497   |
| 1834,..... | 1,679,995             | 4,746,621                       | 1,591,413                     | 17,911,632          | 2,944,388   |
| 1835,..... | 2,555,847             | 5,351,616                       | 1,697,682                     | 13,131,447          | 3,750,608   |
| 1836,..... | 2,365,897             | 7,880,869                       | 2,709,187                     | 13,400,881          | 4,332,034   |
| 1837,..... | 1,951,626             | 6,526,593                       | 1,823,400                     | 10,516,414          | 4,105,741   |
| 1838,..... | 1,591,757             | 3,613,286                       | 1,385,536                     | 17,747,116          | 2,318,282   |
| 1839,..... | 2,096,716             | 6,507,510                       | 2,483,258                     | 5,595,176           | 3,441,697   |
| 1840,..... | 1,588,155             | 3,184,900                       | 2,010,231                     | 8,882,813           | 2,209,176   |
| 1841,..... | 2,566,381             | 4,255,960                       | 1,536,450                     | 4,988,633           | 2,091,411   |
| 1842,..... | 1,273,534             | 3,572,081                       | 1,557,961                     | 4,087,016           | 1,271,019   |
| 1843,..... | 526,502               | 1,012,086                       | 588,036                       | 22,320,335          | 301,925     |
| 1844,..... | 1,003,429             | 3,313,796                       | 1,633,482                     | 5,830,429           | 909,005     |
| 1845,..... | 897,345               | 5,077,788                       | 2,439,515                     | 4,070,222           | 1,470,186   |

## VALUES OF THE PRINCIPAL ARTICLES IMPORTED INTO THE U. STATES.

TABLE, CONTINUED—INCLUDING THE VALUES OF SPIRITS, MOLASSES, TEAS, COFFEE, SUGAR, SALT, SPICES, LEAD, HEMP, AND CORDAGE, IMPORTED INTO THE UNITED STATES IN EACH YEAR, FROM 1821 TO 1845, INCLUSIVE.

| Years.     | Spirits.    | Molasses.   | Teas.       | Coffee.     |
|------------|-------------|-------------|-------------|-------------|
| 1821,..... | \$1,804,798 | \$1,719,227 | \$1,322,636 | \$4,489,970 |
| 1822,..... | 2,450,261   | 2,398,355   | 1,860,777   | 5,552,649   |
| 1823,..... | 1,791,419   | 2,634,222   | 2,361,245   | 7,098,119   |
| 1824,..... | 2,142,620   | 2,413,643   | 2,786,252   | 5,437,029   |
| 1825,..... | 2,135,210   | 2,547,715   | 3,728,935   | 5,250,828   |
| 1826,..... | 1,587,712   | 2,838,728   | 3,752,281   | 4,159,558   |
| 1827,..... | 1,651,436   | 2,818,982   | 1,714,882   | 4,464,391   |
| 1828,..... | 2,331,656   | 2,788,471   | 2,451,197   | 5,192,338   |
| 1829,..... | 1,447,914   | 1,484,104   | 2,060,457   | 4,588,585   |
| 1830,..... | 658,990     | 995,776     | 2,425,018   | 4,227,021   |
| 1831,..... | 1,037,737   | 2,432,488   | 1,418,037   | 6,317,666   |
| 1832,..... | 1,365,018   | 2,524,281   | 2,788,353   | 9,099,464   |
| 1833,..... | 1,537,226   | 2,867,936   | 5,484,603   | 10,567,299  |
| 1834,..... | 1,319,245   | 2,989,020   | 6,217,949   | 8,762,657   |
| 1835,..... | 1,632,681   | 3,074,172   | 4,522,806   | 10,715,466  |
| 1836,..... | 1,917,381   | 4,077,312   | 5,342,811   | 9,653,053   |
| 1837,..... | 1,470,802   | 3,444,701   | 5,903,054   | 8,657,760   |
| 1838,..... | 1,476,918   | 3,865,285   | 3,497,156   | 7,640,217   |
| 1839,..... | 2,222,426   | 4,364,234   | 2,428,419   | 9,744,103   |
| 1840,..... | 1,592,564   | 2,910,791   | 5,427,010   | 8,546,222   |
| 1841,..... | 1,743,237   | 2,628,519   | 3,466,245   | 10,444,882  |
| 1842,..... | 886,866     | 1,942,575   | 4,527,108   | 8,938,638   |
| 1843,..... | 273,616     | 1,134,820   | 3,849,862   | 6,399,189   |
| 1844,..... | 878,977     | 2,833,753   | 4,120,785   | 9,764,554   |
| 1845,..... | 1,191,120   | 3,154,782   | 5,761,788   | 6,243,532   |

TABLE—CONTINUED.

| Years.     | Sugar.      | Salt.     | Spices.   | Lead.     | Hemp and cord'ge. |
|------------|-------------|-----------|-----------|-----------|-------------------|
| 1821,..... | \$3,553,895 | \$609,021 | \$310,281 | \$284,701 | \$618,356         |
| 1822,..... | 5,035,003   | 625,932   | 505,340   | 266,441   | 1,202,085         |
| 1823,..... | 3,259,031   | 740,866   | 580,956   | 155,175   | 796,731           |
| 1824,..... | 5,411,617   | 613,486   | 655,149   | 128,570   | 590,035           |
| 1825,..... | 4,232,662   | 589,125   | 626,039   | 301,408   | 484,826           |
| 1826,..... | 5,311,954   | 677,058   | 594,568   | 265,409   | 636,356           |
| 1827,..... | 4,577,464   | 535,201   | 322,730   | 303,615   | 698,355           |
| 1828,..... | 3,546,795   | 443,469   | 432,504   | 305,662   | 1,191,441         |
| 1829,..... | 3,622,655   | 714,618   | 461,539   | 52,146    | 762,239           |
| 1830,..... | 4,630,922   | 671,979   | 457,723   | 20,395    | 279,743           |
| 1831,..... | 4,931,824   | 535,138   | 279,095   | 52,410    | 335,572           |
| 1832,..... | 2,936,619   | 634,910   | 306,013   | 124,632   | 987,253           |
| 1833,..... | 4,755,856   | 996,418   | 919,493   | 89,019    | 624,054           |
| 1834,..... | 5,538,102   | 839,315   | 493,932   | 183,762   | 669,307           |
| 1835,..... | 6,806,425   | 655,097   | 712,648   | 54,112    | 616,341           |
| 1836,..... | 12,514,718  | 724,527   | 1,018,134 | 37,521    | 904,103           |
| 1837,..... | 7,203,806   | 862,617   | 847,617   | 17,874    | 530,080           |
| 1838,..... | 7,586,831   | 1,028,418 | 438,272   | 8,766     | 597,565           |
| 1839,..... | 9,924,632   | 887,092   | 839,241   | 20,756    | 716,999           |
| 1840,..... | 5,581,128   | 1,015,426 | 558,940   | 19,455    | 786,115           |
| 1841,..... | 8,802,742   | 821,495   | 498,893   | 3,702     | 742,970           |
| 1842,..... | 6,503,563   | 841,572   | 568,636   | 579       | 353,888           |
| 1843,..... | 2,532,618   | 710,489   | 264,650   | 227       | 262,278           |
| 1844,..... | 7,196,091   | 911,512   | 364,034   | 102       | 345,531           |
| 1845,..... | 4,780,720   | 898,663   | 533,055   | 517       | 234,809           |

## REVENUES, BOUNTIES, &amp;c., ON MERCHANDISE.

Statement exhibiting the amount of duties on merchandise, tonnage, and light money, passports, and clearances; drawback paid on foreign merchandise re-exported; drawback on domestic refined sugar, and domestic distilled spirits; bounties on pickled fish exported; allowances to vessels employed in the bank and cod fisheries; expenses of collection; and the nett revenue which accrued annually, from 1821 to 1845, inclusive.

| Years. | DUTIES ON       |                          |            | Gross revenue.  | PAYMENTS FOR         |                         |                             |             |                                |                         | Nett revenue.   |
|--------|-----------------|--------------------------|------------|-----------------|----------------------|-------------------------|-----------------------------|-------------|--------------------------------|-------------------------|-----------------|
|        | Merchandise.    | Tonnage and light money. | Passports. |                 | Drawback paid on     |                         |                             | Bounties.   | Allowances to fishing vessels. | Expenses of collection. |                 |
|        |                 |                          |            |                 | Foreign Merchandise. | Domestic refined sugar. | Domestic distilled spirits. |             |                                |                         |                 |
| 1821   | \$18,844,364 31 | \$98,177 60              | \$9,858 00 | \$18,952,399 91 | \$2,909,212 48       | \$5,362 80              | \$36,970 61                 | \$11,107 80 | \$181,160 71                   | \$693,167 13            | \$15,115,418 38 |
| 1822   | 24,078,919 02   | 127,892 68               | 10,144 00  | 24,216,955 70   | 2,126,140 13         | 1,981 68                | 3,189 25                    | 10,158 30   | 149,897 83                     | 706,471 98              | 21,219,116 53   |
| 1823   | 22,316,752 25   | 89,263 10                | 12,573 00  | 22,418,588 35   | 3,774,065 69         | 2,281 68                | 3,517 60                    | 10,938 50   | 176,706 08                     | 733,242 38              | 17,717,836 42   |
| 1824   | 25,494,618 55   | 126,540 94               | 10,996 00  | 25,632,155 49   | 4,437,830 35         | 2,308 72                | 3,258 60                    | 10,162 80   | 208,924 08                     | 754,611 36              | 20,215,059 63   |
| 1825   | 31,673,608 07   | 138,847 83               | 12,638 00  | 31,825,093 90   | 5,372,859 11         | 1,612 68                | 1,952 32                    | 10,560 60   | 198,724 97                     | 851,479 62              | 25,387,904 60   |
| 1826   | 26,093,373 50   | 150,182 43               | 11,716 00  | 26,255,271 93   | 6,178,886 04         | 2,627 57                | 6,561 03                    | 13,640 40   | 215,859 01                     | 840,219 71              | 14,997,470 17   |
| 1827   | 27,943,989 31   | 145,701 76               | 13,124 00  | 28,102,815 07   | 4,625,253 45         | 5,834 36                | 11,168 28                   | 8,879 20    | 206,185 55                     | 867,438 08              | 22,378,056 15   |
| 1828   | 29,946,706 80   | 139,641 14               | 10,920 00  | 30,097,267 94   | 4,052,371 37         | 2,045 48                | 14,712 54                   | 9,026 23    | 239,145 20                     | 889,629 29              | 24,890,337 83   |
| 1829   | 27,603,078 58   | 133,861 27               | 11,060 00  | 27,747,999 85   | 4,160,586 70         | 45,092 56               | .....                       | 9,007 69    | 261,069 94                     | 975,730 23              | 22,296,512 73   |
| 1830   | 28,382,846 35   | 130,436 06               | 11,356 00  | 28,524,638 41   | 4,319,400 27         | 84,230 48               | 1,035 92                    | 9,073 10    | 197,642 28                     | 1,029,682 83            | 22,883,573 53   |
| 1831   | 36,304,342 35   | 67,004 49                | 2,250 00   | 36,373,596 84   | 4,598,785 34         | 63,688 65               | 1,290 91                    | 13,466 20   | 200,428 39                     | 1,183,086 13            | 30,312,851 22   |
| 1832   | 28,270,578 09   | 49,561 40                | .....      | 28,320,139 49   | 5,272,480 43         | 42,840 65               | 3,110 00                    | 14,392 00   | 219,745 27                     | 1,278,674 38            | 21,488,896 76   |
| 1833   | 21,512,753 36   | 71,729 43                | .....      | 21,584,482 79   | 5,163,938 49         | 34,643 80               | 2,960 06                    | 13,284 43   | 245,182 40                     | 1,326,691 13            | 14,797,782 48   |
| 1834   | 18,124,916 82   | 70,988 76                | .....      | 18,195,905 58   | 3,070,119 03         | 162,086 05              | 11,973 15                   | 10,852 21   | 218,218 76                     | 1,264,545 37            | 13,458,111 01   |
| 1835   | 25,490,753 18   | 81,212 87                | .....      | 25,571,966 05   | 2,445,717 38         | 41,172 00               | 14,484 28                   | 9,536 80    | 223,784 93                     | 1,284,997 69            | 21,552,272 97   |
| 1836   | 30,624,619 48   | 57,048 78                | .....      | 30,681,668 26   | 2,651,757 12         | 83,768 60               | 3,010 84                    | 6,731 80    | 213,091 03                     | 1,397,469 10            | 26,325,839 77   |
| 1837   | 17,554,365 02   | 52,762 60                | .....      | 17,607,127 12   | 2,436,202 39         | 100,642 70              | 4,663 52                    | 7,360 42    | 250,181 03                     | 1,492,947 84            | 13,315,129 22   |
| 1838   | 18,677,804 13   | 73,785 57                | .....      | 18,751,589 70   | 1,390,010 06         | 145,494 30              | 8,589 68                    | 5,474 30    | 314,149 49                     | 1,514,633 34            | 15,373,238 53   |
| 1839   | 24,436,408 97   | 85,007 56                | .....      | 24,521,416 53   | 1,537,787 55         | 357,488 30              | 16,507 36                   | 4,743 50    | 319,858 03                     | 1,724,591 89            | 20,560,439 90   |
| 1840   | 13,839,921 04   | 44,536 47                | .....      | 13,884,457 51   | 1,326,718 26         | 523,263 45              | 26,233 88                   | 4,953 90    | 301,629 34                     | 1,542,319 24            | 10,159,339 44   |
| 1841   | 19,166,465 66   | 54,553 25                | .....      | 19,221,018 91   | 1,186,348 30         | 633,536 34              | 40,684 42                   | 4,760 40    | 355,140 01                     | 1,483,960 08            | 15,516,589 36   |
| 1842   | 15,865,913 71   | 28,100 59                | .....      | 15,894,014 30   | 1,293,641 43         | 89,447 39               | 31,066 89                   | 5,629 30    | 235,613 07                     | 1,458,442 58            | 12,780,173 64   |
| 1843*  | 6,950,108 09    | 4,905 53                 | .....      | 6,955,013 62    | 494,207 21           | 8,426 04                | 12,639 70                   | 3,315 05    | 169,932 38                     | 669,400 17              | 5,602,033 07    |
| 1844   | 29,351,076 15   | 30,275 79                | .....      | 29,381,351 94   | 1,461,822 74         | 71,851 80               | 26,032 52                   | 6,663 60    | 249,074 25                     | 1,807,500 81            | 25,758,406 22   |
| 1845   | 30,862,295 22   | 29,970 08                | .....      | 30,892,265 30   | 1,782,295 46         | 74,371 81               | 21,740 28                   | 4,174 20    | 289,840 07                     | 2,053,468 98            | 26,666,374 50   |

\* For six months, ending June 30.

