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Art. I.—COMMERCE OF FRANCE, IN 1845.

A GENERAL REVIEW OF THE COMMERCE OF FRANCE WITH ITS COLONIES,
AND WITH FOREIGN POWERS, DURING THE YEAR 1845.*

THE *Tableau Général du Commerce de la France*, is a "public document" published annually by the custom-house department of the French government, exhibiting, in tabular form, full and detailed statistics of the commerce of France during the previous year. The Report, for 1845, is a folio of some 700 pages, the contents of which are digested and exhibited in brief form, in twenty tables, which, with some general observations prefixed, referring to each table, are placed at the beginning of the work, under the title of Analytical Summary. These general observations we now lay before the reader. The terms "general commerce" and "special commerce," which frequently occur in the course of them, are explained in the *Merchants' Magazine* for May, 1846, Vol. XVI., p. 476, where may be found, also, a translation of the like summary of French commerce for 1844. It is sufficient, at present, to state, that the term general commerce, as technically used in these reports, embraces every branch of commerce, as well the carrying trade through France, as importation for home consumption, and exportation of home products and of

* For similar reviews of the commerce of France, for the years 1843 and 1844, see *Merchants' Magazine* for July, 1845, Vol. XIII., No. 1, pp. 26 to 37, and Vol. XVI., No. 5, for May, 1847, pp. 476 to 486. For an elaborate article on the trade and commerce of France, from 1827 to 1840, with full and complete tabular statements, derived from the French official documents, we refer the reader to the *Merchants' Magazine* for September, 1842, Vol. VII., No. 3, pp. 229 to 241. Also, to same work, for May, 1843, Vol. VIII., No. 5, pp. 435 to 439, bringing the commerce of France down to 1841, and the present paper to 1845. For the official documents, furnishing the materials for these papers, we are indebted to M. D. L. Rodet, a distinguished political economist, residing at Paris. [ED. MERCHANTS' MAGAZINE.]

such foreign products as have paid import duties and are re-exported. The term special commerce, designates importation for home consumption and exportation of home products, and excludes the carrying trade.

GENERAL AND SPECIAL COMMERCE. The general commerce of France with the colonies and with foreign powers, in 1845, again presents results more favorable, on the whole, than those of previous years.

In value, it has risen to the considerable amount of 2,427,000,000* francs; of which, there were imports, 1,240,000,000 francs; exports, 1,187,000,000 francs.

Compared with the movement of 1844, and taking imports and exports together, there is an increase of 88,000,000 francs, or 4 per cent. Compared with the average of the four years preceding 1845, there is an increase of 257,000,000 francs, or 12 per cent.

In imports, the advance is 4 per cent on those of 1844, 9 per cent on the average of the last five years; the advance in exports, is 4 and 15 per cent on those periods respectively.

The special commerce of France, or that which, on the one hand, imports foreign products for home consumption, and on the other hand sends home products abroad, amounted, in value, to 1,704,000,000 francs, which is higher, by 47,000,000 francs, or 3 per cent, than the figure of 1844—by 167,000,000 francs, or 11 per cent, than that of the average of five years preceding. The value of foreign goods entering into consumption in France, was 11,000,000 francs, or 1 per cent less than that of the imports of, but greater, by 34,000,000 francs, or 4 per cent, than the average figure of the last five years. On the other hand, the export of French products has, at the same time, increased 58,000,000 francs, or 7 per cent, on 1844, and 133,000,000 francs, or 19 per cent, on the average of five years.

COMMERCE BY LAND AND BY SEA. With reference to the two great

* The following table exhibits the general course of the foreign commerce of France, during the last 15 years, in periods of 5 years. The excess of the 2d period over the 1st, is 34 per cent; of the 3d over the 1st, 61 per cent; and of the 3d over the 2d, 20 per cent:—

