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Art. I.—COMMERCE OF CEYLON.

THE island of Ceylon, which is situated at the west entrance of the bay of Bengal, extending about 270 miles from North to South, and occupying an average breadth of 100, is acknowledged to be one of the most beautiful upon the surface of the globe. Abounding in various scenery, it spreads out a tropical vegetation of the utmost luxuriance, producing some of the most valuable staples of commerce; while the resources of its soil contain, not only gold and silver and precious gems, but various other species of mineral wealth. Chains of mountains, varying from 1,000 to 4,000 feet above the level of the ocean, occupy the central portion of the island, embosoming the most lovely valleys; while a broad belt of alluvial land of great fertility surrounds them, furnishing ample scope for the enterprises of husbandry. Forests of gigantic size cover the mountains even to their summits, adorned here and there with elegant cascades, which form the placid streams and sparkling rivulets that water the valleys. It is our design to portray, in a condensed form, the general condition of this island, so far as it bears upon the interests of trade and commerce.

There appears to be satisfactory evidence, that Ceylon was formerly a densely populated country, in the monuments which are scattered over its land. There is now apparent, in a part of the island, the ruins of a large city constructed of brick and mortar; and also an artificial tank, or reservoir of water, whose basin is 16 miles in extent. At the distance of 9 miles from this reservoir, is an embankment, formed of large stones 8 feet long, 4 feet broad, and 3 feet thick, cemented together by lime; the length of the dam being 600 feet, the breadth 60 feet, and the height about 12 feet. It is said that this work was executed by the Hindoos. Numerous buildings, apparently of a more remote date, are, moreover, discovered in the interior, the stone work of which is finished with great skill. A lake, 15 miles in circumference, has been also formed, by the artificial junction

of two hills. For the parapets, by which this work is finished, arches, similar to those used by the Romans, are perceptible; and a gigantic pagoda, the base of whose cone is a quarter of a mile in circumference, surrounded by an enclosure also of one mile in circumference, composed of a wall of brick and mortar, and an entering colonnade of stone pillars 10 feet high, attracts the attention of the explorer. The ruins of ancient canals and bridges have also been discovered; the latter giving evidence that the ancient Cingalese had a knowledge of the use of the wedge and chisel, long before they were introduced into Europe for similar purposes.

The wooded portion of the island abounds in game of various sorts, among which, are the moose-deer, the jungle-fowl, the monkey, and the elephant. The roads along the coast, run through extensive groves of cocoa-nut trees. The main avenue from Colombo to Kandy, possesses a tunnel, 500 feet long, cut through the mountain, while the rivers are crossed by elegant iron or wooden bridges.

Nor is the population of the island less remarkable than its natural features. This is, for the most part, comprised of the Cingalese or Ceylonese, the Malabars or Hindoos, the Moors or descendants of the Arabs, or the Mahomedans of Upper India, and the Veddass, who are the aborigines of the island, mingled with Malays, Caffres, Javanese, Chinese, and Parsee traders, together with the descendants of the Portuguese and Dutch, and the English, who now possess the jurisdiction of the territory. It is supposed that the population has declined from its former amount. According to the census of 1836, the total amount of the population was 645,492 males, and 584,336 females. The Cingalese occupy themselves with many branches of manufacture, among which, are the weaving of cotton and silk; the working in gold and silver, iron and copper; the glazing of pottery; the casting of cannon, and the distillation of spirits; the application of lacker, and the preparation of gunpowder; besides the cutting and setting of precious stones. The peasantry possess land, from which they derive a part of their subsistence.

But we approach a subject, more directly bearing upon the commerce of Ceylon, namely—its staple products. We are informed that, for a distance of 135 miles, there is a continuous grove of cocoa-nut, bread-fruit, and jack-fruit trees. Cotton grows abundantly; and every village or hut, possesses its patch of sugar-cane and tobacco. Coffee, of the best kind, abounds; and the pepper-vine flourishes, nearly in a state of wildness, all over the island. Cardamon plants are likewise plentiful, and the areca-nut, of the best quality, is produced. Teak forests are frequent; and cala-mander, ebony, satin, rose, sappan, iron, jack, and every kind of wood, adapted to the most elegant kind of cabinet-making work, are, moreover, abundant.

But the most distinguished vegetable product of the island, is the cinnamon; and here, the greater part of that which forms the staple of commercial export is produced. Indeed, we are told, that the approach to the coast is known by the odor borne upon the breeze from its cinnamon groves. The tree, from which this bark is derived, grows to the height of from 15 to 20 feet; the roots possess the pungent smell of camphor and the odor of cinnamon, while the leaves have the taste of cloves. The cinnamon plantations of the island occupy between 2,000 and 3,000 acres, and more than 30,000 persons are employed upon them. On the 1st of May, the peeling of the bark commences, and ends with October. The

peelers constitute a distinct class in Ceylon. The plantation itself requires a growth of seven or eight years before it yields produce. The importance of this article as a commercial staple will hardly be questioned, since we find it constituting a part of the stock of almost every grocer's store-house. We, therefore, subjoin a table, showing the quantities of cinnamon which were imported into England for a period of eight years, ending with the year 1834. Since that period it has been much increased:—

1827.	1828.	1829.	1830.	1831.	1832.	1833.	1834.
Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.
267,444	337,483	544,225	464,175	225,869	36,762	102,402	221,222

By a statement before us, it appears that the sale of cinnamon was, in—

1833.	1834.	1835.	1836.
£59,758	£9,679	£13,029	£52,534

Recent advices by the overland mail, received *via* London, put us in possession of some interesting accounts from Ceylon, furnishing statistics relative to the trade of the island for the year ending the 5th of January, 1846. According to these, it appears that the number of vessels entered inwards was 3,281, with 196,364 tonnage; while the number cleared outwards was 3,207, with 189,815 tonnage. The gross amount of customs duties received on imports and exports during this period was £144,460, and the gross revenue from customs, including port dues, warehouse-room, &c., £148,519. The total value of imports was £1,494,824, and the total value of exports, £583,100. The quantity of coffee shipped to England, was 168,890 cwt. 2 qrs. 22 lb.; and of sugar, 5,145 cwt. 2 lb. A comparison of the value of exports to Europe, during the quarter ending the 10th of October, 1845, and 1846, shows the following results:—

	1845.	1846.		1845.	1846.
Coffee,.....	£24,786	£36,451	Cocoa oil,.....	£2,332	£4
Cinnamon,.....	15,993	6,949	Sundries,.....	2,341	1,924
Plumbago,.....	321	614			

These advices also state, that the southwest monsoon was breaking up, and that the wet weather had increased. A discovery of tin ore had been made by the missionaries, in the north part of Saffragan district, who manifest an inclination to extend their researches, if the government is prepared to grant them privileges and remit the demand of royalty. The markets at Colombo were not brisk. Very small parcels of coffee, of the new plantation crop, had reached the hands of the merchants; not only the general backwardness of the season, but also the scarcity of labor tending to retard the progress of the gathering. Some of the samples from the elevated districts are pronounced as decidedly good. Native descriptions were quoted 24s. 6d. to 25s. In cinnamon no great change had occurred. Some speculative business, it was thought, might follow the agitation respecting a reduction of the duty. The "cuttings" are stated to have fallen short of the estimates. The raw material for the manufacture of cocoa-nut oil continued exceedingly scarce, and was quoted at 30 rix-dollars to 33 rix-dollars per candy. Cinnamon oil was in demand at 5. Freights had given way to £4 5s. to £4 10s. for oil and coffee, and to £5 5s. to £5 10s. for cinnamon. The exchanges scarcely

maintained previous firmness; and after the arrival of the *Seaforth*, it was anticipated that the bank rates would be 5 per cent discount for six months' paper. The dulness in the import market was attributed to the late crops.

There are likewise upon the island, manufacturing establishments, where handkerchiefs, table-cloths, napkins, towels, sail-cloths, white coarse cloths, and cloths that are used for dress by the natives, are made; besides other products, which are valuable staples of domestic trade.

But it is for its mineral wealth that Ceylon is peculiarly distinguished. Besides an abundance of alum and salt, it possesses the more precious gems in a considerable quantity. Its mountain streams abound in silver and gold, and the amethyst and the sapphire, the topaz, the ruby, and the diamond, imbedded in its soil, furnish an important source of profit from its mines, while its coasts abound in rich pearls. By a census returned in 1836, we learn that there were then 198 gem quarries, producing yearly a large amount of value. The "pearl banks," as they are denominated, lie from 6 to 10 miles off from the shore, and are formed by coral ridges. Yet the pearl oyster arrives at the greatest value upon the banks of Arippe, where the coral rises nearly to the surface of the water, affording a shelter against the winds and currents. The oysters from which the pearls are collected, accumulate in heaps upon the rocks, and sometimes even 60 pearls are taken from a single oyster. The following is the ordinary mode of proceeding on the part of the pearl divers. The crew of each boat—which is generally of very rude construction, from 8 to 15 tons burden, and without decks—consists of a master, 10 divers, and 13 other men, who manage the boat and attend the divers while they are fishing. The diver, divested of his clothes, and standing upon a diving stone, weighing from 15 to 25 pounds, drawing a full breath, pressing his nostril between his thumb and finger, and holding a net, sinks to the bottom. On reaching the bottom he abandons the stone, and clinging to the ground commences filling his net. In order to accomplish this, he will sometimes creep over a space of 8 or 10 fathoms, and remain under water a minute. From 1,000 to 4,000 oysters, are generally collected by a pearl diver in a single day. The period in which the divers remain under water, is almost incredible to one who has not witnessed their proceedings, sometimes amounting to 80 seconds. One-fourth part of the oysters thus collected, belong to the divers, while the rest are reserved for public sale. It is stated, from what appears to be a most credible source, that the annual nett revenue which is derived from the pearl fishery, is £14,000 sterling; although, in 1833, when 1,250 divers were employed, it amounted to £25,043, and in 1835, to £25,816.

The shipping of the island, as well as its imports and exports, likewise constitute an interesting subject of investigation. Those imports and exports were extended to Great Britain, North America, the United States, and foreign states. The total number of vessels employed during the year 1834, in this commerce, was 1,406; during the year 1835, they amounted to 1,404; and during the year 1836, they amounted to 1,331, with a tonnage of 71,232; the value of this commerce in pounds sterling being £411,670, and employing 13,503 men.

The greater portion of the land is jungle, or waste land, which is at the disposal of the government; although that part which has been cultivated, comprises but comparatively a small portion. Besides live stock, consist-

ing of horses, horned cattle, sheep, and goats, the tilled soil has been made to yield abundant crops of paddy, fine grains, coffee, pepper, mustard, grain, maize, peas, cotton, and tobacco. During the year 1836, there were produced 715,286 pounds of cinnamon from its plantations, 190,161 pounds of coffee, 328,493 pounds of cotton, 6,202,278 pounds of tobacco, 12,243 bushels of pepper, 409,012 gallons of cocoa-nut oil, and 237,602 gallons of arrack. There seems to be no doubt that, by the grant of lands upon advantageous terms, and a judicious system of tillage, those several products may be much augmented in amount.

During the year 1815, Ceylon came under the jurisdiction of Great Britain, and since that period it has formed an important link in the chain of its colonial possessions. Regular communication now exists, through the agency of steam-ships and sail-vessels, between its ports and the city of London. Its principal city, Colombo, possesses a population of about 50,000. Trincomalee is likewise an important point, deriving its prominence from the excellence of its harbor, in which the English have a dock-yard. The political administration of the island is confined to a governor and council, the latter being composed of some of the most experienced and approved European civil servants. The governor is commander-in-chief of the military forces when convoked by him, and may pass laws even without the consent of the council. Those are published some time before they are enacted, in the "Official Gazette," in order that they may elicit discussion, and are subject to the final approval of the queen in council. The operations of the government are prosecuted by three classes of persons. The first embraces those civil servants who are sent out as "writers" from England, under the auspices of the secretary of state, for the colony. The second class embraces those Europeans, not of the civil service, from which provincial magistrates and clerks in public offices are appointed; and the third class comprises natives, who sometimes hold the situation of lieutenants of districts, and interpreters to the courts of justice and to the collectors' offices. There is, moreover, a fourth class, which is comprised of officers selected from the regiments serving in Ceylon, who are appointed to the office of magistrates in the respective provinces. The appointments to the higher offices are made provisionally by the governor, subject, however, to the confirmation of the secretary of state in England.

The judicial administration of the island consists of a supreme court, which is presided over by three judges; and the trial by jury is established, both for the benefit of Europeans and natives. Within each district, there is also a district court. The supreme court is held at the city of Colombo, and appeals are allowed from that court to the queen in council. From the exposed condition of the island, it has been thought necessary to maintain a regular armed force for its defence. These consist of four king's regiments of infantry, which are stationed at Colombo, Kandy, and Trincomalee; two companies of royal foot artillery; a mounted body-guard for the governor; and a Ceylon regiment, nearly 1,500 strong, composed of Malays, wearing a dress of dark green, and armed with rifles and short strong swords.

Although the religion of the Cingalese is Buddhism, yet the advances of the Europeans upon their island have introduced, in a great measure, the blessings of Christianity. There are various Protestant churches through its several populated portions, besides several chapels connected with the

Roman Catholic church. Missionary influences have, moreover, been extended to the island, and numerous schools have been organized; the total number of all kinds, in 1836, being 1,039. It can scarcely be denied, from the brief view that we have taken of this interesting island, that it exhibits, in its actual position, some of the most interesting circumstances. Since its acquisition by the government of Great Britain, no profit has been derived from its possession, inasmuch as its expenditures have exceeded the revenues. But by introducing the light of European knowledge into that region, there is reason to believe that advantages, greater than those which flow from commercial profits, will be disseminated through the territory; and that the native population, by contrasting the blessings of Christian civilization with the errors of their dark and mystic faith, will eventually be led to reject it, and to adopt principles more conformable to reason and enlightened justice. It is thus, that the area of a most valuable commerce can be most successfully extended.

Art. II.—A CHAPTER ON COLONIAL CURRENCY,

PRIOR TO THE YEAR 1739.

THE fluctuation and uncertainty which distinguish the subject of currency at the present day, above all other questions of national interest, were not unknown during the earliest periods of our colonial existence. The subject of a circulating medium, adapted to the requirements of commerce and the relative position of the several colonies, was warmly contested; and gave rise to various projects of a financial character. The perpetual drain upon the precious metals, to meet the demands of creditors in Great Britain, by enhancing the scarcity already existing in a newly-settled country, compelled a resort to other mediums, for the purpose of carrying on their domestic traffic. While some provinces adopted a truck trade, based on the products of the soil, others found it more expedient to have recourse to a paper currency. Both schemes were temporarily beneficial, within the limits of the several colonies that adopted them. They could not, however, subserve the purposes of a *national* currency, so long as there existed an independence in matters of government, or a division of pecuniary interests. As a natural consequence, the value of money became so uncertain, that operations in trade were liable to perpetual obstruction—a condition of things which led to dealing in loans and exchanges to a ruinous extent. This was particularly the case in Rhode Island, whose legislature had no representative of the king, nor admitted of instructions from his council, or the Board of Trade and Plantations.

These loans were usually made by government to private individuals, on landed security, conditioned that repayment should be made in their depreciated value, at the expiration of twenty years. The persons who took them were called *sharers*; and were required to pay into the treasury 5 per cent annual interest, for the first ten years, and 10 per cent of the principal, without interest, for the remaining ten. The sharers loaned the money in their own and neighboring colonies at 10 per cent, or more, for the whole twenty years, which enabled them to realize £150 nett on every £100 loaned, principal and simple interest, after paying the same amount into the public treasury. In some instances, the sharers would sell

immediately for ready money premium, and, not unfrequently, as high as 35 per cent.

In addition to this system of fraud, which was practised by the colonists themselves, the connivance of government at home opened a door for arbitrary proceedings on the part of the colonial authorities, who sometimes assumed the responsibility of depreciating the standard denominations of gold and silver, with a view to personal profit. An instance of this kind occurred in Virginia, about 1680, when Lord Culpepper, in quality of king's representative, altered the value of silver coin by proclamation, to defraud a regiment, sent from England to quell the insurrection under Bacon.

Originally, in all the British American Colonies, 5s. denomination was equal to an English crown sterling. But, as pieces of eight became, by degrees, the standard currency, a fraud of no less than 11 per cent was practised upon the merchants at home, by remitting or crediting a piece of eight, of the value of 4s. 6d., for a crown, or 5s. sterling. This led to the passage of sundry laws, prohibiting the circulation of light pieces of eight; but, as these laws were seldom enforced, heavy and light pieces circulated promiscuously. The consequence was, the former were shipped to Great Britain, while the depreciated coin became the universal currency. In process of time, also, a distinction was made between heavy pieces, which became merchandise, and light pieces, in which debts were paid, varying from 10, 15, 20, to 25 per cent. This led to much complaint among the merchants and others who dealt with the colonies; and resulted in a proclamation of Queen Anne, and subsequently a proclamation act by parliament, that, from and after 1709, a heavy piece of eight and others, in proportion to their weight, should not pass current at an amount exceeding 6s. Except in Barbadoes and the Bermudas, little attention was paid to the provisions of this act; the currency of Virginia being regarded as equally, if not more beneficial to the interests of trade and commerce.

The inconveniences resulting from this condition of the currency, were productive of different results in the several colonies, but more seriously felt, perhaps, in that of Massachusetts Bay than in any other. At the first settlement of the New England Colonies, their circulating medium was barter and sterling coin at sterling value; although a portion of the taxes were authorized to be paid in provisions and other produce, which were known as *stock in the treasury*. In matters of trade, a heavy piece of eight passed current at 5s., but, as early as 1652, they proceeded to coin silver shillings, sixpences and threepences, at the rate of 6s. to a heavy piece of eight; which was continued, by subsequent acts of Assembly, until 1705, when a resolve of the General Court altered the value to 7s. per oz. During the next year, the courts of judicature chancered silver to 8s. per oz. in satisfaction of debts, which was nearly at the rate of 6s. to a light piece of eight, as current at that time. At this rate, silver and province bills continued at par until 1714, when the large emissions of paper upon loans, which had been made at different periods, together with emissions to defray the expenses of government, depreciated the value of public bills to 29s. per oz. silver.

MASSACHUSETTS BAY. In this province, which has the credit of being the pioneer of paper currency among the British American Colonies, £40,000 "Old Charter Bills" were emitted as early as 1690 or 1691, to cancel the debt incurred by the Canadian expedition. These bills were successively redeemed and re-emitted, until 1702, when a new emission

took place, which, in connection with subsequent ones, was gradually cancelled by taxes in 33 years. During this period, the entire amount emitted and re-emitted was £1,132,500 upon funds of taxes, and £310,000 upon loans—making a total of £1,442,500.

NEW HAMPSHIRE. The requirements of trade in New Hampshire, at this early period, were so extremely small, that their bills of credit rarely circulated beyond the limits of that province. About the year 1739, the amount outstanding was something like £12,000, to be cancelled by 1742. The ordinary expenses of government did not exceed £1,500 per annum, New England currency.

RHODE ISLAND. The first emission of this province was in 1710, towards defraying its proportion of charges on the expedition against Port Royal or Annapolis Royal, in Nova Scotia. Prior to 1739, the entire amount issued was £399,300, of which £19,300 were upon funds of taxes for expenses of government, and £360,000 upon loans.

Under the system of fraud adopted in this province, which we have already explained, the earliest loan appears to have been made in 1715, for a period of ten years; although payment was subsequently postponed, so as to bring the last instalment due in 1738. Exchange having risen, during this period, from £65 to £400 per cent, the sharer was enabled to realize £67 to the £100, minus the amount paid into the treasury.

CONNECTICUT. The people of this province, being devoted chiefly to agricultural pursuits, had less occasion than their neighbors to venture upon schemes of finance; and silver would have been continued at its par value, or 8s. per oz., if currency had not been given to the bills of other provinces. Their first emission, intended for government charges only, took place in 1709; but was promptly cancelled by taxes, within the periods limited by the act. The entire emission of Connecticut, as late as 1739, was £155,000. In 1733, a charter was granted for trade and commerce to a society in New London, who undertook to emit bills of credit. These bills having failed in obtaining a general currency, the government were compelled, in justice to the holders, to issue £50,000 upon loan, to redeem them.

NEW YORK. In 1706, the province of New York resolved to chancery proclamation money, for reasons similar to those which had prompted the authorities of Massachusetts Bay, viz: the payment of debts. Three years subsequent to this date, £13,000 of public bills were issued, towards their quota of expenses incurred by the Canadian expedition. These originally bore interest; but in 1710 it was rescinded, under pretence that they were hoarded, and did not subserve the purposes of a currency; £10,000 additional were therefore issued, without interest.

By collusion of the Governor, Council, and Representatives, the sum of £2,680 was issued in 1714, to meet government expenditures, and to be cancelled in twenty years (1734) by excise on liquors. In 1717, an emission of £16,607 was made, to be cancelled by duty on wines and rum for 17 years, and excise continued from 1734 to 1739. This emission was connived at by the Boards of Council, Trade, and Plantations at home; and, having been made without the royal approbation, established a precedent which proved extremely detrimental to the interests of trade and commerce. In 1734, £12,000 were issued for fortifications, to be liquidated by imposts, prior to 1746; £48,300 additional were emitted in 1738, of which £40,000 were upon loan. This was to be cancelled by 1750. Ex-

change rose, in consequence, to 70 per cent, and silver to 9s. 3d. per oz. It having been ascertained, in 1739, that £15,000 of the emissions of 1714 and 1717 were yet in circulation, in consequence of an improper application of some portion of the public funds, it was deemed expedient to extend the excise 15 years longer, in order to cancel them.

NEW JERSEY. As in Connecticut and New York, £3,000 were issued in 1709, towards the expedition to Canada. In 1711, under pretence of another Canada expedition, £5,000 more were emitted, to be gradually cancelled before 1713; although a considerable amount of both emissions were current as late as 1723. £40,000 were issued in 1724—a portion of which was applied to cancel outstanding bills, and the balance, upon loan, was to be redeemed in twelve years. This emission, though unusually large for so small a colony as New Jersey, was promptly cancelled, and eventually became 2s. better in the pound than the bills of New York. An additional issue of £20,000, however, in 1733, to be paid in sixteen years, had a tendency to depreciate the currency of this province to par with that of New York. In 1734, the first loan of 1724 being nearly cancelled, a farther loan of £40,000 was enacted by the Assembly, but not issued until 1736, in consequence of delay in obtaining the royal assent.

From this date, New Jersey bills gradually sunk below par with New York, until the emission of the latter province in 1738, when its bills became 6d. in the pound better than those of New York, and 1s. in the pound better than those of Pennsylvania. The stability of New Jersey bills, at this period, was attributable mainly to two causes:—

1st. Their currency in New York and Pennsylvania; while those of New York were not current in Pennsylvania, nor those of Pennsylvania in New York.

2nd. A provision of the act, by which failure of loan payments amount to a confession of judgment, and only thirty days' redemption of mortgages allowed.

PENNSYLVANIA. In the two governments of Pennsylvania, currency continued at silver proclamation value, until 1723, when the three northern counties, or Pennsylvania proper, issued £15,000 upon loan, and £30,000 more, in 1724; but finding, in 1726, that £6,100 of these emissions were sunk, the friends of paper currency procured an act for re-emitting so much of the remainder as should be annually paid in by the borrowers; and accordingly, in 1729, £30,000 were issued, which, by various re-emissions, were kept in circulation for a great length of time. Ten years after, (1739,) an additional issue of £11,100 was made, on similar terms. At this date, exchange with London had advanced from 33, as high as 75 per cent.

MARYLAND. The truck trade in tobacco, adopted by this colony, contributed to keep silver at proclamation value, until 1734. An emission of £90,000 at this time, however, payable in three periods of 15 years each, advanced exchange from 33 to 150 per cent.

VIRGINIA. With the exception of the arbitrary proceeding of Lord Culpepper, in 1680, Virginia was enabled, by adopting the truck trade in tobacco, to preserve her integrity much better than most of the other colonies. In 1739, silver had varied from 6s. a crown British, or 6s. 3d. per oz. silver, to 6s. 8d. and 5s. per oz. gold; which was equal to a depreciation of 25 per cent below sterling.

NORTH CAROLINA. Prior to 1739, this province had issued £40,000

upon loan, and £12,500 upon funds of taxes. At that date, exchange was settled by legislative act, at 10 North Carolina for 1 sterling; but 12 to 14 to 1 sterling, in drawing upon London.

SOUTH CAROLINA. The expedition against St. Augustine gave occasion to the earliest emission of this colony, in 1702. Subsequent issues were made, in 1711 and 1715, for expeditions against the North Carolina and the Southern Indians; besides emissions for ordinary charges of government, and large sums upon loan. The amount outstanding, in 1739, was about £250,000, of which £100,000 was without fund or period. A truck trade in rice was adopted by this province. Exchange, as settled at that date, was 8 South Carolina for 1 sterling.

GEORGIA. The currency of Georgia, at this period, consisted of Trustees' Sola Bills sterling. The funds were allowances by Parliament and private subscriptions to carry on the settlement.

BARBADOES. Currency at proclamation value, 6s. 10d. farthing per oz. silver by weight, until the first emission of paper money; when £16,000 were authorized upon the Negro Tax Fund, (3s. 9d.,) and shortly after, £80,000 more upon loan. These bills soon fell 40 per cent below silver, and were suppressed, on complaint, by an order from Great Britain, which occasioned a serious loss to the holders. The truck medium of this colony was sugar. The par of exchange was 33 per cent—but usually in favor of Barbadoes.

CARRIBEE LEEWARD ISLANDS. In the islands of St. Christopher's, Montserrat, the Virgins, and others, silver proclamation value depreciated to 8s. per oz. Light pieces of eight current by tale. Exchange 50 per cent advance.

JAMAICA. Heavy pieces of eight, originally current at 5s., were superseded, in this island, by light pieces—the former having been gradually shipped to England, at 10, 15, 20, and 25 per cent. In 1739, a light piece of eight passed current at 5s.—a heavy piece, at 6s. 3d., and silver at 7s. 2d. per oz. Par of exchange about 36 per cent, and generally in favor of London.

In consequence of this uncertainty and fluctuation in the colonial currency, exchange stood, in 1739, at 450 per cent in New England; 70 to 75 per cent in New York, New Jersey and Pennsylvania; 150 per cent in Maryland; 1,100 to 1,300 per cent in North Carolina; and 700 per cent worse than sterling in South Carolina.

Although the evils resulting from this condition of things affected every class of society to some extent, the greatest sufferers were the merchants of Great Britain, who sold their merchandise in good faith and on long credit, for which returns were made in a currency that was gradually depreciating from 8s. to 29s. per oz. silver. Hence, the creditor sustained a loss of 5 per cent upon his demand, for every shilling in the pound that silver rose in price, or paper money depreciated.

To these ruinous effects were superadded the proceedings of *seeking factors*, as they were termed; a class of men, who, to procure business from home, were accustomed to enter into contracts which could not be fulfilled—and, having nothing to lose, became bankrupts by profession, amid a prevailing insensibility to discredit. Indeed, it had almost become a maxim among shopkeepers, that the most feasible method of growing rich was to run boldly into debt, on a long credit—bear dunning with a good

grace—and, in the event, to claim the privilege of 12 months or more, while the law was taking its due course.

This insensibility to discredit was fostered by sundry causes, among which may be enumerated the allowance of appeals upon plain bonds, notes of hand, and defaults—unauthorized delay of executions—and a laxity in the enforcement of the laws for the relief of insolvent debtors.

Nor were the effects of this system manifested only in individual transactions. The internal administrations of some of the colonies partook largely of the general corruption; the popular representatives having refused, in several instances, to provide for the necessary charges of government, because the Governor and Council would not, in violation of instructions from the crown, concur in inconsiderate emissions. Foremost, in proceedings of this nature, was South Carolina, whose Governor was deposed on this account in 1719; and in 1731, on the arrival of Gov. Johnson, there had been no supply granted in the four preceding years. In like manner, no supplies had been voted in New Hampshire for five years preceding 1736.

Among other consequences attributable to these injudicious emissions of paper currency, was the frequent *rise of silver and exchange*, as instanced in the New England colonies. When silver had advanced, in 1706, to 8s. per oz., in consequence of light pieces of eight superseding heavy ones, it continued at that rate, so long as the amount of paper did not exceed a due proportion to the current silver. But, shortly after the emission of £50,000 in Massachusetts (1714,) and £40,000 in Rhode Island (1715,) silver rose to 9s. 2d. per oz., or 15 per cent advance above its standard value. In 1721, it advanced to 12s. in consequence of an emission of £100,000, in Massachusetts; and in 1722, to 14s. for a similar reason. It subsequently rose to 16s., at which rate it continued until 1728, when it experienced a farther advance, consecutively, of 2s., 5s., 11s., and in 1734, of 13s. to the oz. Between this year and 1738, in consequence of the amount cancelled exceeding the emission, exchange fell 40 per cent.

Experience showed, also, that inordinate emissions of paper were, in reality, *no addition to the medium of trade*. For example, in New England, in 1713, there were in circulation about two-thirds bills to one-third silver, at 8s. per oz. value. At that period, the public bills of the four provinces amounted to £175,000, at 8s. per oz. silver value, or 438,000 oz. value, with 219,000 oz. of silver currency, or 657,000 oz. silver value. In 1718, the public bills of New England were £300,000, at 12s. per oz. silver, or 500,000 oz. value in silver. In 1731, they amounted to £470,000, at 20s. per silver, or 470,000 oz. silver value. In 1739, it had risen to £630,000 at 29s. per oz. silver, or 434,000 oz. silver. It was owing to the depreciation of tobacco, by reason of its excess, that the Assembly of Virginia were induced to restrict its cultivation to 1,000 lbs. weight per annum per *titheable*—and the authorities of Maryland to 150 lbs. weight per *rateable*, in 1734 and 1735.

The popular arguments advanced, at that early period, in favor of paper currency, were similar, in many respects, to those which are in vogue at the present day. Among the most prominent were the following:—

1. The prevention of usury.
2. The depreciation of paper, in consequence of an arbitrary rise in the price of goods.

3. The shipment of silver, in balance, by reason of an excess of imports.

4. The enlargement of trade.

5. The increased facility of paying government debts and taxes.

6. Protection against the influx of foreign paper.

In reply to these arguments, the following method of reasoning was adopted by the opposition :—

First—Large emissions of paper money must naturally advance the rate of interest, in order to make good the sinking principal; and the case of Rhode Island was cited as in point. In 1737, silver was 26s. to 27s. per oz., but, in consequence of a large emission in 1739, it rose to 29s., which was equivalent to 7 per cent loss of principal. Hence, the lender, in order to preserve his principal, would require an interest of 13 per cent per annum. Between 1733 and 1734, silver rose from 22s. to 27s. in consequence of large emissions, which was equal to 22 per cent loss of principal, and required 28 per cent interest to the lender.

Second—When a large emission of paper is foreseen, goods naturally advance, because, being sold on long credit, the effect of the issue will be felt before the time of payment. Exchange and silver, being purely cash articles, could not experience any variation, until an addition was made to the currency by a new issue—as, for example, the large emission of 1733, which did not advance silver to 27s. per oz. until the autumn of 1734.

Third—In proportion as paper increased in quantity, silver became a profitable article of merchandise—and, being no longer required in trade, was gradually shipped off in balance. It was also contended that an excess of imports was attributable to the excessive amount of paper money afloat, which fostered a spirit of extravagance and reckless adventure, and emboldened the troop of *seeking factors* to glut the market with goods, by advising their principals at home of the abundance of money.

Fourth—In reply to this argument, it was maintained, that the amount of circulating medium invariably keeps pace with the increase and demands of trade; and when no paper currency existed, the people were better able to discharge government dues. This was supported by the experience of Massachusetts Bay—the first Assembly under the new charter having imposed a tax of £120,000 or upwards, as far back as 1692, and subsequently, in 1694, £70,000, both of which amounts were levied within the time prescribed by the act.

Fifth—It is not the government which provides money for its support, but the people who support it by their trade and industry. The government merely acts as steward of the public.

While the contest was rife between the respective advocates of a paper and metallic currency, various schemes of a public and private nature were proposed, particularly in Massachusetts, for compromising differences of opinion and rectifying the evil.

Among the former, the most prominent were :—

1. A proposition to empower the Government and Council, with the advice of merchants, to settle the rates of exchange with London, or of silver in province bills, at least once or twice a year—the payment of bonds, notes, and book debts in province bills, equal in value to the exchange or price of silver at the time of contracting. This latter suggestion was acted upon successfully in the Carolinas.

2. The incorporation of private companies, with power to emit bills of

credit on a metallic basis. The feasibility of this proposition was assumed from the fact, that, in 1739, Merchants' Notes (a private emission in Massachusetts,) were 33 per cent advance above Province Bills, which, although 25 per cent better by legislative enactment, circulated promiscuously at par with the depreciated currency of other colonies.

3. The receipt of no foreign bills in payment of public dues—the cancelling of former emissions—making new issues payable in gold or silver after a certain date (the gold and silver to be raised by imposts on goods, tonnage and light-house money)—and a prospective assessment of an equal amount at every new emission.

The principal private schemes were:—1st. A Land Bank. 2nd. A Credit or Bank of Produce and Manufactures. 3rd. A credit upon a silver fund.

Art. III.—COMMERCE IN THE STRAITS OF MALACCA.

EMBRACING NOTICES OF MALACCA, SINGAPORE, PRINCE OF WALES ISLAND, PROVINCE OF WELLESLEY, ETC.*

THE British possessions in the Straits of Malacca are composed of three settlements, viz.: Poolo Penang, or Prince of Wales Island, embracing the province of Wellesley, a dependence of it; Singapore, and Malacca. Penang and Singapore are islands, but both province Wellesley and Malacca are situated on the Malayan peninsula. Penang contains 160 square miles, Singapore 275, and Malacca 1,000 square miles. Neither of the settlements bounds the other, as they are separated by lines of coasts, hundreds of miles in extent, in the occupation of Malay princes, all of which, with very trifling exceptions, is a dense mass of forests, indented here and there by small streams and noble rivers. Singapore is in latitude $1^{\circ} 20' N.$, Malacca in latitude $2^{\circ} 14' N.$, and Penang in latitude $5^{\circ} 14' N.$

Malacca, the most ancient of the settlements, and celebrated as a place of great trade in the annals of the Malayan empire, arrested the attention of the earlier Portuguese navigators, who formed a commercial establishment there, which, by cession, subsequently passed to the Dutch, who, in 1825, ceded the whole territory to the British East India Company. It now forms, together with Penang and Singapore, a part of their dominion, under the name of the Straits' Government. Each of the settlements has a chief magistrate, called a Resident Counsellor, who is also a judge of the superior court; and over the whole three settlements a governor is appointed, with very limited powers, by the governor-general, in council, of Bengal, under which latter government that of the Straits is put. The Straits, therefore, is a dependence of Bengal, as all the appointments and legislation originate in that government. The recorder, or law judge, is,

* The present paper was prepared for publication in the Merchants' Magazine by J. BALESTIER, Esq., United States Consul at Singapore. We take this opportunity of respectfully requesting our consuls and commercial agents abroad to furnish us with such information touching the commerce, commercial regulations, &c., of the various ports and countries in which they reside, as they may consider interesting or useful to the merchants of America.—ED. MERCHANTS' MAGAZINE.

however, appointed by the crown, and the laws are administered in the name of the sovereign. He is also judge of the admiralty and ecclesiastical courts.

Malacca, formerly a great place of commerce, as has just been said, became extinct, when Penang, by cession to the East India Company, was made a British port. The trade of Malacca consists of imports of rice, from Arracan, and of various articles from China, for the consumption of its Chinese and Malay inhabitants. The only articles of export are some twenty thousand peculs of tin, of good quality, and the walking canes which bear its name. The tin is smelted from stream ore, in and out of the British jurisdiction, principally by Chinese, who yearly resort to that port from China, via Singapore. This operation is attended with great risk to the undertakers and their laborers; for not unfrequently they fall victims to the cupidity of the Malay chiefs, who, too indolent themselves to undertake any task of continuous labor, seize the first opportunity of appropriating to themselves a rich booty. Hence the limited quantity of tin exported from a region so rich in this metal. Considerable quantities of gold dust are also sent from Malacca; but here again the enterprising adventurer is met, not only by treacherous Malays, but also by tigers and other wild beasts, who are the sole tenants of these vast forests among the sequestered glens and mountainous streams in which the precious ore is found.

Efforts are now making to obtain waste lands of the government, on reasonable terms, by enterprising individuals who wish to enter into the manufacture of sugar from canes, for the growth of which the soil and climate are well adapted. At present, neither cane-sugar or coffee are exported from that place.

The climate of Malacca is celebrated for its great salubrity, and is far from being as hot as its position so near the equator would indicate.

The population of Malacca consists principally of Malays. The Chinese are not numerous. The town of Malacca, which wears a sorry antique look, is for the most part peopled by a mixed race of Malay, Chinese, Indian, Portuguese, and Dutch blood; a race as free from ambition as they are prone to industry. The only Europeans are some of the members of the civil government and the military.

Poolo Penang, or according to its official name, Prince of Wales Island, lies at the western entrance of the Straits of Malacca, and is separated by a narrow strait from the continent. The island is mountainous; the highest hill being 2,800 feet above the sea, which is much resorted to by the inhabitants, and strangers from India, for its agreeable climate. Province Wellesley is immediately opposite, on the continent, and consists of a narrow flat band along the sea.

Penang was ceded to the East India Company less than a century ago, and soon became a place of commercial importance, which character it maintained until the establishment of Singapore. Valuable plantations of nutmegs, cloves, and pepper, were established by Europeans, which, all but the last, are still in being, and form the chief wealth of the colony. It carried on a brisk and profitable trade with the neighboring Malayan States, Sumatra, India, and China. The ships belonging to the East India Company on their voyage from England to China, via India, made Penang a calling place, where large amounts of spices, gums, tin, and other products of the Straits, were purchased or taken in exchange for cotton clothes,

iron, &c. &c. The junks even ventured so far into the unknown world from their own flowery land, and exchanged their ladings of tea, rhubarb, silks, camphor, &c., for beche-de-mer, sea-weed, opium, and other products of Europe or of the country.