TABULAR STATEMENT EXHIBITING THE VALUE OF EXPORTS OF UNITED STATES ANNUALLY, FROM 1821 TO 1845.

| Yr. end. Sept. 30. | Dom. pro-duce, &c.<br>Dolls. | Foreign mer-cha-dise.<br>Dolls. | Total.<br>Dolls. | Yr. end. Sept. 30. | Dom. pro-duce, &c.<br>Dolls. | Foreign mer-cha-dise.<br>Dolls. | Total.<br>Dolls. |
|--------------------|------------------------------|---------------------------------|------------------|--------------------|------------------------------|---------------------------------|------------------|
| 1821,              | 43,671,894                   | 21,302,488                      | 64,974,382       | 1834,              | 81,024,162                   | 23,312,811                      | 104,336,973      |
| 1822,              | 49,874,079                   | 22,286,202                      | 72,160,281       | 1835,              | 101,189,082                  | 29,604,495                      | 121,693,577      |
| 1823,              | 47,155,408                   | 27,543,622                      | 74,699,030       | 1836,              | 106,916,680                  | 21,746,360                      | 128,663,040      |
| 1824,              | 50,649,500                   | 25,337,157                      | 75,986,657       | 1837,              | 95,564,414                   | 21,854,962                      | 117,419,376      |
| 1825,              | 66,944,745                   | 32,590,643                      | 99,535,388       | 1838,              | 96,033,821                   | 12,452,795                      | 108,486,616      |
| 1826,              | 53,055,710                   | 24,539,612                      | 77,595,322       | 1839,              | 103,533,891                  | 17,494,525                      | 121,028,416      |
| 1827,              | 58,921,691                   | 23,403,136                      | 82,324,837       | 1840,              | 113,895,634                  | 18,190,312                      | 132,085,946      |
| 1828,              | 50,669,669                   | 21,595,017                      | 72,264,686       | 1841,              | 106,382,722                  | 15,469,081                      | 121,851,803      |
| 1829,              | 55,700,193                   | 16,658,478                      | 72,358,671       | 1842,              | 92,969,996                   | 11,721,538                      | 104,691,534      |
| 1830,              | 59,462,029                   | 14,387,479                      | 73,849,508       | 1843,              | 77,793,783                   | 6,552,697                       | 84,346,480       |
| 1831,              | 61,277,057                   | 20,033,526                      | 81,310,583       | 1844,              | 99,715,179                   | 11,484,867                      | 111,200,046      |
| 1832,              | 63,137,470                   | 24,039,473                      | 87,176,943       | 1845,              | 99,299,776                   | 15,346,830                      | 114,646,606      |
| 1833,              | 70,317,698                   | 19,822,735                      | 90,140,433       |                    |                              |                                 |                  |

EXPORT TRADE OF THE ISLAND OF CUBA.

We publish below a tabular statement, derived from the "Diario de la Marina," of Havana, of the exports of sugar, coffee, manufactured and unmanufactured tobacco, timber, and copper, from the island of Cuba, during the last five years.

| Years.   | SUGAR.         |                |              | COFFEE.        |                |                |
|----------|----------------|----------------|--------------|----------------|----------------|----------------|
|          | Spanish ports. | Foreign ports. | Total Cases. | Spanish ports. | Foreign ports. | Total arrobas. |
| 1841,... | 140,837        | 688,719        | 829,556      | 70,122         | 1,164,884      | 1,235,006      |
| 1842,... | 121,257        | 696,390        | 817,643      | 129,727        | 1,869,119      | 1,998,846      |
| 1843,... | 121,455        | 767,648        | 889,103      | 127,535        | 1,504,247      | 1,631,782      |
| 1844,... | 172,245        | 837,320        | 1,009,565    | 17,169         | 292,839        | 310,008        |
| 1845,... | 131,157        | 344,111        | 475,286      | 95,810         | 463,512        | 559,322        |

| Years.     | TOBACCO—UNMANUFACTURED. |                |               |           |
|------------|-------------------------|----------------|---------------|-----------|
|            | Spanish ports.          | Foreign ports. | Total pounds. | Value.    |
| 1841,..... | 2,108,157               | 3,649,420      | 5,757,577     | \$719,369 |
| 1842,..... | 1,157,058               | 3,445,775      | 5,941,833     | 742,854   |
| 1843,..... | 1,354,222               | 5,854,016      | 7,208,238     | 901,030   |
| 1844,..... | 856,570                 | 3,777,198      | 4,633,768     | 585,156   |
| 1845,..... | 2,747,258               | 3,927,605      | 6,674,863     | 834,621   |

| Years.     | TOBACCO—MANUFACTURED. |                |               |           |
|------------|-----------------------|----------------|---------------|-----------|
|            | Spanish ports.        | Foreign ports. | Total pounds. | Value.    |
| 1841,..... | 10,236                | 159,935        | 170,171       | 1,677,743 |
| 1842,..... | 9,841                 | 140,148        | 150,289       | 1,454,269 |
| 1843,..... | 62,346                | 195,654        | 257,997       | 2,556,250 |
| 1844,..... | 5,541                 | 152,964        | 158,505       | 1,564,650 |
| 1845,..... | 9,608                 | 118,973        | 128,581       | 1,261,300 |

| Years.     | MAHOGANY.     |             | CEDAR.        |             |
|------------|---------------|-------------|---------------|-------------|
|            | No. of yards. | Value.      | No. of yards. | Value.      |
| 1841,..... | 20,787        | \$66,261 03 | 19,245        | \$21,071 04 |
| 1842,..... | 23,397        | 56,161 08½  | 31,482        | 40,101 07   |
| 1843,..... | 33,504        | 108,370 01  | 37,909        | 43,947      |
| 1844,..... | 51,100        | 166,909 03  | 35,585        | 44,046      |
| 1845,..... | 75,089        | 212,480 06  | 57,987        | 65,218      |

| Years.     | COPPER.   |             |
|------------|-----------|-------------|
|            | Quintals. | Value.      |
| 1841,..... | 693,060   | \$4,505,490 |
| 1842,..... | 783,971   | 4,981,405   |
| 1843,..... | 768,650   | 2,013,543   |
| 1844,..... | 801,445   | 2,003,587   |
| 1845,..... | 889,922   | 2,199,202   |

COTTON-WOOL TRADE—GREAT BRITAIN.

IMPORT AND SALES OF COTTON-WOOL.

The following statement, showing the import of cotton-wool into Liverpool, weekly, during the year 1845; also, the number of bags and bales sold to the dealers, spinners, and exporters; the reported sales to speculators, &c., and weekly price of Uplands, for 1845, is derived from Burns' Commercial Glance:—

| 1845.   | No. of bags imported. | No. of bags taken by the trade. | No. of bags taken by exporters. | No. of bags taken by speculators. | Tot. No. of bags sold. | Weekly price of Uplands. |
|---------|-----------------------|---------------------------------|---------------------------------|-----------------------------------|------------------------|--------------------------|
| Jan. 4  | 72,640                | 7,800                           | 150                             | 1,500                             | 9,300                  | 3 a 4½                   |
| 11      |                       | 27,000                          | 300                             | 1,000                             | 28,300                 | 3½ a 4½                  |
| 18      |                       | 40,883                          | 37,610                          | 300                               | 6,000                  | 43,910 | 3½ a 4½ |
| 25      | 39,414                | 41,300                          | 300                             | 3,000                             | 44,600                 | 3½ a 4½                  |
| Feb. 1  | 25,066                | 27,120                          | 1,600                           | 4,800                             | 33,520                 | 3½ a 4½                  |
| 8       | 18,700                | 30,150                          | 800                             | 8,900                             | 39,850                 | 3 a 5                    |
| 15      | 19,620                | 30,500                          | 150                             | 25,300                            | 55,950                 | 3½ a 5                   |
| 22      | 36,788                | 20,220                          | 450                             | 15,050                            | 35,720                 | 3½ a 4½                  |
| March 1 | 34,206                | 24,380                          | 150                             | 17,550                            | 42,080                 | 3½ a 4½                  |
| 8       | 34,343                | 37,250                          | 1,900                           | 32,350                            | 71,500                 | 3½ a 4½                  |
| 15      | 5,678                 | 21,400                          | 300                             | 12,000                            | 33,700                 | 4 a 5                    |
| 22      | 4,247                 | 12,750                          | 700                             | 5,500                             | 18,950                 | 3½ a 5½                  |
| 29      | 81,819                | 26,070                          | 350                             | 2,500                             | 28,920                 | 3½ a 4½                  |
| April 5 | 44,288                | 38,500                          | 2,450                           | 9,500                             | 50,450                 | 3½ a 4½                  |
| 12      | 10,324                | 34,700                          | 3,130                           | 8,700                             | 46,530                 | 3 a 5½                   |
| 19      | 72,405                | 31,910                          | 2,500                           | 7,500                             | 41,910                 | 3½ a 4½                  |
| 26      | 28,224                | 41,290                          | 1,060                           | 30,100                            | 72,450                 | 3½ a 5                   |
| May 3   | 88,718                | 20,720                          | 900                             | 29,600                            | 51,220                 | 3½ a 5½                  |
| 10      | 18,786                | 32,060                          | 2,050                           | 27,000                            | 61,110                 | 3½ a 5                   |
| 17      | 51,476                | 18,800                          | 1,400                           | 5,200                             | 25,400                 | 3½ a 4½                  |
| 24      | 28,126                | 31,420                          | 1,000                           | 5,000                             | 37,420                 | 3½ a 4½                  |
| 31      | 18,189                | 33,990                          | 1,200                           | 5,000                             | 40,190                 | 3½ a 4½                  |
| June 7  | 125,496               | 25,530                          | 1,710                           | 1,750                             | 28,990                 | 3½ a 5                   |
| 14      | 98,667                | 31,770                          | 3,100                           | 9,000                             | 43,870                 | 3½ a 6                   |
| 21      | 48,225                | 35,570                          | 1,300                           | 11,000                            | 47,870                 | 3½ a 5½                  |
| 28      | 12,388                | 26,090                          | 2,780                           | 11,900                            | 40,770                 | 3½ a 4½                  |
| July 5  | 65,477                | 39,910                          | 2,080                           | 19,000                            | 60,990                 | 3½ a 4½                  |
| 12      | 45,623                | 35,370                          | 2,750                           | 26,900                            | 65,020                 | 3½ a 4½                  |
| 19      | 54,549                | 27,760                          | 8,230                           | 36,700                            | 72,690                 | 3½ a 5                   |
| 26      | 24,151                | 31,510                          | 4,420                           | 10,850                            | 46,780                 | 3½ a 5½                  |
| Aug. 2  | 46,652                | 22,600                          | 2,770                           | 7,600                             | 32,970                 | 3½ a 5½                  |
| 9       | 11,252                | 24,860                          | 3,700                           | 8,400                             | 36,960                 | 3½ a 5½                  |
| 16      | 22,692                | 31,290                          | 2,300                           | 8,400                             | 41,990                 | 3½ a 5½                  |
| 23      | 6,884                 | 23,480                          | 3,160                           | 5,400                             | 32,040                 | 3½ a 5½                  |
| 30      | 29,453                | 33,330                          | 1,900                           | 13,700                            | 48,930                 | 3½ a 4½                  |
| Sept. 6 | 3,992                 | 31,750                          | 1,200                           | 31,300                            | 64,250                 | 3½ a 5                   |
| 13      | 4,262                 | 18,530                          | 450                             | 14,000                            | 32,980                 | 3½ a 5                   |
| 20      | 21,874                | 26,300                          | 500                             | 11,700                            | 38,500                 | 3½ a 5½                  |
| 27      | 9,981                 | 19,100                          | 800                             | 6,500                             | 26,400                 | 3½ a 5½                  |
| Oct. 4  | 7,353                 | 22,230                          | 200                             | 1,500                             | 23,930                 | 3½ a 4½                  |
| 11      | 3,815                 | 13,550                          | 700                             | 2,500                             | 16,750                 | 3½ a 4½                  |
| 18      | 6,623                 | 14,800                          | 200                             | 5,000                             | 20,000                 | 3½ a 4½                  |
| 25      | 10,109                | 12,840                          | .....                           | 4,500                             | 17,340                 | 3½ a 4½                  |
| Nov. 1  | 16,948                | 12,420                          | 150                             | 5,500                             | 18,070                 | 3½ a 4½                  |
| 8       | 8,026                 | 16,000                          | .....                           | .....                             | 16,000                 | 3½ a 5                   |
| 15      | 13,950                | 23,560                          | .....                           | 12,000                            | 35,560                 | 3½ a 4½                  |
| 22      | 13,443                | 12,540                          | .....                           | 3,000                             | 15,540                 | 3½ a 4½                  |
| 29      | 37,641                | 25,370                          | .....                           | 12,500                            | 37,870                 | 3½ a 4½                  |
| Dec. 6  | 23,852                | 24,960                          | .....                           | 500                               | 25,460                 | 3½ a 7½                  |
| 13      | 12,707                | 25,840                          | 100                             | 500                               | 26,440                 | 3½ a 4½                  |
| 20      | 15,746                | 17,730                          | .....                           | 700                               | 20,430                 | 3 a 4½                   |
| 27      | 24,616                | 22,120                          | 100                             | 1,300                             | 23,520                 | 3½ a 4½                  |

|                        |       |                                                                                            |
|------------------------|-------|--------------------------------------------------------------------------------------------|
| 1st three months,..... | 5,354 | } Forwarded into the country by interior importers,<br>and not accounted for in the sales. |
| 2d " .....             | 6,876 |                                                                                            |
| 3d " .....             | 7,683 |                                                                                            |
| 4th " .....            | 4,592 |                                                                                            |