	Years.	Imports.	Exports.	Total.
First Period.....	1831.....	513,000,000	618,000,000	1,131,000,000
	1832.....	653,000,000	696,000,000	1,349,000,000
	1833.....	693,000,000	766,000,000	1,459,000,000
	1834.....	720,000,000	715,000,000	1,435,000,000
	1835.....	761,000,000	834,000,000	1,595,000,000
	Total.....	3,340,000,000	3,629,000,000	6,969,000,000
Second Period.....	1836.....	906,000,000	961,000,000	1,867,000,000
	1837.....	808,000,000	758,000,000	1,566,000,000
	1838.....	937,000,000	956,000,000	1,893,000,000
	1839.....	947,000,000	1,003,000,000	1,950,000,000
	1840.....	1,052,000,000	1,011,000,000	2,063,000,000
	Total.....	4,650,000,000	4,689,000,000	9,339,000,000
Third Period.....	1841.....	1,121,000,000	1,066,000,000	2,187,000,000
	1842.....	1,142,000,000	940,000,000	2,082,000,000
	1843.....	1,187,000,000	992,000,000	2,179,000,000
	1844.....	1,193,000,000	1,147,000,000	2,340,000,000
	1845.....	1,240,000,000	1,187,000,000	2,427,000,000
	Total.....	5,883,000,000	5,332,000,000	11,215,000,000

branches of commerce—commerce by land and by sea—of the total value of imports and exports, say 2,427,000,000 francs, there were carried by water, 1,736,000,000 francs, and carried by land, 691,000,000 francs; maritime commerce thus forming 72 per cent of the whole. This relative proportion between land carriage and water carriage, has but little varied during the last five years; but both these distinct branches of the commerce of France have been on the increase.

Maritime trade has advanced 5 and 11 per cent on the year preceding, and on the average of the five years past, respectively; the increase of land traffic is 1 and 13 per cent.

This two-fold progress extends to both imports and exports. The import maritime trade has gained 5 and 7 per cent; import land traffic, 2 and 13 per cent; the export maritime trade, 5 and 16 per cent; the export land traffic, 1 and 13 per cent, as compared with the last year, and the average of the five years preceding.

MARITIME TRADE. Of the amount of 1,736,000,000 francs, forming the sum total of merchandise imported and exported by sea, there were carried in French vessels, 808,000,000 francs, or 46½ per cent; foreign vessels, 928,000,000 francs, or 53½ per cent.

The relative proportion between French and foreign flags, in 1844, was 46 and 54 per cent.

Of the 808,000,000 francs, forming the value of goods carried in French vessels, we have, under the head of privileged navigation, 284,000,000 francs, or 14 per cent more than in the previous year; open commerce, 524,000,000 francs, or 2 per cent more than in 1844.

Of the different branches of commerce exclusively confined to French bottoms, but one presents, in the value of goods transported, a sensible increase, amounting to 33 per cent; it is the French trade with Algeria.

COUNTRIES TRADED WITH. The countries which have dealt most largely with France, in 1845, are the United States, England, Switzerland, Belgium, the Kingdom of Sardinia, the German Customs Union, Spain, Russia, and Turkey.

The value of French commerce with these countries forms 72 per cent for the entire commercial movement of the year; the proportion, in this respect, being the same as in 1844.

The course of trade with each of these powers, in particular, was as follows:—

There was an increase in the trade with Russia, of 4 per cent; Switzerland, of 5 per cent; Belgium, of 14 per cent; Turkey, of 2 per cent.

There was a falling off in the trade with England, of 1 per cent; Sardinia, of 8 per cent; Spain, of 12 per cent; Russia, of 1 per cent.

The amount of trade with the Customs Union alone, of all the above States, remained the same both years.

The trade of France with almost all the other powers, has improved; more particularly with the Two Sicilies, Sweden, Norway, the Papal States, Peru, Portugal, Greece, Egypt, Austria, Denmark, and the countries beyond the Sound.

The French colonies have contributed to this advance, at the following rates of increase: Senegal, 60 per cent; French possessions in India, 9 per cent; Algeria, 31 per cent; Bourbon, 9 per cent; Martinique, 5 per cent; Guadeloupe, 1 per cent.

There has been a falling off, in 1845, in the French trade with the

English possessions in India, Tuscany, the Hanseatic Towns, Mexico, Rio de la Plata, and Hayti.

COUNTRIES IMPORTED FROM. The value of the imports from the United States, was 172,000,000 francs, or 14 per cent of the aggregate of importations. Of this amount, 141,000,000 francs are for merchandise imported for home consumption.

Compared with the preceding year, and with the average of the five years preceding, the trade with the United States exhibits an increase in general commerce, of 21 and 4 per cent; special commerce, of 5 and 8 per cent.