In after years, the country now known as Province Wellesley was annexed to Penang, and the rice-fields with which it was soon crowded, made it the granary of that island. Valuable nutmeg plantations were also formed by Europeans and Chinese settlers. But a much greater spirit of enterprise was diffused in that colony by the late reduction on the sugar duties in the mother country, which induced the outlay of large capital in manufacturing establishments of this article. Within the last three years, much of the jungle which overspread the whole of that district has given way, and is succeeded by fields of thriving sugar-canes, for the cultivation of which its immense plains are found well adapted. From the drooping condition to which that island was reduced after the establishment of Singapore, it has greatly recovered, with every prospect of a permanent increase of prosperity. The population consists for the greater part of Malays and Chinese laborers. There are many Chuliahs or Klings, natives of the Madras provinces, about Georgetown, the chief town of the settlement. Commercial affairs on a large scale, are in the hands of the Europeans.

Singapore, the last founded British establishment in the Straits, is an island situated at the entrance of the China Sea, and separated from the Malayan peninsula by a narrow strait. It was purchased from the reigning sultan by the East India Company, in 1819, who declared it a free port, as well as the two older settlements, and open to the flag of every nation in amity with Great Britain; and they all three continue emphatically *free ports*, as neither duty on the imports and exports of merchandise, or port charges on the shipping, is exacted. Indeed, there is no custom-house establishment at either of the ports. A simple declaration of the quantity, description, and value of articles imported or exported, is, however, required by the registrar of imports and exports, who grants a pass for the same without fee. The island is beautifully diversified by hills, dales, and plains. The jungle has been considerably removed, and the clearings planted with gambier and pepper, by Chinese squatters, and with nutmegs and sugar-canes by Europeans. But agriculture is very much neglected. The population is made up mostly of Chinese; the Malays and natives of India together, are far less in number, and the Europeans are few.

The town of Singapore faces the straits of that name, and is airy, well-built, and convenient for the purposes of trade. The shipping trading between India and China necessarily pass close to its anchorage, and seldom fail to stop either to discharge or take in cargo, or to obtain supplies of provisions.

Many causes have contributed from the beginning of the settlement of the place to retard its growth,—among which may be mentioned the trade now directly carried on with Manilla, from Europe and America, by foreign houses who have established themselves there, and who, by their own importations, supply the markets with the same descriptions of merchandise formerly obtained here. Then came the restrictions imposed by the Netherlands Indian government, on imports into their colonies from this port, the effect of which has been for many years past to reduce in a

great measure the intercourse with the Dutch colonies to an illicit one, carried on by native smugglers. But even with the prospect of great gain, such is the terror of detection by the Dutch, that very few venture on this hazardous game. The last and greatest blow which the place has suffered was given when the ports of China were thrown open. Hitherto the northern ports of China had been supplied by means of their junks, with large supplies of Straits' produce and foreign manufactures, in exchange for the tea, camphor, and articles little known to Europeans, but consumed by the Chinese located in these seas. The junk trade, amounting to about three millions of Spanish dollars, yearly, was, therefore, one of the principal elements, as well as one of the most profitable trades to the European importers and native merchants in the settlement. But on the removal of the restrictions which had hitherto prevented foreigners having access to the ports of China, that country was soon filled with British and other fabrics, and Singapore ceased to be a depot. Its junk trade is now reduced to a few junks, principally loaded with cheap articles for the consumption of the Chinese population, and who take in return opium, seaweed, Mangrove bark, rattans, and other products of the Straits.

There still remains, however, the Bugis trade, which has all along been of as great importance as that of the junks.

The Bugis are a race of Malays, but a distinct people, located in every principal place and corner of the immense archipelago covering that immense equatorial basin, the boundaries of which are the Straits of Malacca on the West, the China sea on the North, New Guinea and the Gulf of Carpentaria in the East, and the Indian Ocean in the South. There is no known spot from Acheen Head, in east longitude 95° , to the land of the Papuas, in longitude 145° , or between latitude 10° North and 10° South, in which this industrious and bold people have not a trading establishment, or which, at some season of the year, is not visited by them for the purpose of trade. Although scattered here and there, in small communities, over such a great extent of sea, still the greatest union prevails among them, and wo to the piratical chiefs who oppress, plunder, or murder any of them; for on the first news of the aggression they unite in large forces from different parts, leaving off all other engagements whatever, to exterminate and make a lasting example of the aggressor. In August and September, they arrive here in fleets of prows, a craft of from 30 to 90 tons, fancifully rigged, to the number of from 250 to 370 sail, each one fully loaded with the products of their haunts of trade. Thus, those from Bali and Sombok bring rice, paddy, buffalo hides, &c. Those from New Guinea, tortoise-shells, pearls, and beche-de-mer. Again, those from the Gulf of Carpentaria have beche-de-mer and mother-of-pearl shell; from Borneo they bring pepper and rattans. Their manner of doing business is peculiar. Singapore abounds in Chinese brokers, who, at the well-known season for the arrival of the Bugis, embark in small skiffs and go out many miles on this lake-like sea, in pursuit of the stranger. On arriving on board of a prow, his first business is to ingratiate himself with the new comer, if he does not happen to be an old friend, and he generally contrives to strike up a bargain, or make an agreement for the preference of the cargo at the going price in Singapore. Depend upon it, he is not sparing of his pipe, nor of the pouch which contains the necessary condiments, such as tobacco, betel-nut, opium, &c.

The prow has now anchored in the snug little harbor inside of "Sandy

Point," the nacodah, or chief man on board, has gone on shore and partaken of the Chinaman's hospitality, and he is now delivering his cargo, according to agreement, to the brokers. But here all friendship and all confidence ceases; for the nacodah delivers nothing that is not weighed or measured on board, and paid for in good Spanish dollars before it is taken out of the vessel. So far the Chinese has had no opportunity to deviate from the path of honesty. But now comes an opening, and now commences a game of skill between them. The Chinaman, in purchasing and paying for the cargo, has bound the Bugis nacodah to give him the preference for the articles of the return cargo, at the fair market price, with which engagement he is ready to comply legally. But now the Chinaman is on his own ground, and here commences a game of cheat or no cheat. The Chinaman is bent on cheating in weight, measure, and quality; whilst the nacodah, wide awake, does his best to have fair play. But it is all in vain; the good-humor, the extreme politeness, and the cringing manners of the son of the flowery land, is more than a match for the grave follower of Mahomet, who never laughs on any occasion, and is not up to the practices of his crafty adversary. He makes a reluctant payment for the goods; he feels he has been cheated, and departs from the port, probably as well treated in the course of his trade as any of his compeers.

Now that the junk trade is nearly extinct, the Bugis, Siamese, Cochinese, and adjacent native states are the best customers that remain.

The accompanying printed official statement of the "Commerce of Singapore, for 1845, 1846," shows its present condition.*

It will then appear that the trade direct with the United States is trifling. This is mainly owing to our tariff law, which imposes a duty of 20 per cent on tea and coffee imported into the United States from other places than those of production. When this restriction did not exist, our cotton manufactures were easily exchanged in barter with the Chinese junk people and resident Chinese traders, for tea and coffee. But after the passage of the act of 1842, the trade suddenly became quite insignificant, and the sales of our fabrics are now confined almost entirely to the very limited consumption of the island.

In the meantime the traders of continental Europe have increased, and yearly increase and profit by our absence from this market, and having no competitors, are the principal purchasers of the coffee and tea brought in native vessels here. Could our ships take off their bulky articles, and employ their remaining funds in the less cumbrous, but more costly commodities, such as tin, gamboge, &c. &c., all of which, as well as coffee and tea, can generally be exchanged for cotton and other manufactures, there is little doubt that our trade would soon revive.

But the American trade consists now exclusively of empty ships coming here in search of freight for China; of opium clippers trading here from China on the way to India, or on the return voyage from India to China, and of ships which have loaded cotton in India for China. One or two vessels only arrive from the United States yearly, who divide their trade between Batavia, Singapore, and Penang.

SINGAPORE, November, 1846.

J. B.

* The statement here referred to has not been received.

Art. IV.—LOWELL: AND ITS MANUFACTURES.

THE city of Lowell, from the number and extent of its manufacturing establishments, is one of the most prominent settlements of New England. As it has attained its present position altogether from the existence of those establishments, we design, in the present paper, by the aid of the evidence which is before us, to show the general progress of the place, as well as its condition, and incidentally to make some remarks respecting that particular branch of industry which constitutes the main feature of its enterprise. It is only about 25 years since the foundations of the settlement were laid. The first portion of the land, constituting its present site, was obtained in the year 1821; a tract of 400 acres, on which the most densely populated part of the city now stands, having been purchased at the cost of about \$100,000. The purchasers of this property were incorporated, as the "Merrimack Manufacturing Company," on the 6th day of February, 1822. During that year, the first mill was erected. From such a commencement, the city has gradually advanced—not only through periods of great commercial prosperity, but even when disaster seems to have settled upon most of the manufacturing establishments throughout the country—down to the present time.

A railroad, connecting Lowell with Boston, was opened in 1835, through which, the two places are separated by the distance of a ride of only one hour; and other improvements were also made, relating either to the manufacturing enterprise of the place, or to the condition of the population. For the purpose of exhibiting most accurately the growth of the city, we present the following tabular statement, derived from official and authentic sources:—

POPULATION OF LOWELL AT DIFFERENT PERIODS.

Years.	Males.	Females.	Total.	Years.	Males.	Females.	Total.
1820,.....	.....	.....	Ab't 200	1836,....	6,345	11,288	17,633
1826,.....	1,342	2,190	3,532	1837,....	.....	.....	18,010
1830,.....	2,392	4,085	6,477	1840,....	7,341	13,640	20,981
1832,.....	4,291	5,963	10,254	1844,....	9,432	15,697	25,163
1833,.....	4,437	7,926	12,993				

At the present time its population is 28,841.

Of its population of 29,000, about one-third are connected with the manufacturing and mechanical establishments, constituting 6,320 females, and 2,915 males. Besides the print works, and about 550 houses belonging to the corporations, there are 33 mills; the capital stock, invested in manufacturing and mechanical enterprise, being about \$12,000,000. There are 1,459,100 yards of cloth, amounting during the year to 75,868,000 yards, manufactured in the place during each week; and, in each year, 61,100 bales of southern cotton are worked up. 14,000,000 yards of printed calico are also here annually made. 12,500 tons of coal are also consumed in the manufactories during each year, besides 3,270 cords of wood, 67,842 gallons of oil, 600,000 bushels of charcoal; and more than \$1,500,000 are paid out annually for labor. Important improvements have been projected, and many have already been completed, with a view to the extension of the business and manufacturing operations of the place.

The city was incorporated on the 30th of March, 1836; and from that period the most strenuous measures have been adopted for the improve-

ment of the city, by the construction of side-walks and by lighting the streets, as well as for the benefit of the public health and the public morals, and for the erection of edifices of various sorts for the purposes of religious instruction, benevolence, and education.

Having made these general statements respecting the condition of Lowell, we now proceed to a consideration of the character of the particular companies, through which the manufacturing enterprise of the place is prosecuted, and we commence with that which supplies the water-power to the other corporations. "The Locks and Canals Company," acting under a charter which was granted in 1792, with a capital of \$600,000, not only supplies the water-power to the manufacturing establishments, but manufacture machinery, railroad cars, and engines, and also contract for the erection of mills. They have two shops, one of very large size, a smithy, and a foundry—commonly keep employed 500 male laborers, and when erecting mills, furnish employment to about 700 more. 1,225 tons of wrought and cast iron, are manufactured by them during the year; and, by the aid of their extensive works, they can furnish machinery for a mill of 5,000 spindles in about four months. By a recent sale of their property, the shops and smithy, and the boarding-houses connected with them, have been purchased by individuals, who were incorporated during the last year under the name and style of the "Machine Shop;" and the manufacture of machinery, railroad cars, and engines, is now carried on by this company.

The several manufacturing corporations, we shall now specify, with the names by which they have been designated. *The Merrimack Manufacturing Company* has a capital stock of \$2,000,000, with five cotton-mills, extensive print works, and 155 boarding-houses. It gives employment to 1,250 females, and to 550 males; manufactures 250,000 yards of cloth, each week; and works up, during that time, 56,000 pounds of cotton. *The Hamilton Manufacturing Company* has three mills, extensive print works, and 50 boarding-houses, with a capital stock of \$1,500,000. Employing 650 females and 250 males, it makes each week 110,000 yards of cloth, working up in that time 42,000 pounds of cotton. *The Middlesex Manufacturing Company* has a capital stock of \$750,000, and owns two mills, one of very great size, and two dye-houses. Employing 550 females, and 250 males, it makes, during each week, 12,000 yards of cassimere, and 2,200 yards of broadcloth, working up 1,000,000 pounds of wool. *The Suffolk Manufacturing Company* has a capital stock of \$600,000, with two mills. It employs 340 females and 70 males, and makes 100,000 yards of cloth, composed for the most part of drillings.

The Tremont Manufacturing Company has a capital stock of \$600,000, and two mills, making 115,000 yards of cloth each week, and working up during that time about 30,000 pounds of cotton. *The Lawrence Manufacturing Company* possesses a capital stock of \$1,500,000, and employs 900 females and 170 males, producing each week 210,000 yards of cloth, and working up cotton, during that time, to the amount of about 65,000 pounds. *The Boot Manufacturing Company*, with a capital stock of \$1,200,000, employs 780 females and 130 males, and makes 185,000 yards of cloth per week. *The Massachusetts Manufacturing Company*, with a capital stock of \$1,200,000, employs 750 females and 160 males, making 292,000 yards of cloth each week. Besides these establishments, the *Prescott Company*, which was incorporated in 1843, have erected a

mill of large size upon the banks of the Concord River. About 70 men are, moreover, employed—in the foundry that was erected in 1840, by the *Locks and Canals Company*, at the expense of about \$30,000—in making castings, which are used in the machine shops and factories of the city.

There are also various smaller manufacturing and mechanical establishments, which produce a great part of those articles which are required in a place of this particular character; and among other manufactures, we would designate those of powder, flannels, blankets, paper, carpeting, hollow ware and castings, locks, copper and brass work, brushes, saddles and upholstery, tin ware, boots, and various other articles of a similar character.* Accommodations, comfortable and even elegant, in many respects, are provided, not only for the citizens of the place, but also for those who are occasionally induced to sojourn within its environs; the streets are handsomely laid out, houses for religious worship have been erected, and all those arrangements have been completed, for the benefit of the population, which would seem to be dictated by a wise economy and a prudent forecast, for the purpose of placing the prosperity of the place upon a liberal and solid foundation.

Having described the general condition of the place, so far as the interests of its manufacturing establishments are concerned, we proceed to the consideration of its operative population. Since we are exhibiting the actual state of the largest cotton manufacturing settlement of the country, the character of the operatives, and the means which have been provided for their moral and intellectual improvement, constitute an important part of the subject. The plan which is here pursued for the benefit of this part of the population, and the influence which is exerted by this agency in improving the actual condition of the operatives themselves, are topics which require a particular examination.

It would seem evident that all the measures have been adopted, in the general regulation of the manufacturing establishments of Lowell, that are the best calculated to prevent evil, and to place the character of the operatives upon a respectable and safe footing. In the first place, there is a general superintendent, who, from the particular arrangement of the manufacturing establishments, has the whole corporation under his eye. The boarding-houses, governed by well-defined and salutary regulations, are leased only to approved tenants. In each room of the mills, is stationed some well-known and trustworthy overseer, who is made responsible for the good order and proper management of the apartment over which he presides. In each department of the repair shops, whether of iron, leather, or wood, is likewise an overseer, who, with a number of men under his care, has charge of all the out-door work; and there is a night-watch, who are required to pass through each room in the mills, a prescribed number of times, each night. It is evident, therefore, if each of those individuals entrusted with responsibility, faithfully perform their duties, that the most salutary guardianship has been adopted for those who are employed in the manufacturing establishments.

Another consideration connected with the actual condition of operatives

* For many of the items here enumerated, we are indebted to "The Statistics of Massachusetts," which were prepared by Mr. John G. Palfrey, the distinguished Secretary of that State.

in the manufacturing establishments of Lowell, relates to the hours of labor. This is a subject which has frequently received the careful consideration of those who are interested in the manufacturing system. There is no doubt that a long and continued confinement for a considerable term of years must be calculated to undermine the constitution, and tend otherwise to debase the character of the operatives, by depriving them of the opportunity of religious, moral, and intellectual improvement. It will, moreover, hardly be maintained, that it is the longest period of labor which is calculated to produce the greatest benefit, either to employers or to those who are employed. The proper medium would seem to be that, which, while it gives to the manufacturers the benefit of the industry of those who are employed in the mills, at the same time secures to the operative a pretty liberal period for rest and for improvement. In regard to the period of labor, in Lowell, the subjoined table shows the average hours per day of running the mills throughout the year, in all the corporations :—

	Hours.	Min.		Hours.	Min.
January,	11	24	July,	12	45
February,	12	00	August,	12	45
March,	11	52	September,	12	23
April,	13	31	October,	12	10
May,	12	45	November,	11	56
June,	12	45	December,	11	24

We are also informed, that on Saturday evening the lamps are never lighted ; and that Fast-Day, Fourth of July, Thanksgiving-Day, and Christmas, constitute the periods in which no work is done in the mills. From this table, it is perceived, that the average period of running the establishments is 12 hours and 10 minutes. Without professing to have entered very minutely into a practical understanding of the probable effect of the diminution of the hours of labor, the present term appears, upon general principles, to be too long ; and we should much prefer a shorter term, if the period during the intervals of labor could be filled up with profitable employment, although that, of course, would depend upon various local circumstances which are best known to those who are immediately concerned in the manufacturing establishments themselves. It is not understood, however, that the full time of 12 hours and 10 minutes is employed in those establishments by the operatives, inasmuch as there are occasional suspensions of labor, which tend somewhat to reduce the terms of actual occupation. There is, moreover, another consideration, weighing in favor of the present term which is established in the Lowell mills, as distinguished from the manufacturing system of Great Britain ; and this is, the fact, that the employment of operatives in the cotton-mills of our own country is not undertaken, as in England, as the business of a life. Not only are there but few very young children here employed, but the average period of the employment of individuals in the mills, does not vary far from four or five years. This fact, it appears, has been ascertained, so far as the Lowell mills are concerned, beyond question.

Another consideration connected with the state of the manufacturing system, as it is conducted in Lowell, is that of wages. It appears that a young woman from the country, who is employed as a spare hand, or a pupil, receives, beside her board, 50 cents per week ; and as she advances in knowledge and diligence, she will receive from 75 cents to \$1, and \$1 50 each week. The average pay of all the female operatives, at the

present time, is about \$1 93 per week, besides board ; yet it sometimes happens that they earn even \$3 and \$4. Out of 50 girls, there were 24 who received \$4 75 per week, besides board ; but those cases were extraordinary. Yet, as an evidence of the thrift and prosperity of many of the operatives, it may be mentioned, that the factory girls of Lowell have about \$100,000 in the institution for savings in that city. The usual pay of an overseer is \$2 a day ; and the average pay of male operatives, at the present time, is not far from 85 cents per day, besides their board ; and that of the females, upon regular work, is little less than \$2 a week, besides their board.

It appears, moreover, that out of the 6,320 female operatives of Lowell, one-eighth is furnished by Massachusetts, one-fourth by Maine, one-third by New Hampshire, one-fifth by Vermont, one-fourteenth by Ireland, and one-seventeenth by all other places, principally Canada. Of those operatives, three-sevenths are connected with some Sunday-school, as teachers or pupils, that number constituting 2,714 in all. There are 2,276 church members ; 527 have been teachers in common schools, and a large majority state that their health is as good as before entering the mills. This, to say the least, speaks favorably of the moral condition of the manufacturing establishments in Lowell.

The health of the operatives who are employed in the manufacturing establishments, is a subject of great importance ; and it appears that beneficial measures have been adopted, to provide for them the ordinary facilities of comfort, and to abate all causes of disease. Provisions have been made for this purpose, by the construction of side-walks, of brick and stone, running from the boarding-houses to the mills ; by keeping the atmosphere of the rooms at a uniform temperature, well ventilated, and as free from dust as possible ; by providing a hospital for sick operatives, and by securing the machinery in boxes, in order to prevent accidents. The comparison of the bills of mortality in Lowell, and other places similarly situated, indicate results not unfavorable to the occupation of manufactures as a source of health, and the testimony of experienced physicians would seem to indicate such a result. The evidence of the factory girls themselves, the respectable keepers of the boarding-houses in which they reside, and the physicians in the manufacturing settlements, all, moreover, tend to show, that the health of the operatives is not generally impaired by being employed in the mills, although, doubtless, a few feeble constitutions are somewhat undermined by the steady occupation and confinement.

The moral police which is established, also appears to be one of the greatest value, so far as it insures virtuous character and correct deportment, these lying at the foundation of the only solid and genuine prosperity. No persons are employed who are addicted to intemperance, or who are guilty of any immorality ; and even associations with individuals of suspected character are deemed good ground for dismission from the mills, and also for the rejection of all applications of this sort. Every person wishing to leave a mill, can do so by giving a fortnight's notice ; and the operative so discharged, having been employed during the year, is entitled to an honorable certificate, made in a printed form, with which each counting-room is supplied, testifying to the fact that such discharge was honorable. This discharge operates as a letter of recommendation, and furnishes important aid in enabling the operative to obtain employment, while the absence of this discharge is deemed an evidence of a contrary

character. Indeed, the names of all persons dismissed for bad conduct are entered in a book, which is sent to all the counting-houses in the city, and the individual is thus prevented from elsewhere obtaining occupation. The moral control, springing from the mutual and salutary restraint produced by a high standard of moral principle, is calculated to work out most beneficial results, as a suspected individual loses her caste and standing, and she soon finds herself known and avoided. The statistics of boarding-houses and mills indicate, so far, a healthful tone of morals, which serves as a valuable model to other manufacturing communities.

The moral and intellectual advantages, which are afforded by the city of Lowell to the factory operatives, are probably greater than those which are furnished by any other settlement of a like kind. Opportunities are furnished to the operatives for reading during the intervals of their labor, as well as during the evenings, and occasional absences from the mills, as on the Sabbath. Books for this purpose are obtained in the circulating libraries, and even newspapers, magazines, and reviews, are received by the operatives themselves. A large number attend the evening schools during the winter, and sometimes classes are formed by the female operatives, who take lessons in the study of some foreign language. Besides these, clubs are formed, that are denominated "Improvement Circles," which meet once during each fortnight, when the anonymous compositions of its members are criticised; and the attendance on churches—there being 23 regularly constituted religious societies in Lowell—and on the delivery of lectures, furnish facilities for the acquisition of various and useful instruction and knowledge. Besides its churches and schools, its libraries and benevolent institutions, founded upon humane and beneficent principles, are calculated to afford extraordinary advantages of various kinds for the benefit of its population.*

The females who are employed in the manufacturing establishments of Lowell, are generally the daughters of industrious farmers in the surrounding region, who, although they are enabled to acquire subsistence by their own labor from the soil, are, as a general fact, incompetent, from their narrow circumstances, to procure any surplus of ready money for their families; and hence it happens that those daughters are willing to enter the mills, in order to procure the conveniences which it affords. Under the influences, produced by a virtuous education at their own fire-sides, these female operatives enter those establishments under different circumstances from those which bear upon this class of operatives abroad. There is, accordingly, as a general fact, a regard for moral character, which acts as a safeguard against the inroads of every species of vice and immorality; and it may be safely alleged, that the condition of Lowell, in this respect, is worthy of all admiration.

Another important question, connected with the manufacturing establishments of Lowell, is that which is connected with the subject of profits. From testimony which is before us, it would seem that, although the manufacture of cotton throughout the nation has reduced the price to the consumer more than two-thirds, it has not yielded an average profit of 7 per cent upon the capital which has been invested in the enterprise. Although it has been more successful in Lowell, still the average dividends

* For many of the facts embodied in this article, we are indebted to Miles' "Lowell, as it Was, and as it Is."

here have not reached 10 per cent. The following table exhibits the average dividends of each mill, taken from their own books. A deduction might be made from this average, in each case, for loss of interest during the building of the mills, and the preparation of machinery for its use, which generally amounts to about 10 per cent on the capital; and also for fire insurance, the rate being from 1 per cent to $1\frac{1}{4}$, the sum insured, however, not usually exceeding one-half of the value of the share.

Name of company.	Time of commencing.	Term of years.	Average of dividends.	Allowance for loss of in't. and for fire ins.
Merrimack,.....	1825	20	$12\frac{3}{4}$ per cent.	less 1 per cent.
Hamilton,.....	1828	17	$10\frac{1}{2}$ "	1 1-10 "
Appleton,.....	1829	16	$9\frac{7}{8}$ "	1 1-8 "
Lowell,.....	1831	14	9 "	1 1-5 "
Suffolk,.....	1833	$11\frac{1}{2}$	14 "	1 2-5 "
Tremont,.....	1833	$11\frac{1}{2}$	$10\frac{1}{2}$ "	1 2-5 "
Lawrence,.....	1834	11	7 "	1 2-5 "
Boott,.....	1838	$6\frac{1}{2}$	8 "	2 "
Massachusetts,.....	1841	4	$5\frac{1}{2}$ "	3 "

Having exhibited the general facts connected with the largest manufacturing city of the North, it may be proper to present a few considerations relating to the manufacturing policy throughout the Union. During the year 1816, Pennsylvania stood at the head of the Middle States, all of which were closely identified with manufacturing interests, while the West was about equally divided upon the subject; and New England, being extensively engaged in commerce and navigation, was but little disposed to embark in the enterprise of manufactures. The plantation States then held the balance of political power; but it was demonstrated to the North, that the interest of manufactures, firmly established, would advance its prosperity, and to the South, that it would supply a market for its staple of cotton; and the law of 1816 was passed, laying the foundation of the present manufacturing policy of the Union. The enterprise has now been firmly planted in the country, both at the North and South, and its products are continually increasing. Lowell, which contains the largest number of cotton establishments of any city of the Union, and whose mills yield sheetings, shirtings, printed cloths, drillings, carpetings, blankets, broad-cloths, cassimeres, and other articles of this character, is held up as a model of such establishments elsewhere; and in the character of its regulations, it certainly appears to have merited its reputation. We trust that it may advance in those measures which are calculated to improve the state of the manufacturing interest, as well as the moral and intellectual condition of the operatives; and, aided by the most respectable and intelligent gentlemen who administer its affairs, thus establish this essential enterprise of the country upon a solid and prosperous basis.*

* Since the preparation of this article, we have received from a correspondent, residing at Lowell, a statistical view of Lowell manufactures in 1847, which will be found under our "JOURNAL OF MINING AND MANUFACTURES," near the close of the present number of this Magazine.

ART. V.—THE GRANARY OF THE WEST.

THERE having been some difference of opinion as to the true locality of this granary, and the facts necessary to give it a fixed habitation being in our possession, we have concluded to remove all doubt from the minds of intelligent inquirers by giving the exports of breadstuffs for the last commercial year,—from the river region by New Orleans, and from the lake region by way of Buffalo and Oswego. We shall also show that the bulk of the lake exports proceeds from a small section of the lake shore.

The interior portion of North America, drained by the Mississippi and St. Lawrence rivers, has been named, by an eminent writer, “the North American Valley.” As there are no natural barriers separating the basins of these rivers, and as they are intimately connected by artificial channels of commerce and the mutual interchange of their varied productions, it is convenient to speak of them as composing one great plain, under the name above given.

With the exception of the country drained by the Amazon, the North American valley excels in natural resources, any other on the globe. Its mild climate gives it a decided superiority over the valley of the Amazon.

Until quite recently, the St. Lawrence, or lake portion of the interior plain, has been unsettled. The borders of the Ohio and its tributaries were comparatively well settled before the country of the lakes attracted much attention. All this is being changed. Immigration, since 1830, has poured along the United States borders of the great lakes, with yearly accumulating force, until it has become the great channel of colonization of the world. These immigrants are fed from the surplus of their predecessors, and enough is left for shipment to tide-water, to astonish dealers in the great markets of this country and Europe. The amount flowing down the Mississippi is large, but it is much exceeded by that floated on the lakes. The amount exported from New Orleans for the last commercial year, ending 31st August, 1846, was as follows, (see Merchants’ Magazine, Vol. XV., p. 406):—

Flour.....	573,194 barrels.	2,865,970 bushels.
Corn.....	941,589 sacks.	2,824,767 “
		<hr/> 5,690,737

Not knowing the precise quantity in a sack, we have put it at three bushels. The quantity of *wheat* exported, we could not ascertain. There were received, 403,706 barrels and sacks. What part of this was converted into flour at New Orleans for home use and export is not known to us. If we estimate half as exported in wheat, at three bushels the barrel or sack, it will add 605,679 bushels to the above, and show the aggregate of breadstuffs exported from New Orleans to have been equal to 6,296,416 bushels. This was a great increase on the preceding year, but it will be very much below the current year. The uncommon occurrence of high winter prices and good stages of water through the fall, and thus far through the winter, have been highly favorable to that route for the surplus of the great valley.

The amount of breadstuffs that reached tide-water by the Erie and Champlain Canals during the last season of navigation was (see Merchants’ Magazine, Vol. XVI., pp. 191, 192,) as follows:—

The Granary of the West.

Flour.....	3,063,441 barrels.	15,317,205 bushels.
Wheat.....	.....	2,950,636 "
Corn.....	.....	1,610,149 "

Amount..... 19,877,990

There were received in Buffalo, by the lakes :—

Flour.....	1,374,529 barrels.	6,872,645 bushels.
Wheat.....	.....	4,744,184 "
Corn.....	.....	1,455,258 "

Total..... 13,072,087

From Oswego there was forwarded by the canal :—

Flour.....	471,318 barrels.	2,355,590 bushels.
Wheat.....	.....	433,446 "
Corn.....	.....	347,747 "

Total..... 3,137,783

Taking the lake receipts of Buffalo as the measure of her canal exports, and adding to them the exports of Oswego, we have nearly the true amount sent to tide-water from the lakes, 16,209,870 bushels.

Of this amount, 12,284,970 bushels were sent by the small section of the lake coast embraced by and between Cleveland and Detroit. In a straight line, these places are distant from each other but 90 miles, and following the border of the lake, but 150 miles.

The following table is made up from official sources, and may be relied on for its accuracy. The amount shipped from the harbors of Vermillion and Black River, (Charlestown,) not being known to us, is not included :—

	Flour. bbls.	Wheat. bush.	Corn. bush.	Bushels.
Detroit.....	464,092	114,397	3,768	2,436,635
Monroe.....	155,108	272,847	4,804	1,053,387
Eastern Michigan.....	619,200	387,244	8,572	3,491,816
Toledo.....	164,689	810,963	1,159,312	2,793,720
Lower Sandusky.....	1,010	90,000	18,400	113,450
Sandusky City.....	51,855	843,746	50,904	1,153,925
Milan.....	830	636,141	19,855	660,176
Huron.....	.....	30,292	.....	30,292
Cleveland.....	368,355	1,672,340	527,270	4,041,385
Total.....	1,205,939	4,470,726	1,784,343	12,284,970

Deducting from the amount received at tide-water..... 19,877,990 bushels,
the amount shipped through Buffalo and Oswego.... 16,209,870

There will be left..... 3,668,120

Of this, some portion came from the lakes by way of the port of Rochester. We know that several vessels were employed in carrying wheat from the upper lakes to that port, but we have not the means of ascertaining the amount. From these facts it appears that the State of New York furnished less than three and a half millions of bushels of the twenty millions sent to tide-water. The quantity required for consumption, up the Champlain Canal, in the river towns, and in the city of New York and suburbs, must be considerably above the amount furnished by the State of New York. Supposing the number in that State supplied with breadstuffs from the Erie Canal, to be 100,000, up the Champlain Canal; 200,000

in and through the river towns, and 600,000 in and through the city of New York, and that each person consumes six bushels, there will be a deficiency of nearly two millions of bushels to be furnished by other States.

But of all the facts relating to this lake trade, the most striking is, that so large a portion should proceed from so small a section of the lake coast. The entire extent of lake coast is some 4,500 miles, much of which has been settled longer than that around the southwestern border of Lake Erie; and yet we find the ports of this southwestern border, all situated in a straight line within one hundred miles of Cleveland, ship off more than three-fourths of all the breadstuffs that are sent from the lakes, through American ports.

In 1846, Buffalo and Oswego sent forward.....	16,209,870 bushels.
Detroit, Monroe, Toledo, Lower Sandusky, Sandusky City, Milan, Huron, and Cleveland exported.....	12,284,970
Leaving, as the export of all the other ports around the lakes..	3,924,900
Of this there went from Chicago, { 19,391 barrels flour, equal to	96,945 bushels
Wheat.....	1,358,638 "
	1,455,583
From Milwaukee, { 15,756 barrels flour, equal to wheat.....	78,780 bushels.
Wheat.....	213,448 "
Corn.....	1,633 "
Total.....	293,863

Of the balance, Michigan city and St. Joseph's sent forward the greater portion, probably more than three-fourths.

Over three-quarters of all the export trade of Lake Michigan is concentrated within a line of eighty miles around its head. The advantages of the heads of Lakes Erie and Michigan for concentrating the trade of great sections, is worth the study of reflecting and business men.

Art. VI.—THE MINES OF UPPER CALIFORNIA.*

UPPER CALIFORNIA appears, from such indifferent information as can be obtained, to be remarkably rich in ores and other minerals, and I have no doubt that when the country becomes more thickly settled, and a thorough geological survey is made of it, a vast amount of mineral wealth will be developed, incredible almost beyond belief.

Quite a number of mines are already known to exist in that small portion of Alta California, lying to the westward of the Sierra Nevada or Snowy Mountains, of the extent and locality of which I shall endeavor to give you such information as is in my possession.

Ninety miles (by sea) south of St. Diego, there are some very extensive copper mines belonging to Don Juan Bandino.

From sixty to eighty miles south of Monterey, on the rancho (farm) of

* The following remarks upon the Mines of Upper California, were read before the Lyceum of Natural History, New York, December 21st, 1846, by L. W. SLOAT, Corresponding Member, and are now first published in the Merchants' Magazine, by permission of the Society.

Don Jose Rafael Gonzales, there are coal beds; and at St. Pablo, on the Bay of San Francisco, there are others.

At the mission of St. John's, twenty-five miles north of Monterey, there are large beds or mines of sulphur. Other mines have also been discovered near the town of Sanoma—at the northern extremity of the Bay of San Francisco—where, I am informed, pieces of about a pound in weight have been found, perfectly pure, and without any admixture of extraneous matter.

Fifty to eighty miles north of Monterey, there are said to be several silver mines. Twenty miles east of the same place, there are mines of silver and lead, which have been gotten out, but not separated. On the southeast end of the Island of Catalina is a mine from which some silver has been successfully extracted.

There are several places throughout California where asphaltum is obtained, and is used for roofing and flooring houses, first mixing it with sand. "I have in these places," says my informant, "seen many rabbits, squirrels and birds, half buried in the pitch (asphaltum,) where they soon die." A few miles north of Santa Barbara, the sea, for four or five miles, is colored by the asphaltum oozing from the banks and running several miles upon the coast.

Five or six miles from the Pueblo de San Jose, and near the mission of Santa Clara, there are mines of red and yellow cinnabar (quicksilver ore,) discovered in 1845, by Don Andreas Castellero, of Mexico. The place had been known for eighteen years, and was supposed, by the Californians, to be a silver mine. In 1845, Don Andreas Castellero being in the vicinity, heard that the mountain contained rock different from any other in that region—went to examine it—immediately denounced it before the nearest alcalde, and then made known what it contained. This ore has produced from 25 to 30 per cent of pure metal, from very imperfect experiments. The result was obtained by pounding the red ore to about the size of a large pea and putting it into an old gun-barrel, the muzzle end of which was immersed in a pot of water, and the other part submitted to the action of a strong fire—a plate in the bottom of the pot receiving the mercury, which was afterwards strained through a silk handkerchief. The red ore produces far better results than the yellow.

A much more indifferent method produces about 15 per cent. The process is as follows:—Upon a shallow wooden tank, containing water, is piled sufficient of the ore to fill a whaler's try-pot, which is covered over the heap and cemented well around what is *now* the bottom, with clay—a large quantity of wood is put upon the pot—fired, and at the expiration of from fourteen to sixteen hours, the quicksilver is found in the tank. Much of this ore, however, is but little affected by the process, and if subjected to a proper analysis would yet yield largely. The mine is situated upon the top of a steep mountain, a mile or more from the plain, to which the ore is brought down on mules.

Near the town of Sanoma, about sixty miles from the entrance of the Bay of San Francisco, there are other mines, the rock or ore of which is of a greyish cast. I am informed that its yield, with the same imperfect experiments, is fully equal to the San Jose mines, which are represented to be inexhaustible.

The Indians have brought to the mission of St. John's lead ore by the blanket full—refusing to tell from whence they brought it. On the rancho

of Captain Richardson, the north side of the entrance of the Bay of San Francisco, there is lead. My informant writes:—"I have seen a piece of some two or three pounds, said to be from the rancho of Captain Richardson, at San Francisco; this piece was full of pebble stones, which, when taken out by a nail or knife, left the lead entirely pure, and indented like honey-comb."

On the Sacramento River there is much slate of the best quality.

Plumbago (black lead) is also said to be in California.

At San Fernando, near San Pedro, by washing the sand in a plate, any person can obtain from one to five dollars per day of gold, which brings, in the United States, seventeen dollars per ounce. The gold has been gathered for two or three years, although but few (at least of the native Californians) have the patience to look for it.

There is not the least doubt in my mind, from all the information I was enabled to obtain during my short stay in California, that gold, silver, quicksilver, copper, lead, sulphur, asphaltum and coal, are to be found in all that region; and I am confident that when it becomes settled (as it soon will be) by Americans, that its mineral developments will greatly exceed, in richness and variety, the most sanguine expectations. The Indians have always said there were mines, but refused to give their locality, and the Californians did not choose, or have been too lazy, to look for them. Indolence and poverty have prevented the working of those already discovered.

Art. VII.—PLANK ROADS—NEW IMPROVEMENT.