## BAGS OF COTTON-WOOL IMPORTED, EXPORTED, ETC.

The following statement shows the number of bags and bales of cotton imported, exported, taken for consumption, and the stock on hand in London, Liverpool, and Glasgow, each year, from 1831 to 1845, both inclusive:—

| Years.  | Imported. | Exp'd, &c. | Tak. for<br>consum.,<br>and des-<br>troyed<br>by fire. | St'ck in<br>&c., 1st<br>Jan., in<br>each yr. | Stock in<br>Liv'pool,<br>1st Jan'y<br>in each<br>year. | St'ck in<br>Glas-<br>gow 1st<br>Jan., in<br>ea. yr. | To. st'ck<br>on the<br>1st Jan'y<br>in each<br>year. |
|---------|-----------|------------|--------------------------------------------------------|----------------------------------------------|--------------------------------------------------------|-----------------------------------------------------|------------------------------------------------------|
| 1831... | 901,764   | 80,699     | 862,205                                                | 42,852                                       | 258,100                                                | 21,268                                              | 322,920                                              |
| 1832... | 902,240   | 65,100     | 858,434                                                | 37,381                                       | 212,356                                                | 26,575                                              | 276,306                                              |
| 1833... | 931,796   | 79,066     | 877,589                                                | 34,102                                       | 197,960                                                | 13,058                                              | 245,120                                              |
| 1834... | 946,585   | 90,895     | 883,280                                                | 35,243                                       | 180,780                                                | 9,127                                               | 215,150                                              |
| 1835... | 1,089,309 | 107,240    | 937,616                                                | 26,296                                       | 145,311                                                | 13,953                                              | 185,560                                              |
| 1836... | 1,191,744 | 100,853    | 1,031,094                                              | 24,470                                       | 184,700                                                | 20,843                                              | 230,013                                              |
| 1837... | 1,163,839 | 128,535    | 1,064,931                                              | 60,820                                       | 204,490                                                | 23,500                                              | 289,000                                              |
| 1838... | 1,429,062 | 102,370    | 1,265,116                                              | 64,150                                       | 170,853                                                | 24,370                                              | 259,373                                              |
| 1839..  | 1,109,550 | 121,659    | 1,043,511                                              | 46,450                                       | 348,349                                                | 26,300                                              | 321,099                                              |
| 1840..  | 1,599,343 | 126,045    | 1,274,729                                              | 31,640                                       | 206,049                                                | 27,790                                              | 265,479                                              |
| 1841... | 1,341,659 | 117,330    | 1,118,717                                              | 50,660                                       | 366,140                                                | 27,248                                              | 464,048                                              |
| 1842... | 1,384,894 | 141,457    | 1,221,693                                              | 68,240                                       | 429,830                                                | 40,190                                              | 538,268                                              |
| 1843... | 1,556,982 | 121,410    | 1,357,662                                              | 74,570                                       | 456,600                                                | 30,234                                              | 561,404                                              |
| 1844... | 1,479,331 | 134,882    | 1,427,482                                              | 84,160                                       | 653,900                                                | 46,692                                              | 785,955                                              |
| 1845... | 1,855,660 | 120,595    | 1,577,617                                              | 91,775                                       | 740,580                                                | 61,627                                              | 902,982                                              |
| 1846... | .....     | .....      | .....                                                  | 90,060                                       | 885,480                                                | 84,990                                              | 1,060,430                                            |

## TIMBER TRADE OF THE UNITED KINGDOM.

TIMBER IMPORTED INTO THE UNITED KINGDOM IN EACH YEAR, FROM 1839 TO 1845.

We give below a return of the number of timber-laden ships, their tonnage and crews, entered inwards in the United Kingdom, in the seven years, 1839-45, distinguishing British from foreign, and the countries from which they came; together with a statement of the several proportions which British ships and tonnage, and crews employed, bear to foreign, with each country. The following is an abstract of the chief results:—

|                          | BRITISH. |         |        | FOREIGN. |         |       |
|--------------------------|----------|---------|--------|----------|---------|-------|
|                          | Ships.   | Tons.   | Men.   | Ships.   | Tons.   | Men.  |
| 1839.                    |          |         |        |          |         |       |
| Russia,.....             | 374      | 96,495  | 3,894  | 100      | 32,376  | 1,407 |
| Sweden,.....             | 16       | 3,029   | 137    | 102      | 27,221  | 1,128 |
| Prussia,.....            | 216      | 45,767  | 1,948  | 355      | 87,003  | 3,773 |
| Brit. N. A. colonies,... | 1,895    | 656,443 | 25,725 | ...      | .....   | ..... |
| All other countries,...  | 93       | 24,392  | 937    | 104      | 7,494   | 555   |
| Total,.....              | 2,594    | 822,131 | 32,641 | 661      | 154,094 | 6,863 |
| 1840.                    |          |         |        |          |         |       |
| Russia,.....             | 258      | 65,356  | 2,582  | 147      | 47,739  | 2,056 |
| Sweden,.....             | 12       | 2,298   | 94     | 123      | 33,366  | 1,358 |
| Prussia,.....            | 182      | 36,314  | 1,575  | 418      | 104,874 | 4,426 |
| Brit. N. A. colonies,... | 2,079    | 745,386 | 28,451 | ...      | .....   | ..... |
| All other countries,...  | 116      | 29,818  | 1,310  | 93       | 8,003   | 538   |
| Total,.....              | 2,647    | 879,172 | 34,012 | 781      | 193,982 | 8,378 |
| 1841.                    |          |         |        |          |         |       |
| Russia,.....             | 256      | 62,203  | 2,486  | 133      | 47,195  | 1,963 |
| Sweden,.....             | 10       | 1,824   | 83     | 121      | 33,020  | 1,270 |
| Prussia,.....            | 114      | 22,319  | 971    | 323      | 80,174  | 3,458 |
| Brit. N. A. colonies,... | 2,054    | 851,434 | 28,618 | ...      | .....   | ..... |
| All other countries,...  | 97       | 26,454  | 1,159  | 13       | 1,057   | 73    |
| Total,.....              | 2,531    | 964,234 | 33,317 | 590      | 161,466 | 6,764 |

TABLE—Continued.

|                         | BRITISH. |           |        | FOREIGN. |         |        |
|-------------------------|----------|-----------|--------|----------|---------|--------|
|                         | Ships.   | Tons.     | Men.   | Ships.   | Tons.   | Men.   |
| <b>1842.</b>            |          |           |        |          |         |        |
| Russia,.....            | 180      | 46,079    | 1,783  | 87       | 30,780  | 1,263  |
| Sweden,.....            | 21       | 4,162     | 155    | 92       | 23,990  | 963    |
| Prussia,.....           | 109      | 21,334    | 892    | 179      | 48,120  | 1,967  |
| Brit. N. A. colonies,.. | 1,223    | 464,500   | 17,494 | ...      | .....   | .....  |
| All other countries,... | 84       | 27,207    | 1,171  | 13       | 827     | 80     |
| Total,.....             | 1,617    | 563,282   | 21,495 | 371      | 103,717 | 4,193  |
| <b>1843.</b>            |          |           |        |          |         |        |
| Russia,.....            | 349      | 88,467    | 3,894  | 74       | 2,434   | 964    |
| Sweden,.....            | 19       | 3,396     | 135    | 130      | 33,326  | 1,296  |
| Prussia,.....           | 88       | 15,252    | 662    | 268      | 70,404  | 2,917  |
| Brit. N. A. colonies,.. | 1,841    | 689,731   | 26,519 | ....     | .....   | .....  |
| All other countries,... | 75       | 21,630    | 945    | 486      | 78,271  | 3,944  |
| Total,.....             | 2,372    | 818,176   | 31,655 | 958      | 184,435 | 9,121  |
| <b>1844.</b>            |          |           |        |          |         |        |
| Russia,.....            | 421      | 99,126    | 3,789  | 78       | 25,372  | 1,035  |
| Sweden,.....            | 14       | 3,269     | 145    | 143      | 37,418  | 1,504  |
| Prussia,.....           | 159      | 29,744    | 1,240  | 440      | 108,302 | 4,503  |
| Brit. N. A. colonies,.. | 1,955    | 723,109   | 26,760 | ....     | .....   | .....  |
| All other countries,... | 58       | 14,548    | 628    | 653      | 110,976 | 5,452  |
| Total,.....             | 2,607    | 889,796   | 32,562 | 1,314    | 282,068 | 12,494 |
| <b>1845.</b>            |          |           |        |          |         |        |
| Russia,.....            | 483      | 113,628   | 4,439  | 133      | 41,925  | 1,737  |
| Sweden,.....            | 15       | 2,704     | 113    | 207      | 56,497  | 2,217  |
| Prussia,.....           | 105      | 16,431    | 792    | 747      | 169,550 | 7,318  |
| Brit. N. A. colonies,.. | 2,608    | 964,276   | 36,489 | ....     | .....   | .....  |
| All other countries,... | 76       | 17,828    | 835    | 808      | 115,190 | 6,177  |
| Total,.....             | 3,287    | 1,114,867 | 42,668 | 1,895    | 383,162 | 17,449 |

Returns have also been procured from Russia, Sweden, Norway, Prussia, Tuscany, the Papal States, Sardinia, and Austria, of the duties levied in each of those countries upon timber exported; and a return is made of the prices of Memel and Canadian timber in the port of London, duty paid, in the first weeks of January, 1846, and six preceding years. These, with the rates of duty payable at each period, were as under:—

| Date.         | Memel.  |           | Rate of duty. |          | Canadian. |           | R. of d. |
|---------------|---------|-----------|---------------|----------|-----------|-----------|----------|
|               | £ s. d. | £ s. d.   | s. d.         | £ s. d.  | £ s.      | s. d.     |          |
| Jan. 6, 1846, | 5 12 6  | to 5 17 6 | 25 0          | Red,.... | 4 6 0     | to 4 11 } | 1 0      |
|               |         |           |               | Yellow,  | 3 6 0     | 3 11 }    |          |
| Jan. 7, 1845, | 5 0 0   | 5 10 0    | 25 0          | Red,.... | 3 18 6    | 4 6 }     | 1 0      |
|               |         |           |               | Yellow,  | 3 6 0     | 3 11 }    |          |
| Jan. 2, 1844, | 5 5 0   | 5 10 0    | 25 0          | Red,.... | 3 1 0     | 3 6 }     | 1 0      |
|               |         |           |               | Yellow,  | 2 16 0    | 3 6 }     |          |
| Jan. 3, 1843, | 7 15 0  | 8 0 0     | 55 0          | Red,.... | 3 15 0    | 4 5 }     | 10 0     |
|               |         |           |               | Yellow,  | 3 5 0     | 3 15 }    |          |
| Jan. 4, 1842, | 7 15 0  | 8 0 0     | 55 0          | Red,.... | 5 2 0     | 5 5 }     | 10 0     |
|               |         |           |               | Yellow,  | 3 15 0    | 4 5 }     |          |
| Jan. 5, 1841, | 7 15 0  | 8 0 0     | 55 0          | Red,.... | 5 2 0     | 5 5 }     | 10 0     |
|               |         |           |               | Yellow,  | 4 0 0     | 4 10 }    |          |
| Jan. 7, 1840, | 8 0 0   | 8 5 6     | 55 0          | Red,.... | 5 0 0     | 5 5 }     | 10 0     |
|               |         |           |               | Yellow,  | 4 0 0     | 4 15 }    |          |

## FLOUR INSPECTIONS AT NEW ORLEANS.

QUANTITY OF FLOUR INSPECTED AT NEW ORLEANS, FOR THE YEAR ENDING SEPTEMBER 1, 1846.

The flour inspectors of New Orleans have furnished the Price Current of that city with the following statement of the inspections of flour for each month during the year ended August 31, 1846. It will be seen that the total quantity is 414,846 barrels. The total quantity received from the interior during the same time, according to the records of the Price Current, was 837,985 barrels.