The value of goods imported from England, was 139,000,000 francs; of which 85,000,000 francs are for merchandise which remained in France. Since 1842, when the import trade with England reached the value of 154,000,000 francs, it has gradually fallen off. The diminution was 4 per cent in general commerce, and 7 per cent in special commerce, as compared with the year previous; 1 per cent in general, and 9 per cent in special commerce, as compared with the average of five years previous.

Belgium holds only the third place among nations in the general commerce of import into France, but ranks second among those from which France has imported for home consumption.

The value of these exports to France, was 117,000,000 francs; at no period has the special import trade with that power reached so high a figure; it exceeds, by 13 and 30 per cent, that of the two periods adopted for comparison.

Switzerland exported to France, to the amount of 104,000,000 francs; of this, 27,000,000 francs are for special commerce. There has been an advance of 5 and 30 per cent in this, and of 10 and 14 per cent in general commerce.

Sardinia, the German Customs Union, and Russia, exported less to France than in 1844. In articles for home consumption, the falling off is, for the first, 21 per cent; the second, 5 per cent; and the third, 20 per cent.

There was scarcely any fluctuation in the imports from Spain and Tuscany. The exports from the Hanseatic Towns have fallen off 28 per cent; from Austria, 22 per cent; and from the Low Countries, 15 per cent.

With most of the other powers, the import trade of France has been on the increase. This is particularly the case with Turkey, the Two Sicilies, Norway, Egypt, Sweden, the Western coast of Africa, China, Cochin-China and Oceanica, Portugal, the Papal States, and Greece.

An increase is also remarked, in the imports into France, for its colonies, of 70 per cent from Algeria; of 51 per cent from Senegal; of 14 per cent from Bourbon and Guadeloupe; of 12 per cent from Martinique.

COUNTRIES EXPORTED TO. The export trade to the United States was not so great as in 1844. It has fallen, in general commerce, from 161,000,000 francs, to 143,000,000 francs; in special commerce, from 102,000,000 francs, to 97,000,000 francs. Comparing with the average of the last five years, we have an increase of 8 and 15 per cent in favor of 1845.

Exports to England have risen in value to 148,000,000 francs. This is 4,000,000 francs more than in 1844; 3,000,000 less than the average of the five years previous. Of this amount of 148,000,000 francs, the

products of France comprise 110,000,000. This latter amount is greater, by 11,000,000 francs, than the value of French products exported to England in 1844.

Belgium received from France, of the products of different countries, 29 per cent, and of French products, 24 per cent more than during the year previous.

The French export trade to Algeria, continued to increase in 1845. It reached the value of 99,000,000 francs; of which, the products of the soil and industry of the mother country comprise 89,000,000 francs. The increase is particularly noticeable since the beginning of 1844. Before then, the amount of French products sent to the African colonies, did not exceed 16,000,000 francs. Algeria is at present one of the best markets for French exports. In this respect, it ranks in the third place.

There was an increased demand for French products in the Hanseatic Towns, Turkey, the Two Sicilies, the Papal States, Austria, Portugal, and Mecklenburg-Schwerin. Inconsiderable, hitherto, the export trade to countries beyond the Sound reached the amount of 1,500,000 francs in 1845.

The export trade to the French colonies, Antilles and Bourbon, as well as to Tuscany, Mexico, Rio de la Plata, Hayti, and Egypt, has been less active since 1844.

ARTICLES OF IMPORT. Of the whole value of imports into France, raw materials necessary to manufactures comprise 678,000,000 francs; of which, 612,000,000 francs' worth were used in domestic consumption.

The value of products imported for consumption in the natural state, was 264,000,000 francs; of manufactured products, 208,000,000 francs. The former, to the extent of 188,000,000 francs, entered into domestic consumption; the latter form an item of 57,000,000 francs in special commerce.

Compared with 1844, and the average of five years, there is an increase in the import of materials, necessary in manufactures whether for domestic use or otherwise, in general commerce, of 8 per cent; in special commerce, only 2 and 6 per cent.

There has been a falling off of 13 per cent in the consumption of articles in the raw state. The special importation of manufactured goods exceeded that of the two periods adopted for comparison, by 5 per cent.

Cotton and silk take the lead among raw materials imported. The value of raw cotton imported was, in general commerce, 129,000,000 francs; in special commerce, 108,000,000 francs.

The value of cotton imported in 1844, was but 111,000,000 francs; that of cotton consumed, but 105,000,000 francs. The increase is 17 per cent in general, and 3 per cent in special commerce. During the same year, the value of silk imported was but 103,000,000 francs; that of silk consumed, 61,000,000 francs. The increase in this article is 5 and 6 per cent.