NOTHING is more essential to the prosperity of a city than good roads. They form a system of arteries and veins, drawing all to the great centre. Their importance was well understood by the ancients. Athens, Lacedæmonia, Thebes and other States of Greece, bestowed much attention upon them. The Carthaginians are said to have originated paved roads, and Rome followed and extended the process of their construction. Under Julius Cæsar, the seat of government was connected with all the chief towns, with paved roads. During the African war, a paved road was made from Spain, through Gaul, to the Alps. This was followed up afterwards, by lines of communication to every important point, even to the mouths of the Danube. Seas did not daunt the enterprise of these people. Good roads were made on the shores of the continent of Europe. England was intersected, and penetrated at important points. The first road constructed there, was made by Roman hands.

This glorious example was neglected by the Britons. Roads were allowed to go to decay, and no new ones to take their place. For centuries following, mere paths over the natural surface of the earth were used, similar to those usually found at the new settlements of the West, called Indian trails. It so remained until the sixteenth century, when, under Charles II., the first turnpike road was established in England, and tolls allowed to be received. One hundred years ago, most of the goods were conveyed on pack-horses. As late as 1770, Arthur Young, in his *Travels*, over the road where the Manchester and Liverpool Railway is now constructed, wrote the following. He said:—

"I have not, in the whole range of language, terms sufficiently expressive to describe this infernal road. Let me most seriously caution all travellers, who may accidentally propose to travel this way, to avoid it as they would the devil. For a thousand to one they break their necks, or their limbs, by overthrows or breaking-down. They will here meet with ruts, which I actually could not fathom, floating with mud. The only mending it receives, is tumbling in some loose stones, which serves no other purpose than jolting a carriage in the most intolerable manner. These are not merely opinions, but facts; for I actually passed three carts broken down in these eighteen miles of execrable memory."

The last fifty years have changed the character of all the principal roads in England. A revolution has commenced, which is still progressing, in road-making, and every improvement made, is immediately fostered by government. What has been said of England's neglect of roads, will apply equally to the United States. Previous to 1790, roads were neglected throughout the country, and but little attention to scientific principle was given in their construction. Some thirty years back, they began to be laid out under special acts of the various States, and, in many instances, charters were given for the erection of toll-gates. The greatest improvements in roads have taken place since McAdam's method of using broken stone has been introduced. The building of the national road by government, on this plan, contributed to its general introduction among us. This has proved too expensive on common country roads. None but great public thoroughfares can support their cost. Even this has been superseded by railroads, and they are fast becoming neglected except in cities. The dust in summer and mud in winter, produced by broken stone, being objectionable in streets, a resort to wooden blocks was made, as an experiment, in 1839, by many city corporations; among others, New York, Boston and Rochester. They apparently worked well for a few months, and all were delighted with the move; no dust, no mud, and no noise. Time, however, has too truly proved their unfitness.

The great want of some cheap method to construct roads in the country, where the McAdam plan would be too expensive, has been long felt, and many minds have given it deep reflection.

The plank road system originated in Canada, in 1835. The Commissioner of Highways, in repairing a road, found it difficult to devise any way to better the condition of a few rods of quick-sand. He tried various experiments without much success. Finally, he conceived the idea of sinking heavy timber and planking it, similar to bridging, except he filled the vacancy between the sleepers or sills with stone and earth, in order to let the plank lay solid upon it. He watched the operation of it with interest, and found he had overcome the quick-sand trouble. At the end of two years, the plank still remained solid. He then tried the same experiment over a marshy soil. It worked well. From this, he was convinced of the efficacy of a common road made of plank.

A company was formed soon after, for the construction of a plank road from Toronto to the river Rouse, which was finished in 1839. It met public expectation. Another was built from Whitly to Lake Ontario; one from London to Godrick; another from Coburg to Rice Lake; one finished from the Rapids, on the St. Lawrence, from Coto de Lac to ———, about 16 miles long; and one from Longville to Chambly, commencing three miles below Montreal, which is 15 miles long. They have been sufficiently tested to the satisfaction of all, as being the best roads ever

made for ordinary passage, and capable of being used next to railroad, in expedition of travel.

In the United States, but little has ever been known of them, until three years ago, except by visitors to Canada, who always spoke of them in high commendation. The Rochester Democrat, in 1843, contained several letters in reference to them, written by a gentleman of that city, who was travelling through Canada. The letters were extensively copied by the press, and the adoption of them into this country urged. Since then, charters have been obtained for the construction of three roads in the State of New York, viz.: one from Buffalo to Aurora; another from Buffalo to Lancaster; the third from Salina to Brewerton. The last mentioned is the only one now constructed in the United States. It is $12\frac{1}{2}$ miles long. George Geddes, of Onondaga county, was the engineer. As the subject is becoming a topic of much interest throughout this State, the mode of construction is of interest. We extract from a letter of Mr. Geddes to a friend:—

“In case it is expected that a very great amount of travel is to pass over the road, two tracks, each eight feet wide, will be required; but it is not probable that any road coming into your town will require more than one track; at any rate for more than a few miles out of town. It is difficult to persuade a man, who has not seen the thing tried, that one track is entirely sufficient, except in cases of an extraordinary amount of travel; but it is so, and the road out of Salina has but one track, except over places where proper earth could not be obtained with which to make a road alongside of the plank. Over the light sand plains, where, in dry weather, a wagon would cut into the sand, we laid two tracks; but over clay or common earth, we laid but one; and during the very rainy autumn just past, our road has constantly been in good order for teams to turn out.

“In case there is so much travel that common earth cannot be kept in good order for turning out—then the tolls paid by that travel will compensate for the cost of the second track; so that the interests of the public and the owners meet, and the thing will regulate itself. If the second track is required, then its cost will be a good investment.

“There is another particular in which the public interests and the interests of the owners go together—the tolls. The charter of the Salina road allows the Directors to regulate the tolls within certain limits; in summer we exact three-fourths, and in winter, one-half the sum allowed us from vehicles drawn by two animals. It is our interest to encourage such an amount of travel as to insure the wearing out, rather than the rotting out of our timber, and by taxing the travel lightly, we increase the amount.

“The track is laid on one side of the road, so that teams coming into town keep it, and teams going out yield it, in passing. The tonnage being chiefly in one direction, it is generally the unloaded teams that have to do all the turning out.

“The plank are of hemlock, eight feet long and four inches thick, laid cross-wise of the road, on sills four inches square. The earth is broken up and made fine, the sills are bedded into it, and the surface graded smooth; the plank are then laid on the sills, care being taken that the earth is up to and touches the plank at every point. This is important, for if any space be left for air under the plank, or alongside the sills, dry rot follows. I saw, in Canada, a road that had been worn out, and was being rebuilt. The sills were good and the plank were sound on the under side, save where air had supplied the place of earth, and there they were destroyed by rot. The plank having been laid, the next thing is to grade a road some ten or twelve feet wide on one side, and two or three on the other, by taking earth from the ditches on each side, and bringing it, by a ditch-scraper, just up to and even with the upper side of the plank, so that if a wheel runs off the track, it passes upon a smooth surface of earth. The ends of the

plank should not be laid even, but a part should project from two to four inches by the general line, to prevent a rut being cut just along the ends of the plank. If the ends of the plank are even, and a small rut is made, the wheel of a loaded wagon will scrape along the ends for some distance before it will rise up to the top of the plank, unless the wagon moves in a direction nearly across the road; but if the wheel cannot move two feet forward without coming square against the edge of a projecting plank, the difficulty of getting on the road is avoided. It is not necessary to pin or spike the plank to the sill.

"Perfect drainage must be secured, and to that end the ditches must be deep and wide, and good sluices wherever water crosses the road. This is the important point—drain perfectly.

"As to the cost of such a road, I will answer you by giving you a copy of my estimate for the Salina road, which very considerably exceeded the actual cost. It is proper to inform you this road was made upon the bed of an old road, filled in many places with stone and logs. The right of way cost us nothing. The estimate was for plank three or four inches thick. Where we laid two tracks, we laid one of them with three inch plank, but the main track was four inches thick. It is economy to use thick plank if the travel is sufficient to wear out the road, but if it is to rot before it is worn out, then, of course, thin plank should be used. The Canada roads are generally three inches thick, and are made of pine, and last about eight years.

"ESTIMATE OF THE COST OF A SINGLE TRACK PLANK ROAD, EIGHT FEET WIDE,
FOR ONE MILE :

Sills 4 in. by 4 in.....	14,080 ft. board meas.	
8 ft. width of plank 3 in. thick,.....	126,720	" "
	140,800 feet, at \$5 per thousand...	\$704,00
Laying and grading, \$1 per rod.....		320,00
Engineering, superintendence, &c., 10 per cent,.....		102,00
Gate-houses, say.....		100,00
For a 4 in. road add 42,240 ft., at \$5 per M.....		211,00
Sluices, bridges and contingencies.....		63,00
Total,.....		\$1,500,00

"We did not let out to contractors the construction of our road, for the reason that we were very desirous of securing the bedding of the timber perfectly, a thing that my observation in Canada satisfied me was not always done, when the work was made by the rod; and as plank road making was a new business, no person was willing to undertake the work at the price estimated. By doing our work by the day, we not only secured its perfect construction in this particular, but we saved some thousands of dollars in the cost. After we had acquired experience and skill, we reduced the cost of grading and laying the road to from thirty to fifty cents a rod, including construction of sluices and bridges, and grubbing, and in short, everything but materials and superintendence.

"If you make plank roads, I advise you by all means to do the work by the day, and put at the head of the business, a man who is fully competent to engineer and direct the whole matter. The variation of a few inches in the line of a road, may tell largely in the cost of construction. The lumber you can best obtain by dividing the road into eighty-rod sections, staking them out and letting them to the most favorable proposers—the lumber to be distributed along the line equally as near as may be, as it is delivered.

"As to the value of plank roads to the public and to the owners, I can best answer you by saying that I have seen a McAdamized road taken up, eight feet in width, to make room for a plank track—and by informing you that men who have travelled over the best roads in England, say that there is not in Great Britain as good a road as the Salina Plank Road."

The Longuil and Chambly plank road in Canada, was relaid the past season, after a wear of eight years. The income of the road paid a divi-

dend of 10 per cent on the cost of the first construction, and reserved a sufficient sinking fund to pay for re-building.

Fourteen applications are made to the present session of the New York Legislature, for charters to build roads of this description,—four of them to lead from the city of Rochester.

Art. VIII.—COMMERCE OF RIO DE JANEIRO, FROM 1836 TO 1847.

THE trade of Rio is very extensive, and has increased rapidly during the last few years. It is now by far the greatest mart for the export of coffee. The shipments of this important article, which, in 1830, amounted to 396,785 bags, have increased with such unexampled rapidity that, in 1839-40, they amounted to 1,095,346 bags, that is (taking the bag at 154 lbs.,) to 168,683,284 lbs., or 75,305 tons—being nearly equal to all the exports of coffee from all the other ports in the world! Sugar is also an important article of export from Rio, though latterly it has been decreasing, and does not now exceed 10,000 cases (15 cwt. each;) the exports of sugar from Santos are, however, increasing; and amounting, in 1839-40, to 624,750 arrobas. The other great articles of export from Rio are hides, rice, tobacco, rum, tapioca, ipecacuanha, manioc flour, and other inferior articles. The export of cotton has almost entirely ceased; and that of gold, diamonds, &c., is mostly clandestine, and too inconsiderable to be worth notice. We subjoin

AN ACCOUNT OF THE QUANTITIES AND VALUES (IN REIS) OF THE PRINCIPAL ARTICLES OF BRAZILIAN PRODUCE, EXPORTED FROM RIO, IN 1840.

	Reis.	Reis.
Coffee, 5,255,950 arrobas, at 3,500.....	18,395,825	
Expenses, including duty and commission, 17½ per cent.....	3,219,269	21,615,094
Sugar, 575,003 arrobas, at 2,100.....	1,207,500	
Expenses, as above, 15 per cent.....	905,620	2,113,120
Hides, 184,292, at 6,300.....	1,161,039	
Horns, 100,000, at 4,500 per 100.....	4,500	
Tanned half-hides, 17,500, at 2,500.....	43,750	
Rice, bags, 17,805, at 9,000.....	161,145	
Tobacco, arrobas, 100,000, at 4,500.....	450,000	
Rum, pipes, 3,110, at 65,000.....	202,150	
Tapioca, barrels, 250, at 9,000.....	2,250	
Ipecacuanha, lbs., 20,000, at 500.....	10,000	
Jacaranda, manioc flour, and various articles.....	20,000	
	2,234,834	
Expenses, as above, 12½ per cent.....	279,350	2,514,184

Total value of exports during the year 1840..... 26,242,398

Being, at the medium exchange of the year, equal to about £3,400,000.

The aggregate value of the exports, in the undermentioned years, have been—

	Reis.		Reis.
1836.....	18,711,824	1839.....	23,362,298
1837.....	15,362,642	1840.....	26,242,398
1838.....	20,455,865		

The principal article of import consists of cotton goods, the value of

which amounts to full one-third of the total value of the imports. Next to cottons are woollens, linen, and silk manufactures, wines, jewellery, and iron-mongery; flour, meat, fish, butter, and other articles of provision; spirits, salt, earthenware, paper, and a host of other articles. Of the total value of the imports, in 1838-9, estimated at 29,450,698 rs., that of the cotton goods, which were almost wholly supplied by Great Britain, amounted to 10,555,704. We subjoin

AN ACCOUNT OF THE VALUE OF THE IMPORTS INTO RIO, DURING EACH OF THE THREE YEARS ENDING WITH 1838-9, SPECIFYING THE VALUE OF THOSE FURNISHED BY EACH COUNTRY.

Countries.	1836-7. Reis.	1837-8. Reis.	1838-9. Reis.
Great Britain and her possessions...	13,345,787	2,689,846	15,092,554
France.....	3,921,145	2,804,160	4,314,363
United States N. A.....	1,054,474	1,667,863	1,799,687
Hamburg and Bremen.....	2,037,938	1,661,875	1,596,317
States in the R. Plata.....	1,098,264	1,599,680	1,577,217
Portugal and her possessions.....	1,671,329	1,556,395	2,652,598
Spain.....	357,649	682,426	765,413
Italy.....	473,674	265,260	475,015
Ports of the Pacific.....	282,644	216,057	9,994
Baltic ports.....	166,699	155,040	350,255
Fisheries.....	130,595	121,751	160
Holland and Belgium.....	110,267	115,793	109,243
Austria.....	55,440	69,451	2,471
Cape of Good Hope.....	21,011	28,966	5,338
Sundry places.....	12,418	.....	19,958
Coastwise, duties paid.....	485,203	129,600	622,820
Ditto, duties unpaid.....	152,563	502,122	57,295
Total.....	25,480,100	24,316,275	29,450,698

The customs' duties at Rio, in 1840, amounted to 1,929,822 reis on imports, and to 1,920,406 rs. on exports. During the same year, 858 ships arrived at Rio from foreign ports; and 812 sailed, of which 512 were laden with Brazilian produce, and 230 in ballast. On the 1st of June, 1841, there were in the port 21 British, 27 Portuguese, 12 American, &c., ships. The arrivals coastwise, in 1840, amounted to 1489.*

The following particulars of the commerce of Rio de Janeiro, are derived from the circular of a highly respectable commercial house at that port, dated Rio de Janeiro, January 1st, 1847. It furnishes a succinct statement of the trade of Rio, during the year 1846:—

ANNUAL STATEMENT OF THE TRADE OF RIO DURING THE YEAR 1846.

Arrivals of American vessels, last year, were from United States, 124; elsewhere, 120; whalers, 28; total, 273. Being an increase of 20 over those in 1845.

Imports.—From the United States have been received 193,123 barrels flour, 197 barrels bran, 4,685 packages domestics, 1,658 packages tea, 9,752 boxes sperm, and 1,536 boxes composition candles, 683,000 feet lumber, 8,877 barrels rosin, 1,224 barrels beef, 1,470 barrels pork, 121 hogsheads tobacco, 892 boxes and kegs tobacco, 52,000 feet oars, 325 tons coal, 130 cases cassia, 356 bales hay, 1,595 coils cordage, 74,795 pounds wax, 109 dozen chairs, 7,292 hams, 4,128 kegs lard, 432 packages tacks and nails, 2,248 packages spirits of turpentine, 148,000 segars, 215 packages drugs, 600 packages sail-cloth, 835 barrels apples, 70 barrels pitch

* From Freese's Rio Circular, and private returns from Rio.

and tar, 2,505 boxes fire-crackers, 787 tons ice, 5,024 kegs gunpowder, 60 bags pepper, 407 boxes soap, 800 drums fish, and sundries. From whalers, about 50,000 gallons oil.

From Europe, have been received 14,015 barrels flour; and from Valparaiso, 4,218 bags wheat.

FLOUR—IMPORTS AND SALES.

Stock in hand, January 1st, 1846,	barrels,	10,700
Imported from United States,	"	193,123
" Europe, &c.,	"	17,177
Total supply,		221,000
Stock in 1st hands, 1st January, 1847,		21,000

Sales in 12 months for consumption and export, or per month 16,666 barrels, 200,000

At the commencement of the year, the bakers held moderate stocks, and there being a demand for the Rio Grande, holders were very firm, and large sales of Richmond were made at 20||a21|| nett \$8a8 50; Baltimore, 18||a18||500 nett \$6 87½a7 50; advices from England then checked the market. The arrivals to July were large. Prices declined gradually to 18||a19|| for Richmond. Baltimore and Philadelphia being more wanted, were maintained at 17||a17||500. The arrivals in July were large, but an unexpected demand for the Cape of Good Hope and the South, relieved the market of 17,000 barrels, at a reduction of 1||a1||500 per barrel. At the close, holders were firm at 16|| for Baltimore, 18|| for Richmond. The sales in August to 15th, were 10,000 barrels at 15||500a16|| for Baltimore, 17||a18|| for Richmond.

The usual time of arrival of new flour being near, alarm was taken, and sales of Philadelphia made on 26th, at 13|| and 12||500; being a reduction of 4||500 per barrel in three weeks. In September, the arrivals were moderate, but considerable sales were made at very low prices; the impression being given, that the crops in the United States would be very heavy, prices low, and large shipments, in consequence of the determination of some holders not to be left with any old on hand. Richmond sold at 16||a16||500; O. Dance and Columbia, 12||500a13||; Richmond Country, 12||; and Baltimore, 11||000. Some holders of good flour retired their stocks, being convinced that there was no cause for alarm. In October, the arrivals were rather large; but holders were enabled to obtain better prices, assisted by the account of the short crops in Europe, and the certainty that the exports from the United States would be moderate, especially of Richmond City. New Gallego arrived on 26th, and was sold at 18||500a19||000; old Gallego, 17||a18||; O. Dance, 13||500; Baltimore, 12||.

In November the import was moderate, and sales continued to be made at improving prices. New Richmond, 19||a20||; old Richmond, 17||a19||; old Columbia Mills, 16||; new Baltimore, 13||a15||. Arrivals in December large, and considerable sales were made, early in the month, at 21|| for new Richmond; old Haxall, 18||a19||; Baltimore, 17||a17||500; but holders, encouraged by the European quotations and inquiries for the South, advanced their prices to 22|| for Richmond, 18|| for Baltimore, although the stock had increased to 21,000 barrels; being under the belief that the export from the United States to this coast would fall off, and that the bakers who had moderate stocks must buy largely in January. The import of Richmond City Mills flour was in excess the first six months of the year; during the last six, it has been only 4,000 barrels per month. The

average has been 6,000, which is the utmost that the market requires. Of other sorts, 8a10,000 per month is a fair supply.

Domestics.—Importations moderate, compared with 1845; but the large stock at the beginning of the year, and large supplies of English imitations, have kept prices very low and gradually declining. The last sales have been at auction, at 275 rs. for blue drills, nett 9 cts.; Shetuckees stripes, 250 rs. nett 9 cts. York stripes are getting out of use, the more common qualities being preferred; they cannot be quoted over 290 rs. nett 10 $\frac{1}{4}$. There has been some demand for export to the coast, and brown drills would bring 230 rs. nett 8 cts.; 30 inch shirtings, 175 rs. nett 6 $\frac{3}{8}$ cts. The stock is upwards of 2,000 packages, mostly blues and stripes. The stock of English is large; and the auction sales in January, it is to be feared, will depress prices still more.

Spirits Turpentine.—The consumption has considerably increased, and fair prices have been obtained; last sales at 260 in tins, nett 55 cts. per gallon, and 1,220 barrels nett 40 cts. *Chairs.*—Split rattan and straw matting are quite unsaleable, and would discourage all shipments, except of regular articles. *Coffee.*—The supplies during the first six months were abundant, being increased by large arrivals of the new crop, which was very early and weather fine; this continued uninterrupted till the end of the year, and the planters have sent forward their crops faster than ever known. Prices were highest in April, when superiors were from 3||400a3||550, 6 $\frac{3}{4}$ a7 cts. on board. They have gradually declined since, and in December, superiors were sold at 2||800a3||000, 6 $\frac{1}{2}$ a6 $\frac{1}{2}$ cts.; good firsts, 2||650a2||750, 5 $\frac{3}{4}$ a6 cts. The demand has been equal to the supply, and the stock does not now exceed 40,000 bags—prices firm. In consequence of the heavy arrivals since June, and the weather having become unsettled, the general opinion is, that supplies henceforward will be much less, and the quality, as usual, will be more inferior.

Exports of coffee, the past ten years, are as follows:—

	To Europe.		To United States.		Total.	
	Bags.	Pounds.	Bags.	Pounds.	Bags.	Pounds.
1837...	499,264	64,000,000	128,375	20,500,000	627,639	100,300,000
1838...	513,768	79,800,000	237,036	43,000,000	780,804	125,100,000
1839...	525,802	82,100,000	336,620	53,300,000	862,422	137,400,000
1840...	705,018	84,100,000	297,248	47,600,000	1,002,296	160,400,000
1841...	539,384	112,800,000	427,299	68,100,000	966,683	154,100,000
1842...	809,993	86,000,000	343,734	55,000,000	1,153,731	184,600,000
1843...	618,614	129,600,000	542,714	86,600,000	1,161,328	185,500,000
1844...	678,552	98,900,000	554,382	88,600,000	1,232,935	197,100,000
1845...	645,023	108,500,000	546,615	86,400,000	1,191,641	189,400,000
1846...	774,025	103,000,000	721,220	115,400,000	1,500,245	240,000,000

To the ports of the United States, the past five years, have been as follows:—

	1842.	1843.	1844.	1845.	1846.
New York,.....	109,971	155,711	185,388	169,048	203,537
Baltimore,.....	88,230	148,625	127,154	117,098	229,204
New Orleans,.....	92,583	152,511	129,997	175,625	151,142
Philadelphia,.....	19,660	34,792	28,255	35,168	47,747
Boston,.....	23,513	33,857	60,881	47,012	75,816
Charleston,.....	9,972	5,450	11,468	2,664	7,918
Mobile,.....	.....	11,797	7,657	.....	5,858
Richmond,.....	.....	.....	2,025	.....	.....
Savannah,.....	.....	.....	1,757	.....	.....
Total,.....	343,738	543,713	554,382	546,615	721,223

The currency of Rio, and of Brazil generally, is in a very vitiated state. The par of exchange, when the silver currency was maintained, was $67\frac{1}{2}$ d., and the current rate was usually higher; but for some years past, owing to the introduction of paper and copper, the exchange has fallen, so that its average rate in Rio, in 1840, was $30\frac{3}{4}$ d.

The harbor of Rio is one of the finest in the world. Its entrance is marked by a remarkable hill, in the form of a sugar-loaf, 900 feet in height, close to its west side, while on the opposite side of the bay, at the distance of about $1\frac{1}{2}$ miles, is the fort of Santa Cruz, on which is a light-house. There is, also, a light-house, having the lantern elevated about 300 feet above the sea level, on *Ilha Raza* (Flat Island,) about 10 miles south from the mouth of the harbor. Ships may enter either by night or day, there being no obstruction or danger of any kind. The water in the bay is sufficient to float the largest ships of war; and it is extensive enough to accommodate all the navies of all countries in the world.*

Art. IX.—PRODUCTION OF SUGAR IN THE EAST INDIES.

NEW YORK, March 20, 1847.

MY DEAR SIR—By the last steamer, I received from J. Balestier, Esq., the United States Consul at Singapore, in the East Indies, an open letter addressed to a planter in Porto Rico, which appeared to me to possess so much of general interest, that I have taken the liberty to transmit to you a copy of the material parts of it.

Mr. B. has resided in Singapore since the year 1833, and is very intimately acquainted with the commercial and agricultural statistics of the East. The present communication relates to the prospective production of sugar, and embraces a sketch of the present condition of sugar-planting in Java, Cochin China, Siam, &c. With this letter I also send you a commercial article, written by my brother expressly for your valuable Magazine.†

Very respectfully, your obedient servant,

J. N. BALESTIER.

TO FREEMAN HUNT, ESQ.

EXTRACTS FROM THE LETTER OF J. BALESTIER, ESQ.

What with the reduction in the duties in England and America, and the prevailing spirit in the remainder of Europe, for cheap sugars, the consumption must greatly increase; and as growers of the article are not prepared to supply this unexpected call, it would seem to follow that, for some years to come, prices will rather advance than decline. No part of America, except the United States, is in a condition to add much to the stock now raised.

There is abundance of first-rate soil, but a great scarcity of laborers; and without them the land has but little value. To this quarter—the Eastern hemisphere, abounding in suitable soil and efficient hands—expectation is naturally turned to furnish the increased demand.

* M'Culloch's Universal Gazetteer.

† The article alluded to, relating to the Commerce of Malacca, Singapore, &c., will be found in a former part of the present number of this Magazine.

But there will be found great obstacles in the realization of this expectation, causing great disappointment. This Eastern world, though possessed of unbounded soil and population, is wanting in capital and in enterprising Europeans, without which there can be no considerable addition to sugar production. The natives, left to themselves, are too much wanting in industrious habits, or in ambition of riches, ever to make good a deficiency in so costly and complicated a manufacture as that of sugar. Java, under its system of forced labor, is strained beyond prudence, as is proved by two successive years of famine brought on by turning the industry of that island from rice cultivation—the bread of that country—into other channels; such as indigo, tea, coffee, and sugar. The Philippines, vast and rich in soil, are in the hands of pirates and Indians, and by law or habit, are rendered unapproachable to foreigners beyond the limits of Manila, the capital; and although there is a yearly development of their productiveness, still they are far from being productive to the extent they would be, were Europeans permitted to establish themselves in the interior, and turn the population to industrious habits by giving them adequate wages for their labor. China produces much sugar; but as their own consumption is great, and as they even import considerable coarse sugar from Cochin China and Siam, it would seem that no considerable surplus could be looked for from that quarter. Cochin China is in the hands of a despot, who reaps what his people are made to plant; they receiving, either in articles of food, clothing, or money, what his majesty is pleased to give them. Everything comes into his granaries for future disposal, and he alone exports, in his own ships, to this port and to Batavia, whatever is marketable—say about 20,000 piculs of ordinary sugar and some coffee. Siam is another of those vast countries where large quantities of sugar might be grown were it not for the cupidity of its sovereign. He of Cochin China, as I have said, obliges his people to sow, to enrich himself with the reaping; whilst his brother of Siam encouraged the immigration of colonies of Chinese into his States, to obtain a revenue from the rich alluvial wastes which his own subjects had not energy and industry to cultivate. The Chinese paid a regular fixed rent for their allotments, and their production of sugar greatly increased. But an unlooked-for purchaser made his appearance. Hitherto, the Chinese had been free to sell their crops to the highest bidder; but now, the king's emissaries demanded the delivery of the sugar at a price fixed by himself, and which, being less than the market value, leaves to his merchant majesty a handsome profit on the sales to foreigners. That proceedings so arbitrary should check the manufacture, is the natural consequence; and Siam, therefore, will not, for the present, lend a helping hand in replenishing the warehouses of the West with sugar.

I have given you a rapid, and, I believe, a correct survey, of the capabilities of the principal sugar lands in the East, to meet the new wants expected to arise from a less burdensome tax upon the consumer.

The time, however, will come—must come—when the world will be amply supplied with this article. British India, and the British possessions in the Straits of Malacca, are in a better condition to become producers on a larger scale than any other region. I have already said, in the first part of this letter, that there is abundance of soil and of laborers, but that capital and adventurers were wanting. This is true, at present; but will it be so long, after the stability of this branch of industry shall be well

established? For many years past, vacillating policies and tariffs have given anything but security to those engaged in the business of growing sugar; and the consequence has been, that capitalists have been unwilling to lend money to carry on or establish an industry universally considered hazardous, except on such onerous conditions, as made the unfortunate borrower a bonded slave for life.

The new policy of governments, which, by the imposition of moderate duties, encourages consumption, gives that stability and security so much wanted, and will lead capital to flow in that channel. That great obstacle removed, adventurers from the West will not be wanting in the plains of over-populated India. Money, obtained at a moderate rate of interest, will enable them to form plantations, and raise and export sugar, cheaper than from any other quarter of the globe, unless these shores, (the Straits of Malacca,) jutting out from India and China, whose population is the densest in the world, should prove an exception.

The shores of the Malaya Peninsula, along the Straits of Malacca, have far greater advantages for the growth of sugar-cane than any portion of British India. The whole extent of country is perfectly healthful to Europeans, Chinese, Indians, or aboriginal Malays. In its whole extent, it is exempt from any of those terrific and destructive atmospheric convulsions, such as hurricanes, typhoons, or even gales; squalls, only, are occasionally experienced. Its surface is diversified by high mountains and rich valleys, and plains almost interminable, all indicating, by the luxuriant fruit which overspreads them, the fertility of the soil. Large navigable rivers, and other water-courses, indent the coast, by which the greatest facility would be had in communicating with the interior. Its mineral wealth, in gold, iron, lead, and particularly in tin, is great.

This peninsula, with upwards of 500 miles of sea-coast, with the exception of the three small settlements, viz.: Singapore, Malacca, and Penang, or Prince of Wales Island, is a waste.

Possessing such eminent advantages, what is not that *waste* capable of becoming, with capital at command, and cheap labor from India and China close at hand? Nothing is wanting, but confidence in the business of raising sugar, to give such an impulse to it within the possessions of the East India Company, as shall fully meet the probable increased wants of the European and American populations.

Receive, then, my friendly congratulations on what appears to me just-founded prospects of good prices, for some years to come; but at the same time make the most of that warning, which the untold millions of vacant cane lands, and the untold millions of the free and efficient hands of India—at an average of two Spanish dollars per month, enduring everything—gives you. Will you be ready to compete with good sugar, the cost of which, to the manufacturers, shall not exceed one penny sterling, or two cents per pound? There are not those wanting—experienced men in the business—who are ready to prove that, with plough and steam for helpmate—that is, with improved implements and skill—sugar, nearly white, can be turned out at two cents per pound.

J. B.

Art. X.—COMMERCIAL CODE OF SPAIN.

NUMBER III.

OF MARITIME TRANSPORTATION—THE BILL OF LADING.

799. The shipper and the captain of the vessel which receives a cargo, cannot refuse to interchange mutually, each with the other, as a title of their respective obligations and rights, a bill of lading, (*un conocimiento*), in which shall be expressed—

First—The name, registration, and tonnage of the vessel.

Second—The name of the captain and the town of his domicil.

Third—The port of loading and discharge of the vessel.

Fourth—The names of the shipper, (*cargador*), and also of the consignee, (*consignatario*.)

Fifth—The quality, the quantity, the number of bales, and the marks of the merchandise.

Sixth—The freight, or money for the carriage of the goods, and the primage contracted to be paid.

But the designation of the consignee may be omitted, and the cargo addressed to order.

800. The shipper shall sign a bill of lading, which he shall deliver to the captain.

The captain shall sign so many bills of lading as the shipper may require.

All the bills of lading, as well that which the shipper ought to sign, as those which are required of the captain, shall be of one and the same tenor, and shall bear the same date, and shall express the number of those which have been signed.

801. There being found a disagreement between the bills of lading of one and the same cargo, the contest shall be settled by the contents of the one which the captain may present; the whole being written out in full, or, at least, the part which shall not be printed, in the hand of the shipper, or of a clerk employed in the business of his trade, without amendment or erasure; and as for that which the shipper shall produce, it must be signed in the handwriting of the captain himself.

Should the two bills of lading which are discordant, respectively have this requisite, that shall be the true bill of lading which the parties can prove.

802. Bills of lading, to order, can be transferred by endorsement, and negotiated.

In virtue of the endorsement, are transferred to the person in whose favor they have been made, all the rights and actions of the endorser (*del endorsante*) with respect to the cargo.

803. The legitimate holder of a bill of lading addressed to order, must present it to the captain of the vessel before he shall make a beginning to discharge his cargo, so that the merchandise may be delivered directly to him; and omitting to do so, the expenses which shall be caused in depositing the cargo, and the commission of one-half per cent, to which the depositor shall have a right, shall be on account of the holder of the bill of lading.

804. Whether the bill of lading shall be given to order, or has been drawn up in favor of a particular person, the destination of the merchandise cannot be varied, unless the shipper shall return to the captain all the

bills of lading; and if the captain shall consent to this, he shall be responsible for the cargo to the legitimate holder of the bills of lading.

805. If, for the cause of being mislaid, the exigency provided for in the article preceding cannot be made, security shall be given, to the satisfaction of the captain, for the value of the cargo; and without this requisite, he shall not be obliged to subscribe new bills of lading for a distinct consignment.

806. The captain of a vessel dying, or ceasing in his office by reason of any other accident, before he shall have made sail, the shipper can demand of his successor that he shall invalidate or ratify the bills of lading subscribed by the captain who received the cargo; without this, he shall not be responsible beyond that which shall be proved by the shipper to have existed in the ship, when the successor entered into the exercise of his employment.

The expenses which may occur in retaking an account of the cargo embarked, shall be chargeable to the account of the (*naviero*) ship's husband, without prejudice to any claim which the captain retiring may seek, unless he should cease to be captain in fact, by a fault which has given cause for his removal.

807. The bills of lading, which shall be recognized as legitimate by each one of the signers, shall have an executive force in law.

808. There shall not be admitted to the captains the exception, that they signed the bills of lading confidentially, and under a promise that the cargo, designated in the bills of lading, should be delivered to the captains themselves.

809. All demands between the shipper and the captain, shall necessarily be proved by the bill of lading of the cargo delivered to the latter; and without a presentation of such bill of lading, such demands shall not be admitted in judgment, (*curso*.)

810. In virtue of the bills of lading of the cargo, the provisional receipts of a prior date are held to be cancelled, which may have been given by the captain, or his subalterns, of partial deliveries which shall have been made of the cargo.

811. On making a delivery of the cargo, the bills of lading which have been signed shall be returned to the captain, or, at least, one of the copies, in which shall be inserted the receipts of what he may have delivered.

A consignee, who may be wayward in the surrendering up of this document, or of the bill of lading, shall respond to the captain for the damages which may result by the delay.

A. N.

Art. XI.—THE LAW OF DEBTOR AND CREDITOR IN MISSISSIPPI:

AND OF THE PROSECUTION OF ACTIONS IN THAT STATE.

I. Of the courts in which actions may be prosecuted.

These are the Circuit, Chancery, Probate, and Justices' Courts.

1. Of the Chancery Court. This, like the courts of equity of other States, has a general equity jurisdiction over matters of fraud, accident, and trust. It would not be useful for the object of this paper, to state the various local rules which affect the practice and pleadings in this court. These, of course, have been adopted, in reference to the peculiar institutions and habits of the country; and, while modifying the mode of pro-

ceeding in some unimportant particulars, are generally consistent with, and based on well settled principles of English chancery law; so that it will be found that, in most essentials, the statutory enactments are rather declarations than modifications of the law. The statute conferring jurisdiction, enumerates all matters, pleas, and complaints, whatever, belonging to, or cognizable in equity—writs of injunction to stay waste, enjoin judgments, stay proceedings at law, the granting writs of *ne exeat*, and all other remedial writs, certiorari, and bills of review, &c., but no jurisdiction over the subject of wills. If defendants to any suit are out of the State, and persons in it have in their hands effects or lands of, or are indebted to such defendants, and appearance for them be not entered, and security for performing the decree given, the court has power to retain the persons, in possession of the effects or lands, or owing moneys to the non-resident. This provision extends to persons and corporations of the State, against corporations existing abroad, and having real and personal estate in Mississippi. To chancery, is also given authority to entertain bills against the State, on the complainant entering into bond to save the State against costs; but no execution can issue against the property of the State. The answer of a non-resident may be sworn to, before any judge, justice of the peace, notary, mayor, or alderman, of any city, town, or corporation, in any State or Territory of the United States. The certificate is only required to state the fact of the oath, and that the party administering it is the particular officer.

2. The Probate Court has a general ecclesiastical jurisdiction over all matters relating to estates, the granting of letters of administration and testamentary guardianship, and matters connected with the county revenue, roads, bridges, &c.

3. The Justices' Courts are of limited jurisdiction, confined to matters of debt, &c., not exceeding fifty dollars; and also the usual authority over offences, conservations of the peace, &c.

4. The Circuit Court has a general law jurisdiction, under the common law actions of assumpsit, case, covenant, debt, detinue, trespass, ejectment, &c., of all matters involving the recovery of money on bond, bill, promissory note, or other written contract, covenant, or agreement, or open account, where the principal of the sum in controversy exceeds fifty dollars; also, in equity jurisdiction, original and concurrent, over subjects cognizable in equity, where the value of the thing or amount in contest, does not exceed the value of five hundred dollars. The trial of criminals is also entrusted to this court. Civil process is tested in the name of the judge assigned to the circuit, and of the first day of the term next preceding that to which returnable. It is to be executed at least five days before the first day of the term next succeeding its test. Those courts are held twice a year in each county of the State.

II. Of proceedings to enforce the collection of debts.

1. Of the extraordinary remedy by attachment. Attachments may issue against the estate of a debtor, upon the oath of the creditor, his agent, or attorney, that the debtor has removed, or is removing out of the State, or so absconds or privately conceals himself, that the ordinary process of the law cannot be served, and of the amount of the debt, and the grounds of belief, whether, from a knowledge of the fact, personally, or by information, that the alternative ground exists. Ancillary process of garnishment, answering to the trustee process of the Northern States, also issues, to any person indebted to, or having effects of the debtor in hand.