STATEMENT OF FLOUR INSPECTED FROM 1ST SEPTEMBER, 1845, TO 31ST AUGUST, 1846.

|                       | Barrels. |                   | Barrels. |
|-----------------------|----------|-------------------|----------|
| 1845.—September,..... | 30,354   | 1846.—April,..... | 42,010   |
| October,.....         | 43,686   | May,.....         | 36,811   |
| November,.....        | 36,852   | June,.....        | 27,938   |
| December,.....        | 32,441   | July,.....        | 20,141   |
| 1846.—January,.....   | 40,205   | August,.....      | 22,301   |
| February,.....        | 42,506   |                   |          |
| March,.....           | 39,601   | Total,.....       | 414,846  |

## IRON TRADE, ETC., OF GREAT BRITAIN.

From a return ordered by the British Parliament we collect some interesting items relative to the iron trade. The quantity of foreign iron imported into Great Britain during the year ending the 5th of January, 1846, included 220 tons of iron in pigs, and 33,402 tons in bars unwrought. The value of the wrought iron and steel brought in was £21,197. Sweden supplied nearly all the iron in bars that was imported. A small portion of this foreign iron was re-exported from England. The exports of British iron from the United Kingdom in the year ending the 5th of January last, were—77,361 tons of pig, 153,882 tons of bar, 10,209 tons of bolt and rod, 22,936 tons of cast, 1,949 tons of wire, 2,974 tons of anchors, grapnels, &c., 11,738 tons of hoops, 6,463 tons of nails, 56,164 tons of all other sorts (except ordnance), 2,250 tons of old iron for remanufacture, and 7,015 tons of unwrought steel. Prussia, Germany, the United States, Russia, and the British North American colonies, are the best customers. The quantity of British hardware and cutlery exported from the United Kingdom in the 5th of January last, was 20,754 tons, and the declared value £2,182,999. The United States of America took by far the largest quantity, the value being £719,324. The British North American colonies received to the amount of £200,475; Germany, of £159,459; the British territories in the East Indies, of £119,896; and the British West Indies, of £80,483. The value of the British machinery and mill-work exported from the United Kingdom in the year ending 5th January last, was £904,961, of which Russia took £116,804; Germany £113,847; France £103,078; Spain £65,387; the British North American colonies £46,286; and the United States of America £44,611.

## STATISTICS OF SHIPPING AT QUEBEC.

During the season of navigation which closed in November, there have arrived at Quebec, from sea, 1,439 vessels, forming an aggregate of 573,208 tons; the crews of these vessels average about 15 men each, making 21,585 seamen. Of these—including new vessels—1,362 have cleared at Quebec, 90 of which were from Montreal, having partly loaded there, and had to have the remainder of their cargoes brought down in lighters, owing to the shallowness of Lake St. Peter, and consequently had to re-clear here; thus leaving 1,272 that have loaded at Quebec.

There were 30 vessels built at Quebec, during the year ended 1st November, 1846, forming an aggregate of 19,751 tons—of these 24 were square-rigged, forming 19,369 tons, which, added to the tonnage of arrivals in 1846, 573,208 tons, makes 592,577 tons of shipping that have loaded in the ports of Quebec and Montreal in 1846.

The number of arrivals at this port, from sea, is 36 less in 1846 than in 1845—but the tonnage of 1846 exceeds that of 1845 by 13,496 tons.

The number of arrivals at Montreal were, in 1845—202 vessels, tonnage 51,295; and in 1846—221 vessels, tonnage 55,968.



## RAILROAD AND CANAL STATISTICS.

### RAILROAD FROM LAKE MICHIGAN TO THE MISSISSIPPI RIVER.

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

THE importance of railroad communication between the different sections of our country, is becoming more and more appreciated. The eastern cities are deeply interested in facilitating intercourse between themselves and the great western valley. The opening trade with the west is but commenced. The tide of emigration towards those rich and vacant lands is constant; and millions of acres are yet to pour their harvests into the commercial emporiums of the east. The most expeditious channels of intercourse between the east and west will command the passengers and much of the trade. The great western railroad, extending from New York and Boston, will pass on the south shore of Lake Erie, thence across the peninsula of Michigan and round the head of Lake Michigan to Chicago. From this point is the only uncommenced or perhaps unsurveyed part of the route between the great lakes and the father of waters. The completion of a railroad from Chicago to the Mississippi, will consummate the connection between New York, Boston, and New Orleans, by an expeditious inland route. The attention of eastern capitalists is invited to the feasibility and importance of this work. By an examination of the map of Illinois, it will be perceived, that directly west of Chicago, the Mississippi makes its great eastern bend, and approaches nearest the lake. This is the easiest and most natural connection. It is not only the shortest, but the most practicable. It passes through the most beautiful and inviting part of Illinois—one that will require but little grading—settled by an industrious and thriving population, and affording every facility for making a road, and abounding in all the products of the northern and middle States.

A continuous railroad between Lake Michigan and the Mississippi may be made with comparatively little expense. The importance of this route is prospectively great. A railroad from Chicago directly west to the eastern bend of the Mississippi, will concentrate to one point the northern and southern travel. It will not only greatly facilitate the intercourse between Iowa and the east, but by extending a branch north to Galena, following the grade of the great central railroad, the lead trade may be secured. With another extending down the Mississippi to Rock Island, and ultimately below the lower rapids, where the navigation of the river is uninterrupted for the greater part of the year, it will most certainly become the great channel of communication between the west and south and the eastern cities—embracing the most valuable and important sections of our country. Shall Boston or New York first adventure in this magnificent enterprise? Shall a large part of the Mississippi valley be thus brought into immediate commercial alliance with one part of the east? Great advantages may be secured—who shall win them? The rival cities in this great enterprise are New York and Boston.

J. E. C.

### DELAWARE AND RARITAN CANAL.

CHARTER OF THE COMPANY—ORIGINAL COST OF CANAL—RECEIPTS AND EXPENDITURES FOR EIGHT YEARS—RATES OF TOLL ON THE CANAL IN 1846-7.

The Delaware and Raritan Canal Company was incorporated by the Legislature of New Jersey, February 4, 1830. Capital stock, \$1,500,000. Duration of charter limited, originally, to 30 years, but extended to fifty years by a supplemental act, passed February 30th, 1831, which gave the State an election of purchase, at the expiration of that period, upon paying the appraised value of the work, not exceeding cost. This canal connects the Delaware river, below tide-water, at Bordentown, with the Raritan, below tide-water, at New Brunswick. It is 43 miles in length, 75 feet wide, on the top-water line, and has 7 feet depth of water. The extension from Trenton to Bull's Eddy, 22½ miles up the

Delaware, is 60 feet wide. There are 14 locks, viz : 7 ascending from the Delaware, and 7 descending to the Raritan—the elevation overcome being only 58 feet. The locks are 110 feet long, and 24 wide, in the clear. Pivot bridges are erected along the entire line, for the passage of masted sea-vessels.

## ORIGINAL COST OF THE DELAWARE AND RARITAN CANAL.

|                                                               |                  |                                             |               |
|---------------------------------------------------------------|------------------|---------------------------------------------|---------------|
| Canal sections, embankments, excavations, waste weirs, &c.... | } \$1,354,372 50 | Railroad iron, balance,                     | \$3,936 05    |
| Locks,.....                                                   |                  | 285,256 28                                  | Damages,..... | 33,989 80 |
| Culverts,.....                                                | 160,853 52       | Engineer department..                       | 84,496 19     |
| Bridges,.....                                                 | 88,971 82        | Legal expenses,.....                        | 15,299 91     |
| Fences,.....                                                  | 26,387 04        | Office expenses,.....                       | 1,653 14      |
| Pier and harbor at N. Brunswick,.....                         | 22,016 50        | Contingent expenses,.                       | 35,573 42     |
| Wharfing,.....                                                | 8,379 99         | Salaries,.....                              | 38,526 35     |
| Dredging and improving Raritan,.....                          | 26,841 88        | Barges,.....                                | 319 23        |
| Timber,.....                                                  | 132,509 69       | Smith-shop,.....                            | 1,427 77      |
| Cement,.....                                                  | 93,240 45        | Interest,.....                              | 100,529 07    |
| Real estate,.....                                             | 271,000 66       | Towing establishment,                       | 9,876 39      |
|                                                               |                  | Loan expenses,.....                         | 15,460 00     |
|                                                               |                  | Railroad on Heathcote } & Lawrence Brook, } | 17,372 94     |
|                                                               |                  | Due by contractors,....                     | 1,506 77      |

## RECEIPTS AND EXPENDITURES OF THE DELAWARE AND RARITAN CANAL.

| Years.     | Receipts.   | Expenditures. | Years.     | Receipts.   | Expenditures. |
|------------|-------------|---------------|------------|-------------|---------------|
| 1834,..... | \$11,694 19 | } \$49,243 74 | 1838,..... | \$73,507 24 | \$46,007 72   |
| 1835,..... | 47,141 92   |               | 1839,..... | 74,843 52   | 44,698 48     |
| 1836,..... | 54,801 22   |               | 1840,..... | 79,467 94   | 40,769 62     |
| 1837,..... | 67,194 26   |               | 1841,..... | 81,543 44   | 49,509 09     |

## RATES OF TOLL ON THE DELAWARE AND RARITAN CANAL AND FEEDER, 1846.

|                                                    | Per Mile. | Through. |       | Feeder. |    |
|----------------------------------------------------|-----------|----------|-------|---------|----|
|                                                    |           | c.       | m.    | c.      | m. |
| Apples, peaches, and other green fruits, ... bush. | 0 0 4     | 1½       | 0 0 4 |         |    |
| Barley and buckwheat,.....                         | 0 0 2     | ½        | 0 0 2 |         |    |
| Bark, conveyed in boats,.....                      | 1 5 0     | 65       | 1 0 0 |         |    |
| “ “ rafts,.....                                    | 3 0 0     | 1 30     | 2 0 0 |         |    |
| Boards, plank, and scantling, in boats,.... M. ft. | 1 0 0     | 43       | 0 8 5 |         |    |
| “ “ “ rafts,.....                                  | 4 0 0     | 1 75     | 2 0 0 |         |    |
| Brick,..... M.                                     | 1 2 0     | 50       | 1 2 0 |         |    |
| Baskets, empty,.....                               | 1 7 5     | 75       | 0 8 5 |         |    |
| Bran and shorts,..... bush.                        | 0 0 3     | ½        | 0 0 3 |         |    |
| Burr blocks,..... M. lbs.                          | 0 6 0     | 25       | 0 6 0 |         |    |
| Cattle,.....                                       | 1 2 0     | 50       | 0 8 5 |         |    |
| Coal,..... ton.                                    | 1 0 0     | 30       | 1 0 0 |         |    |
| Corn and corn meal,..... bush.                     | 0 0 3     | 1        | 0 0 3 |         |    |
| Corn meal,..... hhd.                               | 0 4 7     | 20       | 0 4 7 |         |    |
| Charcoal,..... bush.                               | 0 0 2     | ½        | 0 0 2 |         |    |
| Carriages,..... each.                              | 2 5 0     | 1        | 1 7 5 |         |    |
| Carts,.....                                        | 1 2 0     | 50       | 0 8 5 |         |    |
| Clay, in hhds,..... ton.                           | 0 4 0     | 16       | 0 4 0 |         |    |
| Cider,..... bbl.                                   | 0 1 5     | 6½       | 0 1 5 |         |    |
| Coaches, post,..... each.                          | 3 5 0     | 1 50     | 3 5 0 |         |    |
| Empty casks, hhds. ....                            | 0 1 5     | 6½       | 0 1 5 |         |    |
| “ “ bbls. ....                                     | 0 0 4     | 1½       | 0 0 4 |         |    |
| Fish, salted..... bbl.                             | 0 1 2     | 5        | 0 1 2 |         |    |
| “ fresh,..... M. lbs.                              | 1 0 0     | 43       | 0 8 5 |         |    |
| Flax,.....                                         | 1 2 0     | 50       | 0 8 5 |         |    |
| Flax-seed,..... bush.                              | 0 0 4     | 1½       | 0 0 4 |         |    |
| Flour,..... bbl.                                   | 0 1 0     | 4        | 0 1 0 |         |    |
| Gigs,..... each.                                   | 1 2 0     | 50       | 1 2 0 |         |    |
| Grass-seed,..... bush.                             | 0 0 4     | 1½       | 0 0 4 |         |    |
| Grind-stones,..... M. lbs.                         | 0 5 0     | 22       | 0 5 0 |         |    |
| Hay or straw,..... ton.                            | 0 6 0     | 25       | 0 6 0 |         |    |
| Hogs,..... M. lbs.                                 | 1 7 5     | 50       | 0 8 5 |         |    |
| Hoop-poles, hhds,..... M.                          | 3 0 0     | 1 30     | 1 5 0 |         |    |
| “ “ bbls. ....                                     | 1 5 0     | 65       | 0 7 5 |         |    |