Of 71,000,000 francs' worth of wool, imported into France, 50,000,000 francs' worth were absorbed in domestic manufactures. This is 1,000,000 francs more than in 1844; 5,000,000 more than the amount of the average of the last five years.

The value of hard coal imported for home consumption was 30,000,000 francs. This is an advance of 25 per cent on the preceding year.

The value of sugars imported from the French colonies was 64,000,000

francs; 57,000,000 francs were paid for in value. These figures were not reached at any period of the last five years.

Oleaginous grains for home consumption, reached the value of 39,000,000 francs, in 1844, which has risen to 46,000,000 francs, in 1845.

On the other hand, the value of cereal grains which have paid duties has fallen from 51,000,000 francs, in 1844, to 16,000,000, in 1845, say 69 per cent.

The value of linen and hempen thread that entered into consumption was 28,000,000 francs, which is 4,000,000 francs, or 14 per cent less than in 1844.

There was no sensible variation in the value of olive oil, coffee, lead, cast iron in the mass, bars, clock-works, exotic woods, silk goods, rice, horses, and cattle.

A slight increase is perceived in the import of leaf-tobacco, foreign sugar, zinc and tin.

There is a noticeable increase, also, in the importation of copper; the value that entered into consumption was 6,000,000 francs more than in 1844.

There was a falling off comparatively slight in the import trade in indigo, cochineal, flax, hemp, tallow, and fat.

ARTICLES OF EXPORT. The value of exports was 1,187,000,000 francs, in general commerce; of which 381,000,000 francs are for products in the natural state, and 806,000,000 for manufactures.

Of this amount, the value of the products of the soil and industry of France is 848,000,000 francs; of which 210,000,000 form the value of products in the natural state, and 638,000,000, that of manufacture.

There was an increase in both the general and special commerce of France, in 1845, whether compared with the previous year, or the average of the last five years. This increase, which in general commerce, in the export of merchandise, is 6 and 10 per cent, in the export of products in the natural state, rises to 11 and 12 per cent, taking into view only the products of the French soil; 3 and 10 per cent in the export of manufactured goods in general, and 6 and 21 per cent in the export of the national fabrics of France.

Among natural products, the export trade in which has increased, that in wines has advanced 3,000,000 francs, or 6 per cent; cereal grains, 6,000,000 francs; madder, 3,000,000 francs, or 30 per cent. The export of brandies has not been so brisk; however, it has come within 200,000 francs of the figure of 1844.

The export of French manufactures continues to exhibit an advance. Cotton fabrics may be cited as an instance, the export of which has increased 18,000,000 francs. The value of cotton and woollen threads exported, 7,000,000 francs, or 340 per cent greater than before. In previous years it never went beyond 2,000,000 francs.

The value of refined sugars exported was 9,000,000 francs, or 110 per cent greater than in 1844.

An increase less considerable is also noticed in the export of paper, glassware and crystals, metal works, machinery, and tools.

There is a falling off of 3,000,000 or 4,000,000 francs, in the export of silk, linen, and hempen fabrics.

TRANSIT TRADE. The value of goods carried through France in the transit trade, was 212,000,000 francs; the weight, 432,940 metrical quin-

tals; or 8 per cent more, both as to weight and value, than in 1844, a year yet unequalled in its results.

As in preceding years, the transit trade in cotton and silk fabrics, silk, woollen fabrics, and cotton, has fallen off in value.

Cotton, castings, iron and steel, coffee, refined sugar, cotton fabrics, and raw and clayed sugars, comprise in weight more than half of the transit trade. Of these articles, cotton and cotton fabrics alone exhibit an increase; the advance is 23 and 7 per cent on 1844; refined sugar has fallen off 46 per cent; metals and coffee, 21 and 8 per cent.

Switzerland, the German Customs Union, Belgium, the United States, and Sardinia, have contributed the most to the transit trade of France, at the place of import.

The marked falling off in the aggregate of the carrying trade chiefly affected imports from the German Customs Union, the Sardinian States, and Belgium, and the exports to Spain, the United States, the Sardinian States, and England.

WAREHOUSING. The weight of foreign goods warehoused was 9,927,622 metrical quintals; the value, 695,000,000 francs, an advance of 431,104 quintals, and 31,000,000 francs, on 1844.