2. Of bail. In actions founded on a specialty, bill, or note, in writing, signed by the party to be charged, or on judgments of foreign or domestic courts, bail may issue, of course; and in actions of account, covenant broken, and actions founded on verbal contracts and assumptions in law, on affidavit of the sum due, or damage sustained, bail may be required by the endorsement of the clerk, or plaintiff's attorney. No citizen can, however, be held to bail, unless an affidavit is made that the defendant is about to leave the country, and that thereby the legal recovery of the debt be prevented.

3. When suit is commenced on any writing, whether under seal or not, the court shall take the same as evidence of the debt, promise, undertaking, or duty; and if the defendant wishes to deny the execution of such writing, he must do so by plea, supported by affidavit.

If two, or more, sign any writing, it is lawful to join any of them in the same action; and all promises, contracts, and liabilities of copartners, are considered joint and several. In actions upon bills of exchange and promissory notes, the drawers and endorsers, living and resident in Mississippi, are to be sued in a joint action, and be brought in the county where the drawers reside.

In this State, the statute of frauds, of 29 Car. 2, is of force; whereby no action can be brought to charge an executor or administrator, upon any special promise, to answer any debt or damage out of his own estate; or to charge one, upon any special promise, to answer for the debt, default, or miscarriage of another; or to charge one, upon any agreement upon consideration of marriage, or for the sale of lands, tenements, or hereditaments, or the making of any lease thereof for a longer term than one year, or any agreement not to be performed within the space of one year, unless the promise or agreement, or some memorandum or note thereof, be in writing, and signed by the person to be charged, or the authorized agent of such person.

Every gift, grant, or conveyance of lands and goods, contrived of malice, fraud, collusion, covin, or guile, with the intent to delay, hinder, or defraud creditors, are void; and conveyances, not on valuable consideration, are considered fraudulent, except by will or deed, duly proved and recorded; and so, any loan of goods and chattels, where the possession remains with the donee three years, without demand made and pursued, on the part of the lender, is also considered fraudulent, as against creditors.

Art. XII.—MERCANTILE BIOGRAPHY.

THE LATE ROBERT THOM, BRITISH CONSUL AT NINGPO.

THE Glasgow Chronicle, in announcing the death of this eminent merchant, and excellent man, which took place on the 14th of September, 1846, furnishes the following biographical sketch of his career, obtained from an authentic source. Mr. Thom was well known to the American merchants residing in China; and its republication in the pages of this journal, will, we trust, stimulate those engaged in mercantile pursuits, at home or abroad, to imitate his example, and thus add to the dignity of the profession.

"Mr. Robert Thom was born in Glasgow, on the 10th day of August, 1807. He had, therefore, when he died, just completed his 39th year. Having been des-

tined to a mercantile life, he was for a twelvemonth in a respectable office in Glasgow, and afterward served an apprenticeship of five years in Liverpool. During his residence there he first evinced his fondness for literary pursuits. He was a constant correspondent for more than one of the newspapers. In June, 1828, he went to Caraccas, where he spent about three years. He there acquired a complete knowledge of the Spanish language, and was a rather distinguished personage, on account of his amicable discussion with the Roman Catholic priesthood, and the amazing aptitude for general business which he displayed. Afterward he spent about a year and a half in Mexico. Returning to England, he spent the Winter and Spring of 1833 there. In July of that year he went to Bordeaux, in France, and from that place to China—thence, alas! never to return.

Embarking at first in mercantile pursuits, he continued, nevertheless, to devote his leisure moments, and hours stolen from rest, to making himself acquainted with the language and literature of China. He landed in China in February, 1834, and within two years from that period was capable of speaking its language with considerable fluency. In the course of 1837 he was able, in the absence of Messrs. Morrison and Gutzlaff, to plead a cause in the mandarin or court dialect. All this while he was constantly inserting letters and other papers, on interesting topics, in the newspapers then published at Canton. The year 1838 saw him first appear formally as an author, but under the pseudonyme of 'Sloth.' His brochure was entitled 'The lasting resentment of Miss Keaton Levan Wang,' being a translation into English of a Chinese tale, with copious notes. Mr. Thom's translation of 'Æsop's Fables into the Chinese language,' appeared early in 1840; and, to dismiss his publications, his 'Chinese and English Vocabulary,' in August, 1843. This, from an eager and unceasing desire to be useful, he published at his own expense, and distributed gratuitously among public bodies and individuals residing at the five ports. Another work occupied his attention at the time of his decease. His productions were highly esteemed on the continent, as well as in this country.

"It was as a public character, however, still more than as a literary one, that Mr. Thom merited and obtained distinction. His valuable assistance rendered to government, while a merchant, is recorded in evidence given before a committee of the House of Commons, in 1841. In June, 1840, he embarked in the government service. Indefatigable were his exertions at Chusan and the neighborhood, during the winter of 1840-41. The cases of Captain Anstruther and Mrs. Noble particularly engaged his sympathies and stimulated his exertions. The Spring of 1841 saw him again on the Canton river, zealous and active, and courageous in his country's cause. His exertions during the siege of Canton, are noticed in Sir Hugh (now Lord) Gough's despatch, gazetted in the following October. He accompanied Sir Hugh over the battle-fields of Amoy and Chinhai, the former fought in August, the latter in October, 1841. At the latter action he was the means of saving the lives of 500 Chinese,—'a circumstance,' writing concerning which he said, 'that gave him more pleasure than if he had been appointed Emperor of China.'

"His civil administration of the city and district of Chinhai, from October, 1841, till May, 1842, is one of the most interesting and brilliant passages in his eventful history. Not only did it obtain for him the approbation of his superiors, but was commented on with applause by the Chinese themselves. Elipoo, when he was introduced to him at Nanking, in August, 1842, addressing him, said: 'La-pih-tan, (Robert Thom.) I thank you for your civil mandarinship at Chinhai—it has gained for you a great name in China.' His exertions, with Mr. Gutzlaff and the late Messrs. Morrison and Lay, at the time of negotiating the Nanking treaty, and his labors in regard to the 'supplementary treaty,' are well known. His view of the trade of China, past and prospective, published among the sessional papers of the House of Commons, for 1844, with all the imperfections necessarily attaching to such a document, is a wonderful monument of knowledge, industry, ratiocination, and power of condensation. It is indeed 'multum in parvo.'

"On the 5th of March, 1844, her Majesty was pleased to testify her sense and approbation of Mr. Thom's services by appointing him her consul at Ningpo, one of the five ports opened to foreign trade, in terms of the treaty.

"Previous to this, however, disease, contracted in his country's service, had made fearful inroads on his constitution, never a very robust one. Fevers, in June, 1841, after the fatigues and exposure attendant on the siege of Canton; in September, 1842, in the Yang-tse-Kiang, after the conclusion of the Nanking treaty; and at Hong-Kong, in the summer of 1843, left behind them effects from which he never perfectly recovered. Dropsical symptoms supervened. With difficulty he could be persuaded to ask for leave of absence. This was at once and kindly granted. Still he could not be persuaded to leave his post until his successor should arrive. He dreaded lest the public service should suffer by his departure. Under such circumstances death overtook him.

"His amiable and affectionate disposition—his anxiety to promote the interests of all and sundry—above all, his devotedness to the service of government, and the throwing of his whole soul into the endeavor to advance the commerce of his country—are facts too notorious to require being dwelt on. Zeal, disinterestedness, activity of mind, general ability, great aptitude for business, firmness and decision, combined with kindness, amazing powers of discrimination, generosity and nobility of mind, and great personal courage, are attributes of his character which will at once and cheerfully be conceded to him by all who had the pleasure of his acquaintance.

"To his exertions in the service of his country he has fallen a victim."

MERCANTILE LAW CASES.

SALVAGE.*

To support a claim for salvage, the applicant must give evidence, rendering it reasonably probable that he contributed by his labor, or skill, towards saving or protecting the property.

A person finding property derelict, acquires no right to exclude others from making a salvage of it, unless he keeps by it, and possesses the ability to save it himself. Without this, a claim, as first discoverer of a wreck, avails nothing.

The possession of a *bona fide* salvor cannot be interfered with, when he has, and is using, adequate means to save a wrecked property, until he is decreed a proper compensation, or one is made him by the owner.

Any finder of property derelict, is entitled to become salvor, with the privileges of such, as well against those who have before found, and abandoned or deserted it, as against the true owner.

A manifest possession, and avowal of the object of it, are necessary ingredients in the title of a salvor.

In cases of derelict, the courts rarely give less than one-third, or more than two-thirds of the value of the property saved.

The habit of maritime courts, is to give a moiety. This allowance is, however, varied under peculiar circumstances, at the discretion of the courts.

A moiety given in this case, after deducting the salvors' costs out of the gross amount.

In the United States District Court, before Judge Betts, February 9, 1847. James Curtis and others, *vs.* the schooner John Wurts. Jesse Richards, claimant.

The libel, in this case, was filed, to recover salvage compensation; and contains appropriate allegations to that end, and is substantially supported by the evidence.

After the suit was instituted, Joshua T. Jones and others, owners of the schooner Excelsior, by leave of the court, interposed allegations, claiming a share of such salvage as should be awarded by the court for saving the said vessel.

The material facts in proof, are these:—The John Wurts, owned by the claimant in New Jersey, was wrecked in the gale, on the 8th or 9th of September last,

* The decision of Judge Betts, in this case, was kindly furnished at our request, by that gentleman, for publication in the Merchants' Magazine.—[ED. MAG.]

a few miles below Sandy Hook, on a voyage from the North River and New York, to her home port, and all on board perished.

The claimant was also owner of most of the cargo. The claimant shortly after employed the schooner *Excelsior* and other vessels, with a steamboat, to endeavor to save the wreck and cargo. They succeeded in raising her, and towed her several miles towards Sandy Hook, when she escaped from them, and again sunk in ten fathom water—her bows in the sand, and her stern just out of water.

All the expenses of these proceedings were paid by the claimant, except those of the *Excelsior*.

On the 24th of September, an agreement in writing was entered into, between the claimant and Joshua T. Jones, managing owner of the *Excelsior*, that he would undertake the salvage of the vessel and cargo, and deliver them near Jersey city, for 50 per cent on the amount saved; and that allowance should also be in full compensation of the services already rendered by his vessel and crew, under the employment of the claimant.

About the 6th or 7th of October, the *Excelsior* proceeded to the wreck, with apparatus prepared to raise it, and passed a large chain under the stern, but found she had not force enough to move her; the chain was secured around the wreck, and the *Excelsior* and her crew went back to the city for further assistance. They had been engaged about twelve hours with the wreck.

On the 13th of October, the *Excelsior* and another vessel started to go to the wreck again, but were driven off by the heavy gale of that date. The wreck is supposed to have been moved by the same gale, as a day or two after she was seen drifting to the eastward, past Fire Island, and was afterwards reported off the east end of Long Island.

After a heavy blow from the eastward, she was again seen driving to the westward, past Fire Island.

The *Excelsior*, on this intelligence, was sent to Fire Island to look for the wreck, but saw nothing of it, and her owners engaged in another wrecking adventure at the island.

The *Excelsior* was further despatched to New York Bay, in search of the wreck, but without success. The agent of the claimant repeatedly, after the agreement of September 24th, urged Jones to pursue with promptitude his undertaking to raise the wreck. Jones, at the time of the agreement, declared he should be able to complete the salvage in two days; and ten days, or more, after the agreement, he excused himself, when pressed on the subject, because the weather was then peculiarly fine and favorable, by saying he was engaged in other business, or had arrangements to make before going to the work.

On the 9th of November, the libellants, Curtis and others, fell in with the wreck, grounded on the Great Kill Shoals in Sandy Hook Bay, bottom upwards, filled with water, her bows bilged, her rigging and masts all gone, most of her cargo out, and her bulwarks and stanchions mostly carried away.

Immediate and active exertions were applied to saving her, and, by aid of several small vessels, with chains and other appropriate apparatus, and a steamboat to tow, she was got off the shore and moved towards Amboy, grounding several times before she could be got to Staten Island.

A good deal of difficulty and some danger, was incurred, in keeping her afloat. The weather was thick, cold, and severe; and nearly a fortnight was occupied constantly, by all the libellants and their vessels, before the salvage was accomplished, sometimes the crews being kept at work all night.

They were compelled to float her bottom upwards, and stern foremost, to great disadvantage, and with the hazard of her turning over on the small vessels supporting her, and crushing them.

The ordinary incidents of breaking chains, in securing and moving her, and injury to the vessels engaged, were experienced.

The wreck sold for about \$1,300, and the fragments of her cargo remaining with her for about \$50.

The case was argued by Mr. Hart for the libellants, by Mr. Burr for Jones and his associates, and by Mr. Mason for the claimant.

Betts, District Judge.—The claim of Jones and owners of the *Excelsior* to salvage, in this case, cannot be allowed. It lacks the indispensable ingredient of a salvage service—that of having contributed immediately to the preservation or rescue of the wrecked property.

The circumstances in proof, do not demand of the court a decision upon the point, how far a person must be directly employed, aiding the recovery of a wreck, to constitute him a salvor; nor am I disposed to lay down the rule, that he must make it certain the property was saved by his assistance; but I am not aware of any principle which admits him to the favor of a salvor, until it is rendered reasonably probable, upon the evidence, that his labor or skill have contributed towards protecting the wreck from ultimate loss or further damage.

An impression seems to have obtained, that one who finds derelict property under water or afloat, acquires a right to it by discovery, which can be maintained by a kind of *continued claim*, without keeping it in possession, or applying constant exertions for its preservation and rescue.

There is no foundation for such notion. His right results entirely from the fact, that he has in actual possession, or has kept by, what was lost or abandoned by the owner, with the means at command to preserve and save it, and that he is actively employing those means to that end.

The law will then protect him against all interference by others, even the true owner, until he is adequately rewarded, or opportunity is allowed to bring the property to a place of safety, and have his compensation secured him by the judgment of the proper tribunal.

The fact that property is found at sea, or on the coast, without the presence of any one to protect it, gives the finder a right to take it in possession; and the law connects with such right, the obligation to use the means he has at control, and with all reasonable promptitude, to save it for the owner.

He can, therefore, be no otherwise clothed with the character of a salvor, than whilst he is applying himself in occupancy of the property, to its saving.

Notorious possession, with the avowal of the object for which it is taken and kept, are cardinal requisites to the creation or maintenance of the privileges of a salvor; when they do not exist, any person falling in with the wreck, may take it, with all the advantages of a first finder.

This is the clear policy of the law. It rewards, with liberal generosity, a meritorious salvor, but counts first, in the order of his meritorious acts, the prompt use of sufficient means, both in getting at the wreck and abiding with it, until the salvage is completed; the value of his services is enhanced, and their compensation augmented, proportionably to the danger and loss to the salvor accompanying such exertions, and their benefit to the owner.

No one of these cardinal qualities appears in support of the present claim. The most that is proved in favor of the owners of the *Excelsior*, is, that being in port after having left the wreck, they directed apparatus to be prepared here to aid in raising it. A fortnight or three weeks were consumed, awaiting such preparations, the wreck, in the meantime, being left deserted, with the exception of the *Excelsior* and crew being once alongside of it for about twelve hours.

Under these circumstances, any one coming to the wreck with sufficient means, and effecting its saving, would have been entitled to the rights of sole salvor.

The claim becomes infinitely weaker, when set up after the wreck had been forced from the place where it grounded, and was driven by the winds and waves, for nearly a month, to and fro upon the ocean and the coasts.

I, accordingly, pronounce against the claim of the owners of the *Excelsior*, and only refrain imposing costs on them, because of the loss and expense incurred by them, in making their preparations and efforts—amounting to \$120, or \$130, independent of the time employed by the *Excelsior* and her crew.

If they have any right to compensation for services rendered prior to the written agreement, it cannot be enforced in this action; and they must look to the owner, personally, or his contract with them.

The right of the other libellants to a reasonable reward, is not denied by the owner; but his answer and proofs seek to establish, that \$100, or \$200, would

be a full compensation for the time occupied in the service, with the kind of craft used on the occasion.

It is unnecessary to repeat the principles, entering into the determination of a salvage reward; they have been too often discussed and stated in this court, and in the decisions of maritime courts, to leave any important illustration of the doctrines untouched.

There can be no doubt of the rightful authority of the court, to regulate the award of compensation very much at discretion; but all judicial tribunals find fixed rules, when at all applicable to the subject, more useful and satisfactory in operation than mere discretionary authority, however wisely that may be exercised.

Accordingly, maritime courts, when not governed by positive law in this respect, have, by a kind of common concurrence, adopted the usage of allotting from one-third to three-fourths of the salvaged property, in cases of derelict, to the salvors; varying these points in regard to the special nature of the services, the peril incurred, value of the property saved, and hazard to vessels engaged in making the salvage; and, instead of ranging with much fluctuation even between those points, the growing disposition to determinate rules, has so far settled upon a moiety as the proper rate of allowance in cases of derelict, that it may almost be termed the habit of courts to give that proportion, when no urgent considerations induce them to deviate from it. That, or any other fixed or estimated amount, would not, in every instance, be an appropriate compensation. It, however, approximates sufficiently near, to command most of the important benefits salvage rewards were designed to secure; comprehending those relating to the general interests of maritime commerce, and a reasonable proportion of the lost property between the owner and him who rescues it.

Courts, accordingly, are disposed to adhere to that method of fixing the reward, unless special circumstances are presented, inducing a departure from it. I think, none such exist in this case; nor, on a careful valuation of the services rendered, with a view to the great probability that little or nothing would be realized from them, and the actual benefit to the owner, should I regard \$600, or \$700, a disproportionate compensation, to be specifically awarded the libellants for what was performed by them.

I therefore decree in their favor, their costs of suit, first to be paid out of the fund in court, and then that they receive the moiety of the residue, for the salvage services rendered in this case.

Unless the mode of distribution between the libellants is adjusted by agreement amongst themselves, it must be referred to a commissioner, to ascertain and report the proper proportion payable to each, and to each vessel employed in rendering the salvage services.

COLLISION—SHIP NORTHUMBERLAND AND SCHOONER LOUISA.

Admiralty Decision in the United States District Court, March 3d, 1847, before his Honor, Judge Betts. Joseph Hinckley and others, *vs.* the ship Northumberland, John Griswold, claimant. Damages claimed for value of schooner, \$6,000.

This was a case of collision between the packet Northumberland and the schooner Louisa, which occurred during a bright moonlight night, off Long Island, Montauk Point bearing N. N. E. distant forty miles, and the nearest land twenty-nine miles. The schooner was deep with coal, and sunk alongside in five minutes—her crew barely saving their lives, and some of them being hauled out of the water after she went down. Both vessels were alleged to have been close hauled—the ship on the starboard, the schooner on the larboard tack. Both were made out on the lee bow of each other, on converging courses, and at the distance of about two miles, and each supposed to be to windward of the other's track, the ship going at the rate probably of five, the schooner at four knots. The schooner held on without altering her course, as did the ship, until within a few of her lengths from the schooner, when she ported her helm and came into the wind, striking the schooner between her fore and main rigging. If the ship had not luffed, she might have cleared the schooner's stern or struck her abaft her beam and near her stern; if kept away, she would have apparently cleared the schooner. The court held, that the ship committed a fault in not keeping away instead of

luffing; but such fault having been induced by the wrongful act of the schooner, in maintaining her course and not giving way in time, affords no ground for the schooner to demand damages or remuneration therefor.

Libel dismissed, with costs to be taxed.

For the libellants, Daniel Lord, Jr., and B. D. Silliman; for the Northumberland, Ogden Hoffman, W. Q. Morton, and O. Hoffman, Jr.

COMMERCIAL CHRONICLE AND REVIEW.

THE PROMINENT FEATURES OF COMMERCIAL AND FINANCIAL AFFAIRS DURING THE MONTH—
 TONNAGE EMPLOYED IN FOREIGN TRADE OF EVERY DESCRIPTION, FOR THE LAST TWENTY-SIX YEARS—RATES OF FREIGHT FROM NEW YORK TO LIVERPOOL, 1844 TO 1847—SHIP-BUILDING IN UNITED STATES, FROM 1828 TO 1846—COMPARATIVE RATES OF STERLING BILLS AT NEW YORK AND NEW ORLEANS—EXPORTS OF NEW YORK—BANKS OF NEW YORK—ISSUE OF UNITED STATES TREASURY NOTES—DEPOSITS IN UNITED STATES TREASURY—RATES OF CONTINENTAL BILLS IN LONDON—COMPARATIVE EXCHANGES AT LONDON AND PARIS—BANK OF ENGLAND—EXPORT OF BREADSTUFFS, FROM 1844 TO 1847, ETC. ETC.

THE state of commercial and financial affairs has exhibited many peculiarities during the month. The chief features have been—1st, enhanced imports of goods; 2d, continued large exports of produce at high prices, attended with exorbitant freights and great activity in shipping; 3d, large importations of specie, with low and falling rates of exchange; 4th, the contraction of a loan of \$22,000,000 by the federal government; 5th, increasing scarcity and enhanced value of money. All these general features, with the exception of the contraction of a loan by the government, are evidences of extraordinary prosperity of the whole country. It is selling more of its produce at high prices, and more advantageously to the shipping and transportation interests than ever before. There is more foreign capital coming into the country at less outlay of the products of labor than in any year of our national existence. During the wars of Europe, when breadstuffs there were high, and the United States alone had the freedom of the seas, great profits accrued to the country through the operation of its external commerce. The necessities of those times drew, through the aid of sales of agricultural produce and large earnings of ships, large capital from Europe, and that capital was subsequently employed in manufacturing. In 1837-8, large sums were borrowed in Europe and brought into the country, but capital so acquired does not add to the wealth of the country; on the other hand it impoverishes it, inasmuch as it has all to be paid back with its earnings. It is now the case that all the raw products of the country, including cotton, command more of the money capital of Europe, than ever before. It comes not as a loan, to be paid back with interest, but as the actual earnings of agricultural and commercial industry and the reward of enterprise. Not only does that surplus produce, which in former years was without value, because unavailable, become converted into money-capital, but that money-capital is doubled in amount, because of the exigence in demand. England is disgorging her accumulated funds to buy, at great disadvantage, that food of which unavoidable circumstances have deprived her. The shipping of the United States, which for several years had been doing but an unprofitable business, is now more prosperous than ever before. The following table will show the quantity of United States tonnage employed in the foreign and coasting trade for a series of years:—

REGISTERED TONNAGE EMPLOYED IN THE FOREIGN TRADE AND WHALING—THE ENROLLED AND LICENSED EMPLOYED IN COASTING TRADE, FISHERIES, AND STEAMBOATS.

	Foreign.	Steam.	Whale.	Coasting and canal boats.	Steam.	Cod & Mack'l Fishes.	Total.
1821.....	593,826	.....	26,070	.....	.....	.....	.....
1822.....	582,701	.....	45,449	.....	.....	.....	.....
1823.....	600,002	.....	39,918	.....	.....	.....	.....
1824.....	636,807	.....	33,165	.....	.....	.....	.....
1825.....	665,408	.....	35,379	.....	.....	.....	.....
1826.....	696,221	.....	41,757	.....	.....	.....	.....
1827.....	701,517	.....	45,653	747,962	40,197	84,278	873,437
1828.....	757,998	.....	54,621	878,431	39,419	74,846	992,686
1829.....	592,858	.....	57,284	454,822	54,036	101,796	610,654
1830.....	537,564	.....	38,911	453,926	63,052	98,322	615,300
1831.....	538,136	.....	82,315	575,087	68,568	107,670	751,325
1832.....	614,121	.....	72,868	558,995	90,632	102,832	752,454
1833.....	648,968	.....	101,158	642,892	101,306	111,924	856,122
1834.....	749,378	.....	108,060	661,144	122,474	117,850	901,468
1835.....	788,181	.....	97,640	665,120	127,181	136,817	929,118
1836.....	753,094	.....	144,680	727,921	145,102	111,304	984,327
1837.....	683,206	.....	127,241	803,320	153,660	129,257	1,086,237
1838.....	702,962	.....	119,629	850,473	190,632	131,942	1,173,047
1839.....	702,399	.....	131,845	963,673	186,878	108,682	1,262,233
1840.....	752,838	.....	136,926	978,510	198,184	104,304	1,280,998
1841.....	788,398	.....	157,405	932,725	174,342	77,873	1,184,930
1842.....	825,746	.....	151,612	820,704	225,049	71,278	1,117,031
1843.....	851,551	5,373	152,374	844,661	231,494	73,142	1,149,297
1844.....	893,561	6,909	168,293	844,345	265,269	101,715	1,211,319
1845.....	897,985	6,491	190,695	903,691	319,527	98,610	1,321,828
1846.....	937,019	6,286	186,980	948,264	341,606	108,979	1,399,270

The quantity of registered tonnage in the foreign trade had not increased from 1835 to 1841, but afterwards it increased to some extent through the transfer of enrolled to registered tonnage. The increase of tonnage in the foreign trade, in 1846, was considerable. The rates of freight in January of each year may indicate the earnings of these vessels:—

RATES OF FREIGHT FROM NEW YORK TO LIVERPOOL.

	Cotton, per lb.	Beef, per 304 lbs.	Grain.	Turpentine, per bbl.	Flour, per bbl.	Tobacco, per hhd.	Heavy Goods, per ton.
	d. d.	s. d.	s. d.	s. d.	s. d.	£. s. d.	£. s. d.
1844...	1/8 a 3/4	4 0a 4 6	. . a . .	2 3a 2 6	2 0a 2 3	1 10 0a 15 0	1 5 0a 10 0
1845...	7/8 a 1/2	. . a 4 0	. . a . .	3 0a 3 9	. . a 3 0	1 10 0a 15 0	1 10 0a 15 0
1846...	1/4 a 7/8	. . a 6 0	. . a . .	2 6a 3 3	2 0a 2 3	1 15 0a 2 00 0	1 5 0a 1 7 6
1847...	3/4 a 7/8	8 0a 8 6	2 5a 2 6	6 8a 8 8	8 0a 8 6	. . . a . . .	4 5 0a 4 10 0

The quantities of leading articles exported from New York, have been as follows, for January and February:—

	Corn, bushels.	Wheat, bushels.	Rice, tierces.	Rye, bushels.	Flour, barrels.	Corn-meal, barrels.	Pork, barrels.
1845...	20,617	.....	2,511	.....	19,704	816	7,490
1846...	313,827	55,867	3,948	41,614	110,766	590	7,834
1847...	1,226,362	309,651	6,552	92,605	266,138	1,234	8,736

It will be observed that if foreign shipping increased under the low freights, prior to the latter part of 1846, that the exorbitant profits since realized must have given a great impulse to building. In fact, throughout the world, the demand for vessels to transport grain has so much added to the general growth of commerce as to develop a deficient supply of vessels; and France, Belgium, and England have found it necessary to do away with the ancient navigation laws in respect to grain, in order that foreign vessels may supply the wants of freight; and a great

impulse has, as a consequence, been given to ship-building. Perhaps there never was a time when that interest was so well employed, and all connected with it so prosperous. Timber, hemp, wages, and seamen's pay are all higher than they have been for years. The prices of hemp in New York, have been as follows:—

	October, 1843.	November, 1844.	November, 1846.	March, 1847.
Russia, clean,.....per ton	\$185 a 187	\$170 a 175	\$220 a 225	\$240 a 245
Manilla.....	.... a 150	140 a	150 a 155	160 a 175
American, dew-rotted.....	100 a 115	76 a 90	90 a 100	115 a 130
American, water-rotted...	120 a 180	105 a 160	150 a 200	160 a 210

Seamen's wages have advanced from \$15 to \$18 per month, with small stores. The following is a table of the progress of ship-building, and the disposition of the tonnage in the United States for a series of years:—

SHIP-BUILDING IN THE U. STATES.—REGISTERED VESSELS.					ENROLLED TONNAGE.			
	Tons built.	Sold to foreigners.	Lost at sea.	Tons condemn'd.	Increase.	Built.	Lost.	Condemn'd.
1828...	45,716	14,677	16,960	9,802	4,276	52,658	7,102	2,007
1829...	28,876	14,093	12,780	8,164	6,161*	48,221	4,912	3,290
1830...	21,242	10,058	12,545	9,198	10,558*	36,841	5,206	2,345
1831...	45,720	9,750	17,446	7,288	11,236	40,241	6,361	1,571
1832...	72,952	6,083	18,901	4,906	43,051	71,556	5,694	1,970
1833...	72,979	2,932	11,514	3,164	55,367	88,647	3,880	2,071
1834...	52,622	4,725	8,817	3,402	35,677	65,707	3,097	1,727
1836...	46,645	10,509	14,801	4,524	16,810	66,982	4,308	1,311
1837...	42,343	9,916	18,189	5,858	8,279	80,643	6,176	2,987
1838...	41,859	5,385	17,440	3,446	15,586	71,275	4,165	2,043
1839...	55,065	5,768	16,668	4,811	27,816	65,922	4,445	3,284
1840...	56,121	13,837	22,547	5,751	13,986	62,187	8,858	4,316
1841...	64,302	12,713	14,321	4,246	33,020	54,591	5,346	1,445
1842...	54,532	7,769	18,228	5,879	22,654	74,551	10,191	5,596
1843...	27,275	8,818	15,606	4,035	1,455*	36,342	7,426	2,648
1844...	38,921	7,227	11,191	3,869	16,633	64,616	7,082	4,107
1845...	60,360	8,022	16,236	4,328	32,373	85,057	5,304	2,951

The year 1843 is for nine months only. From 1841 to 1844, inclusive, the decline in registered tonnage built was very marked. In 1841, there were vessels built here for the Russian and Mexican governments, which increased the tonnage reported in that year. The year 1846 will show a return of building, and also of sales to foreigners far in advance of any former year.

We have thus alluded to the state of the shipping for two reasons. One is, that it accounts for a large demand for capital for those purposes; and the other, that the stimulus so imparted to the construction of vessels will probably so enhance the supply as materially to affect freights, unless the foreign want of vessels may induce large sales of tonnage abroad. The high value that vessels now command is against this operation, however. No country in the world can turn out vessels so well, so promptly, or so cheaply as the United States, and there is no reason why, under judicious management, we should not be ship-builders for the world. The commerce of the world has of late years vastly increased, and with that increase the demand for vessels has progressed; and the sudden extent of that demand, this year, has imparted an impulse to ship-building of which the United States can alone take advantage. England, in the amelioration of her timber duties, has taken steps towards competing with the United States in that particular, but our natural facilities are too great to be injured.

The large transactions in produce, at high prices, for the foreign trade, have also required a much larger amount of capital than is usual in that business;

* Decrease.

and out of those transactions have also grown operations in bills for the importation of specie. The imports into the United States have been much larger than last year, but the excess of exports is much greater; and as a consequence, bills have continued to decline, in the face of the import of some six millions of specie, and the purchases of bills already made will probably raise the import to ten millions. The low and falling prices of bills have induced their purchase for the importation of specie to an extent far beyond the ordinary operation of the bill-houses; and as a consequence they have leant upon bank facilities; that is to say, they have issued their own paper in purchase of the bills, and that paper has been discounted by the banks in preference to other descriptions,—an operation which causes an unusual demand for capital, until the proceeds of the purchased bills return in specie. These operations, however, have not checked the fall in bills, which has been as follows:—

COMPARATIVE RATE OF STERLING BILLS AT NEW YORK AND NEW ORLEANS.

	New York.				New Orleans.			
	1845-46.		1846-47.		1845-46.		1846-47.	
	Sterling.	Francs.	Sterling.	Francs.	Sterling.	N. Y. sight.	Sterling.	N. Y. sight.
Sept. 1,.....	9½ 110	5.23½	8¾ 9	5.31½	8¾ 110	¾ pre.	7½ 110	¾ pre.
Oct. 1,.....	9¾ 110	5.25	8¾ 9	5.30	8 110	¾ dis.	8½ 110	¾ dis.
Nov. 1,.....	9 110	5.26½	6½ 7½	5.37½	7½ 110	¾	7½ 110	¾ dis.
Dec. 1,.....	8 110	5.27½	6½ 6½	5.41½	5½ 110	1½	4½ 110	¾
Jan. 1,.....	8½ 110	5.26½	5 110	5.45	6 110	1½	4 110	¾
Feb. 1,.....	8½ 110	5.28½	5½ 6½	5.40	6½ 110	1½	4 110	1 ¾
March 1,.....	8½ 110	5.28½	4½ 5½	5.41½	6½ 110	1½	2½ 110	1 ¾
" 15,.....	8½ 110	5.25	3½ 110	...	7 110	1	2½ 110	¾

Last year a remarkable uniformity in the rates of bills prevailed in New York; but this year, as the season progressed, bills have fallen near 5 per cent here and at New Orleans, and are still falling.

The importations of goods have been larger than last year, and at this period of the year few go into warehouse. They are nearly all cleared for consumption, and as a consequence, cash duties are payable on their arrival. The following is a table of the imports, exports, and duties at the port of New York, for the months of January and February:—

Year.	Exports.	Imports.	Duties.
1846,.....	\$4,095,151	\$9,990,606	\$2,742,988
1847,.....	6,660,415	13,478,636	2,922,762
Increase, ..	\$2,565,264	\$3,488,030	\$179,774

Under the operation of the Independent Treasury, this amount of duties has to be transferred from the bank vaults to the custom-house, and simultaneously with the large drain for regular business, the operation of the Treasury Department in issuing its treasury notes, enhances the demand for specie; as thus, by the law of Jan. 27, alluded to in our last number, the Secretary is empowered to raise \$22,000,000. As we stated, \$5,000,000 was taken, and the remaining \$18,000,000 advertised to exchange in 6 per cent treasury notes for specie. Now the law allows either treasury notes or specie to be paid out, at the option of the government creditor. The treasury notes being all convertible at will into a 6 per cent twenty years stock, they are available for that purpose, no matter at what rate of interest they are paid out; and consequently no creditor would re-

fuse them. If, therefore, these \$18,000,000 had been paid out to creditors, they would pass from their hands into those of capitalists, by whom they would be funded. The government would have procured its loan, and the immediate operation of the notes would have been that of a currency in liquidating debts. To procure \$18,000,000 by a process requiring the specie to be deposited with the treasury, produces an inordinate drain from the banks, in addition to the effect of duties received in specie. Under such circumstances, viz., a double demand upon the institutions for specie on account of the duties, and also on account of the loans, has the effect of greatly reducing the stock held by the banks, notwithstanding the imports of the precious metals. As a natural consequence, the institutions have been inclined to contract their loans at a moment when the demand is greatest, from the three principal causes above enumerated; viz., the activity of shipping, the operations in bills, and the rise in produce. As the season progresses, the arrival of specie will release a large amount of the paper discounted, while remittances of money from the interior, as the Spring opens, will throw large sums into the hands of the city trade; but it is also true that large sums will be required to take up the vast quantities of produce that are crowding the avenues to market, along all the channels of communication with the Atlantic border. The leading features of the New York banks have been as follows:—

BANKS OF NEW YORK.

	Discounts.	LOANS. Directors.	Brokers.	Specie.	Circulation.	Deposits.
Aug., '44.	\$54,464,928	\$4,326,932	\$3,832,039	\$10,191,974	\$17,091,324	\$28,757,122
Nov., '45.	69,164,861	4,157,117	1,457,858	8,884,545	21,125,027	31,773,991
Feb., '46.	66,235,814	4,245,766	1,096,410	8,350,439	19,709,784	29,523,024
" '47.	64,240,213	4,672,973	893,172	9,191,254	10,968,765	31,830,595

The line of discounts is small, and is usually less at this season than in November. The contraction is now mostly on the part of the country banks; the city banks have extended their discounts. Under the action of the Independent Treasury, from November to February, the banks increased the amount of their specie. The amount of specie duties collected at this port, for the month of February, has been \$1,496,716; and the importation of specie at this port direct, was \$1,235,122, which would leave a diminution of \$260,000 in the amount of specie held by the banks; but considerable sums arrived at Boston on New York account. The official returns of March 1st showed the issue of treasury notes to have been as follows:—

UNITED STATES TREASURY NOTES ISSUED TO MARCH 1ST.

	February 1.	March 1.
Under acts prior to July, 1846,.....	\$367,931	\$361,181
" of "	4,994,900	5,796,600
" of January, 1847,.....	.....	2,518,050
Total,.....	\$5,362,831	\$8,675,831
Deduct cancelled notes,.....	987,650	842,050
Total,.....	\$4,375,181	\$7,833,781

The operation of the issues for specie, added to the customs, might have swollen the deposits. The customs receipts for the first quarter, under the new tariff, as compared with last year, were reported officially as follows:—

GROSS RECEIPTS OF CUSTOMS AT BALTIMORE, CHARLESTON, N. ORLEANS, N. YORK, AND PHILADELPHIA.

	1845.	1846.
December,.....	\$1,996,860 92	\$2,250,911 16
	1846.	1847.
January,.....	\$2,082,276 20	\$2,433,436 68
February,.....	1,954,681 86	2,213,362 30
	\$6,033,818 98	\$6,897,710 14
		6,033,818 98
Increase,.....		\$863,891 16

The above statement is made out from the returns as far as received. The returns from New Orleans for two weeks in January, 1846, are missing. The receipts for the corresponding two weeks in January, 1847, have, of course, been omitted.

The Independent Treasury came into operation on the 1st of January; consequently \$4,646,000 were received at the ports named in specie, and the effect on the treasury deposits has been as follows:—

DEPOSITS IN THE UNITED STATES TREASURY.

Assistant Treasurers.	January 1.	February 1.	March 1.
Boston.....	\$202,599	\$38,372	\$179,829
New York.....	420,775	560,072	2,283,583
Philadelphia.....	239,571	74,204	145,836
New Orleans.....	46,399	52,111	44,548
Mints.....	558,042	558,042	478,042
Elsewhere.....	2,776,648	2,529,335	2,052,184
Total.....	\$4,244,035	\$3,812,136	\$5,184,082

The increase of specie with the assistant treasurer of New York was rather more than the whole customs for the month, showing the influence of the treasury note issues. Of this amount, \$1,500,000 was transferred to Philadelphia for coinage; \$533,000 directly to the mint, which, with the amount already there, will make up the million which is the legal limit of deposits at the mint.