|                                            |               |       |      |       |
|--------------------------------------------|---------------|-------|------|-------|
| Hydraulic cement,.....                     | bbl.          | 0 1 5 | 64   | 0 1 5 |
| Iron, pig,.....                            | ton.          | 1 0 0 | 30   | 1 0 0 |
| “ old scrap,.....                          | “             | 1 0 0 | 30   | 1 0 0 |
| “ cast, water pipes,.....                  | “             | 1 0 0 | 42   | 0 7 5 |
| “ bar,.....                                | “             | 1 0 0 | 43   | 0 7 5 |
| Lath, plastering,.....                     | bundle.       | 0 0 3 | 1    | 0 0 3 |
| “ shingling,.....                          | M. ft., r. m. | 0 5 0 | 22   | 0 5 0 |
| Lime, sand, manure and iron ore,.....      | M. lbs.       | 0 2 0 | 8    | 0 2 0 |
| Marble, unwrought,.....                    | “             | 0 5 0 | 20   | 0 5 0 |
| “ sawed,.....                              | “             | 0 7 5 | 33   | 0 7 5 |
| “ manufactured,.....                       | “             | 1 0 0 | 43   | 1 0 0 |
| Nails,.....                                | ton.          | 1 0 0 | 43   | 0 7 5 |
| Oats,.....                                 | bush.         | 0 0 3 | 1    | 0 0 3 |
| Oysters, and other shell-fish,.....        | “             | 0 0 5 | 2    | 0 0 5 |
| Oyster-shells,.....                        | “             | 0 0 3 | 1    | 0 0 3 |
| Passengers,.....                           | each.         | 2 0 0 | 86   | 1 0 0 |
| Posts, locust or cedar, in boats,.....     | hundred.      | 1 2 0 | 50   | 0 8 5 |
| “ “ “ rafts,.....                          | “             | 2 5 0 | 1 00 | 1 7 0 |
| “ oak or chestnut, in boats,.....          | “             | 1 2 0 | 50   | 0 7 5 |
| “ “ “ rafts,.....                          | “             | 2 5 0 | 1 00 | 1 5 0 |
| Paving-stones,.....                        | M. lbs.       | 0 2 0 | 4    | 0 2 0 |
| Peas, green,.....                          | bush.         | 0 0 4 | 1½   | 0 0 4 |
| Ploughs,.....                              | each.         | 0 1 7 | 7    | 0 1 0 |
| Plaster of Paris,.....                     | ton.          | 1 0 0 | 30   | 0 5 0 |
| Potatoes,.....                             | bush.         | 0 0 3 | 1    | 0 0 3 |
| Rails, conveyed in boats,.....             | hundred.      | 0 7 0 | 30   | 0 5 0 |
| “ “ rafts,.....                            | “             | 1 4 0 | 60   | 1 0 0 |
| Rakes,.....                                | doz.          | 0 1 5 | 64   | 0 1 5 |
| Rye,.....                                  | bush.         | 0 0 3 | 1    | 0 0 3 |
| Salt,.....                                 | “             | 0 0 3 | 1    | 0 0 3 |
| Shingles, lathing,.....                    | M.            | 0 5 0 | 22   | 0 3 0 |
| “ 18 in. long, in boats,.....              | “             | 0 5 0 | 22   | 0 3 0 |
| “ “ “ rafts,.....                          | “             | 1 0 0 | 43   | 0 6 0 |
| “ 24 in. long, in boats,.....              | “             | 0 6 5 | 28   | 0 4 0 |
| “ “ “ rafts,.....                          | “             | 1 3 0 | 56   | 0 8 0 |
| “ 36 in. long, in boats,.....              | “             | 1 0 0 | 43   | 0 5 0 |
| “ “ “ rafts,.....                          | “             | 2 0 0 | 86   | 1 0 0 |
| Sheep,.....                                | each.         | 0 1 5 | 64   | 0 1 5 |
| Slate, for roofing,.....                   | M. lbs.       | 0 4 0 | 16   | 0 4 0 |
| Staves and heading, (bbls.) in boats,..... | M.            | 0 7 5 | 33   | 0 7 5 |
| “ “ “ rafts,.....                          | “             | 2 5 0 | 1 00 | 1 2 5 |
| “ “ (hhds.) boats,.....                    | “             | 5 0 0 | 2 00 | 2 5 0 |
| “ “ “ rafts,.....                          | “             | 3 2 5 | 1 40 | 1 6 0 |
| Stone, wrought,.....                       | M. lbs.       | 6 5 0 | 2 80 | 3 2 0 |
| “ unwrought,.....                          | perch.        | 1 0 0 | 10   | 1 0 0 |
| Timber, in boats,.....                     | 100 cubic ft. | 1 5 0 | 65   | 1 0 0 |
| “ “ rafts,.....                            | “             | 3 0 0 | 1 30 | 2 0 0 |
| Vegetables, not enumerated,.....           | bush.         | 0 0 4 | 1½   | 0 0 4 |
| Vinegar,.....                              | bbl.          | 0 1 5 | 64   | 0 1 5 |
| Wagons, two horse,.....                    | each.         | 1 7 5 | 75   | 0 7 5 |
| “ one horse,.....                          | “             | 0 8 6 | 37   | 0 8 6 |
| Wheat,.....                                | bush.         | 0 0 3 | 1    | 0 0 3 |
| Wood, hickory or oak,.....                 | cord.         | 1 0 0 | 43   | 1 0 0 |
| “ pine,.....                               | “             | 0 7 5 | 33   | 0 7 5 |

All other articles, 4 cents per ton, per mile, if carried through; and 1 cent from or to Easton, from or to any point on the canal.

On boats or vessels, regularly employed in transportation, 4 cents per mile, exclusive of cargo, and 4 cents for passing each lock.

Transient vessels, over 30 tons cargo, 4 cents, exclusive of cargo, and 4 cents for each lock. If less than 30 tons, 12½ cents, exclusive of cargo.

Vessels of less than 30 tons, which may have gone outside, and returning through the canal, 12½ cents; each additional ton over 30, ½ a cent.

Coal vessels, with full freight, pay no mileage on vessel, on returning

Vessels passing the tide-lock at New Brunswick, pay toll on vessel and cargo equal to 1 mile—except ¼ of an hour before and after high tide.

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**JOURNAL OF BANKING, CURRENCY AND FINANCE.**

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**NEW YORK STATE FINANCES, AND CORPORATIONS.**

WE place on record such portions of the new Constitution of the State of New York, adopted by the Convention, which closed its session at Albany on the 9th of October, 1846, as have a bearing upon the public debt of the State, the liabilities of stockholders, corporations, &c. The new Constitution it is well known has received the sanction of a very large majority of the people of the State of New York, and the articles (7) on Finance, and (8) on Corporations, are considered of sufficient importance to republish in the pages of a commercial and financial work, for present and future reference.

**ARTICLE VII.—FINANCE.**

Sec. 1. After paying the expenses of collection, superintendence and ordinary repairs, there shall be appropriated and set apart in each fiscal year, out of the revenues of the state canals, commencing on the 1st day of June, 1846, the sum of one million and three hundred thousand dollars, until the 1st day of June, 1855, and from that time the sum of one million and seven hundred thousand dollars in each fiscal year, as a sinking fund, to pay the interest and redeem the principal of that part of the state debt, called the canal debt, as it existed at the time first aforesaid, and including three hundred thousand dollars then to be borrowed, until the same shall be wholly paid; and the principal and income of the said sinking fund shall be sacredly applied to that purpose.

2. After complying with the provisions of the first section of this article, there shall be appropriated and set apart out of the surplus revenues of the state canals, in each fiscal year, commencing on the 1st day of June, 1846, the sum of three hundred and fifty thousand dollars, until the time when a sufficient sum shall have been appropriated and set apart, under the said first section, to pay the interest and extinguish the entire principal of the canal debt; and after that period, then the sum of one million and five hundred thousand dollars in each fiscal year, as a sinking fund, to pay the interest and redeem the principal of that part of the state debt called the general fund debt, including the debt for loans of the state credit to railroad companies which have failed to pay the interest thereon, and also the contingent debt on state stocks loaned to the incorporated companies which have hitherto paid the interest thereon, whenever and as far as any part thereof may become a charge on the treasury or general fund, until the same shall be wholly paid; and the principal and income of the said last mentioned sinking fund shall be sacredly applied to the purpose aforesaid; and if the payment of any part of the said moneys to the said sinking fund shall at any time be deferred, by reason of the priority recognized in the first section of this article, the sum so deferred, with quarterly interest thereon, at the then current rate, shall be paid to the last mentioned sinking fund, as soon as it can be done consistently with the just rights of the creditors holding said canal debt.

3. After paying the said expenses of superintendence and repairs of the canals, and the sum appropriated by the first and second sections of this article, there shall be paid out of the surplus revenues of the canals, to the treasurer of the state, on or before the 30th day of September, in each year, for the use and benefit of the general fund, such sum, not exceeding \$200,000, as may be required to defray the necessary expenses of the state; and the remainder of the revenues of the said canals shall, in each fiscal year, be applied, in such manner as the legislature shall direct, to the completion of the Erie canal enlargement, and the Genesee Valley and Black River canals, until the said canals shall be completed.

If at any time after the period of eight years from the adoption of this constitution, the revenues of the state, unappropriated by this article, shall not be sufficient to defray the necessary expenses of the government, without continuing or laying a direct tax, the legislature may, at its discretion, supply the deficiency in whole or in part from the surplus revenues of the canals, after complying with the provisions of the first two sections of this article, for paying the interest and extinguishing the principal of the canal and general fund debt; but the sum thus appropriated from the surplus revenues of the canals shall not exceed annually \$359,000, including the sum of \$200,000, provided for by this section for the expenses of the government, until the general fund debt shall be extinguished, or until the Erie canal enlargement and Genesee Valley and Black River canals shall be completed; and after that debt shall be paid, or the said canals shall be completed, then the sum of \$672,500, or so much thereof as shall be necessary, may be annually appropriated to defray the expenses of the government.

4. The claims of the state against any incorporated company to pay the interest and redeem the principal of the stock of the state loaned or advanced to such company, shall be fairly enforced, and not released or compromised; and the moneys arising from such claims shall be set apart and applied as part of the sinking fund provided in the second section of this article. But the time limited for the fulfilment of any condition of any release or compromise heretofore made or provided for, may be extended by law.

5. If the sinking funds, or either of them provided in this article, shall prove insufficient to enable the state, on the credit of such fund, to procure the means to satisfy the claims of the creditors of the state, as they become payable, the legislature shall, by equitable taxes, so increase the revenues of the said funds as to make them, respectively, sufficient perfectly to preserve the public faith. Every contribution or advance to the canals, or their debt, from any source, other than the direct revenues, shall, with quarterly interest, at the rates then current, be repaid into the treasury, for the use of the state, out of the canal revenues, as soon as it can be done consistently with the just rights of the creditors holding the said canal debt.

6. The legislature shall not sell, lease, or otherwise dispose of any of the canals of the state; but they shall remain the property of the state, and under its management, forever.

7. The legislature shall never sell or dispose of the salt springs belonging to this state. The lands contiguous thereto, and which may be necessary and convenient for the use of the salt springs, may be sold by authority of law and under the direction of the commissioners of the land office, for the purpose of investing the moneys arising therefrom in other lands alike convenient; but by such sale and purchase the aggregate quantity of these lands shall not be diminished.

8. No moneys shall ever be paid out of the treasury of this state, or any of its funds, or any of the funds under its management, except in pursuance of an appropriation by law; nor unless such payment be made within two years next after the passage of such appropriation act; and every such law making a new appropriation, or continuing or reviving an appropriation, shall distinctly specify the sum appropriated, and the object to which it is to be applied; and it shall not be sufficient for such law to refer to any other law to fix such sum.

9. The credit of the state shall not, in any manner, be given or loaned to, or in aid of any individual, association or corporation.

10. The state may, to meet casual deficits or failures in revenues, or for expenses not provided for, contract debts; but such debts, direct and contingent, singly, or in the aggregate, shall not, at any time, exceed one million of dollars; and the moneys arising from the loans creating such debts, shall be applied to the purpose for which they were obtained, or to repay the debt so contracted, and to no other purpose whatever.

11. In addition to the above limited power to contract debts, the state may contract debts to repel invasion, suppress insurrection, or defend the state in war; but the money arising from the contracting of such debts shall be applied to the purpose for which it was raised, or to repay such debts, and to no other purpose whatever.

12. Except the debts specified in the tenth and eleventh sections of this article, no debt shall hereafter be contracted by or on behalf of this state, unless such debt shall be authorized by a law for some single work or object, to be distinctly specified therein, and such law shall impose and provide for the collection of a direct annual tax to pay, and sufficient to pay the interest on such debt as it falls due, and also to pay and discharge the principal of such debt within eighteen years from the time of the contracting thereof.

No such law shall take effect until it shall, at a general election, have been submitted to the people, and have received a majority of all the votes cast for and against it, at such election.

On the final passage of such bill in either House of the legislature, the question shall be taken by ayes and noes, to be duly entered on the journals thereof, and shall be: "Shall this bill pass, and ought the same to receive the sanction of the people?"

The legislature may at any time, after the approval of such law by the people, if no debt shall have been contracted in pursuance thereof, repeal the same; and may at any time, by law, forbid the contracting of any further debt or liability under such law; but the tax imposed by such act, in proportion to the debt and liability which may have been contracted in pursuance of such law, shall remain in force and be irrepealable, and be annually collected until the proceeds thereof shall have made the provision herein before specified, to pay and discharge the interest and principal of such debt and liability.

The money arising from any loan or stock creating such debt or liability, shall be applied to the work or object specified in the act authorizing such debt or liability, or for the repayment of such debt or liability, and for no other purpose whatever.

No such law shall be submitted to be voted on, within three months after its passage, or

at any general election, when any other law or any bill or any amendment to the constitution, shall be submitted to be voted for or against.

13. Every law which imposes, continues or revives a tax, shall distinctly state the tax, and the object to which it is to be applied, and it shall not be sufficient to refer to any other law to fix such tax or object.