Thirty-four per cent of the whole value of goods warehoused were bonded at Marseilles, and 33 per cent at Havre. Marseilles has fallen off 3 per cent; Havre has gained 4 per cent. There has been an increase, also, at Bordeaux, Lyons, Nantes, Dunkirk, Rouen, Metz, Calais, and Boulogne. A falling off in value has taken place at Bayonne, Toulon, Cette, Strasbourg, Toulouse, and Orleans. The value of goods warehoused at Paris, was nearly the same in both years.

In weight, 40 per cent of the goods bonded were warehoused at Marseilles, and 24 per cent at Havre; the former losing 15, and the latter 24 per cent, on 1844. With something of a decrease in the quantity warehoused at Cette, Metz, Orleans, Toulouse, and Lyons, all the places of storage in France have shared in the upward tendency.

BOUNTIES. Bounties or drawbacks on importation, have been paid out to the amount of 21,054,477 francs, exclusive of the bounties to the cod and whale fisheries, the regulation of which belongs to the department of commerce. This amount is 6,256,547 francs more than in 1844, and 8,463,800 francs more than the average of the last five years. This increase comes particularly from the exportation of refined sugars, on which the amount of bounties paid was 13,198,000 francs. Of this, 3,521,763 francs went to sugars from the French colonies, 2,607,626 francs to foreign sugars; both together, more than 6,000,000.

Hitherto, the export of cotton-thread, with benefit of bounty, attracted little attention. But in 1845, there is an advance on 1844, in the quantity of the article exported, from 785 to 7,519 metrical quintals; the bounties paid have increased from 19,625 to 187,976 francs.

COD AND WHALE FISHERY. The cod and whale fishery did not turn out so well as in 1844. The returns were 391,296 metrical quintals of codfish, oil, and whalebone; 46,364 metrical quintals less than in 1844. Consequently, but 69,730 metrical quintals of cod were exported, instead of 100,281 quintals, the quantity exported in 1844.

One-half of these exports were to the French colonies, Guadeloupe and Martinique, and 22 per cent of the surplus to Italy.

DUTIES OF EVERY KIND. The duties from every source received at

the custom-house, amounted to the sum total of 217,421,597 francs ; of which the duties on imports amounted to 151,850,533 francs, on exports and navigation, and incidental receipts, 7,478,779 ; tax on the consumption of salt, 58,092,285.

The duties on imports yielded 263,728 francs less than in 1844, when the receipts were higher than ever before realized.

The decrease is chiefly in the receipts from the cereal grains, which yielded 5,500,000 francs less than in the previous year ; flax and hempen thread show a falling off in the receipts of 500,000 francs. This decrease has not been entirely made up by the aggregate increase of receipts from other articles, such as colonial sugars, cotton-wool, wool, foreign sugars, and coal.

The duty on the consumption of salt yielded 1,401,132 francs more than in 1844. This increase is about the same in amount as the falling off in 1844, from the year previous.

The aggregate receipts from duties are 1,595,893 francs more than in the previous year. The duties were collected at the principal custom-houses in the following proportions :—

Marseilles.....	37,594,000 francs, or 17 per cent.
Havre.....	27,802,000 “ 13 “
Paris.....	23,325,000 “ 11 “
Bordeaux.....	14,811,000 “ 7 “
Nantes.....	14,004,000 “ 6 “
Dunkirk.....	8,745,000 “ 4 “
Rouen.....	6,222,000 “ 3 “
Other custom-houses.....	85,019,000 “ 39 “

The commercial marine of France, employed in its import and export trade with the colonies and foreign powers, comprised 30,245 vessels, exclusive of vessels in ballast, measuring 3,572,000 tons. These results were never attained in preceding years.

Of the whole shipping, 42 per cent of the ships employed, and 39 per cent of the tonnage, was under the French flag. This is the same proportion as in 1844.

Of the 12,659 ships, measuring 1,398,000 tons, belonging to the French flag, 3,647 ships and 540,000 tons were employed in privileged commerce, and 9,012 ships, of the tonnage of 858,000 tons, were employed in navigation open to the competition of foreign powers. There was an addition of 209 sail, and 55,000 tons to the national shipping, and of 589 ships and 87,000 tons to foreign shipping.

The precise amount of the increase of the national marine of France, since 1844, is 898 ships, and 142,000 tons ; the increase of the foreign marine was 1,120 ships, measuring 142,000 tons.