The general effect of these circumstances seems to be to enhance the volume of American coin in the country; to extend the specie basis of the currency, and by so doing, although temporary pressure is apparently created, a steadier condition of the markets must ultimately be produced. The position of the Bank of England is such that large sums in coin can be spared by that institution before its strength will be impaired. In our number for January, we gave a table of exchanges on London, down to December 3d, showing such a fall in rates as pointed to an exportation of bullion to the continent. We will bring down those dates sixty days later, as follows:—

RATES OF CONTINENTAL BILLS IN LONDON.

	Amsterdam.	Antwerp.	Hamburg.	Paris.	Vienna.	Silver.
June 4.....	12.6	26.7½	13.13½	26.00	10.9	4.11
September 4.....	12.5	26.10	13.13	26.00	10.10½	4.11½
October 9.....	12.7	26.10	13.13	25.85	10.9	4.11½
23.....	12.6	26.5	13.12½	25.72½	10.7	4.11½
30.....	12.5	25.97½	13.12½	25.70	10.7½	.....
November 6.....	12.4½	26.0	13.11½	25.65	10.8	.....
13.....	12.1	25.95	13.11½	25.65	10.6½	5.00
19.....	12.1	25.90	13.11½	25.62½	10.6	5.00½
December 3.....	12.1	25.85	13.11½	25.57½	10.5½	5.00½
11.....	12.0½	25.85	13.10½	25.55	10.4	5.00½
January 8.....	12.0½	25.80	13.9½	25.50	10.4	.....
22.....	11.19½	25.67½	13.7½	25.30	10.1	.....
29.....	12.0	25.70	13.7½	25.35	10.2	5.00½
February 3.....	12.0½	25.75	13.8½	25.35	10.2	5.00½

This was a great and continued fall, and the market closed with an abundance of bills offering. The comparative exchange with Paris, was as follows:—

COMPARATIVE EXCHANGES AT LONDON AND PARIS.

	London. Mint price of gold.	Paris. Gold per mille.	Resulting exchange.	Actual price of bills in Paris on London.	London.	Gold dealer at Paris. Hamburg.
October 9.....	77.10½	16	25.55	25.77½	0.87½	....
23.....	77.10½	16	25.55	25.70	0.58	....
November 6.....	77.10½	16	25.55	25.65	0.39	....
16.....	77.10½	15½	25.54	25.60	0.23	....
December 3.....	77.10½	16	25.55	25.57½	par.	....
11.....	77.10½	15	25.52	25.55	0.12½	0.17
January 8.....	77.10½	14	25.50	25.45	....	0.20 1.17
15.....	77.10½	10	25.40	25.50	0.39	.... 1.05
22.....	77.10½	11	25.42	25.35	....	0.28 1.50
29.....	77.10½	10	25.40	25.27½	....	0.49 1.76

In October, gold was, it appears, eighty-seven-hundredths dearer in London than in Paris; and at the close of January was near a half per cent dearer in Paris than in London. In the first week in January, the rates fluctuated considerably under the export of silver from the Bank of England to the Bank of France. The premium on gold declined rapidly in Paris. The effect of this state of the exchanges had not yet been apparent on the bullion in the bank; the returns of which, brought down from our table in the December number, are as follows:—

BANK OF ENGLAND.

	Securities.		Deposits.		Nett	Notes	Bullion.
	Public.	Private.	Public.	Private.	circulation.	on hand.	
	£	£	£	£	£	£	£
Dec. 5	12,807,417	13,853,212	8,612,488	8,303,523	19,866,805	8,402,300	15,002,873
Jan. 2	12,826,362	15,071,820	9,990,624	7,903,959	20,031,185	8,227,085	14,951,572
9	12,757,326	14,464,948	5,860,631	9,784,767	20,836,845	6,715,255	14,308,022
16	12,757,326	14,450,711	5,034,189	10,339,726	20,679,370	6,545,965	13,948,681
23	12,757,326	14,489,657	4,668,489	10,335,835	20,608,090	6,167,170	13,442,880

The reduction in bullion is about £1,500,000 only, including the £1,000,000 in silver, and the gold shipped to Russia and the United States. It is observable that, notwithstanding that the bullion was, on December 5, £1,500,000 more in bank, the circulation out was near £1,000,000 less; a result produced by a diminution of £2,200,000 in the notes on hand paid out for dividends, which payments amounted, it appears by the diminution in the public deposits, to £5,300,000, from the 2d to the 23d January. It follows that the bank must lose £6,000,000 of specie by exportation, before the amount of currency as furnished by it is affected. It appears that so far from contracting its time of discounts, that the private securities which it held were £600,000 more on January 23d, than December 5th, when it had £1,500,000 more specie. The principal drain which it will feel will be on American account. The import into this country cannot be large before it produces its own cure; but for the action of the Independent Treasury, the expansion of the banks would, as is usually the case, at such times, have produced such a speculation and rise in prices, as would already have given a great impulse to the import of goods, and checked that of specie. Under the present system of finance, it will require a larger sum to produce that result.

MERCANTILE MISCELLANIES.

THE POETRY OF FREE TRADE.

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

DEAR SIR:—You will confer a favor on an old subscriber by transferring to the pages of your valuable Magazine the enclosed lines, which originally appeared in the "St. Louis Union," although I believe they were written by an American gentleman, now residing in France. I am not competent to speak of their poetic merit, but they express sentiments in harmony with the spirit of the age, and in accordance with that Gospel which teaches us "to do to others as we would have others do unto us." "Free Trade" is one step towards the development of the great doctrine of "human brotherhood," to be found in the teachings of Him "who spake as never man spake"—a doctrine which all his followers, Catholic and Protestant, profess to adopt. Whatever latitude you may give to correspondents in discussing the "principles of protection" in the pages of your Magazine, I feel quite sure that you entertain the most liberal and enlightened views on the subject. The very fact of your opening the pages of your journal to the free discussion of "mooted points," is, to my mind, conclusive evidence, that on comparing notes, we should not materially differ as to the wisdom and rectitude of entire and absolute free trade with all nations.

Very respectfully yours, &c.,

COBDEN.

FREE TRADE.

Oh! Time! thou laborer in the human field,
To whose rude scythe all mortal things must yield;
Cutting off beauty in the proudest hour,
Depriving strength of all his vaunted power—
Among thy many doings, thou, of late,
Hast done at least "some service to the State;"
Mowing Protection down, while Free Trade stands,
The harbinger of good to distant lands;
And radiant memory paints, in colors warm,
The last great deed in politics—Reform.
Commercial liberty!—a magic sound—
A plant first watered, e'en on British ground;
And they who set it there already see
The sheltering branches of a healthy tree
Equal protection give to all who seek
Their bounteous shade—the powerful or weak.

To you—great league and leaguers!—unto you
Will grateful commerce pay a tribute due;
While many foreign lands your worth proclaim,
And your example make their highest aim.

See Russia, thawing in its icy clime,
Adopt the leading spirit of the time,
Loosing the shackles that her trade restrained,
And making millions thrive where ruin reigned.

Even an autocrat can understand
This is the cherished welfare of his land—
The brightest boon for tillers of the soil,
An ample market for their ceaseless toil.

And now Columbia, o'er the trackless seas,
Unfurls her spangled banner to the breeze;
Rejects the trammels of her former laws,
Gains good effect by giving better cause.

Her boundless fields send forth the yellow grain,
The useful cotton spreads o'er many a plain:
The former gives the British weaver food,
The latter keeps his occupation good;
And now the product of his loom is worn
Upon the soil that furnished him with corn.
Free Trade, more strong than diplomatic art,
Unites two nations, though so wide apart:
Gives greater lustre than a hundred wars,
While smiling Ceres conquers frowning Mars.

Italia, too, that sunny southern clime,
To Free Trade's merry peal now adds her chime;
Making harmonious as her own sweet tongue,
The jarring chords of commerce, long unstrung.

Lo! France, awakening at the eleventh hour,
Begins to own commercial freedom's power.
In her gay capital behold a few,
Spurning old notions, now adopt the new.
They meet to honor him who long has been
First in the field, a nobler leader seen,
A peaceful conqueror—lo! a Cobden comes,
No clanging trumpets, nor loud sounding drums,
Proclaim his welcome to the little band,
Who see with pride the stranger in their land.
They hail no "hero of a hundred fights,"
But greet the champion of a thousand rights.

Oh! Liberty—the captive well may sigh
With thee to live; without thee, wish to die.
So fettered Commerce, striving to be free,
Will pine and die, or gain its liberty.

F. L. H.

THE MERCANTILE CLASSES, OR GRADES.

"A Sermon of Merchants, preached at the Melodeon, on Sunday, November 22d, 1846, by THEODORE PARKER, Minister of the Twenty-Eighth Congregational Church in Boston," has just been published by request. The text, or rather motto, as it has very little to do with the character of the discourse, from Ecclesiasticus xxvii. 2, "*As a nail sticketh fast between the joinings of the stones, so doth sin stick close between buying and selling,*" tells a truth, which scarcely loses any of its force, although derived from a portion of the Bible that has been rejected by orthodox authority, as forming no part or parcel of the inspired writings. Mr. Parker points out, in his usual manly, candid, and forcible manner, what he conceives to be the POSITION, TEMPTATIONS, OPPORTUNITIES, INFLUENCE, and DUTY, of MERCHANTS. He distributes men into four classes. 1. The men who create new material for human use, either by digging it out of mines and quarries, fishing it out of the sea, or raising it out of the land, as Producers. 2. Men who transform this material into other shapes, fitting it for human use; men that make grain into flour and bread, cotton into cloth, iron into needles or knives, and the like. These indirect producers are classed as Manufacturers. 3. The third class, who simply use these things when thus produced and manufactured, are the Consumers. We come now to the fourth class, the Merchants, who are described by Mr. Parker, as—

"Men who buy and sell; who buy to sell, and sell to buy the more. They fetch and carry between the other classes. These are Distributors; they are the MERCHANTS. Under this name I include the whole class who live by buying and selling, and not merely those conventionally called Merchants to distinguish them from small dealers. This term comprises traders behind counters and traders behind desks; traders neither behind counters nor desks.

"There are various grades of Merchants. They might be classed and symbolized according as they use a Basket, a Wheelbarrow, a Cart, a Stall, a Booth, a Shop, a Ware-

house, Counting-room, or Bank. Still all are the same thing—men who live by buying and selling. A Ship is only a large Basket, a Warehouse a costly Stall. Your Pedler is a small Merchant going round from house to house with his Basket, to mediate between persons; your Merchant only a great Pedler sending round from land to land with his Ships, to mediate between nations. The Israelitish woman who sits behind a bench in her stall on the Rialto at Venice, changing gold into silver and copper, or loaning money to him who leaves hat, coat, and other *collaterals* in pledge, is a small Banker. The Israelitish man who sits at Frankfort-on-the-Maine, changes drafts into specie, and lends millions to men who leave in pledge a mortgage on the States of the Church, Austria, or Russia, is a Pawnbroker and Money-changer on a large scale. By this arithmetic, for present convenience, all grades of Merchants are reduced to one denomination—men who live by buying and selling.

"All these four classes run into one another. The same man may belong to all at the same time. All are needed. At home, a Merchant is a mediator to go between the Producer and the Manufacturer—between both and the Consumer. On a large scale, he is the mediator who goes between continents—between producing and manufacturing States—between both and consuming countries. The calling is founded in the state of Society, as that is a compromise between Man's permanent nature and transient condition. So long as there are Producers and Consumers, there must be Distributors. The value of the calling depends on its importance; its usefulness is the measure of its respectability. The most useful calling must be the noblest. If it is difficult, demanding great ability and self-sacrifice, it is yet more noble. A useless calling is disgraceful; one that injures mankind—infamous. Tried by this standard, the Producers seem nobler than the Distributors; they than the mere Consumers. This may not be the popular judgment now, but must one day become so, for Mankind is slowly learning to judge by the natural Law published by Jesus—that he who would be greatest of all, must be most effectively the Servant of all.

"There are some who do not seem to belong to any of the active classes, who are yet Producers, Manufacturers, and Distributors, by their Head more than their Hand; men who have fertile Heads; Producers, Manufacturers, and Distributors of Thought; active in the most creative way. Here, however, the common rule is inverted: the Producers are few—men of Genius; the Manufacturers many—men of Talent; the Distributors—men of Tact; men who remember, and talk with tongue or pen. Their name is legion."

THE BRITISH TOBACCO WAREHOUSE AT LIVERPOOL.

A writer in Chambers' (Edinburgh) Journal, gives a very interesting description of Her Majesty's Tobacco Warehouse, connected with the customs, which he describes as equal to the tobacco depot in London, one of the largest storehouses in the world. This "commercial wonder" gives a very comprehensive notion of what John Bull habitually puffs into the atmosphere. The account will interest the commercial reader, and we therefore transfer it to the pages of the Merchants' Magazine without abridgement.

"Entering by a dingy court-yard adjoining the Queen's Docks, I was conducted into this Liverpool tobacco warehouse. The first sensation on entering, is that of an intense acrid odor, which affects not only the nostrils, but the breathing, for the atmosphere is loaded with tobacco effluvia. Somewhat inconvenienced by this feeling, we pass up an aisle or interval between rows of casks, and find ourselves in the centre of the vast apartment. The light, which is admitted by the roof, reveals hogsheads on hogsheads of tobacco, piled up on every side, leaving passages between for the operations of the attendants. The length of the building is five hundred and seventy-five feet, and its breadth two hundred and fifty; the roof being supported on small but strong cast-iron pillars, so as to afford the largest possible accommodation in the space. Great as is this enclosure, it has latterly been found too circumscribed for the storing of the large quantities of tobacco imported into Liverpool, and several additions to the building have recently been made. There is not a particle of architectural ornament about the structure. The exterior shows nothing but a dead wall; one side forms a wall to the dock, and the other is separated from the Mersey by a pleasant parade. Indeed, the whole building is nothing but a mighty shed, round which custom-house regulations have thrown an air of isolation.

"All the tobacco which comes to the port of Liverpool must, except in special cases, be warehoused in this building. It is here examined by the owner or importers, who select that which is good, and on which they deem it profitable to pay the duty of three shillings per pound. That which is rejected is cast aside and burned. The hogsheads which contain the tobacco are roughly and widely made, but they are very firm and strong,

and each contains about twelve or fourteen hundred weight. When one is to be examined, it is brought from a heap, and set upright on the ground. The fastening of the staves at the lower part is unloosed, and the wood-work is then lifted bodily up, leaving the tobacco exposed as a large compact cylindrical mass. A workman then digs into it with an iron crow-bar, and large pieces, like cakes, are removed. These are examined, and a judgment pronounced on their quality. A portion is pulled out as a sample, wrapped neatly up, and marked with certain cabalistic figures known to the initiated. The whole is then firmly pressed together again, and in a few minutes it is placed in the cask, hooped, and removed. Every piece of tobacco that leaves this warehouse must pay duty; and even the samples thus selected, small though they be, are charged, though, if they are again brought back, the amount is returned.

"Nearly all the tobacco stored here is from the United States of America, but principally from the State of Virginia. It is all in an unmanufactured state, consisting of the light brown leaves rolled together and compressed. The warehouse contains the largest quantity towards the beginning of winter, or just after time has been given for the autumn leaves to be gathered, dried, and sent across the Atlantic. On the day of my visit, it was calculated that about twenty thousand casks were in the warehouse; and if we suppose each of them to contain, on an average, twelve hundred weight, we have an aggregate of twenty-six millions eight hundred and eighty thousand pounds of tobacco, realizing a revenue to government of nearly four million pounds sterling. Although this, however, must have been the accumulated stock, the *yearly* quantity entered for home consumption in 1842, was 22,309,360 lbs.; increased to this amount from 8,000,000 lbs. imported in 1798. The duty received in the former years was £3,580,164. The ideas called up by such a mass of tobacco are perfectly staggering. If the material ministered to the necessities of man, the sight of so many millions of pounds would be quite cheering. But to think that the tobacco, piled in such enormous quantities here, is all to vanish in smoke through the medium of the mouths of enlightened Britons, quite overpowers the imagination, and completely baffles the grasp of common sense. The idea of a nation like the British, which is now doing such wonderful work for all humanity and all time, gravely, and as a matter of course, puffing out in smoke, or inhaling in dust every year, more than twenty-two million pounds' weight of tobacco, and finding ways and means to pay between three and four million pounds sterling for the privilege to do so, is really, to say the least of it, very humbling to the pride of the nineteenth century. And yet this is not all. I have merely indicated the quantity on which duty is paid; but Mr. McCulloch calculates that one-third of what is consumed in Great Britain is supplied by the smuggler; which will give, as the grand annual total, about thirty-three million and a half pounds' weight! This is only about a sixteenth part less than the quantity we require every year for home consumption of the more innocent and amiable luxury, tea. Tobacco may, as Arthur Cayley, in his *Life of Sir Walter Raleigh*, says, be

'Poison that cures; a vapor that affords
Content more solid than the smile of lords;
Rest to the weary; to the hungry food;
The last kind refuge of the wise and good.'

But all the imagination and fancy, wit and humor of poets, will not bate one jot of our sadness at the mighty monument of human frailty exhibited in these great receptacles.

"About the centre of the warehouse is built a large furnace, which was crackling and roaring most lustily on the day of my visit, while hot gleams shot out from chinks in the massive iron doors, giving evidence of the fearful fire within. In every establishment there is always something known by a jocular nickname, and the standing joke about this furnace is to call it "*Queen Victoria's Tobacco Pipe*." All the rejected tobacco is burned in this right royal tobacco pipe. Fortunately for the citizens of Liverpool, the tobacco warehouse is at a considerable distance from all dwelling-houses, otherwise the strong fumes arising from the furnace-chimney would prove anything but conducive to health. Behind the furnace is a large circular recess, in which the tobacco ashes are piled up to the extent of several cart-loads. They are found useful in many chemical preparations, and being of a silicious nature, form a good dentifrice.

"At one end of the warehouse there is a division called the Cigar Room. This contains myriads of cigars, neatly and firmly packed in convenient cases. None of these are of course allowed to be taken away without the payment of duty, though, in cases where they are required for ships' stores or exportation, a drawback, or repayment of the duty, to the extent of 2s. 7½d. per pound, is made. Besides the foreign cigars, a vast quantity are made at home; but it is clearly understood, from the *exposés* that have been made from time to time in the London newspapers, that many of the latter are of British growth as well as British manufacture. Not only are dried cabbage leaves, and other materials of

the kind, liberally used for the purpose, but in a recent case inquired into by the Lord Mayor at the mansion-house, it was shown that some cigars are entirely composed of *brown paper*. In this cigar room there are also large, heavy packages of the finer sorts of tobacco known by the name of 'Cavendish,' 'Negrohead,' 'Honey-dew,' &c. This finer sort is obtained from those parts of America where the climate is warmer than in Virginia. Here also are piled numerous packages of a cubical form, one foot thick, containing South American tobacco, the covering consisting of cattle skins, apparently dried in the sun, and stitched firmly together. They were lying round in great numbers, and resembled a mighty pile of brown and variegated hairy trunks. It is curious, indeed, to find here, wrapping tobacco, the skin of some noble animal that may have ranged freely over South American plains, until the desire to 'turn an honest penny' by the sale of its hide, tempted a hunter to ensnare it with the fatal lasso. Several of these packages, which had been slightly damaged by the salt water, had been opened, and, as I understood, were considered not good enough for the smokers of this country, and were to be exported to Africa for the use of the negroes. In the same room, some men were engaged in chopping off the hard woody fibres of the canes, on which the owners would not pay duty. These fragments are all gathered together, and, on the principle that all is valueless which pays no duty, are cast into the fire.

"The utmost attention is paid to accuracy in weighing the tobacco previous to charging it with duty. Scales which weigh about twelve or fourteen hundred weight at a time, are used; and after the workmen have steadily adjusted the pile in one of the scales, they all withdraw. A circle is formed, within which none but the proper officers are allowed to enter; and when they have ascertained the weight, a signal is given, the spell is dissolved, and the pile is removed. The celerity with which the workmen fix it again in its covering, is surprising. The staves, which seem as if they were kept from falling to pieces only by a slight attachment to one of the ends, are lifted up in a mass, and brought down, covering the material. A rope is slipped round the lower part, to keep them together, the hoops are rapidly fixed on, and the hoghead tilted up and placed under a powerful screw, which compresses the tobacco firmly down, previous to the fastening of the other end.

"In the dock adjoining the warehouse the tobacco vessels are generally moored; and the hogheads carted in a few minutes from the ship's side into the safe-keeping of Her Majesty's revenue officers. The warehouse is the property of the corporation of Liverpool, which receives from government an annual rent for it of £4,364 5s.

"It may truly be said that this tobacco warehouse is a 'commercial wonder.' It is wonderful to think that all this mighty store, springing from the soil of the new world, is soon to be cast forth into our atmosphere in clouds of smoke from meerschaum, cigar, and 'dudeen;' and still more wonderful to think of the dreamy visions and cloudy air-castles, and damaged health and mean habits, to which all this smoking must give rise. It is indeed a moral wonder, which men ought to contemplate with sad and serious feelings."

COMMERCE OF THE BRITISH COLONIES.

The colonial possessions of Great Britain, which have been acquired by conquest, cession, purchase, or colonization, while they circumscribe the earth with a chain of subjected provinces, constitute, probably, the most extraordinary political spectacle of the present age. In those colonies, scattered through the four quarters of the globe, the supreme government has established British laws; it preserves their social order through the agency of military force, composed of royal and colonial troops, and has introduced a European system of education, commerce, and religion. Some of those colonies have been far from constituting sources of wealth, their expenses exceeding their revenues; yet, from causes connected with the protection of its maritime ascendancy—as profitable markets for its products, or for other purposes—they have been fortified and sustained, as possessions which are to be maintained and protected.

Let us briefly enumerate those colonial establishments. Commencing with the West Indies, we find the British government in possession of Jamaica, Trinidad, and Tobago, Grenada, St. Vincent, and Barbadoes, Antigua, Dominica, St. Lucia, St. Christopher, Montserrat, Nevis, Tortola, and the Virgin Isles, New Providence, the Bahamas, and the Bermudas, to which are added Demerara, Essequibo, Berbice, Honduras, and the Falkland Islands. It is probably well known, that a large proportion of the staple arti-

cles of sugar, rum, and molasses, which supplies the markets of the world, is derived from those colonies; and in return, they doubtless afford an extensive field of consumption for various species of British products. In North America, it holds the colonies of Upper and Lower Canada, Nova Scotia, Cape Breton, Prince Edward Island, Newfoundland, Labrador, and the Hudson Bay Territory.

If we direct our attention to Asia, we find the government of Great Britain in possession of the vast empire of India, exporting from its colonies the gold, gems, silk, ivory, and spices of Hindostan, Ceylon, Penang, Malacca, and Singapore, and exercising a pacific jurisdiction over them by the exercise of policy or military force. In Australasia, it holds the colonial establishments of New South Wales, Van Dieman's Island, Swan River, and Southern Australia. From its colonies in Africa—the Cape of Good Hope, Mauritius, and Seychelles, St. Helena, Ascension, Sierra Leone, the Gambia, Acora, Cape Coast Castle, and a few minor colonial establishments—it receives ivory, gold, and other products. Besides those, are its European colonial possessions—Gibraltar, Malta, and Gozo, Corfu, Cephalonia, Santa Maura, Ithaca, Zante, Paxo, Cerigo, and Heligoland. Those several colonies occupy an area of 2,119,708 square miles, with a total population of 107,708,323. Their total exports and imports amount to the value of £55,533,500 sterling; and they possess a shipping, which has grown to the tonnage of 7,514,585 tons.

TRADE AND COMMERCE OF NEW YORK, IN 1691.

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

Among the papers which I have collected, pertaining to the history of New York, when a colony, is a curious petition from the then merchants of the city of New York, to the colonial legislature. Compare New York, as it now is, with what it then was—its trade and commerce then, with now.

Wall-street, in 1691, was the outside of the city on the north. This street was then called "*Ciugal-street*."

Broadway, in 1691, was known by the name of "Broad Wagon Way."

Yours, &c., E. MERIAM.

To the Honorable their majesties Commander-in-chief and their majesties Council of The Province of New York. The petition of the merchants of the city of New York whose names are subscribed.

That by the navigation and traffic of New York, (almost) the whole revenue for the support and maintainance of their majesties government of this province, doth arise and grow, and altogether depend upon the same.

That by the importation of European goods from Boston and other places, the money, Bullion, Furs, and other returns, are drawn away from hence; whereby the merchants are disabled to send for goods directly from England, and by that means our number of shipping being decreased, our seamen diminished, and our trade discouraged; our provisions and other produces of the country, will lie upon our hands for want of exportation, and our neighbours will be able, in a short time, not only to set their own price upon whatever goods they bring to us, but also upon such goods of our own production as they transport from us.

That the exportation of wheat to any of the neighbouring colonies, is a great detriment to this city and province, and the impoverishing and destruction of numbers of people, *viz.*: Boatmen, Millers, Bakers, &c., who otherwise get a livelihood, and maintain their families out of the same. That the exportation of whale *oyl* taken and made in this province, otherwise than from this city, is manifestly hurtful to trade, and a general inconvenience to this city and province, our neighbours thereby reaping all the profit and gain of the labour, hazard, and industry of the people of this government.

They therefore pray, that the premis may be taken into consideration.

RIP VAN DAM,
CHRISTOPHER GORE,
JAMES MILLS,
CHARLES LODWICK,
SAMUEL BRENT,

STEPHEN DELANCEY,
RICHARD JONES,
THOS. NEWHAN,
A. DEPEYSTER,
JOHN BARBANE.

COMMERCE OF SINGAPORE.*

We have now before us, a copy of "The Singapore Free Press and Mercantile Advertiser," of the 30th July, 1846, and also a "Price Current" from that place, of the same date. No duties are required to be paid in that port, either upon imports or exports, nor are any charges demanded upon the vessels of foreign nations. The accounts are there kept in Spanish dollars and cents. The usual credits upon sales of European goods, are three months; upon those of India and China, two months; and produce is generally purchased for money. The ordinary weight, is the picul of 133½ pounds. Salt and rice are sold by the "coyan" of 40 piculs; Java tobacco, by the "corgé" of 40 baskets; Bengal rice, wheat, and grain, by the bag, containing 2 Bengal "maunds;" Indian piece goods, by the "corgé" of 20 piculs; gold and silver thread, by the "catty" of \$36 weight; and gold dust, by the "bunkal," which weighs \$2. Of the nature of the trade with China, we subjoin the following advertisement, for which we are indebted to the Journal that we have before mentioned:—

"Just received, ex 'Mischief,' from China, ladies' gold and silver card-cases of curious workmanship; gold and silver fans, with ivory faces; ivory junks and boats, richly carved; ivory castles; ivory chessmen of sorts; mother-of-pearl fish counters; mother-of-pearl and ivory puzzles, &c."

From the "Singapore Price Current," we have also the record of the amount of shipping in the harbor, as well as the number of arrivals and departures from its port, from the 22d to the 29th of July. From this document, it appears, that during that period there arrived in the port of Singapore 3 Dutch vessels, 7 British vessels, and 1 steamship of that nation, as well as 1 American vessel, all from the several ports of Batavia, Rio, Bombay, Penang, Palembang, Borneo, China, and New York. During the period intervening between the 25th and 29th of July, there were 9 British and 1 Spanish vessel which left that port for the several ports of Macao and Amoy, Penang, Hong Kong, Maulmein, Malacca, Pedier coast, and Manilla. The following table, showing the shipping in the harbor of Singapore, on the 30th of July last, is doubtless accurate:—

SHIPPING IN THE HARBOR.

Vessels' names.	Tons.	Commanders.	Consignees.	Destination.
H. C. steamer Spiteful.....	...	Maitland.	.....	.....
Hambro' schooner Hebe....	100	Hullock.	Behn, Meyer & Co.	Penang.
Belgian bark Schelde.....	300	Clayes.	Behn, Meyer & Co.	China.
Bremen bark Anna.....	500	Wessels.	Behn, Meyer & Co.	Batavia.
B. bark Prince Albert.....	232	Keld.	Almeida & Sons.	Mauritius.
B. brig Richard & William..	163	Brigstock.	Maclaine, Fraser & Co.	.....
D. brig Tartar.....	220	Simpie.	W. C. Leisk.	Batavia.
D. schooner Swallow.....	60	Scott.	W. C. Leisk.	For Sale.
B. bark Bowling.....	253	Gentle.	Hamilton, Gray & Co.	Liverpool.
B. bark Royal Albert.....	407	Balderston.	Martin, Dyce & Co.	.....
American ship Huntress....	600	Gillespie.	Boustead, Schwabe & Co.	Whampoa.
B. schooner Julia.....	...	Cushing.	W. R. Paterson & Co.	Sarawak.
B. bark Boadicea.....	421	Warland.	Shaw, Whitehead & Co.	Batavia.
Arab ship Macobbarr.....	...	Oppice.	Syed Omer.	Calcutta.
B. ship Kusrovie.....	700	Middleton.	Geo. Armstrong & Co.	Siam.

NATIVE CRAFT, BRITISH.—Buffalo, Enseng, Emma, Psyche.

DUTCH.—Tin Goan, Fatahool Salam, Louisa, Fatahool Barre, Goan Lee, Karap, Goat Goan, Fattal Khair, Tan Goan, Iksing, Bopaul, Djoennating, Goan Lee, Kim Soon Goan, and Vrouw Jacoba.

MALAY.—Mohabar and Young Queen.

Among the articles in the Singapore market, the prices of which are stated in the Price Current, we would specify those of arrack, betel-nut, China camphor, cassia lignea,

* For an article on the Commerce of Malacca, Singapore, &c., by J. Balestier, Esq., U. S. Consul at Singapore, see pp. 351-355 of the present number of this Magazine.

Mauritius and Ceylon ebony, Pahang gold dust, mother-of-pearl shells, mace, nutmegs, opium, pepper, sago, sandal-wood, China nankin, Canton raw silk, tea, and tortoise-shell. In the brief view of the resources and commerce of Singapore, which we have taken, it appears that a considerable amount of trade is prosecuted from its port. The progress of commercial enterprise is doubtless destined to develop the resources of the oriental nations; and we hope that the moral condition of those countries will be improved, in proportion to the advance of their improvement in other respects.

CORN PREFERABLE TO MONEY FOR IRELAND.

Amasa Walker, of North Brookfield, Mass., has written a letter to the Worcester Transcript, in which he gives several reasons for sending corn to Ireland, instead of money. The corn, or breadstuffs of some sort, is what the starving people need, and will be available as soon as received. If we send money, we create a demand for corn in Ireland and England, and thus enhance the price of corn there for sale; while if we send the corn it will supply to an extent the great demand existing for it, and bring large quantities now stored up there into market at reduced prices. Besides, if we send *money funds*, it is virtually carrying so much money out of the country, which may, and very probably will, be expended in buying wheat of the English monopolists, or from traders from the Black Sea; and making a market for the produce of other nations instead of our own. Intelligent people in Ireland, from their own observation, are led to say that they "believe our donation will be worth double if sent in corn, instead of money, bills of exchange, and the like."

SMUGGLING BY AMERICAN AND FRENCH WHALERS.

North American and French whalers have, for several years past, been frequent visitors to San Carlos, Peru, as they can there provide themselves, at a cheap rate, with provisions for the long fishing season. All the captains bring goods which they smuggle on shore, where they sell or exchange them at a high profit. A custom-house officer is, indeed, sent on board every vessel to examine what is to be unshipped; but a few dollars will silence him, and make him favor the contraband operations, which are carried on without much reserve. A French captain brought to Chiloe a quantity of water-proof cloaks and hats, made of a sort of black waxed cloth, and sold them to a dealer in San Carlos. To evade the duty, he sent his men on shore, each wearing one of these hats and cloaks, which they deposited in the dealer's store, and then returned on board the ship, dressed in their sailor's garb. This was repeated so often, that at length it was intimated to the captain, that if his men had a fancy to come on shore with such hats and cloaks, they would be permitted to do so, but it must be on condition of their returning on board dressed in the same costume.

INGENIOUS METHOD OF SMUGGLING TOBACCO.

Syreen, a custom-house officer at Liverpool, apprehended a woman named Eliza Smith, a passenger on board an American vessel, on suspicion of having smuggled tobacco in her possession. Upon examining her dress, seventeen pounds of tobacco were found concealed under it; but the most remarkable of the expedients which had been resorted to for the purpose of deceiving the lynx-eyed deputies of the customs, was that of giving to the contraband leaf the resemblance of a loaf. A quantity of cut tobacco had been pressed into a tin, over which a thin layer of dough was spread, which, being baked, had the appearance to the eye of a veritable loaf. The quantity of tobacco which the woman had contrived to secrete in this, and other modes, amounted to no less than seventy pounds.

STATISTICS OF POPULATION.

THE PROGRESS OF POPULATION IN MASSACHUSETTS.

A Statistical View of the Population of Massachusetts, from 1765 to 1840. By JESSE CHICKERING, M. D. 8vo., pp. 160. Boston: Charles C. Little & James Brown.

The object of this essay is to exhibit the increase of the population of Massachusetts, and the change which has taken place in the number and proportions of the inhabitants in the several parts of the Commonwealth, during the period of seventy-five years, from 1765 to 1840.

It would occupy more space than we can well spare to give even a comprehensive analysis of the contents of this very ingenious, able, and thorough statistical view of the progress of population in the "Old Bay State." The author, a modest and retiring gentleman, is, so far as we know, without a rival on the score of statistics in this country, and were he a resident of Great Britain, the administration of that kingdom would not permit him to remain long in seclusion. His untiring industry, and talent for statistical analysis, would there be fully appreciated and amply rewarded. It is matter of deep regret that our government did not avail itself of the services of this gentleman, in the organization of the statistical bureau, projected by a member of Congress from this State, the Hon. Zadok Pratt, of Prattsville. But partisans prefer *votes* to *ability*, and we must patiently wait for that "good time coming," when honesty and capacity shall take the precedence of political quackery and corruption. We shall refer to this work again; in the meantime we commend it to all who take an interest in the progress of statistical science, and we earnestly hope that the worthy author may meet with the encouragement his enterprise and labors so eminently deserve.

We can find room, at this time, for only a single extract from this carefully compiled work, which exhibits the average increase of population in Massachusetts, from 1768 to 1790:—

"On the 16th of February, 1776, a resolve passed the legislature for taking a census of the colony of Massachusetts Bay, of which the returns show the number of the whites to have been, in that year..... 333,418
from which deduct 17,623 in York county, 14,110 in Cumberland county, and 15,546 in Lincoln county, belonging to the State of Maine..... 47,279

and we have..... 286,139

The whole number of the blacks was 5,249, from which deduct 241 on account of the three counties in Maine..... 4,761

and we have for the whole population in 1776..... 290,900
which is only 139 less than the mean number in 1775, as deduced from the average increase of the census in 1765.

In 1784, the number of the polls in Massachusetts Bay was..... 90,757
from which deduct, on account of the three counties in Maine..... 13,723

and we have for the number of the polls..... 77,034

By multiplying this number by $\frac{4}{3}$, we have 346,653, which is 281 less than 346,934, the mean number in 1785, as deduced from the average increase from 1765. I have referred to the censuses of 1776 and 1784, in order to show their near agreement with the results deduced from the average increase.

The average increase of Massachusetts, in each period of ten years, from 1765 to 1790, was 19.2054 per cent; and from 1790 to 1840, 14.2606 per cent.

The average increase of Massachusetts, in each period of twenty years, from 1765 to 1790, was 42.0992 per cent, and from 1790 to 1840, 30.5551 per cent.

The average increase of Boston, in each period of ten years, from 1790 to 1840, was 38.506 per cent; and of the rest of the State only 12.3173 per cent.

The increase of Massachusetts, from 1765 to 1840, was 493,551, or 202.1515 per cent; of Boston, 77,863, or 501.6945 per cent; and of the rest of the State, 415,688, or 181.8177 per cent.

The average increase of Massachusetts, from 1765 to 1840, in each twenty-five years, was 44.5688 per cent; in each twenty years, 34.2950 per cent; in each ten years, 15.8857 per cent; in each five years, 7.6503 per cent; and in each year, 1.4853 per cent. This last is 0.1433 per cent per annum greater than 1.3420 per cent, the rate from 1790 to 1840.

It will appear from these statements, that the average increase of the population of Massachusetts was greater from 1765 to 1790 than it has been since. Had the rate continued the same, the number would have been 911,749 in 1840. Also, the increase of Boston was, on an average, much *less* during the first twenty-five years, than that of the other parts of the State, and much *greater* during the last two periods of twenty-five years each, showing a tendency to a centralization in Boston."

INCREASE OF POPULATION IN THE WESTERN STATES.

The Home Missionary thus sums up the growth of the Western States:—

OHIO welcomed the first permanent settlers in 1788; now is occupied by 1,732,000 people.

MICHIGAN, to which the attention of emigrants was turned twelve or fourteen years ago, now has 300,000 people.

INDIANA, admitted into the Union in 1816, has received a population of more than half a million since 1830, and now numbers more than 900,000 inhabitants.

ILLINOIS was organized as a separate territory in 1810, and entered the Union as a State in 1818. From that date, its population trebled every ten years till the last census, and in the last five years it has arisen from 476,000 to 700,000.

MISSOURI, which in 1816 had only 20,800 people, has now 600,000, having increased 50 per cent in five years.

IOWA was scarcely heard of at the East ten years ago; it is but fourteen years since the only white inhabitants, north of the Missouri line, were a few Indian traders. More than 100,000 now make that beautiful land their home; 60,000 of whom have gone in during the last four years.

WISCONSIN was organized ten years ago; the marshals have just taken the census, and, from present appearances, the population will vary but little from 150,000, being an increase of 100,000 in five years. One portion of the territory, 33 miles by 30, which, ten years ago, was an unbroken wilderness, now numbers 30,000 inhabitants; and the emigration to that portion of the West is greater than ever. The seven new States and Territories above enumerated—to say nothing of the other Western and Southwestern States and Texas—have increased since the last adjustment of the ratio, more than a million and a half.