14. On the final passage in either House of the legislature, of every act which imposes, continues or revives a tax, or creates a debt or charge, or makes, continues or revives any appropriation of public or trust-money or property, or releases, discharges or commutes any claim or demand of the state, the question shall be taken by ayes and noes, which shall be duly entered on the journals, and three-fifths of all the members elected to either House, shall, in all such cases, be necessary to constitute a quorum therein.

ARTICLE VIII.—CORPORATIONS.

Sec. 1. Corporations may be formed under general laws; but shall not be created by special act, except for municipal purposes, and in cases where, in the judgment of the legislature, the objects of the corporation cannot be attained under general laws. All general laws and special acts passed pursuant to this section, may be altered from time to time, or repealed.

2. Dues from the corporations shall be secured by such individual liability of the corporators and other means as may be prescribed by law.

3. The term corporations, as used in this article, shall be construed to include all associations and joint-stock companies having any of the powers or privileges of corporations not possessed by individuals or partnerships. And all corporations shall have the right to sue, and shall be subject to be sued, in all courts, in like cases as natural persons.

4. The legislature shall have no power to pass any act granting any special charter for banking purposes; but corporations or associations may be formed for such purposes under general laws.

5. The legislature shall have no power to pass any law sanctioning in any manner, directly or indirectly, the suspension of specie payments by any person, association or corporation issuing bank-notes of any description.

6. The legislature shall provide by law for the registry of all bills or notes, issued or put in circulation as money, and shall require ample security for the redemption of the same in specie.

7. The stockholders in every corporation and joint-stock association for banking purposes, issuing bank-notes or any kind of paper credits to circulate as money, after the 1st day of January, 1850, shall be individually responsible to the amount of their respective share or shares of stock in any such corporation or association, for all its debts and liabilities of every kind, contracted after the said 1st day of January, 1850.

8. In case of the insolvency of any bank or banking association, the bill-holders thereof shall be entitled to preference in payment, over all other creditors of such bank or association.

9. It shall be the duty of the legislature to provide for the organization of cities and incorporated villages, and especially to restrict their power of taxation, assessment, borrowing money, contracting debts and loaning their credit, so as to prevent abuses in assessments and in contracting debt by such municipal corporations.

PRICES OF STOCKS AT PHILADELPHIA, IN 1836 AND 1846.

The Philadelphia Ledger publishes the following comparative table, showing the prices of stocks in that city ten years ago, and at the present time. We frequently hear of the mutability of human affairs, and we place this table on record as an illustration of the "mutability" of commercial matters:—

|                               | Sept'r,<br>1836.  | Sept.<br>1846.   |                           | Sept'r,<br>1836.  | Sept.,<br>1846. |
|-------------------------------|-------------------|------------------|---------------------------|-------------------|-----------------|
| Lehigh Navigation shares, ..  | 74 $\frac{3}{4}$  | 18               | Northern Liberties,.....  | 55                | 41              |
| “ “ loans, ..                 | 100               | 48 $\frac{3}{4}$ | Southwark,.....           | 73 $\frac{1}{2}$  | 60              |
| Schuylkill Navig'n shares, .. | 162 $\frac{1}{2}$ | 29 $\frac{1}{2}$ | Western,.....             | 59                | 43              |
| “ “ loans, ..                 | 95                | 74               | Man. and Mechanics', ..   | 62                | 23              |
| U. S. Bank shares,.....       | 120 $\frac{1}{2}$ | 3 $\frac{3}{4}$  | Moyamensing,.....         | 72                | 40              |
| Schuylkill Bank,.....         | 59 $\frac{1}{2}$  | 2                | Union Bank, Tennessee, .. | 99                | 50              |
| Girard,.....                  | 58 $\frac{1}{2}$  | 9 $\frac{7}{8}$  | Planters' Bank, “         | 100               | 58              |
| Mechanics',.....              | 60                | 20               | “ Mississ., ..            | 118 $\frac{1}{2}$ | —               |
| Pennsylvania, ..              | 510               | 251              | Grand Gulf,.....          | 98                | 4               |
| Farmers' and Mechanics', ..   | 66 $\frac{1}{2}$  | 42 $\frac{1}{2}$ | Agricultural,.....        | 118 $\frac{1}{2}$ | —               |
| Commercial,.....              | 66                | 50               | Vicksburgh,.....          | 72                | 5 $\frac{1}{2}$ |

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## MERCANTILE MISCELLANIES.

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### THE PROCESS OF UNDERWRITING IN GREAT BRITAIN.

We give below some interesting particulars of the process of underwriting in the United Kingdom, derived from a late number of the "Liverpool Albion."

"To render the process of underwriting (in England) as intelligible as possible, we may suppose a case for the purpose of illustration. Suppose a vessel of the class A 1, registered for seven or ten years, be valued at £20,000 or £30,000, a policy is effected upon her, and the owners or their brokers go among their friends at Lloyd's, and see at what rate she can be insured. If the voyage be a distant one, or the season of the year be considered dangerous, the rate will most materially vary. Thus, at one time, a premium of £1 1s. or £2 2s. per cent might be taken, and at another time the underwriter would perhaps not be inclined to do business under £3 3s. or £4 4s. per cent, it not only depending on the class of the ship, but the cargo she is likely to carry, and the port for which she is bound. These are all considerations which the underwriter most carefully weighs in his mind before he takes any part or risk in an adventure of the sort. On a vessel of £20,000 or £30,000 value, the policy of insurance might be divided among a dozen of underwriters, including some at Liverpool and Glasgow; and it very often happens that the Liverpool and Glasgow people will insure their ships at London, and *vice versa*. This will account for the statement occasionally to be seen in the papers that "notwithstanding the vessel was a London trader, the greater part of the loss will fall upon the underwriters of Liverpool and Glasgow." When a vessel continues absent after the expected date of arrival, and no news has been received of her, the premium of insurance will advance considerably, and then the business resolves itself into a mere speculative transaction.

"Some of the members of the room snap at this business, but it does not often prove profitable. The ill-fated President was "done" at a very high premium in the room, and up to the latest moment of hope persons were found willing enough "to take a few thousand pounds of her at a long price." When bad weather has occurred, either on the coast or abroad, the underwriters at Lloyd's make the most anxious investigation of the books and the lists received, to trace, by every possible means, the result of their risks. The remark of "a good book," or "a bad book," among the subscribers, is a sure index to the prospects of the day,—the one being indicative of premiums to be received, the other of losses to be paid. The life of the underwriter (like the stock speculator) is one of vast anxiety; the events of the day often raising his expectations to the highest, or depressing them to the lowest pitch; and years are often spent in the hoped-for acquisition of that which he never obtains. Among the old stagers of the room, there is often strong antipathy expressed against the insurance of certain ships, but we never recollect it being followed out to such an extent as in the case of one vessel. She was a steady trader, named after one of the most venerable members of the room, and it was a most curious coincidence that he invariably refused to "write her" for "a single line." Often he was joked upon the subject, and pressed "to do a little" on his namesake, but he as frequently declined, shaking his head in a doubtful manner. One morning, the subscribers were reading the "double lines," or the losses, and among them was this identical ship, which had gone to pieces, and become a total wreck."

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### EMIGRATION FROM GREAT BRITAIN AND IRELAND.

The total number of emigrants in 1845, was 93,501; in 1844, it was 70,686. The emigration of 1845 exceeded that of 1844, by 22,815. The amount of emigration in 1845 exceeded the amount in any one year since 1825, (inclusive,) except 1832 (103,140 emigrants); 1840 (90,743); 1841 (118,592); and 1842 (128,344.) In 1843, the yearly total sunk from the last mentioned enormous sum to 57,212, but has since been steadily increasing again. The increase in 1845 over 1844, is principally in the emigrants to the United States and the British North American colonies. To the former there emigrated, in 1841, 43,660 persons; in 1845, 58,538 persons; the emigrants to the latter amounted in 1844, to 22,926; in 1845, to 31,803. The emigration to the Australian colonies decreased; in 1844, it was 2,229; in 1845, only 830. To the Cape of Good Hope there is an increase from 161 in 1844, to 496 in 1845. Emigration from the United Kingdom to the West Indies has also increased, from 596 in 1844, to 854 in 1845. Of these emigrants, only 5,604 were cabin passengers.

## COMMERCE AND THE OPIUM TRADE AT HONG KONG.

George Davidson, the author of "Trade and Travel in the East," spent twelve months in Hong Kong, and thus speaks of its advantages as a place of trade. The morality of his remarks as to the opium trade, are rather questionable:—

"A decisive proof of the eligibility of Hong Kong as a place of trade, and of its importance in the eyes of the Chinese themselves, is afforded by the immense sums paid by some of them for ground on which to build *Hongs*, where they can deposit their goods with safety, beyond the reach of their grasping mandarins. This advantage to a Chinaman is something so new, and so far beyond anything he ever dreamed of enjoying, that I conceive the benefits likely to accrue from it to Hong Kong to be incalculable.

"Goods stored in Canton or Macao, the property of a Chinaman, were never safe in the event of their owner getting into trouble with the Chinese authorities; and, if the property of foreigners, they could not be insured against fire, the risk arising from the universal carelessness of the Chinese, and the consequent very frequent occurrence of extensive conflagrations, being considered too great by the underwriters. Both these difficulties are completely obviated in Hong Kong, and every substantially built house and warehouse, together with the property in them, were insured against fire, previously to my quitting the island. One Chinaman had, in March last, completed buildings for the storage of property collected from the different ports on the coast, on which upwards of \$40,000 had been laid out, and what is more, they were already well filled.

"At a convenient and safe *depot* for opium, (a trade, in my opinion, as quite legitimate and honorable as that in brandy, gin, and other spirits,) Hong Kong is admirably situated. The purchaser from the western ports as well as from the northeastern, finds the distance he has to travel moderate, and, on his arrival, has no one to dread, no mandarin daring to show his face on shore. The ships that bring the drug from India here find a safe and commodious harbor, where they can unload their cargoes in open day, without hindrance or molestation, and where they are not driven to the necessity of carrying on their operations in the dark. Were the opium trade actually one of mere smuggling, I would be as ready as any one to condemn it, and to raise my voice against those concerned in it; but when one considers that not a hundredth part of the quantity sold annually is really smuggled—that ninety-nine chests out of every hundred pay a heavy duty (miscalled a bribe,)—that the Chinese government derives from it, indirectly, but not the less certainly, a very considerable revenue—and finally, that large quantities of it are known to be consumed within the walls of the imperial palace at Peking, I confess I see no reason for the clamorous indignation with which the traffic has of late been assailed by European moralists."

## IMPORT OF CURED PROVISIONS INTO ENGLAND.

Mr. Grogan (Dublin) has obtained a Parliamentary return showing the quantities of cured provisions imported into the United Kingdom from foreign countries for the half year ended the 5th of January, 1846. It appears that the total import of salted beef was 38,201 cwt.; of salted pork, 15,709 cwt.; of hams, 3,006 cwt.; and of bacon, 38 cwt. The largest import was from the United States of America—31,000 cwt. of salted beef, and 5,720 cwt. of salted pork, in the half year. The quantities retained for home consumption were 1,106 cwt. of salted beef, on which a duty of £300 was paid; 266 cwt. of salted pork, the duty on which was £102; 1,134 cwt. of hams, on which the duty was £761; and 39 cwt. of bacon, at £8 duty. The quantities re-exported from the United Kingdom as merchandise, were—salted beef, 2,486 cwt.; of salted pork, 2,265 cwt.; and of hams, 468 cwt. The quantities taken for ships were respectively 47,724, 13,246, and 951 cwt. No bacon was taken for ship stores.

## DUTIES ON BOOKS AND ENGRAVINGS IN ENGLAND.

Power is given to Her Majesty, by act of Parliament passed on the 18th ult., to reduce the duties on books, prints, and drawings published in, and imported from, any foreign country. On works originally produced in the United Kingdom, and republished in the country of export, the duty may be reduced by order in council to £2 10s. the cwt.; on the works not originally produced, to 15s. the cwt.; and on prints and drawings (plain or colored,) to ½d. each, or 1½d. the dozen, bound or sewn.



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 THE BOOK TRADE.
 

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1.—*Views Afoot; or, Europe Seen with Knapsack and Staff.* By J. BAYARD TAYLOR. With a Preface, by N. P. WILLIS. New York: Wiley & Putnam's Library of American Books.

"This book," says Mr. Willis, "requires no introduction. It tells its own story, and tells it well." The author, a printer's apprentice, left this country with about one hundred dollars in his pocket, advanced by two editors, for twelve letters to be sent from Europe for the United States Gazette and the Saturday Evening Post, and succeeded in earning enough by his pen to defray the expenses of a two years' residence and travel in Europe; travelling in that time, on foot, upwards of three thousand miles, in Germany, Switzerland, Italy, and France, where he visited the principal places of interest, enjoying the grandest scenery of the continent, as well as the marvels of ancient and modern art, and becoming familiar with other languages, other customs, and other institutions. He returned home, says his noble-hearted and appreciating friend, Mr. Willis, "with a large knowledge of the world, of men and manners; with a pure, invigorated, and healthy mind; having seen and accomplished more than most travellers, at a cost of only five hundred dollars, and this sum earned on the road." The book is in the highest degree interesting, not only on account of its graphic descriptions of men and things, and its natural and faithful narrative of the incidents of travel, but as recording the difficulties and struggles of a printer's apprentice achieving so much, with such limited means. It is the most interesting book of the "American" series of "books," of which it forms one, yet published. We hope its sale will be commensurate with its intrinsic excellence, and the high desert of the author.

2.—*A Treatise on Diseases of the Air Passages; comprising an Inquiry into the History, Pathology, Causes, and Treatment of those Affections of the Throat called Bronchitis, Chronic Laryngitis, Clergyman's Sore Throat, etc., etc.* By HORACE GREEN, A. M., M. D., formerly President and Professor of the Theory and Practice of Medicine in Castleton Medical College; Vice-President of the New York Medical and Surgical Society, etc. New York: Wiley & Putnam.

The author of this treatise enjoys the reputation of treating the diseases named in the title-page with a remarkable degree of success, by the introduction of a strong solution of the crystals of nitrate of silver into the cavity of the larynx. The essay embodies a series of observations and facts, with regard to the phenomena of disease, and the effects of remedies upon that disease; and which, we are assured by the author, it is in the power of every practical man to verify or disprove. A great number of cases in the practice of Dr. Green are cited in proof of the success of his method of treating these diseases. The work will be read by medical men, and doubtless attract the attention of those suffering from bronchitis, and other disorders of the air passages.

3.—*Works of the Puritan Divines.—Baxter.* New York: Wiley & Putnam.

This is the fourth of a series of volumes reprinted by the American publishers from the English edition, devoted to the works of the most eminent of the old Puritan divines. The present volume contains an elaborate essay on the life and writings of Richard Baxter, and several of his most celebrated religious works, viz.: "Making Light of Christ and Salvation," "A Call to the Unconverted to Turn and Live," "The Last Work of a Believer," "Of the Shedding Abroad of God's Love in the Heart by the Holy Ghost."

4.—*Dealings with the firm of Dombey & Son, Wholesale, Retail, and for Exportation.* By CHARLES DICKENS. With Illustrations by H. K. BROWNE. New York: Wiley & Putnam.

The three first numbers of this serial story give abundant indication of the power of its author in his peculiar department of literature, and thus far it equals, if not surpasses those early efforts of his genius, which gave him a world-wide fame. As everybody will read it, we commend the edition of Wiley & Putnam's, with their series of "Choice Reading," as the best we have seen.

5.—*Mesmer and Swedenborg; or the Relation of the Developments of Mesmerism to the Doctrines and Disclosures of Swedenborg.* By GEORGE BUSH. New York: John Allen.

The object aimed at in this work, we quote from the learned author's preface, is to elevate the phenomena of Mesmerism to a higher plane than that on which they have been wont to be contemplated. The fundamental ground assumed by Mr. Bush, is, that the most important facts disclosed in the Mesmeric state are of a spiritual nature, and can only receive an adequate solution by being viewed in connection with the state of disembodied spirits and the laws of their intercourse with each other. This able work of Professor Bush covers nearly three hundred duodecimo pages, and it is written in that spirit of honest sincerity and candor, that cannot fail of commanding the respect of the most sceptical. The case of A. J. Davis, whose clairvoyant power, a case altogether unique and unprecedented, is fully described in the appendix; the great learning and eminent ability, connected with moral qualities, far above reproach, give an importance to the statements and arguments of Dr. Bush, that few who read will be inclined to slight. We earnestly commend the book to all sects, in the full conviction that it will enlarge the range of thought, if it do not secure the assent of the understanding, to the author's facts and speculations.

6.—*Dr. Hooper's Physician's Vade Mecum; or, A Manual of the Principles and Practice of Physic. Considerably enlarged and improved, with an Outline of General Pathology and Therapeutics.* By WILLIAM AUGUSTUS GUY, M. B. CONTAR, &c., author of "Medical Jurisprudence," etc. With Additions, by JAMES STEWART, A. M., M. D., Fellow of the College of Physicians and Surgeons, author of "A Practical Treatise on the Diseases of Children," etc. New York: Harper & Brothers.

This work, as will be seen by the title, quoted in full, is designed for the medical practitioner. The many editions of it which have been published in England, are considered by the editor as furnishing the best evidence that can exist of its great practical utility. It brings together, in a small compass, and in a form easy of reference, those items of information which the doctor desires to possess, as well when he stands beside the sick-bed, as when he studies an individual case.

7.—*Eclectic Moral Philosophy. Prepared for Literary Institutions and General Use.* By Rev. J. R. BOYD, A. M., Principal of Jefferson County Institute, New York, and author of "Elements of Rhetoric and Literary Criticism." New York: Harper & Brothers.

The author of this treatise on moral philosophy lays no claim to what might be denominated an original work, but he furnishes us with one that combines, in a connected form, what he considers the best thoughts of the most gifted moral writers of the present century, not of those only who have written a systematic essay on moral philosophy, but of others. Although the writer goes to the Bible as the best of the sources of information with respect to moral duty, his work cannot be considered theological or sectarian. The morals found in the scriptures are exhibited, while the doctrines deduced from it are left to the province of the theologian. Not only is the theory of morals expounded in a full and explicit manner, but the greater and lesser moralities of life are exhibited in detail, and illustrated by appropriate anecdotes.

8.—*The Beauties of French History.* By the author of "The Beauties of English History," "American History," etc. New York: Harper & Brothers.

The object of this little volume is to afford, accompanied by historical data, a correct idea of the most remarkable circumstances that have taken place, and the most extraordinary men who have flourished in the kingdom of France, from the earliest period of history to the times in which we live. Embodying the most illustrious characters, and the most instructive events of French history, it cannot fail of interesting the young, for whose use it seems eminently adapted.

9.—*Parental Instruction, or Guide to Wisdom and Virtue; Designed for Young Persons of Either Sex. Selected mainly from the Writings of an Eminent Physician.* New York: Harper & Brothers.

The selections embraced in this little work, chiefly from the posthumous writings of Dr. Percival, convey lessons of truth and virtue, in symbolic language, which is so happily adapted to the design of the compiler, as expressed in the title he has affixed to the volume.

10.—*The Use of the Body in Relation to the Mind.* By GEORGE MOORE, M. D., Member of the Royal College of Physicians, etc., etc. New York: Harper & Brothers' New Miscellany, Vol. XX.

This is an interesting and valuable work, designed to promote the study of a subject, than which, as there is none more important, so there ought not to be any of greater interest; for the right use of the body involves the whole doctrine of human economy, in regard both to society and to self, not only in relation to the present, but the future mode of existence. The topics are presented as they were felt by the author in the study and practice of his profession, and much of the work consists of moral deductions from physiological facts. It is one of the most valuable works in the series.

11.—*Beauties of English History.* Edited by JOHN FROST, LL. D., author of "Pictorial History of the United States," etc. New York: Harper & Brothers.

This little volume presents a connected view of some of the most striking points of English history, in a style of studied plainness and simplicity. It will create a taste for history, which, with all its uncertainties, is often stranger than fiction, and far more instructive.

12.—*A Memorial of Egypt, the Red Sea, the Wilderness of Sin and Paran, Mount Sinai, Jerusalem, and other Principal Localities of the Holy Land, visited in 1842; with Brief Notes of a Route through France, Rome, Naples, Constantinople, and up the Danube.* By the Rev. GEORGE FISH, LL. B., Prebendary of Litchfield, and Minister of Christ Chapel, Saint John's Wood, London. New York: Robert Carter.

The religious and classic associations of the countries and places visited by the reverend author of the present volume, will impart an interest to its pages, notwithstanding the many books that have been written by former travellers who have gone over the same ground. This unpretending volume, "a sketch, and nothing more,"—we quote from the author's preface—"just what its title indicates; and primarily written to give my flock some instructive idea of the way in which the interval of my absence from them was spent." The writer's journey occupied about eight months, which seem to have been well improved, judging from the volume before us, which contains nearly five hundred pages, descriptive of the scenes visited, and interspersed with incidents of travel. As a preacher of the gospel, it was natural that his mind should frequently recur to the historical events and characters who figure in the scriptures, and gather from the manners, customs, etc., of the people, fresh evidence of the veracity of the sacred records. "The volume will be particularly interesting to the Christian reader; furnishing, as it does, so many illustrations of passages of scripture, that without the light cast upon them by the intelligent traveller, would appear meaningless and obscure.

13.—*Encyclopædia Americana: Supplementary Volume. A Popular Dictionary of Arts, Sciences, Literature, History, Politics, and Biography. Volume XIV.* Edited by HENRY VETTHAKE, LL. D., Vice-Provost and Professor of Mathematics in the University of Pennsylvania, Member of the American Philosophical Society, author of "A Treatise on Political Economy," etc. Philadelphia: Lea & Blanchard.

The present volume is supplementary to the *Encyclopædia Americana*, which was based on the seventh edition of the famous "Conversations-Lexicon." It is nearly fourteen years since the first edition of this work was published in the United States. The supplementary volume, before us, is extended, so that it embraces the improvements introduced into the German work. Professor Vetthake, availing himself of almost every recent and reliable source of information, has posted up to the present date the matter contained in the previous volumes of the work. Independent of the improvements derived from the German work, the numerous important events that have occurred, and the facts that have been observed, during the lapse of fourteen years, seem to have been gathered up with care, and faithfully recorded. The biographical department is quite full, especially that relating to the many individuals who have emerged from comparative obscurity during that period. Omissions in the former volumes are also supplied; and, while the present includes all that is recent in the arts, sciences, literature, history, politics, and biography, it seems to complete and render more perfect the entire "*Encyclopædia Americana*."

14.—*Small Books on Great Subjects.* Edited by a few Well-Wishers to Knowledge. Nos. VI. and XI. Philadelphia: Lea & Blanchard.

We noticed in former numbers of this Magazine, the six previous numbers, and expressed our opinion as to their character. Number VI. contains "A Brief View of Greek Philosophy, from the Age of Socrates to the Coming of Christ," and number XI., some account of "Christian Sects in the Nineteenth Century." It is rare to meet with such concise, and at the same time such comprehensive views of "useful and entertaining knowledge."

15.—*The Lady's Receipt Book; a Useful Emporium for Large or Small Families.* By Miss LESLIE. Being a Sequel to her former work on Domestic Cookery; comprising New and Approved Directions for Preparing Soups, Fish, Meats, Vegetables, Poultry, Game, Pies, Puddings, Cakes, Confectionary, Sweetmeats, Jellies, etc. Also, a List of Dishes for Breakfast, Dinner, and Supper Tables. Philadelphia: Carey & Hart.

The author's former work, "Directions for Cookery, in all its Branches," has obtained a wide-spread popularity in this country—indeed, we learn from the booksellers that it is considered the book for housewives. It has, at all events, passed through numerous editions, each of which has been enlarged and improved; so that its size could no longer be increased. The present volume is made up entirely of fresh accessions of valuable knowledge on this and other subjects, connected with the domestic improvement of our countrywomen, and forms, altogether, a most desirable addition or "sequel" to the former work, and must be equally acceptable to those for whose benefit it has been prepared.

16.—*Ghost Stories; Collected with a Particular View to Counteract the Vulgar Belief in Ghosts and Apparitions.* With Ten Engravings, from Designs of F. O. C. DARLEY. Philadelphia: Carey & Hart.

This volume contains a collection of celebrated ghost stories, that in their time occupied the minds of the ignorant and credulous with fear and wonder. The whole theory of ghosts, however, is exploded; and the object of this volume is to dissipate the inbred horror of supernatural phantoms, which almost all persons derive from nursery tales, or other sources of causeless terror in early life. The examples in this volume, while they amuse the reader, are well calculated to dispel the flimsy phantoms of ghosts.

17.—*A Pictorial History of Greece; Ancient and Modern.* By S. G. GOODRICH, author of Peter Parley's Tales. Philadelphia: Sorin & Ball.

The design of the well-known and popular Peter Parley, in the present compilation, was to give an ample and faithful account of the ancient Greeks, and to present in detail a view of their manners and customs, their modes of thought, speech, and action. Considerable space is devoted to their celebrated men, including their philosophers, poets, historians, and artists. Its pictorial illustrations are numerous and well executed, and it appears to be well adapted for the use of schools and other seminaries of elementary education.

18.—*An Exposition of the Book of Proverbs.* By Rev. CHARLES BRIDGES, M. A., Vicar of Old Newton, Suffolk, author of an "Exposition of the sixth Psalm," "Christian Ministry," etc. New York: Robert Carter.

The "Proverbs of Solomon" were well adapted to the rudeness and simplicity of the first ages, when books were few and philosophy little understood. The elegance and force of these proverbs are well described by their author, under the figure of "apples of gold in pictures of silver," and as "goads and nails fastened by the master," etc. The volume before us, covering nearly five hundred and fifty octavo pages, is a vigorous, though often far-fetched exposition of each proverb; but in a manner conformable to the views and sentiments of a learned and pious divine of the Church of England. The practical every-day character and tendency of the teaching of this book will commend it alike to the Christian and the moralist. It is a mine of wisdom.

19.—*English Synonymes Classified and Explained; with Practical Exercises, Designed for Schools and Private Tuition.* By G. F. GRAHAM, author of "English, or the Art of Composition," "Helps to English Grammar," etc. Edited, with an Introduction and Illustrated Authorities, by HENRY REED, LL. D., Professor of English Literature in the University of Pennsylvania. New York: D. Appleton & Co.