PROGRESS OF POPULATION IN PARIS.

The population of Paris increases with wonderful rapidity—much faster than that of London, and even the average increase on this side of the Atlantic. A Paris paper says that the census of 1846 shows that the population of the capital now amounts to 1,353,097 souls, and that of the department of the Seine, to 1,356,907. The census of 1841 gave 1,181,425, as the population of the department; that of 1836, 1,106,000, and that of 1832, 935,000. In the first five years, therefore, the increase of population has been at the rate of 19 per cent; in the second, 7 per cent; and from 1841 to 1846, about 15 per cent. The department of the Seine now contains 422,000 souls more than it did in 1832. Should the actual proportion of increase be maintained, in twenty years more, Paris and its suburbs will contain a population of two millions. The enormous assemblage of men, houses, and interests, denominated London, may then find itself equalled.

NAUTICAL INTELLIGENCE.

WHALERS AT VAN DIEMAN'S LAND.

IMPORTANT TO WHALERS.—The Legislative Council of the island of Van Dieman's Land and its dependencies, in order to encourage the resort of vessels of all nations engaged in the whale fishery, have passed an act, providing that "vessels of all nations outfitting for, or refitting from the fisheries, and all vessels arriving and sailing in ballast, or which may not break bulk, or only to such an extent as may be necessary to provide funds for the repairs, refittings, or refreshments required, shall be wholly exempted from all port charges and light-house dues whatsoever, except only those of pilotage in cases where the service of a pilot shall have been actually required and received, anything contained in any act to the contrary notwithstanding."

The Council have also passed an act, exempting from the payment of all port charges, wharfage, and light-house dues, excepting pilotage as aforesaid, all vessels of foreign powers included in any treaty of commerce with Great Britain and Ireland, which shall arrive at Hobart Town, for the purpose of landing and bonding for exportation only, any oil or whalebone the produce of fish caught or taken by the crew of such vessel, and shall land such oil and whalebone at any quay appointed by the Lieutenant-Governor, with the advice of the Executive Council for such especial purpose, and shall bond the same in a warehouse approved by the collector of customs for such purposes.

These acts are promulgated by his excellency, Sir John Eardly Wilmot, Baronet, Lieutenant-Governor of the island of Van Dieman's Land and its dependencies, with the advice of the Legislative Council.

NEWLY DISCOVERED ISLANDS.

Captain J. R. Sands, of the whale-ship Benjamin Tucker, at Honolulu, Sandwich Islands, reports as follows:—

"On the passage from Sandwich Islands to Cape Horn, on the 19th October, fine clear weather, not expecting to see land, a man from the masthead reported land in sight, which proved to be four small islands, lying in lat. $21^{\circ} 50' S.$, lon. $115^{\circ} 4' W.$, bearing from Rimurara N. W. $\frac{1}{4}$ W.; about two degrees from which there is a small island, marked on the chart about one degree W. The islands spoken of above, contain a circumference of about ten miles, with very high breakers clear around them, the height of the land not being above thirty feet. The above, not being laid down in any book or chart in my possession, except the small island to the westward, I give them to the public as I found them."

PORT OF TAMPICO—MEXICO.

§ EXTRACT FROM ORDER NO. 63 OF GENERAL PATTERSON.

II. "*Port charges and harbor dues*" are hereby reduced to one-half of the several sums heretofore established by the municipal committee, and the amount collected from this source will be paid weekly to the senior surgeon of the army at Tampico, for the benefit of the hospital.

III. The charges heretofore exacted on produce or merchandise of any kind, under the name of "*wharfage and town dues*," being an indirect tax on American citizens and American trade, will cease from this date to be made on any produce or merchandise coming from or going to the United States in U. S. vessels.

NEW LIGHT-TOWER ON THE ISLAND SOERHAAGEN.

A new light-tower has been erected north of the island Soerhaagen, which was to be lighted up for the first time on the 1st December, 1846. It is a fixed light, and has principally for its object to direct vessels entering the Hovgesund, their course north round Bom-meltjorden. This light will burn throughout the year, at the same period as all other government lights. The altitude of the light above the level of the sea is seventy feet, and visible at the distance of three leagues, lat. $59^{\circ} 25' 15''$, lon. $5^{\circ} 15' 30''$ of Greenwich.

COMMERCIAL REGULATIONS.

TABLE OF DUTIES UNDER THE LAST BRITISH TARIFF.

AGATES or Cornelians, cut, manufactured, or set.....for every £100 value	£10	0	0
Ale and beer of all sorts.....the barrel	1	0	0
Almonds, paste of.....for every £100 value	10	0	0
Amber, manufactures of, not enumerated.....	10	0	0
Arrowroot.....the cwt.	0	2	6
Of and from a British possession.....	0	0	6
Bandstring Twist.....for every £100 value	10	0	0
Of and from a British possession.....	5	0	0
Barley, pearled.....the cwt.	0	1	0
Of and from a British possession.....	0	0	6
Bast ropes, twines, and strands.....for every £100 value	10	0	0
Of and from a British possession.....	5	0	0
Beads, viz:—Arango.....	10	0	0
Coral.....	10	0	0
Crystal.....	10	0	0
Jet.....	10	0	0
Not otherwise enumerated or described.....	10	0	0
Beer or Mum.....the barrel	1	0	0
Blackings.....for every £100 value	10	0	0
Brass, manufactures of.....	10	0	0
Powder of.....	10	0	0
Brocade of gold or silver.....	10	0	0
Bronze, manufactures of, not particularly enumerated.....	10	0	0
Powder.....	10	0	0
Buckwheat.....the quarter	0	1	0
Meal.....the cwt.	0	0	4½
Butter.....	0	10	0
Of and from a British possession.....	0	2	6
Buttons, metal.....for every £100 value	10	0	0
Cameos.....	5	0	0
Candles, viz:—Spermaceti.....the lb.	0	0	3
Stearine.....	0	0	1½
Tallow.....the cwt.	0	5	0
Wax.....the lb.	0	0	2
Canes, walking-canes, or sticks, mounted, painted, or otherwise ornamented.....for every £100 value	10	0	0
Carriages, of all sorts.....	10	0	0
Casks, empty.....	10	0	0
Cassava powder.....the cwt.	0	1	6
Of and from a British possession.....	0	0	6
Catlings.....for every £100 value	10	0	0
Cheese.....the cwt.	0	5	0
Of and from a British possession.....	0	1	6
China or porcelain-ware, painted or plain, gilt or ornamented.....every £100	10	0	0
Cider.....the tun	5	5	0
Citron, preserved in salt.....for every £100 value	5	0	0
Clocks.....	10	0	0
Copper manufactures, not otherwise enumerated or described, and copper-plates engraved.....for every £100 value	10	0	0
Copper or brass wire.....	10	0	0
Cotton, articles or manufactures of cotton, wholly or in part made up, not otherwise charged with duty.....for every £100 value	10	0	0
Of and from a British possession.....	5	0	0
Crayons.....	10	0	0
Crystal, cut or manufactured.....	10	0	0
Cucumbers, preserved in salt.....	5	0	0
Of and from a British possession.....	2	10	0

Fish, cured, not otherwise enumerated.....the cwt.	£0	1	0
Gauze of thread.....for every £100 value	10	0	0
Of and from a British possession.....	5	0	0
Hair, manufactures of hair or goat's wool, or of hair or goat's wool and any other material, and articles of such manufacture wholly or in part made up, not particularly enumerated, or otherwise charged with duty.....for every £100 value	10	0	0
Of and from a British possession.....	5	0	0
Hams of all kinds.....the cwt.	0	7	0
Of and from a British possession.....	0	2	0
Harp-strings or lute-strings, silvered.....for every £100 value	10	0	0
Hats or Bonnets, viz.—of chip.....the lb.	0	3	6
Of Bast, cane, or horsehair, hats or bonnets, each hat or bonnet not exceeding 22 inches in diameter.....the dozen	0	7	6
Each hat or bonnet exceeding 22 inches in diameter.....	0	10	0
Straw hats or bonnets.....the lb.	0	5	0
Hats, felt, hair, wool, or beaver hats.....each	0	2	0
Made of silk, silk shag laid upon felt, linen, or other material.....	0	2	0
Hops.....the cwt.	2	5	0
Iron and steel, wrought, not otherwise enumerated...for every £100 value	10	0	0
Japanned or lacquered ware.....	10	0	0
Lace, viz., thread.....	10	0	0
Made by the hand, commonly called cushion or pillow lace, whether of linen, cotton, or silken thread.....for every £100 value	10	0	0
Latten wire.....	10	0	0
Lead, manufactures of, not otherwise enumerated.....	10	0	0
Leather, manufactures of:—			
Women's boots, shoes, and calashes.....the dozen pairs	0	6	0
Women's boots, shoes, and calashes, if lined or trimmed with fur or other trimming.....the dozen pairs	0	7	6
Women's shoes with cork or double soles, quilted shoes and clogs.....	0	5	0
Women's shoes, if trimmed or lined with fur or any other trimming....	0	6	0
Women's shoes of silk, satin, jean, or other stuffs, kid, morocco, or other leather.....the dozen pairs	0	4	6
Women's shoes, if trimmed or lined with fur or any other trimming....	0	5	0
Girls' boots, shoes, and calashes, not exceeding 7 inches in length, to be charged with two-thirds of the above duties.			
Men's boots.....the dozen pairs	0	14	0
Men's shoes.....	0	7	0
Boys' boots and shoes, not exceeding 7 inches in length, to be charged with two-thirds of the above duties.			
Boot fronts, not exceeding 9 inches in height.....the dozen pairs	0	1	9
Boot fronts, exceeding 9 inches in height.....	0	2	9
Cut into shapes, or any article made of leather, or any manufacture whereof leather is the most valuable part, not otherwise enumerated or described.....for every £100 value	10	0	0
Linen, or linen and cotton, viz.:—cambrics and lawns, commonly called French lawns, the piece not exceeding eight yards in length, and not exceeding seven-eighths of a yard in breadth, and so in proportion for any greater or less quantity, plain.....the piece	0	2	6
Bordered handkerchiefs.....	0	2	6
Lawns of any sort, not French.....for every £100 value	10	0	0
Damasks.....the square yard	0	0	5
Damask diaper.....	0	0	2½
Sails, not in actual use of a British ship, and not fit and necessary for such ship, and when otherwise disposed of.....for every £100 value	10	0	0
Articles, manufactures of linen, or of linen mixed with cotton or with wool, wholly or in part made up, not particularly enumerated or otherwise charged with duty.....for every £100 value	10	0	0
Maize or Indian Corn.....the quarter	0	1	0
Meal.....the cwt.	0	0	4½
Musical Instruments.....for every £100 value	10	0	0
Mustard Flour.....the cwt.	0	6	0
Paper, printed, painted, or stained paper, or paper-hangings, or flock paper.....the square yard	0	0	2

Pencils.....for every £100 value	£10	0	0
Of slate.....	10	0	0
Perfumery, not otherwise charged.....	10	0	0
Perry.....the tun	5	5	0
Pewter, manufactures of.....for every £100 value	10	0	0
Plating of straw.....the lb.	0	5	0
Pomatum.....for every £100 value	10	0	0
Potato Flour.....the cwt.	0	1	0
Pots of stone.....for every £100 value	10	0	0
Rice.....the cwt.	0	1	0
Of and from a British Possession.....	0	0	6
Rough and in the husk.....the quarter	0	1	0
Of and from a British Possession.....	0	0	1
Sago.....the cwt.	0	0	6
Sausages or puddings.....the lb.	0	0	1
Silk, manufactures of silk, or of silk mixed with metal, or any other material, the produce of Europe, viz:—			
Silk or satin, plain, striped, figured, or brocaded, viz., broad stuffs, the lb.	0	5	0
Articles thereof, not otherwise enumerated.....	0	6	0
Or, and at the option of the officers of the customs....every £100 value	15	0	0
Silk, gauze or crape, plain, striped, figured, or brocaded, viz., broad stuffs.....the lb.	0	9	0
Articles thereof, not otherwise enumerated.....	0	10	0
Or, and at the option of the officers of the customs....every £100 value	15	0	0
Gauze of all descriptions, mixed with silk, satin, or any other materials, in less proportion than one-half part of the fabric, viz., broad stuffs, the lb.	0	9	0
Articles thereof, not otherwise enumerated.....	0	10	0
Or, and at the option of the officers of the customs....every £100 value	15	0	0
Velvet, plain or figured, viz., broad stuffs.....the lb.	0	9	0
Articles thereof, not otherwise enumerated.....	0	10	0
Or, and at the option of the officers of the customs....every £100 value	15	0	0
Ribbons, plain silk, of one color only.....the lb.	0	6	0
Plain satin, of one color only.....	0	8	0
Silk or satin, striped, figured, or brocaded, or plain ribbons of more than one color.....the lb.	0	10	0
Gauze or crape, plain, striped, figured, or brocaded.....	0	14	0
Gauze mixed with silk, satin, or other materials of less proportion than one-half part of the fabric.....the lb.	0	12	0
Velvet, or silk embossed with velvet.....	0	10	0
Artificial flowers, wholly or in part of silk.....for every £100 value	25	0	0
Manufactures of silk, or of silk and any other material, called plush, commonly used for making hats.....the lb.	0	2	0
Fancy silk net or tricot.....	0	8	0
Plain silk lace or net, called tulle.....	0	8	0
Manufactures of silk, or of silk, mixed with any other materials, not particularly enumerated, or otherwise charged with duty, every £100 value	15	0	0
Ribbons, of and from a British possession.....	5	0	0
Millinery of silk, or of which the greater part of the material is silk, viz., Turbans, or caps.....each	0	3	6
Hats or bonnets.....	0	7	0
Dresses.....	1	10	0
Manufactures of silk, or of silk and any other materials, and articles of the same wholly or partially made up, not particularly enumerated or otherwise charged with duty.....for every £100 value	15	0	0
Silkworm gut.....	10	0	0
Skins, articles manufactured of skins or furs.....	10	0	0
Of and from a British possession.....	5	0	0
Soap, hard.....the cwt.	1	0	0
Of and from a British possession.....	0	14	0
Soft.....	0	14	0
Of and from a British possession.....	0	10	0
Naples.....	1	0	0
Spa ware.....for every £100 value	10	0	0
Spirits or strong waters of all sorts, viz:—			
For every gallon of such spirits or strong waters, of any strength not ex-			

ceeding the strength of proof by Sykes's hydrometer, and so in proportion for any greater or less strength than the strength of proof; and for any greater or less quantity than a gallon, viz:—

Not being spirits or strong waters, the produce of any British possession in America, or any British possession within the limits of the East India Company's Charter, and not being sweetened spirits, or spirits mixed with any article so that the degree of strength thereof cannot be exactly ascertained by such hydrometer.....the gallon		£0 15 0
Starch.....the cwt.		0 5 0
Of and from a British possession.....		0 2 6
From and after the 1st of February, 1849.....		0 1 0
Gum of, torrifed or calcined, commonly called British gum.....		0 5 0
Of and from a British possession.....		0 2 6
Gum of, torrifed or calcined, commonly called British gum, from and after the 1st of February, 1849.....the cwt.		0 1 0
Steel, manufactures of.....for every £100 value		10 0 0
Tallow.....the cwt.		0 1 6
Of and from a British possession.....		0 0 1
Tapioca.....the cwt.		0 0 1
Tin, manufactures of, not otherwise enumerated.....for every £100 value		10 0 0
Tobacco pipes of clay.....		10 0 0
Tongues.....the cwt.		0 7 0
Of and from a British possession.....		0 2 0
Turnery, not otherwise described.....for every £100 value		10 0 0
Twine.....		10 0 0
Of and from a British possession.....		5 0 0
Varnish, not otherwise described.....		10 0 0
Verjuice.....the tun		4 4 0
Wafers.....for every £100 value		10 0 0
Washing balls.....the cwt.		1 0 0
Wax, sealing wax.....for every £100 value		10 0 0
Whipcord.....		10 0 0
Wire, gilt or plated, or silver.....		10 0 0
Woollens, articles or manufactures of wool, not being goats' wool, or of wool mixed with cotton, wholly or in part made up, not otherwise charged with duty.....for every £100 value		10 0 0
Of and from a British possession.....		5 0 0
Goods, wares, and merchandise, being either in part or wholly manufactured, and not being enumerated or described, not otherwise charged with duty, and not prohibited to be imported into or used in Great Britain or Ireland.....for every £100 value		10 0 0

ADDITIONAL ARTICLES UNDER THE 9 AND 10 VICT. CAP. 102.

Flowers, artificial, not made of silk.....for every £100 value	£25 0 0
Liquorice juice and liquorice paste.....the cwt.	1 0 0
Of and from a British possession.....	0 10 0
Nutmegs.....the lb.	0 2 6
Nutmegs, wild, in the shell.....	0 0 3
Spirits or strong waters, for every gallon of such spirits or strong waters of any strength, not exceeding the strength of proof by Sykes's hydrometer, and so in proportion for any greater or less strength than the strength of proof, and for any greater or less quantity than a gallon, viz: Spirits or strong waters, the produce of any British possession in America, not being sweetened spirits, or spirits mixed with any article so that the degree of strength thereof cannot be exactly ascertained by such hydrometer.....the gallon	0 8 10
Rum, the produce of any British possession within the limits of the East India Company's Charter, not being sweetened spirits, or spirits so mixed as aforesaid, in regard to which the conditions of the Act 4 Vict. c. 8, have or shall have been fulfilled.....the gallon	0 8 10
Rum shrub, however sweetened, the produce of and imported from such possessions, in regard to which the conditions of the Act 4 Vict. c. 8, had or shall have been fulfilled, or the produce of, and imported from any British possession in America.....the gallon	0 8 10
Platting, viz., willow squares.....for every £100 value	10 0 0

SUSPENSION OF THE BRITISH NAVIGATION LAWS.

In the Merchants' Magazine for March, 1847, we published, under the head of "Commercial Regulations," (page 311,) an act to amend the laws relating to the importation of corn, and the duties imposed on its importation, into Great Britain, under that act. We have since been favored with the following authentic copies of the two important laws recently passed by the British Parliament, on the subject of the suspension of the navigation laws and the importation of corn free of duty:—

AN ACT TO SUSPEND, UNTIL THE FIRST DAY OF SEPTEMBER, ONE THOUSAND EIGHT HUNDRED AND FORTY-SEVEN, THE DUTIES ON THE IMPORTATION OF CORN.

January, 26, 1847.

Whereas, by an act passed in the session of Parliament, holden in the ninth and tenth years of the reign of her present majesty, entitled, "An Act to amend the Laws relating to the Importation of Corn," it is enacted, That there shall be levied and paid unto her majesty, her heirs, and successors, on all corn, grain, meal, and flour, imported into the United Kingdom, or the Isle of Man, from parts beyond the seas, and entered for home consumption, until the first day of February, which will be in the year of our Lord, one thousand eight hundred and forty-nine, certain duties set forth in the schedule to the said act annexed; and whereas, by reason of the partial failure of certain crops usually forming part of the subsistence of the people of these islands, it is expedient that, for a time to be limited, no duties should be levied upon the entry for consumption of the said articles or any of them: Be it therefore enacted by the Queen's most excellent majesty, by and with the advice and consent of the Lords, spiritual and temporal, and Commons, in this present Parliament assembled, and by the authority of the same, That no duties of customs shall be chargeable upon any corn, grain, meal, or flour, already imported or hereafter to be imported into the United Kingdom, or the Isle of Man, from parts beyond the seas, and entered for home consumption, after the passing of this act, and before the first day of September in this present year.

AN ACT TO ALLOW, UNTIL THE FIRST DAY OF SEPTEMBER, ONE THOUSAND EIGHT HUNDRED AND FORTY-SEVEN, THE IMPORTATION OF CORN FROM ANY COUNTRY IN FOREIGN SHIPS.

January 26, 1847.

Whereas, it is expedient to allow, for a limited time, corn, maize, grain, meal, flour, rice, and potatoes, to be imported in any ship or vessel, from any country whatever, and that such articles warehoused for exportation only should be allowed to be entered for home consumption: Be it therefore enacted by the Queen's most excellent majesty, by and with the advice and consent of the Lords, spiritual and temporal, and Commons, in this present Parliament assembled, and by the authority of the same, That from and after the passing of this act, and before the first day of September in this present year, it shall and may be lawful for any person or persons to import into the United Kingdom for home use, from any country, in any ship or vessel of any country, however navigated, any corn, maize, grain, flour, meal, rice, or potatoes, the growth or produce of any country, anything in the law of navigation to the contrary, in any wise, notwithstanding.

2. *And be it enacted*, That from and after the said passing of this act, until the said first day of September, inclusive, in this present year, any corn, maize, grain, flour, meal, rice, or potatoes, the growth or produce of any country, which may have been warehoused in the United Kingdom for exportation only, may be entered for home consumption, anything in the law of navigation, to the contrary, in any wise, notwithstanding.

IMPORTATION OF GRAINS, ETC., INTO FRANCE.

We publish below a highly important bill, as it passed the Chamber of Deputies at Paris, by a unanimous vote, on the 22d of January, 1847. It has since become a law.

BILL CONCERNING THE IMPORTATION OF FOREIGN BREADSTUFFS.

Art. 1. All cereal grains and flour imported, whether by land, or in French or foreign bottoms, in good order, shall not be subjected, up to the 31st of July, 1847, to any duty above the minimum, as established by the law of the 15th of April, 1839. Rice, all kinds of dried vegetables, groats, oat-meal, and other such food, imported in the same manner, without distinction of quality, shall only be subject, up to the same period, 31st July next, to a duty of 25 centimes to each 100 kilogrammes.

Art. 2. Up to the same time, vessels of every nation which shall arrive at the ports of the kingdom, with cargoes of grain or flour, or any other of the articles above specified, shall be exempt from all tonnage dues whatsoever.

Art. 3. The provisions of the two preceding articles shall be applicable to all such French and foreign vessels whose manifesto, when cleared, shall show that their cargoes consisted of the breadstuffs above-mentioned, and which shall have been completed before the 31st of July next, at the place of clearance, notwithstanding they may not have arrived at any one of the ports of France prior to the 31st of July.

Art. 4. The authority granted to government by the 8th article of the law of the 22d June, 1846, of modifying the importation and exportation duties on cereal grains and cornmeal, is to be maintained till the 31st July, 1847, and the privilege of modifying the duties on the imports and exports of the aforesaid breadstuffs, including buckwheat, is also continued to the same date.

PASSENGERS IN MERCHANT VESSELS.

The following is an authentic copy of an act to regulate the carriage of passengers in merchant vessels. It passed both Houses of Congress by the constitutional majority, and was approved by the President of the United States, February 22d, 1847:—

AN ACT TO REGULATE THE CARRIAGE OF PASSENGERS IN MERCHANT VESSELS.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That if the master of any vessel, owned in whole or in part by a citizen of the United States of America, or by a citizen of any foreign country, shall take on board such vessel, at any foreign port or place, a greater number of passengers than in the following proportion to the space occupied by them and appropriated for their use, and unoccupied by stores or other goods, not being the personal luggage of such passengers, that is to say, on the lower deck or platform one passenger for every fourteen clear superficial feet of deck, if such vessel is not to pass within the tropics during such voyage, but if such vessel is to pass within the tropics during such voyage, then one passenger for every twenty such clear superficial feet of deck, the orlop deck, (if any,) one passenger for every thirty such superficial feet in all cases, with intent to bring such passengers to the United States of America, and shall leave such port or place with the same, and bring the same, or any number thereof, within the jurisdiction of the United States aforesaid: or if any such master of a vessel shall take on board of his vessel, at any port or place within the jurisdiction of the United States aforesaid, any greater number of passengers than the proportions aforesaid admit, with intent to carry the same to any foreign port or place, every such master shall be deemed guilty of a misdemeanor, and, upon conviction thereof before any Circuit or District Court of the United States aforesaid, shall, for each passenger taken on board beyond the above proportions, be fined in the sum of fifty dollars, and may also be imprisoned for any term not exceeding one year: *Provided,* That this act shall not be construed to permit any ship or vessel to carry more than two passengers to five tons of such ship or vessel.

Sec. 2. *And be it further enacted,* That if the passengers so taken on board of such vessel, and brought into or transported from the United States aforesaid, shall exceed the number limited by the last section to the number of twenty in the whole, such vessel shall be forfeited to the United States aforesaid, and be prosecuted and distributed as forfeitures are, under the act to regulate duties on imports and tonnage.

Sec. 3. *And be it further enacted,* That if any such vessel as aforesaid shall have more than two tiers of berths, or in case, in such vessel, the interval between the floor and the deck or platform beneath, shall not be at least six inches, and the berths well constructed, or in case the dimensions of such berths shall not be at least six feet in length, and at least eighteen inches in width, for each passenger as aforesaid, then the master of said vessel and the owners thereof, severally, shall forfeit and pay the sum of five dollars for each and every passenger on board of said vessel on such voyage, to be recovered by the United States as aforesaid, in any Circuit or District Court of the United States, where such vessel may arrive, or from which she sails.

Sec. 4. *And be it further enacted,* That, for the purposes of this act, it shall in all cases be computed, that two children, each being under the age of eight years, shall be equal to one passenger, and that children under the age of one year shall not be included in the computation of the number of passengers.

Sec. 5. *And be it further enacted,* That the amount of the several penalties imposed by this act, shall be liens on the vessel or vessels violating its provisions; and such vessel may be libelled and sold therefor, in the District Court of the United States aforesaid, in which such vessel shall arrive.

AN ACT TO AMEND AN ACT, ENTITLED "AN ACT TO REGULATE THE CARRIAGE OF PASSENGERS IN MERCHANT VESSELS," AND TO DETERMINE THE TIME WHEN SAID ACT SHALL TAKE EFFECT.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That the act to regulate the carriage of passengers in merchant vessels, approved the 22d day of February, eighteen hundred and forty-seven, shall, in regard to all vessels arriving from ports on this side of the Capes of Good Hope and Horn, take effect and be in force from and after the thirty-first day of May next ensuing; and in regard to all vessels arriving from places beyond the said capes, on and after the thirteenth day of October next ensuing.

Sec. 2. And be it further enacted, That so much of said act as authorizes shippers to estimate two children of eight years of age and under, as one passenger, in the assignment of room, is hereby repealed.

Approved, March 2, 1847.

UNITED STATES CONSULATE, JAMAICA.

SURVEY OF GOODS LANDED AT JAMAICA IN A DAMAGED STATE.

The following extract of a letter from the American consul at Kingston, Jamaica, has been furnished the press for publication by the respectable commercial house of J. W. Zacharie & Co., of New Orleans:—

"Although it has been more than once duly notified in the public papers of this city, by the American consul, that goods landed in American vessels, in a damaged state, should not only be surveyed under a warrant from said consul, but that the vendue sales should be authenticated by him also; there are, nevertheless, certain persons doing business here, who pay not the least regard to the above notification, and they invariably call whom they please as surveyors on the same, without giving the least notice to the consul, and have also dispensed with his verification of the vendue sales.

"Should this irregularity not be discountenanced by the merchants and underwriters in the United States, it will most assuredly lead to frauds on both the one and the other. The same individuals, though so utterly regardless of the forms required in the United States for the recovery of losses from the underwriters there, are nevertheless very particular in having the authentication of Lloyd's agent to the survey of damaged goods (and vendue sales of the same) landed from English vessels in that port.

"U. S. Consulate, Kingston, Ja., Jan. 28, 1847."

REDUCTION OF IMPORT DUTIES IN DENMARK.

DEPARTMENT OF STATE, WASHINGTON, February 13, 1847.

Information has been received at this department, from the Charge d'Affaires of the United States at Copenhagen, under date of the 9th of December last, that a decree had just been issued by the Danish government, for the suspension, until further notice, of all import duties on seed grain, and rape-seed, and the reduction of the same on hulled grain and flour. The provisions of the ordinance are as follows:—

1. The import duties on seed grain, rape-seed, peas, and vetches, are abolished until further orders.

2. The import duties on peeled grain and flour are reduced, as follows:

For hulled wheat, per 100 lb. Danish, 1 rigs bank dollar 1 mark, money of Denmark, and 35 schellings, money of Sleswick and Holstein. Tare, 23 per cent on hogsheads, and 3 per cent on bags.

For all other grain, per 100 lb. Danish, 1 rigs bank dollar, 30 skillings, Danish currency, and 25 schellings, Sleswick and Holstein currency. Same tare as above.

For flour of several kinds, viz.: flour of barley, wheat, Indian corn, and potatoes, per 100 lb. Danish, 1 rigs bank dollar and 24 skillings, Danish currency, and 37½ schellings of the currency of Sleswick and Holstein.

All other sorts of flour, per 100 lb. 48 skillings Danish, and 15 schellings Sleswick and Holstein currency. Tare, the same as above.

The ordinance is applicable, not only to the Kingdom of Denmark, but also to the Duchies of Sleswick and Holstein.

It goes into effect to-day, (December 9th, 1846.)

JOURNAL OF BANKING, CURRENCY AND FINANCE.

CONDITION OF BRANCHES OF THE STATE BANK OF INDIANA.

THE following statement exhibits the condition of the Branches of the State Bank of Indiana, November 21, 1846:—

RESOURCES.						
Banks.	Loans.	Susp'd debt.	R'l estate.	East. Exch.	B'k bal'cs.	Specie.
Indianapolis,	\$364,285	\$69,573	\$30,226	\$53,324	\$70,019	\$70,036
Laurenceburg,	376,195	35,283	22,584	85,337	59,653	84,222
Richmond,	200,581	26,343	5,141	40,130	68,817	67,086
Madison,	307,048	47,443	18,373	8,374	113,000	82,036
New Albany,	235,736	14,855	24,393	.....	33,770	53,884
Evansville,	131,923	39,771	27,666	2,710	8,163	103,155
Vincennes,	155,311	36,732	20,242	60,322	11,962	113,064
Bedford,	104,362	79,264	9,708	19,234	2,266	75,000
Terre Haute,	152,253	54,624	20,070	68,108	9,881	108,504
Lafayette,	341,057	41,794	39,562	19,800	2,055	62,922
Fort Wayne,	264,186	52,396	40,596	.....	52,888	76,087
South Bend,	123,615	62,273	67,614	11,590	.....	51,848
Michigan City,	262,190	17,294	17,671	1,405	256	55,801
Total,	\$3,018,743	\$577,647	\$343,846	\$370,334	\$432,730	\$1,003,645

LIABILITIES.						
Banks.	Capital.	Circulation.	B'k bal'cs.	Deposits.	Sinking fund.	Surplus.
Indianapolis,	\$219,900	\$376,892	\$1,867	\$59,291	\$6,595	\$46,796
Laurenceburg,	215,000	386,840	1,588	33,977	7,420	28,606
Richmond,	167,000	238,478	309	20,248	3,756	31,606
Madison,	212,550	363,709	8,992	68,950	28,854	19,567
New Albany,	163,850	193,085	22,421	24,437	1,431	32,946
Evansville,	151,866	224,890	4,296	17,973	1,085	12,984
Vincennes,	148,200	257,141	1,887	13,658	2,222	19,169
Bedford,	91,762	170,724	263	13,957	6,558	23,130
Terre Haute,	157,900	264,685	4,277	27,678	3,830	37,061
Lafayette,	187,750	361,117	.....	81,185	8,411	71,980
Fort Wayne,	145,705	280,410	1,725	38,324	6,740	50,000
South Bend,	102,340	187,026	260	6,365	9,827	17,475
Michigan City,	120,000	228,800	.....	3,945	2,808	22,240
Total liabilities,	\$2,083,824	\$3,533,797	\$47,886	\$409,989	\$89,535	\$413,563

BELGIUM—DEPARTMENT OF FINANCE AT BRUSSELS.

The official article, (dated "Department of Finance, Brussels, January 13th, 1847.") of which the following is a translation, has recently been communicated to the Department of State, by the Charge d'Affaires of the United States at Brussels:—

INDEMNIFICATION FOR LOSSES OCCASIONED BY THE EVENTS OF THE WAR OF THE REVOLUTION.

"The Minister of Finance, in addition to his advertisement published under date of the 6th inst., informs the persons entitled to indemnification, adjudged according to the law of May 1, 1842, that the payment of the said indemnifications, which should begin in February, 1847, at the bureau of transfer of the public debt in the Department of Finance at Brussels, may be also made by the Directors of the Treasury, at Antwerp, Ghent, Bruges, Liege, Hasselt, or Namur.

"In consequence, the provisional titles issued by the committee of liquidation, may, from and after the same date of February 1, 1847, be deposited, duly invested with the signatures of the persons entitled for acquittal, and the requisite legalization, with the Directors of the Treasury, above-mentioned, to be exchanged subsequently for the definitive titles at 3 per cent, which are to be delivered in virtue of the law of December 24, 1846. On this deposit, a receipt shall be delivered for the provisional titles presented for payment, which shall be reproduced afterwards, in order to obtain the definitive titles.

"In the cases provided for by the 4th article of the royal decree of December 27, 1846, that is to say, when, in consequence of the decease or cession, the proprietors of the claims are no longer the same designated in the provisional titles, the persons interested are likewise to deposit documents proving those facts and others in justification of their rights.

"The payment of the claims subjected to attachment or opposition, can only be made at Brussels, and by the Department of Finance, in the bureau of transfer of the public debt."

J. MALON.

BRITISH REVENUE FOR THE LAST TEN YEARS.

An account showing the amount of revenue received, and the expenditures; the capital of the debt, funded and unfunded; the annual charge of the debt; and the balances in the exchequer at the close of each year, for the period from 1836 to 1845, both years inclusive, derived from the "London Bankers' Almanac, for 1847:"—

Years.	Revenue.	Expenditure.	Debt.	Charges.	Balances.
1836.....	£52,949,397	£50,819,305	£788,398,570	£29,243,599	£6,049,372
1837.....	50,663,353	51,319,113	786,319,738	29,489,571	4,127,973
1838.....	51,375,520	51,720,748	785,373,740	29,260,238	4,594,884
1839.....	51,927,495	53,440,287	786,512,734	29,454,062	3,707,425
1840.....	51,850,083	53,444,053	787,468,075	29,381,718	3,858,465
1841.....	52,363,949	54,465,318	790,874,608	29,450,145	3,653,810
1842.....	51,244,335	55,223,873	791,250,440	29,428,120	1,390,059
1843.....	56,945,043	55,501,739	790,576,392	29,269,160	4,716,019
1844.....	58,459,751	55,103,645	787,598,145	30,495,459	6,254,113
1845.....	57,690,704	53,873,062	785,053,022	28,253,872	8,452,090

For a tabular statement of the revenue of England, under each reign or administration, from 1066 to 1826, a period of 760 years, the reader is referred to the Merchants' Magazine, Vol. XVI, No. 3, for March, 1847, page 309.

PRODUCT OF GOLD AND SILVER IN AMERICA.

Michael Chevalier, in an elaborate article, first published in the Paris "Revue des Deux Mondes," gives the following as the total annual product of gold and silver in America:—

GOLD MINES.			SILVER MINES.		
	Weight. Kil.	Value. Francs.		Weight. Kil.	Value. Francs.
United States,.....	1,800	6,192,000	Mexico,.....	396,990	86,793,000
Mexico,.....	2,957	10,184,000	New Granada,....	4,887	1,086,000
New Granada,.....	4,954	17,062,000	Peru,.....	113,158	25,146,000
Peru,.....	708	2,439,000	Bolivia,.....	52,044	11,554,000
Bolivia,.....	444	1,529,000	Chili,.....	33,592	7,457,000
Brazil,.....	2,500	8,640,000	Other States,.....	20,000	4,440,000
Chili,.....	1,071	3,689,000			
Other States,.....	500	1,722,000	Total,.....	614,641	136,406,000
Total,.....	14,954	51,134,000			

TARIFF OF DUTIES BY THE STAMP LAW OF MARYLAND.

Tariff of duties imposed by the stamp act of Maryland, on promissory notes, bills of exchange, specialties, and other instruments of writing, on and after May 10, 1845:—

Over \$100 to \$200.....	\$0 10	Over \$3,000 to \$4,000.....	\$2 00
" 200 to 300.....	0 15	" 4,000 to 5,000.....	2 50
" 300 to 500.....	0 25	" 5,000 to 7,000.....	3 50
" 500 to 1,000.....	0 50	" 7,000 to 8,000.....	4 00
" 1,000 to 1,500.....	0 75	" 8,000 to 10,000.....	5 50
" 1,500 to 2,000.....	1 00	" 10,000.....	6 00
" 2,000 to 3,000.....	1 50		

On notes or instruments of and under \$100, no stamp is required.

STATISTICS OF THE "UNIFORM SYSTEM OF BANKRUPTCY," OF 1841.

Summary statement exhibiting the number and amount of applicants for relief under the Bankrupt Act of 1841, and the proceedings had thereon, in the several district courts of the United States, as far as the same have been received at the Department of State.