"The great source of a loose style is the injudicious use of synonymous terms," so says Dr. Blair, in his "Lectures upon the English Language;" a fact that will not be disputed. There can be no manner of doubt as to the value of this book of synonyms in forming the chaste and correct writer. Its study is calculated to produce a thoughtful and accurate use of language, and thus impart, almost unconsciously, not only a critical but a moral habit of mind—the habit of giving utterance to truth in simple, clear, and precise terms—of telling one's thoughts and feelings in words that aptly express them. It is thus that we may escape the manifold mischiefs of words used thoughtlessly and at random, or words used in ignorance and confusion. The snow-white paper, clear and elegant type, and handsome and substantial binding of this educational work, features peculiarly belonging to the school-books of the present publishers, is worthy of all praise.

20.—*An Introduction to the French Language; containing Fables, Select Tales, Remarkable Facts, Amusing Anecdotes, etc. With a Dictionary of all the Words translated into English.* By M. DE FIVAS, member of several literary societies. From the fifth English edition. New York: D. Appleton & Co.

We have in this volume selections in French from a work of acknowledged excellence, which has passed through five editions in England. The selections are from the most popular writers, and apparently well adapted to the wants of every student who is desirous of entering early upon a course of instructive or entertaining reading. There is a dictionary at the end of the volume, in which the meaning of every word contained in the book is given; an excellent arrangement, as it saves the discouraging labor and loss of time occasioned by the transition from a reading-book to a separate dictionary, in the early stages of learning a foreign language.

21.—*The Book of Anecdotes; or the Moral of History, Taught by Real Examples.* By JOHN FROST, LL. D., author of the "Book of the Army," and "Book of the Navy." New York: D. Appleton & Co. Philadelphia: G. S. Appleton.

Dr. Frost is quite as industrious and successful as Peter Parley in the production of entertaining and instructive books. The present volume contains more than one hundred anecdotes, drawn from history, each designed to illustrate the beauty of a virtue, and impart a meaning and force to the definition which explains, or the precept which commends that virtue. A single example of benevolence, courage, fortitude, or any of the virtues, recorded on the page of history, has often influenced the entire character of an individual, and led to high and noble aims in life. The volume, at once amusing and instructive, is handsomely printed, and each anecdote appropriately illustrated with neatly engraved cuts.

22.—*Amy Herbert; a Tale.* By the author of "Gertrude," "Laneton Parsonage," etc. Edited by the Rev. W. SEWELL, B. D., Fellow of Exeter College. Appleton's Literary Miscellany, No. 21.

This story, we are told by the editor, was written by a lady for the use of a young member of her own family. It is calculated to interest the young under the form of narrative, and at the same time exhibits a Christian tone and temper, and what the author conceives to be Christian truth, without obtruding either in a manner unsuited to a work of amusement. We are glad that it has been published in a form worthy of preservation, and added to the publishers' "Literary Miscellany," which thus far embodies so many excellent and choice works.

23.—*The Family Prayer-Book; or, The Book of Common Prayer, and Administration of the Sacraments, and other Rites and Ceremonies of the Church, according to the use of the Protestant Episcopal Church in the United States of America; accompanied by a General Commentary, Historical, Explanatory, Doctrinal, and Practical.* By THOMAS CHURCH BROWNELL, D. D., LL. D., Bishop of the Protestant Episcopal Church in the State of Connecticut. New York: Stanford & Swords.

This is a large and handsome volume, of nearly eight hundred pages, octavo. Its character is generally understood and appreciated by members of the Episcopal Church in the United States, and it has the cordial recommendations of the bishops and clergy of that communion, without distinction of "high" or "low." Indeed, these distinctions do not appear to interrupt the *devotional* part of Episcopacy;—besides, Bishop Brownell seems to occupy a sort of neutral ground in the Church; adhering to its principles, and endeavoring to enforce what he conceives to be the doctrines and duties of Christianity as they are understood by the Church of which he is a much respected and esteemed official and member. The work is compiled from the most approved liturgical works, various alterations and additions being made, to adapt it to the liturgy of the Protestant Episcopal Church in the United States.

24.—*The Emigrant.* By Sir FRANCIS B. HEAD, Bart. New York: Harper & Brothers.

There is in this volume an agreeable mixture of the grave and the gay; political history, hedged up by light and graphic sketches; and the incidents of several years residence in Canada. Governor Head writes with a free pen, and in a manly spirit; and although as republicans, we cannot sympathise with his aristocratic notions, we can appreciate the gentlemanly bearing, scholarship, and cleverness of the author and the man.

25.—*Alderbrook: A Collection of Fanny Forester's Village Sketches, Poems, etc.* By MISS EMILY CHUBBUCK. 2 vols. 12mo. Boston: William D. Ticknor & Co.

Miss Chubbuck, the writer of the present collection of tales, sketches, and poems, is better known to the readers of our light periodical literature, as "Fanny Forester," and will be, hereafter, as the companion of that celebrated missionary, Dr. Judson, whose name she now bears. The volume before us is thus dedicated:—

"To him who is henceforth to be my guide through life, its sunlight and its gloom, these few little flowers, gathered by the wayside before we had met, are half-tremblingly, but most affectionately dedicated. May their perfume be grateful; their fragility be pardoned; and Heaven grant that no unsuspected poison may be found lurking among their leaves! Fanny Forester."

The power of the author over the purer and better sympathies of humanity is irresistible, and the social virtues so agreeably illustrated, will secure for the author a place at every fireside circle that finds its chief pleasure in the cultivation of the domestic affections.

26.—*The Pre-Adamite Earth: Contributions to Theological Science.* By JOHN HARRIS, D. D., author of the "Great Teacher," "Great Commission," etc., etc. Boston: Gould, Kendall & Lincoln.

This is the first of a series of treatises, which the learned author is engaged in producing—each complete in itself. The present volume consists of five parts. Of these, the first contains those preliminary truths which divine revelation appears to place at the foundation of all the objective manifestations of the Deity. The second presents the laws or general principles, which are regarded as logically resulting from the preceding truths; and the third, fourth, and fifth parts, are occupied with the exemplification and verification of these laws in the inorganic, the vegetable, and the animal kingdoms of the pre-Adamite earth, respectively. The design of the author seems to be, to harmonize theology and science; and he assumes that every one who admits that there is a true theology and a true science of nature, will admit that there is a sense, whatever it may be, in which the two are related.

27.—*The American Cruiser; or, The Two Messmates. A Tale of the Last War.* By the author of "Life on the Ocean." Boston: Waite, Peirce & Co.

The rapid sale, and extensive circulation of the author's "Life on the Ocean," and the belief that no work extant describes correctly the operations of private and armed vessels of war connected with American history, the author informs us, were the considerations that led to the production of the present volume. Many of the scenes that are here described fell under the personal observation of the author, while others were gleaned from venal statements, or from the log-book of the Cruiser. The descriptions of nautical life and naval warfare, founded in truth, as deduced from real life, and the interest that belongs to the romance of the sea, will secure for these graphic sketches many admirers, who will be amused, if not instructed, in the perusal. The writer, however, aims to render his work beneficial to his brother tars, by conveying lessons of instruction, that they may avoid those rocks and shoals upon which so many sons of the ocean have been wrecked, and cast away.

28.—*Scenes and Songs in Social Life. A Miscellany.* By ISAAC FITZGERALD SHEPARD, author of "Poetry of Feeling," editor of the "Christian Souvenir," etc. Boston: Saxton & Kelt.

A very agreeable collection of tales, poems, and sketches, selected from the accumulated productions of the author. They appear to have been "woven from the web of truth," and written to illustrate some principle of morals, or enforce some virtue of social life. "Some of them," says the preface, "are little more than a plain recital of actual occurrences, and will be recognized as such by living witnesses. The peaceful "Records of a Bachelor's Club" inculcates temperance with effect, and will operate as an offset to the usual bacchanalian rites of such clubs. On the whole, the author has contrived to mingle mirth and morality together, or unite them with good fellowship, and the highest degree of social hilarity.

29.—*The Sister of Charity.* By MRS. ANNA H. DORSEY, authoress of "Tears on the Diadem," "The Students of Blenheim Forest," etc. New York: Edward Dunigan.

The design of this story is to aid in the good work of supplying the younger portion of the Catholic community with a source of mental recreation, which, while it interests the mind, will also lead it to the conclusion that religion and morality, above all else, constitute the only true and lasting happiness. The writer's aim is to confront the morbid and demoralizing fictions of the day with a strong, healthy current of pleasant reading, designed to instruct and win the heart, while it amuses the fancy. It is not particularly sectarian in its character, and the doctrinal points of the Catholic Church are but lightly touched. The two beautiful volumes we should think admirably suited for a Catholic gift-book; and the Protestant, in our opinion, would not commit an unpardonable sin in presenting it to the Catholic friend and servant as a Christmas present.

30.—*The Juvenile Companion and Fireside Reader, consisting of Historical and Biographical Anecdotes, and Selections in Poetry.* By the Rev. J. L. BLAKE, D. D., author of Various Works on Education and General Literature.

An improved edition of a comparatively old and popular work. The selections, comprising the best passages and pieces from the most approved English authors, are generally of an instructive character, and an unexceptionable moral tendency.

- 31.—*Matrimony; or, Phrenology and Physiology Applied to the Selection of Congenial Companions for Life; including Directions to the Married for Living Together Affectionately and Happily.* By O. S. FOWLER, Practical Phrenologist, etc., etc. New York: Fowler & Wells.

We have no doubt that the adoption of Professor Fowler's principles of selecting "congenial companions for life" would be far more productive of the felicities sought for in the matrimonial alliance than the principles that too generally govern our choice in this all-important matter. We think, moreover, that were the motto which Mr. Fowler has placed in his title-page, "*Natural Waists, or no Wives*," adopted, we should soon find a new race of beings. It is a good book—full of common-sense suggestions—and its counsels, if heeded, would do more to promote moral reform than all the societies, instituted for that purpose, in Christendom.

- 32.—*The Poetical Writings of the late Willis Gaylord Clark.* First complete edition. New York: J. S. Redfield.

These poems, collected from the various periodicals in which they were originally published, have many admirers. They are sweet expressions of the pure and gentle spirit of the author; and, to quote from a friendly critic, they "flow in melody from a heart full of the sweetest affections, and upon their surface is mirrored all that is gentle and beautiful in nature, rendered more beautiful by the light of a religious imagination." Devoid, however, of that spirit of the "living present," so full of hope in, and for humanity, which appears in Longfellow, Lowell, Mackay, and others of the same stamp, their circle of admirers must gradually diminish.

- 33.—*Fact and Fiction; a Collection of Stories.* By L. MARIA CHILD, author of "Letters from New York," "Philothea," "History of Women," "Flowers for Children," etc., etc. New York: C. S. Francis & Co.

This handsomely-printed volume, of nearly three hundred pages, with its fifteen tales and sketches, is reproduced in its present form without preface, note, or comment, with this simple and characteristic inscription, "To Anna Loring, the Child of my Heart." The stories, many of them, at least, have been published in the periodicals of the day, the *Columbian* and other Magazines. Mrs. Child is a true woman, with a heart full of the largest sympathies for the whole human race; and her imagination and fancy—indeed, whatever of talent or genius she possesses—all harmonize with that innate goodness which pervades a life of Love and Duty. The "fact and fiction" of these agreeable tales and sketches are alike full of truth and beauty, and will interest the pure and simple-hearted as well as the most cultivated and progressive minds.

- 34.—*Greenwood Illustrated; in a Series of Picturesque and Monumental Views, in Highly Finished Fine Engraving, from Drawings taken on the Spot.* By JAMES SMILLIE. The Literary Department by N. CLEVELAND. Parts I. and II. New York: Published by R. Martin.

The plan of this work is excellent, and the manner in which it has, thus far, been carried out, credible in the highest degree to all concerned. The numbers already published give promise of a degree of pictorial excellence that has not, so far as we have seen, been excelled, and, we have little hesitation in adding, been equalled, on this side of the Atlantic. The two parts before us contain six engravings, accompanied with appropriate letter-press descriptions. Four parts more will complete the work, which is furnished to subscribers at fifty cents each, or three dollars for the entire work. We cheerfully give our unqualified testimony as to the fidelity of the views; and the pen and pencil show us how art and nature are combining at "Greenwood" to form an attractive and fitting place of burial. We shall refer to this beautiful work again.

- 35.—*The Architect; a Series of Designs for Domestic and Ornamental Cottages, connected with Landscape Gardening, adapted to the United States. Illustrated with Drawings of Ground-Plots, Plans, Perspective Views, Elevations, Lectures, and Details.* By WILLIAM H. KANLETT, Architect. Parts I. and II. New York: William H. Graham.

This work is designed to supply a systematic treatise on rural architecture, with scientific and practical developments of various styles adapted to the United States. Each design consists of a ground-plot, the several flower plans, two geometrical elevations, and framing, and all the necessary working plans—accompanied by full specifications and estimates of all materials, labor, &c., required for the construction, and the necessary descriptions and directions. The ground-plots contain topographical views of the gardens and other grounds connected immediately with the residence. The two numbers are handsomely executed, and give promise of a most valuable contribution to this department of the arts. Three numbers more will complete the first volume. Each number contains six plates, from drawings on stone, in the first style of tinted lithography. Such a work will be useful, not only to the professional architect, but to the private citizen.

- 36.—*My Own Treasury; an Illustrated Gift-Book for Young Persons.* Edited by MARK MERRIWELL. New York: Wiley & Putnam.

This very handsome book has quite an English look; and we more than half suspect it one of the first-fruits of the new tariff. Be that, however, as it may, its one hundred engravings are very cleverly designed and executed, and the tales, sketches, and histories, happily blend whatever is attractive in narrative, and graphic in description. It will prove a most attractive "Christmas-book" for the little folks.