Districts.	No. of applicants for relief.	Number Disch'ged fr'm debts.	No. refused disch'e	Applica-tions still pending.	No. creditors given in by applicants.	Aggregate amount of debts given in by the applicants.	Aggregate amount of property surrendered by the applicants.	Per cent p'd in cents and fractions.	Aggregate costs of judicial proceedings.
Maine.....	3,478	2,456	27	630	83,227	\$16,539,300 01	\$5,440,511 90	0.46	.....
New Hampshire.....	1,792	1,641	49	102	49,761	3,752,623 19	1,973,334 42	0.84	\$37,325 00
Massachusetts.....	3,250	3,114	62	....	95,154	24,752,932 81	15,468,546 69	4	98,330 52
Connecticut.....	1,537	1,413	7	55	33,814	10,469,273 00	.....	0.71	6,148 00
Northern District of New York.....	5,598	4,756	39	803	171,103	51,556,405 25	1,167,487 94	13.66	34,466 00
Southern District of New York.....	2,550	2,121	389	429	109,485	120,580,415 00	140,417 82	1	110,000 00
New Jersey.....	810	769	25	16	33,673	17,811,303 47	19,186 79	0.97	11,413 27
Eastern District of Pennsylvania.....	1,799	1,438	16	314	65,678	31,965,723 68	99,253 20	....	11,295 20
Maryland.....	490	346	17	108	12,962	5,745,451 49	1,903,250 69	1	1,281 50
Eastern District of Virginia.....	1,189	913	15	261	23,468	8,713,116 10	20,783 00	....	29,005 73
Western District of Virginia.....	1,566	1,504	4	12	78,101	3,957,032 66½	23,985 49	0.6	43,197 68
South Carolina.....	277	206	4	66	8,113	5,598,821 00	817,907 00	2.18	14,234 00
Northern District of Alabama.....	821	780	4	37	26,335	6,048,162 00	26,732 00	0.25	31,828 95
Southern District of Alabama.....	718	680	7	31	24,642	25,022,243 64	100,000 00	....	23,882 25
Southern District of Mississippi.....	872	861	.	3	22,772	46,156,542 40	6,332,666 64	0.006	23,588 10
Middle District of Tennessee.....	1,313	1,121	1	221	35,248	7,014,840 00	315,678 00	4.5	40,403 00
Kentucky.....	2,373	1,387	14	972	81,139	16,241,171 48	5,499,171 75	0.8	.....
Illinois.....	1,592	1,319	1	264	48,728	14,498,396 23	3,569,524 89	0.07	29,481 25
Arkansas.....	178	104	10	64	3,847	1,811,674 50	188,966 87	0.19	3,506 22
Michigan.....	671	645	1	12	22,408	16,731,685 00	159,674 79	0.027	41,810 54
East Florida.....	27	23	1	....	727	324,523 82	247,117 33	1	500 00
West Florida.....	16	14	1	1	249	114,404 39	14,897 00	7.66	480 00
Southern District of Florida.....	3	3	.	.	44	.....	5,225 00	.....	.....
Wisconsin.....	315	276	39	.	7,644	2,552,444 00	2,613 65	0.05	5,241 08
Iowa.....	223	192	31	.	5,130	844,552 88	159,017 53	0.27	4,601 16
Washington county, D. C.....	248	184	2	62	5,325	1,940,412 81	.....	....	.....
Alexandria county, D. C.....	33	25	.	5	826	191,164 20	1,356 74	9.07	303 19
Total from 27 States and Territories,...	33,739	28,291	766	4,468	1,049,603	\$440,934,615 01	\$43,697,307 13		\$602,322 64

RAILROAD, CANAL, AND STEAMBOAT STATISTICS.

THE READING RAILWAY—THE GREAT FREIGHT ROAD OF THE U. S.

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

THE friends of railways, and those who have advocated their capacity to carry bulky freight, at cheap rates, must be pleased with the late able report of Mr. John Tucker, President of the Philadelphia and Reading Railway, with the full and ample tables, furnished by the engineer and superintendent of motive power, Mr. G. A. Nicholls, of the cost and details of this great work. It is now completed with a double track, and furnished with engines and cars, equal to the transportation of 2,000,000 tons per annum. The engines belonging to this road, if extended in line, with their several trains of cars each touching the other, would extend over a distance of 10 miles. The depot, at Richmond on the Delaware, covers some 60 acres of land, with wharves to receive and load some 300 vessels. The coal is shot down into the hold; a single train, in its regular business, being sufficient to load a vessel of 500 tons. There have been trains of 166 cars, conveyed by a single engine, that have reached 1,197 tons, of 2,240 lbs. each.

One of the numerous buildings attached to this road, is capable of holding 20 locomotives and their tenders, with every convenience for entering, for examination, watering, &c., &c. In fact, the general superintendent's report, shows the most complete freight organization of any railway in this country, and in many particulars it will compare with the best English railways. It must be seen, to form any conception of its adaptation to do business at cheap rates. A good and perfect machine, like the Reading Railway, cannot be obtained without paying for it, as the following statement of its cost will show.

This company, like many railways in this country, has had to encounter violent opposition from opposing interests. Its bold—at the time, called visionary—projectors, commenced with a capital entirely inadequate (\$3,120,000) to furnish even one track. To make a railway alongside the Schuylkill Canal, was considered, a few years back, by some of the best men in Philadelphia, the height of folly. The Schuylkill Canal had been so prosperous, as to advance its dividends to 20 per cent, and its stock was \$360 for \$100; and it was considered impossible that a railway could contend with it. Reduced rates of toll were fixed on the canal, at the commencement of the railway; and it was confidently predicted, by a distinguished engineer, "that the railway could not transport 800,000 tons of coal over it, without the edge rail on the road being crushed—destroyed." Under all these difficulties, and those attendant on borrowing money abroad and in sagacious New England, who took largely of their loans and built their iron freight cars and engines, the directors persevered, and have fully redeemed all their pledges and predictions to the public. They have met the canal, in transportation, at even less rates, for freight and toll of coal, than those first named by this interest to drive them from the field. The result is, the canal has intermitted its dividends for the last four years; the stock is much below par; while the railway is steadily recovering itself, and appears to have earned a nett dividend of 12½ per cent on its capital, besides paying the interest (\$571,119) on its loans and indebtedness, amounting to \$8,000,000.

That some idea may be formed of the magnitude of this private enterprise, it is only necessary to state, that the road bed, superstructure, motive power, depot, and lands, cost, for 94 miles of double road, and numerous branches up *into* the mines, which gives it great advantages, \$11,589,696.

Of this sum, the road bed and superstructure, for a double track, with numerous turn-outs, cost.....	\$8,912,991
The locomotives and cars.....	2,071,279
Real estate and the right of way.....	321,846
Depots, &c.....	205,325
Iron, and materials on hand.....	58,255
Of locomotives, the company own.....	72
Of freight cars, principally iron, with the average capacity to each, of 4½ tons,	4,559
Of passenger cars.....	19

The estimate made by the directors, of the amount of coal the company would be able to bring, during the year 1846, with their estimate for receipts, was ridiculed in the public papers, and stated to be utterly impossible and deceptive.

The estimate of the directors for gross receipts, 1846, was.....	\$1,725,000
The actual receipts, from the freight of 1,188,258 tons of coal, (equal to a rate of \$1 34 per ton, for 94 miles,) were....	\$1,600,667
From 88,641 passengers.....	141,749
Freight of merchandise, up and down, 74,971 tons.....	137,583
United States mail, &c.....	9,714
	<hr/> 1,889,713
Excess of receipts over the estimates,.....	\$164,713

The coal fell a little short of the estimated quantity, 1,250,000 tons.

The increase of the receipts over those of 1845, when the motive power was entirely inadequate, was derived—

From the transportation of coals.....	\$713,728	or	80	per cent.
“ “ merchandise,.....	76,995		127	“
“ “ passengers,.....	38,337		37	“
Total,.....	\$829,060			

It appears,—after paying all expenses relating to the road, \$862,320; interest on loans, \$571,119; taxes, \$16,380; commissioners and sundries, \$48,003,—there was a surplus of nett earnings of the road, of \$402,292, or equal to 12½ per cent on the amount of the stock issued—62,400 shares, \$3,120,000.

This is a result, that must put croakers against railways to the blush. But for this road, the price of coal in the market would, in all probability, have been doubled in price the last season. By the construction of this road, the consumers of coal, during the last two seasons, have saved at least \$5,000,000. The Delaware and Hudson, the Morris, the Lehigh, and the Schuylkill Canals—great works, it is true, in their day, but open only six to seven months in the year—taxed even to their utmost capacity, would be inadequate to supply the half of the present demand for coal. This demand, it is estimated, is increasing at the rate of full 20 per cent per annum.

Such is the increasing demand for coals, with the increase of manufactures and population, when furnished at \$3 25 to \$4—a price that will pay the miner, forwarder, and 7 per cent on the railway or canal that transports it—that there will be ample business for the Schuylkill Canal and Reading Railway, with the addition of several others that will be wanted ere there is capital to complete them. The increase of coal brought to market last season, was all transported by the railway. The great difficulty was, to get the coal mined, and to furnish empty cars to the miners. This difficulty, owing to the increase of iron cars before the close of the season, (each car carrying five tons,) is now mainly remedied by the increase of 1,600 new iron cars, the last season, from Boston. As the road, in the month of June, carried over it 150,000 tons, or at the rate of 1,800,000 tons per annum, it will be perceived there will be no difficulty, now a double track is completed, with suitable turn-outs up into the mines and at the depot at Richmond, to transport, for 1847, from 1,500,000 to 2,000,000 tons. Even this quantity may be doubled, by an increase of motive power.

It appears, the whole amount of tonnage carried over the Reading Railroad, for the last year, up to 1st December last, was 1,515,473 tons. The amount of tons of coal (at 2,240 lbs. to the ton) transported, from the commencement to 1st December, was 2,693,975. Total amount of tonnage transported, from the commencement to 1st December last, 3,703,521 tons.

This table of transportation is introduced in the report, to show, that the edge iron rail was not “*crushed and destroyed by the transportation of 800,000 tons*,” so gravely predicted, and published in the Railroad Journal, Franklin Institute, and other papers, from respect, no doubt, to its distinguished author. He appears to have been as near the truth as Dr. Lardner, when he established, in his own mind, that a steamboat could not carry coal sufficient to raise steam to propel herself across the Atlantic. Instead of the rails being crushed and destroyed, so boldly put forth, (thus striking at the root and prosperity of all railways,) Mr. Nicholls, the engineer and superintendent, states that, after a careful examination, “*it is found equal to four-tenths of a cent per ton, on the tonnage of the road for a year, which confirms our predictions on this subject.*”

Here we have a railway, of near 100 miles, built expressly to carry freight, that has cost 50 per cent more than the Erie and Champlain Canals originally cost, of 450 miles in length. The railway, the last year, it appears, carried over it, comparatively, more tonnage than the Erie Canal, with all its tributaries and branches, numbering 610 miles; and, what is singular, at a rate much below the lowest price ever charged on the Erie Canal.

In fact, the rate charged, for a long time the last and previous season, on the railway, of \$1 25 to transport a ton of coal from the mines and carry back to the miners the empty cars, (188 miles,) is less than the tolls exacted by the State of New York, on merchandise. This charge for toll, is entirely independent of that made by the forwarder on the canal. This fact disproves completely the idea, so current, that railways cannot carry freight profitably, or compete with canals. If so, why not permit them to carry freight the entire year, if subject to a sufficient toll, to pay off the canal debt in a reasonable time? Railways would materially aid the agricultural interests of this State, thus enabling them to send *daily* supplies of fresh provisions and vegetables to the New York markets. By railways, we could retrieve the value of our lands, that have been reduced, particularly in the wheat districts, by the opening of the western prairies. We have taxed ourselves, to benefit our neighbors, while we have left undone many things we should do, relative to railways.

That some idea may be formed of the cost, at which a good railway, such as the Reading, can transport a ton of goods per mile, and return the empty cars to the miners, to be filled, I quote the following, from Mr. Nicholls' report:—

"The cost of hauling coal, the past year, is shown in detail, in statement H. It amounted to 38.39 cents per ton. The chief causes of this increased cost, of 1.8 cents per ton over the last year, (when it was 35.59 cents for 94 miles,) are, the decrease of coal tonnage, from the cessation of business of some of the lateral railways, in consequence of the freshet in May; and the falling off in demand for coal, in August and September, thus diminishing our business, while the causes were too temporary to justify a discharge of men."

It will thus be perceived, that the cost of *motive power*—even on the magnificent scale of the Reading, if it were applied to such a railway as can be constructed from Buffalo to tide-water, on a line to be located, level or descending, and with a distance within 320 miles, defying, with receipts from passengers, any competition from the enlarged canal—would not cost on a barrel of flour, say at 50 cents per ton, per 100 miles, or \$1 60 per ton.

But I am admonished to close my extracts from these interesting reports. Their full publication will be interesting to many of your readers, and prove that I am not so heterodox, as I know I am considered by the supposed orthodox canal interest, that has so long ruled and governed New York, while our shrewd neighbors went to the windward in commerce, by the construction of railways; having, in their profits on the same, forgot the loss of the entire capitals they have sunk, in the Middlesex, the Blackstone, and the Farmington canals.

J. E. B.

TRANSIT OF CATTLE ON RAILROADS.

Steam navigation, says Chambers' (Edinburgh) Journal, is acknowledged to have done much for Ireland, Wales, Scotland, and other quarters, in the way of cheap and rapid transit of sheep and cattle to market—a speedy and comparatively inexpensive voyage being now often substituted for one of a protracted nature, or for a fatiguing and ruinous journey by land. An additional convenience to the store farmer is in course of being achieved by railway transit. On this subject we find the following observations in a late number of the Railway Register:—

"Mr. Hyde Clark reckons the average loss upon all distances by driving, and consequent saving by conveyance on railway, at 5 lbs. per quarter for bullocks, or 20 lbs.; 2 lbs. per quarter, or 8 lbs. for sheep; and 2½ lbs. per quarter, or 10 lbs. for hogs. This is believed to be a low estimate. Mr. H. Handley, M. P., one of the heads of the agricultural interest, calculates the loss on driving from Lincolnshire to London, at 8 lbs. in weight, and 25s. to 30s. in money for sheep. The time for sheep he calculates at 8 days for getting up to market, which is equivalent to three or four market days, during which the chances of the market may be much affected. The promoters of the Northern and Eastern Railway, in their prospectus, calculate the loss on driving a hundred miles, at 40s. for bullocks, and 5s. for sheep. They state the supply of the London market at 150,000 beeves, and 1,500,000 sheep per annum, the saving on which, by railway conveyance, they set down at £675,000. This saving might be fairly taken at 40 lbs. for bullocks, 8 lbs. for sheep, and 20 lbs. for swine; which would give a gross saving of pounds of animal food on the present number conveyed on railways, as follows:—on 220,000 cattle, 8,800,000 lbs. of beef; on 1,250,000 sheep, 10,000,000 lbs. of mutton; on 550,000 swine, 11,000,000 lbs. of pork. This would give a total of 29,800,000 lbs. of animal food economised, even at the present moment, in the infancy of the railway system."

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MASSACHUSETTS RAILROADS, IN 1846.

FREEMAN HUNT, Esq.—Dear Sir—I send you an abstract of the Annual Reports of the Railroads of Massachusetts, made to the Legislature of this Commonwealth, carefully compiled, and which, if inserted in your valuable journal, I doubt not will gratify many of its numerous readers.

Name.	Length	Cost.	RECEIPTS.			EXPENSES.				Nett income.	NUMBER OF MILES RUN.			Nett inc'e. p. ct.	Ret. p. m.	Exp. p. m.	Inc. p. m.	Number pass'gers carried in cars.	Tons merchd. carried in cars.	Number passengers carried one mile.	Tons merchandize carried one mile.
			From pass'gers.	From freight, &c.	Total.	Road bed.	Motive power.	Miscellaneous.	Total.		Pass'ger trains.	Freight trains.	Total.								
Worcester....	45	\$3,485,232	\$279,793	\$274,919	\$554,712	\$47,445	\$67,263	\$169,168	\$283,876	\$270,836	195,692	99,291	294,983	7.77	1.88	0.96	0.92	470,319	179,325	12,766,522	6,941,201
Western.....	155	8,185,788	389,861	488,556	878,417	83,267	89,453	239,159	412,679	465,738	215,369	358,587	573,956	5.68	1.53	0.72	0.81	265,664	166,394	14,273,181	15,748,223
Nor. & Wo'ster.	68	2,178,788	150,385	91,535	241,910	106,446	....	11,941	118,387	123,523	143,367	53,925	197,292	5.66	1.22	0.60	0.62	.....	.....	.....	.....
Connect. River.	36	1,010,542	39,756	18,491	58,247	4,400	2,585	14,768	21,753	36,494	59,825	2,700	62,525	3.61	0.93	0.35	0.58	185,190	198,214	1,369,800	198,214
Pitsf & NAd'ms*	19	365,420	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Berkshire†....	21	500,000	.....	.....	35,000	.....	.....	.....	.....	.....	7,644	13,104	20,748	7.00	1.74	.....	1.74	13,234	.....	.....	.....
Old Colony....	37	1,397,059	101,858	23,853	125,711	8,604	6,273	42,353	57,230	68,481	63,073	42,392	105,465	4.90	1.19	0.54	0.65	213,144	16,197	3,459,291	299,394
Providence....	41	2,169,455	230,486	130,389	360,875	25,440	34,302	109,937	169,679	191,196	140,874	58,034	198,928	9.06	1.81	0.85	0.96	476,515	82,192	7,453,177	1,962,789
Stoughton....	5	93,970	4,707	4,029	8,736	694	599	2,707	4,000	4,736	.....	.....	4,992	5.03	1.75	0.80	0.95	.....	.....	.....	.....
Taunton.....	11	293,448	36,223	20,940	57,223	6,775	3,380	14,904	25,059	32,164	20,548	7,942	28,490	10.96	2.01	0.88	1.13	117,945	25,607	1,290,951	281,678
New Bedford..	20	456,441	64,903	20,447	85,350	11,881	6,110	23,388	41,379	43,971	59,188	19,610	78,798	9.56	1.08	0.53	0.55	94,167	11,013	1,516,418	218,817
Fall River....	42	828,083	29,520	6,183	35,703	3,501	3,973	17,894	25,398	10,335	26,750	22,160	48,910	1.24	0.73	0.52	0.21	59,382	5,257	.....	.....
Fitchburg....	49	1,875,319	126,838	157,407	284,245	17,440	17,396	20,211	115,047	169,198	140,424	59,888	200,312	9.02	1.42	0.57	0.85	327,034	201,800	5,981,872	3,351,310
Lexington†....	7	177,349	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lowell.....	26	1,940,418	185,235	198,867	384,102	42,301	52,883	117,050	212,234	171,868	134,633	66,208	200,841	8.85	1.91	1.06	0.85	400,886	222,831	8,411,457	5,626,777
Nashua.....	14	500,000	59,093	68,404	127,497	24,941	10,034	35,285	70,280	57,217	28,515	20,350	48,870	11.44	2.63	1.44	1.19	192,272	126,502	2,678,513	1,835,189
Boston & Maine	73	2,629,746	212,094	119,344	331,438	20,077	25,096	116,864	162,037	169,401	204,401	73,238	277,639	6.44	1.19	0.58	0.61	460,426	61,599	9,474,241	3,074,950
Eastern.....	38	2,220,869	310,061	61,277	371,338	21,432	14,778	101,594	137,804	233,534	201,026	51,426	253,052	10.51	1.46	0.54	0.92	786,756	38,013	12,375,386	1,090,442
		707,30,244,927	2,220,863	1,684,641	3,940,504	424,644	334,145	1,098,029	1,856,812	2,048,692	1,641,029	948,880	2,595,801	6.89	1.51	0.72	0.79	4,062,934	1,334,944	81,250,809	40,634,074

* Let to Western Railroad.

† Let to Housatonic Railroad.

† Let to Fitchburg Railroad.

UNITED STATES NAVAL AND MAIL STEAMSHIPS.

The following is an authentic copy of an act providing for the building and equipment of four naval Steamships, which passed both Houses of Congress, and was approved by the President of the United States, on the 3d of March, 1847 :—

AN ACT PROVIDING FOR THE BUILDING AND EQUIPMENT OF FOUR NAVAL STEAMSHIPS.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled—

That the President of the United States be, and he is hereby, authorized to cause to be built and equipped four first class sea-going Steamships, to be attached to the Navy of the United States, and that one million of dollars be, and is hereby appropriated for that purpose, to be paid out of any money in the Treasury not otherwise appropriated.

SEC. 2. *And be it further enacted*, That from and immediately after the passage of this Act, it shall be the duty of the Secretary of the Navy to accept, on the part of the Government of the United States, the proposals of E. K. Collins and his associates, of the city of New York, submitted to the Postmaster-General, and dated Washington, March sixth, eighteen hundred and forty-six, for the transportation of the United States-mail between New York and Liverpool, and to contract with the said E. K. Collins and his associates, for the faithful fulfilment of the stipulations therein contained, and in accordance with the provisions of this Act.

SEC. 3. *And be it further enacted*, That the Steamships to be employed by the said E. K. Collins and his associates, in the transportation of the United States mail between New York and Liverpool, shall be constructed under the inspection of a Naval Constructor in the employ of the Navy Department, and shall be so constructed as to render them convertible, at the least possible cost, into war steamers of the first class ; and that each of said Steamers shall receive on board four passed Midshipmen of the United States Navy, who shall serve as watch officers, and be suitably accommodated without charge to the Government ; and the said Steamers shall also receive on board and accommodate, without charge to the Government, one agent, to be appointed by the Postmaster-General, who shall have charge of the mails to be transported in the said Steamships.

SEC. 4. *And be it further enacted*, That from and immediately after the passage of this Act, it shall be the duty of the Secretary of the Navy to contract, on the part of the Government of the United States, with A. G. Sloo, of Cincinnati, for the transportation of the United States mail from New York to New Orleans, twice a month and back, touching at Charleston, (if practicable,) Savannah and Havana ; and from Havana to Chagres and back, twice a month ; the said mail to be transported in Steamships of not less than fifteen hundred tons burthen, and propelled by engines of not less than one thousand horse power each, to be constructed under the superintendence and direction of a Naval Constructor in the employ of the Navy Department, and to be so constructed as to render them convertible, at the least possible expense, into war Steamers of the first class ; and that the said Steamships shall be commanded by officers of the United States Navy not below the grade of Lieutenant, who shall be selected by the contractor, with the approval and consent of the Secretary of the Navy, and who shall be suitably accommodated without charge to the Government. Each of said Steamers shall receive on board four passed Midshipmen of the United States Navy, who shall serve as watch officers, and be suitably accommodated without charge to the Government ; and each of the said Steamers shall also receive on board and accommodate, without charge to the Government, one agent, to be appointed by the Postmaster-General, who shall have charge of the mail to be transported in said Steamers : *Provided*, The Secretary of the Navy may, at his discretion, permit a Steamer of not less than six hundred tons burthen, and engines in proportion, to be employed in the mail-service herein provided for between Havana and Chagres : *Provided, further*, That the compensation for said service shall not exceed the sum of two hundred and ninety thousand dollars, and that good and sufficient security shall be given for the faithful fulfilment of the stipulations of the contract.

SEC. 5. Officers, troops, freight, &c. of the United States, to be received on board at one-half the ordinary charge.

SEC. 6. The Secretary of the Navy may advance \$500,000 for the construction of the vessels.

SEC. 7. Mr. Sloo is to receive \$280,000 for mail transportation.

SEC. 8. *And be it further enacted*, That it shall be the duty of the Secretary of the Navy to contract, on behalf of the Government of the United States, for the transportation of the mail from Panama to such port as he may select in the Territory of Oregon, once a month each way, so as to connect with the mail from Havana to Chagres across the

Isthmus: said mail to be transported in either steam or sailing vessels, as shall be deemed most practicable and expedient.

Sec. 9. *And be it further enacted*, That it shall be the duty of the Secretary of the Navy to provide, in the contracts authorized by this Act, that the Navy Department shall at all times exercise control over said Steamships, and at any time have the right to take them for the exclusive use and services of the United States, and to direct such changes in their machinery and internal arrangements as the Secretary of the Navy may require; due provisions being made in the said contracts for the mode of ascertaining the proper compensation to the contractors therefor.

CANALS AND OTHER PUBLIC WORKS OF OHIO.

We publish below an authentic statement of cost, revenue, deficits, &c., of the canals and other public works of Ohio, for 1846:—

	Length.	Total cost.	Cost per mile.	Gross receipts.	Interest.	Deficit.
Ohio Canal and branches.....	337	\$4,695,203	\$15,933	\$336,339	\$281,712	\$14,743
Muskingum Improvement.....	91	1,627,318	17,882	35,104	97,639	97,840
Walhonding Canal.....	25	607,268	24,290	1,190	36,436	36,620
Hocking Canal.....	56	975,481	17,419	5,383	58,528	56,798
Miami and Warren Canal.....	85	1,237,552	14,559	93,057	74,253	35,541
Miami Extension Canal.....	139	3,168,965	22,798	27,812	190,137	181,425
Wabash and Erie Canal.....	90	3,057,177	33,968	113,414	183,430	78,151
Totals.....	810	15,368,964	18,755	612,303	922,137	501,126

The nett proceeds of the canals fall a fraction short of 3 per cent on the cost. Interest has been computed at 6 per cent, which would be about the average—the first loan at 5, and the last at 7 per cent—balance at 6.

The Ohio canal has 25 miles of navigable side-cuts and feeders, to wit:—Trenton feeder, 3; Walhonding, 1½; Dresden side-cut, 2½; Granville feeder, 6; Columbus, 12—which are included in the estimate. The Miami Extension Canal includes the Sidney feeder, 13 miles; St. Mary's and Reservoir, 11. The Wabash and Erie has a side-cut to Maumee, 2 miles; one to Toledo, 1 mile. The first is included in the estimate, the other escaping attention.

PACIFIC LINE OF STEAMERS:

FOR THE TRANSPORTATION OF PASSENGERS, LETTERS AND MERCHANDISE.

Recent advices from Panama state that the arrangements of the Pacific line of steamers are now complete for the transmission of passengers, letters and merchandise, to and from the Pacific. Steamers leave England on the 3d of every month, and arrive at Chagres about the 19th. Here all and everything for the Pacific is carried over the isthmus on mules, in from six to ten hours. On the other side a steamer is in readiness for conveyance to Peru, Ecuador or Chili. These steamers leave Panama on the 25th, arrive at Callao, Peru, on the 7th, and Valparaiso on the 24th, stopping at fourteen intermediate ports along the coast. The distance between Panama and Valparaiso is 3,250 miles, and is accomplished by three steamers in thirty days, including all the stoppages, which occupy from six to eight hours at each place. The prices of passage are as follows:—

From Panama to Guayaquil.....	\$100
“ “ Callao.....	150
“ “ Valparaiso.....	200

Letters are charged 25 cents every half ounce. For the commencement and establishment of this great undertaking, the world is indebted to Mr. Wheelwright, a Yankee. He has labored for this object during the last twelve years, and is now reaping the profits of his untiring industry. Two engineers, employed by the Republic of New Grenada, are now surveying a road from Porto Bello to Panama, in order to facilitate the transportation of goods to the Pacific.

JOURNAL OF MINING AND MANUFACTURES.

THE WEST POINT FOUNDRY AT COLD SPRING.

"THE WEST POINT FOUNDRY" was originally established by the association of that name, in 1817. Since the expiration of their charter, it has been leased by *GOUVERNEUR KEMBLE, Esq.*, by whom it is now conducted on his own account. The capital originally invested, was \$100,000. The establishment consists of 2 moulding-houses, comprehending together an area of 300 feet in length, by 45 feet in breadth, with 3 air furnaces and 3 cupola furnaces, with 12 cranes of various power, from 4 to 15 tons. The boring-mill contains 10 beds for boring guns and mortars, and 1 for cylinders, with 15 lathes, 4 planing machines, 1 slitting, and various drilling machines. The blacksmith shop contains 3 trip-hammers, 1 for large shafts of 8 tons weight; 2 heating furnaces, and about 20 smiths' fires, with 1 crane of 20 tons power, and others of less strength. The principal fitting shop is about 100 by 50 feet, and contains 3 cranes; the second shop, 30 by 50 feet, with 1 crane. The boiler shop is 100 by 40 feet. There is besides, a brass foundry, pattern shop, and various works connected with the business, and a blast furnace 42 feet high. The wages and materials vary according to the demand—the wages, from \$140,000 to \$180,000 per annum; the materials, from \$250,000 to \$350,000 per annum; the finished work, from \$450,000 to \$650,000 per annum; the number of hands employed, from 300 to 500, the present number being about 400, with an average wages of about \$1 50 per diem.

THE UNION WHITE LEAD COMPANY.

The works of this company are located in the city of Brooklyn, on Long Island, and cover about eighteen lots of ground, embracing both corners of Bridge and Front, and Bridge and Water-streets. This manufactory consumes about 3,000,000 pounds of pig lead, and 45,000 gallons of linseed oil per annum. The cost of these materials fluctuates with the market, which varies considerably; but taking as an average $3\frac{1}{4}$ cents per pound for lead, and 70 cents per gallon for oil, the annual cost would be \$136,500. The company employ about 70 men as laborers, coopers, and engineers, their wages amounting to about \$25,000 per annum. The men employed in the factory work ten hours per day. The lead manufactured by this company is of an excellent quality. The office and place of business of the corporation, is at 175 Front-street, New York.

CORNWALL AND SWANSEA MINES.

The "West Britain and Cornwall Advertiser," for January 15, 1847, furnishes a list of the mines whose produce has been sold at the Copper Ore Ticketings in Cornwall and Swansea, in ore, for the year ending December 30th, 1846. From this table it appears that there were sold, at Cornwall, 150,413 tons, amounting to £796,182. This return shows a falling off in the staple product of the country, in the past year, of not less than 12,126 tons of copper ore, and a decrease in the amount of sales of £123,751 19s. 6d. The produce of mines, sold at the Ticketings at Swansea, for the year ending December 31, 1846, was 58,456 tons ore, for £668,267 1s. This account exhibits a decrease in the quantity of ore sold at Swansea, in 1846, as compared with 1845, of 8,748 tons of ore, and, in the amount of money, of £109,594 18s. 6d., which, added to the deficiency in Cornwall, makes a total of 20,924 tons of ore, and, in money, £233,346 16s.

STATISTICS OF LOWELL MANUFACTURES, COMPILED FROM THE MOST AUTHENTIC SOURCES.—JANUARY, 1847.

Corporations.	Merrimack Manuf. Co.	Hamilton Manuf. Co.	Appleton Company.	Lowell Manuf. Co.	Middlesex Manuf. Co.	Suffolk Manuf. Co.	Tremont Mills.	Lawrence Manuf. Co.	Lowell Bleachery.	Boott Cotton Mills.	Mass. Cotton Mills.	Prescott Manuf. Co.	Lowell Machine Shop.	Total.
Incorporated.....	1822	1825	1828	1828	1830	1830	1830	1830	1832	1835	1839	1844	1845	.....
Commenced operations...	1823	1825	1828	1828	1830	1832	1832	1832 & 1834	1832	1836	1840	1846	1845	.....
Capital stock.....	\$2,000,000	1,200,000	600,000	600,000	750,000	600,000	600,000	1,500,000	140,000	1,200,000	1,200,000	600,000	500,000	11,490,000
Number of mills.....	5 & prt. wks.	3 & prt. wks.	2	1 carpet 3 and 3 dye- houses.	2	2	2	5	Bleachery & dyehouse	4	4	2	2 shops, smi- thy & furn.	45
Spindles.....	41,600	25,956	11,776	7,142 cot'n 3,400 wool	13,000	13,936	12,960	44,032	34,374	29,152	16,128	16,128	253,456	.....
Looms.....	1,300	736	400	244 cotton 50 p'r carp. 30 h'd carp.	45 brdcloth 375 cassim.	404	479	1,260	966	919	548	548	7,566	.....
Females employed.....	1,157	750	340	500	950	400	460	1,200	20	870	750	450	7,915	.....
Males employed.....	600	270	65	225 6,500 carpet 40 rugs.	550 18,000 cass. 2,100 br'dcl	90	100	200	230	160	160	90	600	3,340 175,200 cct. 20,100 wool. 65,000 carpet.
Yards, &c., made per week	253,000	126,000	100,000	95,000 cot'n 50,000	40,000	39,600	95,000	200,000	200,000	297,000	181,000	181,000	591,000	.....
Cotton cons'd per week. lbs.	60,000	53,000	36,000	13,000	30,000	40,000	39,600	95,000	67,000	97,000	54,000	54,000	43,000	.....
Wool cons'd per week. lbs.	225,000	75,000 prt'd. 15,000 dyed	3,000	300	600	2,000	400	250	700	500	750	750	1,200	300,000 prt'd 31,500 dyed
Anthracite coal per ann. tons	5,090	3,000	300	600	2,000	400	250	700	500	750	750	1,200	1,000 hard 300 chnl. soft	16,750
Charcoal per annum. bush.	3,555	2,148	1,500	2,000	1,200	2,000	1,800	3,000	1,800	1,500	1,500	1,500	15,000	35,503
Wood per annum... cords	200	500	500	500	3,000	50	150	120	500	70	70	100	100	5,260
Oil per annum... gallons	11,000	6,500	3,440	8,000 lard. 5,000 sperm	24,000 lard. 5,000 sperm	3,500	3,693	8,217	7,100	7,600	4,200	2,300	67,550 oil. 32,000 lard.	.....
Water-wheels, diameter.	30 feet.	13 feet.	13 feet.	13 feet.	12 & 17 feet	13 feet.	13 feet.	17 feet.	17 feet.	17 feet.	17 feet.	17 feet.	13 feet.	.....
Length of do. for each mill	24 feet.	42 feet.	42 feet.	60 feet.	23, 31 & 45 ft.	62 feet.	62 feet.	60 & 80 feet	60 feet.	60 feet.	60 feet.	60 feet.	33 feet.	.....
Starch per annum... lbs.	100,006	120,000	70,000	112,000	63,000	140,000	224,000	120,000	140,000	80,000	80,000	80,000	1,171,000	.....
Flour per annum... bbls.	425	200	100	100	100	100	100	100	100	100	100	100	765	.....
How warmed.....	Steam	Steam, H.A.	Steam	Hot air fur.	Fur. & st'm.	Steam	Steam	Steam	Steam	Steam	Steam	Steam	Steam	.....

The kinds of goods made were as follows:—By the Merrimack Manufacturing Company, prints and sheetings, No. 22 to 40; Hamilton Manufacturing Company, prints, flannels, and sheetings, 14 to 40; Appleton Company, sheetings and shirtings, No. 14; Lowell Manufacturing Company, carpets, rugs, and cotton cloth; Middlesex Manufacturing Company, broadcloth and cassimere; Sussex Manufacturing Company, drillings, 14; Tremont Mills, sheetings and shirtings, No. 14; Lawrence Manufacturing Company, printing cloths, sheetings, and shirtings, 14 to 30; Lowell Bleachery, 1,700,000 lbs. bleached per annum; Boott Cotton Mills, drillings, No. 14, shirtings, No. 40, printing cloth, No. 40; Massachusetts Cotton Mills, sheetings, 13, shirtings, 14, drillings, 14; Prescott Manufacturing Company, sheetings and shirtings, 12½ and 14; Lowell Machine Shop, 3,000 tons wrought and cast iron per annum.

Average wages of females, clear of board, per week, \$2; average wages of males, clear of board, per day, 80 cents. Medium produce of a loom, No. 14 yarn, 45 yards per day; No. 30, 33 yards per day; average per spindle, 1½ yards per day.

The Middlesex Company make use annually of 6,000,000 teasels; 1,600,000 lbs. fine wool; 80,000 lbs. glue; \$60,000 worth of dye-stuffs, and \$17,000 worth of soap.

The Lowell Machine Shop, included among the above mills, can furnish machinery complete for a mill of 6,000 spindles, in three months, and a mill can be built in the same time.

The several manufacturing companies have established a hospital for the convenience and comfort of persons employed by them respectively, when sick, which is under the superintendence of one of the best of surgeons and physicians.

The institution for savings for the year ending April 29, 1846, had received from 4,679 depositors, \$750,645 77, being an increase from the former years of 491 depositors, and the amount of \$76,020 95. The whole number of new accounts opened was 1,692, depositing with others, \$330,471 56; and 1,181 accounts were closed, withdrawing, with other partial payments, \$254,450 61. The operatives in the mills are the principal depositors.

There is one public high-school in the city, where all branches of education are taught, preparatory to a collegiate course. Also, eight grammar-schools and thirty-six primary schools, all of which will compare to advantage with any schools in the country. Average daily attendance, about 3,500.

There are two banks,—the Lowell, capital \$200,000, and the Railroad, capital \$600,000.

There is a Mutual Insurance Company in the city, which has been highly successful in its operations.

There is a valuable library of 5,000 volumes belonging to the city, to which any one can have access by paying fifty cents per annum.

The Mechanic Association have an extensive reading room, and a valuable library of 3,300 volumes. Nearly all the religious societies have valuable libraries of religious and miscellaneous books.

An important undertaking, eventually to redound to the interest and wealth of Lowell, is the building of the new canal. It is destined to give to most of the mills on the lower level a more constant supply of water, and consequently benefit those on the upper level. It is to be of an average width of 100 feet, and a depth of 15 feet. It will require in its construction, a rock excavation of 150,000 yards, an earth excavation of 110,000 yards, and a mass of masonry of 50,000 yards; the whole estimated at an expense of \$500,000.

In the course of a few months, two new cotton mills will be in operation; the one built by the Merrimack Company to contain 23,424 spindles, and 640 looms; the other, built by the Hamilton Company, will commence with 10,368 spindles, and 260 looms, but is of sufficient capacity to contain nearly 20,000 spindles and 400 looms. The driving power of the latter will be a steam-engine of 160 horse-power, which is being put in.

Other manufactures are produced in the city than those specified above, of a value of \$800,000, employing a capital of \$310,750, and about 1,000 hands.

MINERAL WEALTH OF SOUTH AUSTRALIA.

The richness of the South Australian Mines is described, by the Colonial Gazette, as altogether surprising. The geological description, furnished by a gentleman who traversed the country, and in whose account the utmost confidence may be placed, is most wonderful. The extent of the mineral lands, the richness of the ores, and the regularity of the lodes are, we believe, unexampled. In Mr. Dutton's highly interesting publication, entitled "South Australia and its Mines," various analyses of the copper ore from the Kapunda Mine (of which Mr. Dutton is a joint proprietor) are given. These were made by Mr. Penrose, the Government assayer at Swansea, and are as follows:—

"The average produce gave a result of 29½ per cent of copper for 39 specimens, good, bad, and indifferent, taken from every part of the property, the following being the different descriptions found:—Grey sulphuret with green carbonate; produce, 53½ per cent. Black sulphuret with green carbonate; 23½, 24, 33½, 44½, 50½, 59½ per cent. Pale green carbonate; 26½, 33, 34½, 40½, 41½, 48½ per cent. Blue carbonate (hydrocarbonate;) 21½ per cent. Grey carbonate with red oxide, 28½ per cent. Dark green carbonate, 28½ per cent."

The comparative value of the ore from the Kapunda Mine is also given, ascertained by actual sales at Swansea; and this is the result:—

AVERAGE PRODUCE OF THE PRINCIPAL MINES IN THE WORLD.

		Average	per ton.	
		£11	9	1
Cuba.....	{ Cobre Mine,.....	14	10	6
	{ Santiago,.....	12	11	9
	{ San Jose,.....	29	13	6
South Amer'a {	Chili (principally Regulus),.....	15	11	11
	Valparaiso ore.....	18	14	0
	Copapo.....	10	10	6
New Zealand.....		5	15	6
Cornish Mines.....		6	8	8
Irish Mines.....		13	11	2
South {	Montacute.....	24	15	3
Austr'n {	Kapunda.....			

The average produce of the Kapunda Mine is, therefore, at present the highest of any copper mine in the world.

MANUFACTURES IN MISSOURI.

Extract from the annual message of Governor John C. Edwards, to the Legislature of Missouri, under date November 16, 1846:—

"The establishment of manufactures is attended with its difficulties. To carry them on very successfully, large investments and a superior population are required. We are not without capital, but the high rate of interest, and the many supposed profitable investments for money, which have heretofore existed, have prevented the appropriation of funds to the erection of manufacturing establishments. If the rate of interest were lower, capital would be probably invested in manufactures to a considerable extent. The tariff also retards the establishment of manufactures in our State, whether it be a tariff for protection, or a tariff for revenue, for all tariffs are protections to a greater or less extent; but a high tariff tends more to prevent the establishment of manufactures in our State, than a low one, being a protection to the eastern manufacturer. The eastern manufacturer contends that he cannot succeed without protection against his foreign competitor. Our interior position, and our remoteness from the principal ports of entry, gives the manufacturer in this country a protection which no tariff can immediately affect. If, then, the eastern manufacturer was but lightly protected, or not protected at all, he would find it profitable to remove his capital, and to invest it in manufactures in the West, where nature would always protect him against the foreign competitor. No country can manufacture cheaper than our State. We have all the necessary ingredients at the lowest prices. We have the real estate, the water-power, the ore to make the iron to make the machinery, the manual labor, the provisions to support the hands, the raw material, the flax, hemp, and wool of our own production, and the cotton in exchange for our wheat, corn, and tobacco, hogs, horses, cattle, and mules—and these ingredients we have, taken together, cheaper than any other country on earth. Even our manual labor is at the lowest price. But, as before observed, to manufacture *very* successfully, a superior population is required. This we can soon have by fostering the common school, and developing the genius and mechanical ingenuity of the youth of our country."

COMMERCIAL STATISTICS.

COMMERCE OF THE PORT OF PHILADELPHIA.

WE publish below, a statement of the foreign commerce of Philadelphia, prepared by order of the collector of that port, which shows an increase in 1846, over 1845. Col. Childs, the editor of the "Commercial List," says the commerce of Philadelphia "is destined to increase, in spite of the policy of the general government, which leaves our noble river without a single safe harbor, from the breakwater to the city of Philadelphia."

COMMERCE OF PHILADELPHIA FOR THE YEAR 1845 AND 1846, COMPARED.

Imports.

*Value of Imports in American vessels, for 1846,.....	\$7,751,948 00	
Value of Imports in foreign vessels, "	556,667 00	
		\$8,308,615 00
Value of Imports in American vessels, for 1845,.....	\$6,939,769 00	
Value of Imports in foreign vessels, "	554,728 00	
		7,494,497 00
Excess in favor of 1846,.....		\$814,118 00

Cash Duties.

In American vessels, 1846,.....	\$2,413,774 24	
In foreign, " "	194,288 92	
		\$2,608,063 16
In American vessels, 1845,.....	\$2,150,253 36	
In foreign, " "	220,264 35	
		2,370,517 00
Excess in favor of 1846,.....		\$237,545 45

VALUE OF EXPORTS TO FOREIGN PORTS FOR 1843, '44, '45, AND '46, COMPARED.

	1843.	1844.	1845.	1846.
Domestic articles,.....	\$2,837,646	\$3,326,673	\$3,413,928	\$4,596,744
Foreign "	221,525	338,023	502,905	521,310
	\$3,059,171	\$3,664,696	\$3,916,833	\$5,118,054
Excess in favor of 1846,.....	2,058,883	1,453,358	1,201,221	.....

TONNAGE ENTERED FROM FOREIGN COUNTRIES.—In American vessels, 1846, 87,146 tons; in foreign vessels, 1846, 12,483; total, 99,629 tons. In American vessels, 1845, 73,705 tons; in foreign vessels, 1845, 10,794 tons; total, 84,499 tons. Excess in favor of 1846, 15,130 tons.

NUMBER OF ARRIVALS AND CLEARANCES DURING THE YEARS 1845 AND '46.—Arrivals from foreign ports, 1846, 459; coastwise,† 1846, 6,018; total, 6,477 vessels. Arrivals from foreign ports, 1845, 387; coastwise, 1845, 8,029; total, 8,416 vessels. Excess in favor of 1845, 1,939. Clearances for foreign ports, 1846, 458; in 1845, 400. Excess in favor of 1846, 58 vessels.

EXPORT OF TEAS FROM CHINA TO THE UNITED STATES.

We give below a statement, derived from the Friend of China, of the export of teas to the United States, in the years ending June 30th, 1845 and 1846, in 50 vessels:—

Year.	No. Vessels.	Green.	Black.	Total.
1845,.....	50	13,802,099 lbs.	6,950,159 lbs.	20,752,558 lbs.
1846,.....	40	14,236,076	4,266,066	18,502,142

* Part of the fourth quarter estimated.

† Some of the smaller craft, heretofore entered, omitted this year.

IMPORTS AT BOSTON IN THE BRITISH STEAM PACKETS.

It appears from a statement of Marcus Morton, Collector of the port of Boston, that the British steamers commenced their trips to that port during the second quarter of 1840, and that the value of merchandise imported, including specie, was, for—

1840.	1841.	1842.	1843.	1844.	1845.	1846.
\$72,600	\$769,700	\$730,800	\$9,300,600	\$4,443,700	\$4,026,300	\$4,445,000

The amount of duties, collected on the goods imported by the steamers during the year 1846, ending 31st December, was as follows, viz. :—

Per Hibernia, in Jan.,.....	\$139,844 87	Per Caledonia, in Aug.,...	\$46,447 62
Cambria, Feb.,.....	148,475 82	Britannia, Sept.,...	43,137 60
Hibernia, March,...	107,004 10	Cambria, " ...	52,689 23
Caledonia, April,....	57,790 81	Hibernia, Oct.,...	11,667 06
Cambria, May,.....	24,368 61	Caledonia, " ...	23,378 84
Britannia, "	35,888 16	Britannia, Nov.,...	20,453 71
Hibernia, June,.....	14,556 36	Acadia, " ...	26,860 36
Caledonia, "	28,112 05	Caledonia, Dec.,..	21,972 27
Britannia, July,.....	47,871 76	Cambria, " ..	53,958 50
Cambria, "	79,187 07		
Hibernia, Aug.,.....	75,066 95	Total,.....	\$1,054,731 75

BRITISH IMPORTS OF TOBACCO, 1845-46.

Account of tobacco imported in the year ending January 5, 1846, derived from parliamentary documents :—

	Unmanufac'd. lbs.	Manufactured as cigars. lbs.	Snuff. lbs.	Total. lbs.
United States of America, including Texas	31,153,072	1,718,956	5	32,872,033
New Granada, Venezuela, and Ecuador....	470,942	59	...	471,001
Brazil.....	285,936	1,908	21	287,865
Cuba.....	420,204	262,873	...	689,077
British West Indies.....	9,416	2,225	41	11,682
British East Indies.....	110,748	72,960	33	183,740
Java.....	1,693	98	...	1,791
Philippine Islands.....	.....	18,632	2	18,634
West Coast of Africa.....	2,628	155	...	2,783
Turkey, Syria, and Egypt.....	11,114	842	...	11,956
Holland.....	230,812	503	8	231,323
Belgium.....	71,794	1,924	13	73,731
Hanseatic Towns.....	126,764	13,960	28	140,752
Other Parts.....	48,895	8,194	59	57,148
Total.....	32,944,017	2,109,289	210	35,053,516

THE FUR TRADE.

EXPORTATIONS BY THE HUDSON'S BAY COMPANY.

The following is a comparative statement of exportations to London, by this company, from York Fort, Mackenzie River :—

Skins.	1846.	1845.	Skins.	1846.	1845.
Beaver,.....	31,363	10,509	Lynx,.....	14,242	5,977
Badger,.....	1,017	.....	Martin,.....	85,041	53,461
Bear,.....	2,252	3,080	Mink,.....	19,308	18,083
Fisher,.....	2,974	2,227	Musquash,.....	201,915	164,260
Fox, silver,.....	367	276	Otter,.....	1,389	1,137
Fox, cross,.....	1,291	859	Rabbit,.....	27,758	46,970
Fox, red,.....	3,922	2,649	Swan,.....	1,909	3,545
Fox, white,.....	843	2,910	Wolf,.....	7,652	9,106
Fox, Kitt,.....	3,837	5,267	Wolverin,.....	693	534

THE BOOK TRADE.

- 1.—*History of the Discovery and Settlement of the Valley of the Mississippi, until the Year 1846.* By JOHN W. MONETTE, M. D. New York: Harper & Brothers.

This is a very important, elaborate, and valuable book—one which should, and must, elicit the attention of all who wish to form an intelligent judgment of the character and growth of that immense region which forms the valley of the Mississippi. The author has devoted many years and immense labor, to the collection of materials for its preparation; and has made by far the most authentic and extensive record of the early history of that country that has ever before appeared. The Mississippi valley will, ere many years, become the most interesting section of the Western continent; and every fact relating to its early settlement will thus become of historic value. Besides this, the record is one of rarely equalled interest. It abounds in incidents of the most thrilling character, and exhibits instances of endurance, courage, and adventure, which can scarcely be paralleled in any other portion of the history of the world. Monette's history will be found invaluable for purposes of study and reference, as well as exceedingly interesting to the general reader. It is valuable, especially, as a storehouse of important facts, no where else to be found in an equally connected, compact, and accessible form. It is issued in two very handsome octavo volumes, elegantly printed, and copiously furnished with maps, illustrations, etc., etc. It cannot fail to be received with favor by the public.

- 2.—*A System of Intellectual Philosophy.* By ASA MAHAN, President, and Professor of Intellectual and Moral Philosophy in the Oberlin Collegiate Institute. Second edition. 12mo., pp. 330. New York: Harper & Brothers.

The reputation of the author of this treatise, at the head of a new school of religionists known as "Perfectionists," and as a man of high intellectual as well as pure and elevated moral attainments, should secure for whatever he may add to the literature of science, philosophy, and religion, a candid hearing. This essay embraces the sum of a course of lectures, which, for eight years, the author was in the habit of delivering to successive classes in the institute over which he presides, on the subject of intellectual philosophy. No class, we are informed, ever passed through this course without becoming deeply interested in the science of mental philosophy, and without receiving, in their judgment, great benefit from the truths developed, as well as from the method of development which was adopted. In preparing it for the press, the author assures us that it has been his aim to reject light from no source, whatever, from which it could be obtained; while, at the same time, to maintain the real prerogative of manly independence of thought. The individuals to whom he feels most indebted as a philosopher, are Coleridge, Cousin, and Kant; whom he pronounces three luminaries of the first order in the sphere of philosophy. It is presented to the public in a form well adapted to popular reading.

- 3.—*Curiosities of Literature; consisting of Sketches and Characters of English Literature.* By J. D'ISRAELI, D. C. L., F. S. A. 2 vols., 12mo., pp. 405-461. New York: Harper & Brothers.

D'Israeli, following the steps of the human mind through the wide track of time, traces from their beginnings the rise, the progress, and the decline of public opinions; and, as the objects present themselves, illustrates the leading incidents in the British annals of literature. The title prefixed to the work, we are told by the author, was adopted to connect it with its brothers, the "Curiosities of Literature," and the "Miscellanies of Literature;" but, although the form and manner bear a family resemblance, the subject has more variety of design. It is an interesting work, tracing the connection of the incidents of author's lives with their intellectual habits, and at the same time exhibiting the progress of the human mind and society, which should never be separated.

- 4.—*Memoirs of the Most Eminent American Mechanics. Also, Lives of Distinguished European Mechanics; together with a Collection of Anecdotes, Descriptions, &c., relating to the Mechanic Arts. Illustrated with fifty engravings.* By HENRY HOWE. 12mo., pp. 482. New York: Harper & Brothers.

This work has passed through several editions, one of the best evidences of its value, at least to the publishers. It contains comprehensive biographies of John Fitch, Benjamin Franklin, Oliver Evans, Samuel Slater, Eli Whitney, David Bushnell, Amos Whittemore, Robert Fulton, Jacob Perkins, Thomas Blanchard, and Henry Eckford, which occupy nearly one-half the volume. The remainder embraces the lives of eighteen of the most eminent mechanics of Europe, including James Ferguson, Richard Arkwright, James Watt, and others, equally distinguished as men of genius in different departments of the mechanic arts.

- 5.—*The Life and Voyages of Christopher Columbus.* By WASHINGTON IRVING. Abridged by the same, including the Author's Visit to Palos. With a Portrait, Map, and other Illustrations. 12mo., pp. 325. New York: Harper & Brothers.

"Irving's Life of Columbus" enjoys a reputation that can scarcely be extended. The present volume, which was first published in 1839, is an abridgment of the larger work, by its author, and was designed for popular use in families and the District School Libraries of the country, which are free to all ages and classes. It is a comprehensive and beautiful memoir of the discoverer of America.

- 6.—*An Author's Mind: The Book of Title-Pages. "A Bookful of Books;" or, Thirty Books in One.* Edited by M. F. TUPPER, M. A., author of "Proverbial Philosophy," "Geraldine," "The Crook of Gold," "The Twins," etc. 12mo., pp. 200. Philadelphia: Carey & Hart's Library for the People.

This "Bookful of Books," which purports to be edited by Mr. Tupper, we strongly suspect may claim him as its author. The internal evidence of the fact is too clearly marked in every page and paragraph to leave on the mind of the reader a doubt as to its identity. Its unique title, if nothing else, will induce the curious to dip into its pages; and whoever reads it will find that it is "not merely a new book, but a little library of new books; thirty books in one—a very harvest of epitomized authorship; the cream of a whole fairy dairy of quiescent post octavos." So says the "author's mind." What more can we say to secure for the author an attentive reading, and for the publishers a large sale?

- 7.—*The Statesmen of America, in 1846.* By SARAH MYLTON MAURY. 12mo., pp. 260. Philadelphia: Carey & Hart.

Mrs. Maury is an English woman, the wife of an American merchant, residing at Liverpool. She visited this country in company with a son, whom she calls the Doctor. During her residence at Washington, she became acquainted with many of our most prominent statesmen, whose characters she attempts to delineate; and, in most cases, abating a due moiety for exaggeration and toadyism, her pen and ink portraits will be readily recognized. She, of course, admires all who treated her with courtesy, or any degree of deference. Men of widely dissimilar character and views, in politics and religion, come in for a share, and a pretty liberal one, of her eulogistic commendations. The work is dedicated to Secretary Buchanan, one of her peculiar favorites. With all its faults, it is an amusing book, and one that will be read almost as much as if it had been as extravagantly abusive as it is eulogistic.

- 8.—*American Comedies.* By J. K. PAULDING, author of "Westward, Ho!" "Dutchman's Fireside," etc., etc., and WILLIAM IRVING PAULDING. 12mo., pp. 295. Philadelphia: Carey & Hart.

This volume contains four comedies—The Bucktails, or Americans in England; The Noble Exile; Madmen All, or the Cure of Love; Antipathies, or the Enthusiasts by the Ears. The first-named was written by J. K. Paulding, shortly after the conclusion of the late war with England, while the feelings it produced were still fresh in the public mind. The others are the productions of a kinsman of Mr. P., a young man scarcely one-and-twenty; "and the whole," says the author of the first, "is now published as an experiment, how far the public taste may incline to relish this species of literature, and in what degree the authors are qualified to make the appeal with any degree of success." We are not competent to judge of these productions as acting comedies; but we feel quite sure they will form an agreeable repast for those who delight in rare humor, identified, as it is, with our national characteristics; and we should prize them the more highly as contributions to a purely national literature.

- 9.—*Froissart Ballads, and other Poems.* By PHILIP PENDLETON COOKE. 12mo., pp. 216. Philadelphia: Carey & Hart.

Although the name of Philip Pendleton Cooke is not to be found in Mr. Griswold's Poets and Poetry of America, we will venture to say, in announcing the poems of this new candidate for a niche in the "Temple of the Muses," that some, at least, not more worthy, have found a place among Mr. Griswold's Poets. Three out of five of the ballads are versified transcripts from Froissart; the other two, "The Master of Bolton," and "Geoffrey Tenoire," are stories of the author's own invention. Nearly one-half of the volume is occupied with "miscellaneous poems," of varied length and merit. His versification is generally natural and easy, and the ballad and poem evince considerable artistic skill, with a correct and highly cultivated taste. We consider the volume worthy of a place among our collection of American Poets, and shall place it *literally* alongside of Bryant, Longfellow, Lowell, etc.

- 10.—*The Scripture School Reader, consisting of Selections of Sacred Scriptures for the Use of Schools.* Compiled and arranged by W. W. EVARTS, A. M., author of the "Bible Manual" and "Pastor's Hand-Book," and WILLIAM H. WYCKOFF, A. M., late Principal of the Collegiate School. 12mo., pp. 348. New York: Nafis & Cornish.

The present volume fills an unoccupied niche in our school literature. The compilers have selected, with taste and judgment, from the didactic, poetical, historical, and biographical parts of Holy Writ, the choicest gems in each department. The volume opens with the Divine attributes, and the selections are culled from the different books of the Old and New Testament, declaratory of the Omnipotence, Omniscience, Omnipresence, Beneficence, Eternity, &c., of God. Connected biographies of the leading Scripture characters, and historical events, are arranged in the same systematic order. The poetry of the Bible is restored to its proper metrical form, thus clothing it with new beauty and force. In the didactic part, the social and moral graces and virtues are made the subject of distinct sections, and are enforced by Christ, and his apostles of the New Testament, and the long line of inspired poets, prophets, and historians, from Adam to the last of the apostles. We hope to see it introduced into all our public schools.

- 11.—*The Christian's Prayer. The Rector's Christmas Offering to his Parishioners.* 18mo., pp. 131. New York: Henry M. Onderdonk.

That simple, beautiful, and comprehensive prayer of the founder of Christianity, constitutes the subject of the Rector's meditations. Each portion is illustrated with appropriate comments, adapted to the state of religious sentiment in the Episcopal Church.

- 12.—*A System of Moral Philosophy, adapted to Children and Families, and especially to Common Schools.* By Rev. D. STEELS and a Friend. 18mo., pp. 80. Boston: James Munroe & Co.

The object of this work is to give a child, at the earliest age, a foundation on which it may build moral reasonings. The system of moral philosophy which it enforces is based on the only legitimate foundation—love to God and love to man. Although the joint production of a Methodist and an Episcopalian, it is entirely free from sectarianism; and, withal, it carries out to the letter the design of the author, viz: that of producing a small, plain, simple work, so easy of comprehension that the youngest child might understand it, and presented in such a way that the child might love it also.

- 13.—*Lessons on the Parables of the Saviour, for Sunday Schools and Families.* 18mo., pp. 246. Boston: Crosby & Nichols. New York: C. S. Francis & Co.

The design of these lessons, in the form of dialogues, is to apply the practical teachings of our Saviour, illustrated as they are with peculiar power in his parables, with all possible sympathy, to the hearts of the young. The impressive lessons of purity, fidelity, self-control, truthfulness, justice, mercy, devotion, and love, inculcated in the impressive and beautiful parables of Jesus, as illustrated in this work, are well calculated to bring their sacred influence into the familiar sphere where children are daily living; into their houses, their employments, and their pleasures.

- 14.—*Hymns, Songs, and Fables, for Young People.* By ELIZA LEE FOLLEN. 18mo., pp. 99. Boston: William Crosby & Co.

The first edition of these poems was published in 1831; and from the preface to that edition, written by the lamented Dr. Follen, we learn that the pleasure they gave in a limited circle tempted the writer to print them. The edition just published has been enlarged by poems either not before printed, or that have had a very limited circulation, and also by a number of translations from the German. The gay and the grave are here blended together happily, illustrating the beautiful remark of Dr. Follen, that "the smile that overtakes its tears is as necessary to the child as the sun, after a spring shower, is necessary to the young plant."

- 15.—*Critical and Miscellaneous Essays.* By ALEXANDER H. EVERETT. Second Series. 12mo., pp. 475. Boston: James Munroe & Co.

The present volume contains eleven critical and miscellaneous essays, which have appeared, from time to time, either in the North American, Southern, or Democratic Reviews. The opening article, which occupies nearly one hundred pages, is an interesting biographical sketch of the adventurous, romantic, and varied life of Harro Harring, an exile now in this country, who lavished, without scruple, the whole wealth of his time, talents, and affections, in earnest and persevering, though, perhaps, in some cases, unfortunate efforts to establish, in other parts of the world, the political principles which form the basis of our free institutions. The other papers in this series are devoted to history, biography, philosophy, sculpture, and literary criticism. Mr. Everett has been a careful student, and is probably one of the most accomplished scholars that this country has produced; and the papers comprised in this collection will not suffer by comparison with some of the best productions of the "Modern British Essayists."

- 16.—*Shells from the Strand of the Sea of Genius.* By HARRIET FARLEY. First Series. 12mo., pp. 300. Boston: James Munroe & Co.

The fanciful name selected as the title for this collection, not inaptly indicates its character. It consists of stories, essays, poems, and fancies, which display an agreeable versatility of style and sentiment. Without any extraordinary evidences of genius, the volume exhibits the talents of the author in a favorable aspect; and the racy, agreeable tale, sketch, or poem, comprised in her "Shells," will afford far more pleasure than many a more pretending volume.

- 17.—*Remains of the Rev. William Jackson, late Rector of St. Paul's Church, Louisville, Ky. With a Brief Sketch of his Life and Character.* By Rev. WILLIAM M. JACKSON. 8vo., pp. 397. New York: Stanford & Swords.

It is well remarked, by the author of this volume, that it is not incident or achievement, but character, which imparts value to a biography. The former may impart an absorbing interest, and yet leave it utterly worthless; and, on the other hand, character may be developed where there is nothing of the bold or the amusing, the marvellous or the chivalric, to embellish or enliven the narrative. The life of the faithful pastor of a parish, like the subject of this memoir, is the character which the appreciating author attempts to delineate. Besides the interesting memoir, simple and brief, the volume contains selections from his private correspondence, fifteen parochial discourses, and a collection of fragments from his writings, which exhibit him in the light of a thoughtful, sincere, and devout minister of the Protestant Episcopal Church. Mr. Jackson's views of religion harmonize with that portion of the church to which he belonged, and denominated, in the theological phraseology of the day, evangelical.

- 18.—*An Introduction to Smith and Duke's American Statistical Arithmetic.* By FRANCIS H. SMITH, A. M., &c. (see notice of *Elemental Treatise on Analytical Geometry*.) 12mo., pp. 93. Philadelphia: Thomas, Cowperthwait & Co.

This little manual is particularly adapted to the increasing taste for statistical science, and is well calculated to prepare beginners for the study of the more advanced parts of it. Its order is natural, and its style as simple as the subject will admit. It is, moreover, relieved of much of the superfluous matter which works of this class usually possess.

- 19.—*The Life of William Alexander, Earl of Stirling, Major-General in the Army of the United States during the Revolution, with Selections from his Correspondence.* By his Grandson, WILLIAM ALEXANDER DUER, LL. D. Published for the New Jersey Historical Society. 8vo., pp. 272. New York: Wiley & Putnam.

There are but few names in the course of our Revolution which were more distinguished than that of Lord Stirling. His history, and the history of the events through which he passed, possess a peculiar interest; for some of the most important scenes in the war were those in which Lord S. gained honor for himself and for his country. The battles of Germantown and of Monmouth—of Long Island, where he was taken prisoner, as also the many minor brilliant exploits planned and executed by him, all show how much his heart was engaged in the cause of freedom. We have to regret exceedingly the loss of some of the most valuable of Lord Stirling's correspondence, especially that of General Washington; but the selections which we have here possess an almost inestimable value. The neat manner in which the work is published is highly creditable to the New Jersey Historical Society; and we only hope that other works as valuable may follow this, their second volume.

- 20.—*The Life of Napoleon Bonaparte.* By WILLIAM HAZLITT. In Six Parts. Nos. 87 to 92, of Library of Choice Reading. New York: Wiley & Putnam.

All our works on the French Revolution take but one side of the question; Hazlitt, apparently from a conviction of right, has taken the opposite ground;—not that, in defending Napoleon, he justifies every excess committed; Robespierre, if living, would not do that; but he justifies everything he dares, and admitting the blame of the rest, throws it all upon the coalition, who ought not to have reduced the French to the necessity of massacring the suspected which filled their prisons. His views on these points are really curious; and the way in which he points out the errors committed, seems to show a willingness to have them repaired in some future attempt. It is the merit of this work that it stands *alone*, and supplies a deficiency in history hitherto unfilled; but "the man of one book" should rely upon another author than Hazlitt for his opinion of the life and times of Napoleon.

- 21.—*Probabilities: an Aid to Faith.* By the author of "Proverbial Philosophy." 12mo., pp. 105. New York: Wiley & Putnam.

Few there are of our readers, we imagine, who have not at some time been delighted with those thrilling tales, "The Twins and Heart" and the "Crock of Gold," or who have not been instructed by a few lines from that well of thoughts, "The Proverbial Philosophy." Tupper's name has been so favorably known to the public, that a natural curiosity arises with his desirers to learn what next of beauty, of love, and of kindness, he will communicate to them; and in this little work we see with how much of care one can reason with the *sceptical*, showing them that if they consider *probabilities* simply, then the great doctrines of the existence of a God, etc., etc., might reasonably be expected. It is but a small work; but in its few pages, there is stored much truth—much food for thought. The style is somewhat Carlylish.

- 22.—*The Spaniards and their Country.* By RICHARD FORD, author of "The Hand-Book of Spain." Nos. 94 and 95, of the Library of Choice Reading. New York: Wiley & Putnam.

It is not till we take up a work like this of Mr. Ford's, that we discover how much may be learned of a people and their country in a book of travels. Not a page is wasted here in idle narrative, but it is all a mass of facts, and we carry away from its perusal more vivid impressions than are often derived from far more voluminous works. And yet, so far from wearying us, we part from him at last with regret, relieved, however, by the satisfaction derived from the consciousness of time well spent. Let any one, who suspects us of extravagance or partiality, take up the work and examine for himself, and before he is aware, he will be carried away with it, nor will his interest flag to the last—such is the peculiar vivacity of Mr. Ford's style. We know of no one book which gives us so full, clear, and accurate views of that remarkable country and its still more remarkable inhabitants.

- 23.—*Chronicles of the Cid; from the Spanish.* By ROBERT SOUTHEY. First American Edition. 8vo., pp. 486. Lowell: Daniel Bixby.

The *Chronicles of the Cid* is wholly a translation, says Mr. Southey; but it is not the translation of any single work, but comprises three, the first of which was printed in 1552. The translator omitted such parts as relate to the general history of Spain, and incorporated with it whatever additional circumstances, either of fact or costume, are contained in the *Cronica General*, or the *Poema del Cid*. The poem is to be considered as metrical history, not metrical romance. The writer, whose name unfortunately has perished, is pronounced by Southey the Homer of Spain. The style of the translator resembles the Scriptural. It is a work that will interest the scholar and the antiquarian, and is, in every respect, one of the finest specimens of typographical elegance that we have seen; resembling in its appearance the handsomest productions of the British press.

- 24.—*The Architect.* By WILLIAM H. RANLETT. 4to., Nos. IV. and V. New York: W. H. Graham.

We have heretofore expressed our opinion of this valuable publication. No. IV. contains two views, viz: a perspective view of the English cottage style, and a perspective view in the Grecian style; and in No. V. we have the celebrated Tudor style, which arose in England under the auspices of Henry VII. Each number has six plates, from handsome drawings on stone, in the first style of tinted lithography; and at the close of the number we find complete specifications and directions for building, and full estimates of the quantity of materials and labor required in their erection.

25.—*An Analysis of the Principles of Equity Pleading, containing a Compendium of the Practice of the High Court of Chancery and the Foundation of its Rules; together with an Illustration of the Analogy between Pleadings at Common Law and in Equity.* By D. G. LUBE, Esq., of Lincoln's Inn, Barrister at Law. Second American, from the last London Edition, with Notes and References to American Cases. By J. D. WHEELER, Esq., Counsellor at Law. New York: Banks, Gould & Co.

This work is a republication of the English edition, embracing the important topics of pleading and practice in equity, with notes and references to American cases. The American editor, in his preface, states "that those subjects are admirably condensed within the limits of this small volume; and yet they are so full in detail, that nothing of importance is omitted." The volume, itself, is compiled in a very condensed form; and, from the importance of the subject of equity jurisprudence in the various States of the Union, and the seeming value of the work, we doubt not that it will be favorably received by the legal profession.

26.—*Lives of Edward Preble and William Penn.* 12mo., pp. 408. Boston: Charles C. Little and James Brown.

This volume constitutes the twelfth number of the second series of the American Biography, conducted by Mr. Jared Sparks. The first sketch is the life of Edward Preble, by Lorenzo Sabine. Its subject was a prominent naval commander, originally from the State of Maine, and a commodore in the navy of the United States. From this well-compiled biographical sketch, it would appear that he maintained a high reputation during a long and active life, and performed signal services for his country. The life of William Penn, by George E. Ellis, exhibits the prominent facts connected with the career of the distinguished founder of Pennsylvania. The author has collected, from the abundant materials within his reach, the circumstances connected with this eminent individual, and has exhibited them in a clear and condensed form. We would here commend this valuable series of American Biography, as exhibiting authentic and judiciously compiled sketches of distinguished Americans, which may be consulted with equal pleasure and profit.

27.—*Memoirs and Correspondence of Jane Taylor.* By ISAAC TAYLOR, author of the "Natural History of Enthusiasm," "Fouchism," etc. 18mo., pp. 274. New York: Carter's Cabinet Library.

The name of Jane Taylor has been associated with some of our earliest intellectual pleasures, if not with our first impressions of virtue and piety. Her writings have instructed the young, while they have afforded the purest, because most intellectual, delight. This little volume embraces a simple and appropriate memoir of her life, together with much of her private correspondence. Written by one who knew her intimately, it undoubtedly furnishes a correct delineation of her genius and her virtues.

28.—*Correspondence between a Mother and her Daughter at School.* By MRS. TAYLOR and JANE TAYLOR. 18mo. New York: Robert Carter.

For the purpose of conveying instruction to young people at school, the method of letters from a mother was adopted, as the most natural and convenient, and as most likely to engage the attention of those for whose use the volume is designed. The letters should be read by every boarding-school miss in the country.

29.—*The Wyckliffites; or, England in the Fifteenth Century.* By Mrs. Colonel MACKAY, authoress of the "Family at Heatherdale," etc., etc. 12mo., pp. 429. New York: Robert Carter.

This story, founded on historical data, of a secular as well as religious character, does not treat of Wyckliffe's personal history, nor of the times in which he lived. Its design is to illustrate the tenets he taught, and to exhibit the influence they continued to exert over a succeeding generation; and with this view Mrs. Mackay has blended them with a historical narrative of the fifteenth century. The Wyckliffites had not only to endure reproach as heretics, and to risk the dangers that attended it;—they had also to bear their part in the troubles of their country, both in public and private life; and, although it brings to light no new facts, but simply revives the old, it presents them in a new and more attractive form.

30.—*Physiology, Animal and Mental: applied to the Preservation and Restoration of Health of Body, and Power of Mind.* By O. S. FOWLER, Practical Phrenologist, Editor of "The American Phrenological Journal," "Education and Self-Improvement," etc. 12mo., pp. 312. New York: Fowler & Wells.

The moral tendency of Mr. Fowler's works, without, so far as we have seen, a single exception, is decidedly beneficial. Although not an elegant or finished writer, Mr. Fowler understands the art of enforcing truth with an eloquence and power quite irresistible. Phrenology is the key with which he unlocks the mysteries of human nature; and, with its principles as a guide, studies humanity in all its relations. In the present treatise, he shows that power of mind depends on vigor of body; and that the moral virtues are influenced—almost controlled—by physiological conditions. We should be glad, our limits admitting, to present an outline of the contents of this work; but must be content with merely commending it to our readers as well calculated to teach us how to "restore and enhance the blessings of health and life—and, above all, to promote moral excellence and intellectual progression."

31.—*Encyclopædia of English Literature, &c.* Edited by ROBERT CHAMBERS. Boston: Gould, Kendall & Lincoln.

We expressed our opinion as to the value of this work in the March number of this Magazine. We have since received two additional numbers, (III. and IV.,) which only tend to enhance our estimate of its excellence. It is a library in itself, embracing a practical history of English literature from the earliest to the present time.

- 32.—*A Universal Gazetteer; containing Statistical and Other Information of all the more Important Places in the Known World, from the most Recent and Authentic Sources.* By THOMAS BALDWIN, assisted by several other Gentlemen. Third Edition. With an Appendix, containing more than Ten Thousand Additional Names. Accompanied by a Map, exhibiting the Canals and Railroads of the United States. 12mo., pp. 648. Philadelphia: Lindsay & Blackstone.

The distinguishing feature of this Gazetteer is, that it furnishes a uniform standard of pronouncing the names of cities, towns, &c. Heretofore, very little attention has been paid to geographical orthoëpy; and this is, we believe, the first attempt to furnish a correct standard. The condensed form in which the information touching the most prominent or considerable places in the world is presented, is a feature that will enhance its value to most persons, who, in general reading, find it necessary to consult a Gazetteer. To the student of geography, it would seem to be indispensable.

- 33.—*The Book of Travels in Africa, from the Earliest Ages to the Present Time. Compiled from the best authorities.* By JOHN FROST, LL. D., author of the "Book of the Navy," "Book of the Army," etc., etc. 12mo., pp. 252. New York: D. Appleton & Co.

This book, like the former compilations of Dr. Frost, is designed for popular reading;—rather for the million than the student. It imparts a general view of the progress of discovery in Africa, connected with particular travels and adventures of the most conspicuous of the several enterprising men who have explored the interior of that vast and almost unknown continent. The numerous embellishments, scattered over its pages, are from sketches by Major Denham, and render the work interesting and useful to the reader, and at the same time more effectually impress on the mind a knowledge of the general subject.

- 34.—*A Complete Key to Mitchell's School Geography, containing Full Answers to all the Questions on the Maps, etc.* By JAMES E. CARROL. 12mo., pp. 455. Philadelphia: Thomas, Cowperthwait & Co.

Although intended chiefly for the aid of teachers, this work may be consulted with advantage by private students of geography, and also by parents giving instruction to their children at home. Besides full answers to all the questions on Mitchell's maps, it contains much additional information, derived from the most recent and authentic sources; besides a great amount of statistical information, which will render it valuable as a cheap and convenient book of reference.

- 35.—*Twenty-Six Years of the Life of an Actor and Manager: interspersed with Sketches, Anecdotes, and Opinions of the Professional Merits of the most Celebrated Actors and Actresses of our day.* By FRANCIS COURTNEY WEMYSS. 2 vols., 12mo., pp. 402. New York: Burgess, Stringer & Co.

The life of an actor is generally rich in incidents, and there are few so grave as not to be more or less interested in the anecdotes of the green-room. Mr. Wemyss, in the present volume, has something to say of nearly all the European actors who have appeared upon the stage during the last twenty years. Booth, Edmund Kean, Forrest, Macready, James Wallack, Anderson, Charles Kean, Cooper, Hamblin, Conway, Keene, the Woods, As A. Adams, Hill, Madame Vestris, Lydia Kelly, Celeste, Fanny Kemble, Mrs. Austen, Mrs. Knight, Ellen Tree, and Fanny Elssler, all figure prominently in the work. The criticisms are not always just, but there is an air of truthfulness in the narrative that inspires the reader with confidence in its general fidelity.

- 36.—*Valentine M'Clutchy, the Irish Agent; or, Chronicles of the Castle Cumber Property.* By WILLIAM CARLETON, author of "Traits and Stories of the Irish Peasantry," "Fardorougha, the Miser," "Jane Sinclair," etc. 12mo., pp. 408. New York: D. & J. Sadlier.

This novel has been pronounced the most powerful production of its author. It was written to exhibit a useful moral lesson—to startle the hard-hearted landlord and flagitious agent into a perception of their duty. It exhibits, in bold relief, the two great curses of Ireland—bad landlords and bad agents; and it shows the negligent and reckless absentee how those from whose toils and struggles he derives his support are oppressed, and fleeced, and trampled on in his name. The narrative of the story, a truthful picture of Irish life, is well sustained.

- 37.—*The Judson Offering, intended as a Token of Christian Sympathy with the Living, and a Monument of Christian Affection for the Dead.* Edited by JOHN BOWLING, D. D., author of "History of Romanism," etc., etc. 18mo., pp. 294. New York: Lewis Colby & Co.

The recent visit of the venerated pioneer of American missions to the East, the Rev. Dr. Judson, suggested the idea of preparing the present volume. It consists of a variety of sketches, narratives, and poems, from different pens, all bearing on the subject of missions, and connected more or less with the design of the book. The editor has aimed to avoid everything of a controversial character, and thus endeavored to render it an acceptable offering to the friends of missions, without distinction of denomination. The selections are made with taste and judgment, and possess a fair share of literary excellence.

- 38.—*Tremayne's Table of Post-Offices: containing an Alphabetical List of Post-Offices through the United States; Distances from Washington, D. C., and State and Territorial Capitals, respectively. Also exhibiting the Post-Offices in each State, as well as County. With an Appendix of the United States and British Tariffs.* 12mo., pp. 321. Philadelphia: Thomas, Cowperthwait & Co.

The contents of this work are explained in the title. It contains, besides, however, the Post-Office Law, and all the regulations of that Department of interest to the public. Its value to publishers, merchants, and indeed all who have occasion to correspond with different sections of our extensive territory, is sufficiently apparent.