Of the aggregate shipping, 6,287 were steam-vessels, measuring 842,000 tons ; this is 10 ships less than in 1844, but the tonnage is 92,000 tons greater.

The change in numbers is as follows :—There were 109 ships less, and 12,000 tons more employed under the French flag ; 99 ships and 80,000 tons more under foreign flags.

We annex, from the French official report, tabular statements of the French export and import trade with the United States, Mexico, and Texas, in 1845, as follows :—

EXPORTS FROM FRANCE TO THE UNITED STATES IN 1845.

Articles.	GENERAL COMMERCE.		SPECIAL COMMERCE.	
	Quantity.	Value.	Quantity.	Value.
Silk goods.....kilog.	552,634	f.63,371,414	327,664	f.37,919,860
Woolen goods.....	888,689	22,587,444	736,472	18,266,865
Cotton goods.....	467,171	10,896,000	335,242	7,210,295
Wines.....litres	9,617,970	3,681,786	8,889,628	3,588,343
Manufactured skins.....kilog.	94,946	3,487,620	94,945	3,487,580
Cambric, lawn, and lace.value	.....	3,199,123	.....	2,605,886
Crockery, glass, & crystal. ....	.....	2,854,990	.....	2,809,228
Hair for spinning & hats.kilog.	69,016	2,760,640	6,100	244,000
Brandies and liquors.....litres	2,735,211	2,088,984	2,688,255	2,000,867
Volatile and essential oils.kilog.	19,502	1,950,200	16,733	1,673,300
Haberdashery & buttons.....	220,793	1,942,126	216,747	1,894,170
Clock-works.....value	.....	1,827,569	.....	92,195
Straw-braids.....kilog.	75,707	1,796,740	3,773	99,416
Madder, ground and unground	1,548,686	1,548,686	1,548,686	1,548,686
Silk, unbleached and dyed.....	17,206	1,489,296	1,329	1,123,255
Pasteboard, paper, books, &c....	375,920	1,482,068	333,848	1,344,630
General utensils.....value	.....	1,063,820	.....	809,220
Perfumery.....kilog.	120,906	846,342	120,510	843,570
Table fruits.....	1,112,477	816,414	721,005	592,872
Indigo.....	33,582	688,431	42	861
Olive oil.....	346,277	588,671	18,307	31,122
Cream of tartar.....	352,747	581,775	256,720	433,207
Fashions.....value	.....	550,491	.....	544,001
Cabinet furniture & toys.kilog.	95,960	535,475	93,502	524,413
Manufactured cork.....	171,880	515,640	30,556	91,668
Manufactures of India Rubber	50,248	502,480	44,108	441,080
Flax and hemp goods.....	39,277	466,232	28,680	304,979
Prepared skins.....	72,439	453,677	66,571	408,701
Pure gums.....	316,987	443,782	2,432	3,405
Ornamental feathers.....	4,025	334,075	4,025	334,075
Prepared medicines.....	46,793	319,130	46,746	318,660
Articles of Paris manufacture.	34,173	300,100	34,173	300,100
Musical instruments.....value	.....	294,579	.....	284,612
Wrought metals.....kilog.	103,272	289,605	102,006	281,529
Artificial flowers.....value	.....	283,699	.....	283,699
Jewelry.....kilog.	228	267,492	168	114,150
Straw hats.....value	.....	265,578	.....	131,620
Verdigris.....kilog.	119,228	238,456	119,228	238,456
Fish, in salt or oil.....	93,600	234,000	93,600	234,000
Furniture.....value	.....	210,641	.....	206,746
Other articles.....	.....	4,914,665	.....	3,819,250
Total.....	.....	142,969,935	.....	96,484,572

IMPORTS FROM THE UNITED STATES INTO FRANCE.

Articles.	GENERAL COMMERCE.		SPECIAL COMMERCE.	
	Quantity.	Value.	Quantity.	Value.
Cotton-wool.....kilog.	67,898,149	f.122,216,668	56,642,326	f.101,956,025
Leaf tobacco.....	14,815,806	34,076,354	11,054,449	25,425,233
Potash.....	4,331,379	2,598,828	3,319,628	1,991,777
Raw hides.....	1,872,580	2,210,033	1,688,651	1,978,309
Whalebone.....	423,879	1,483,576	266,185	931,647
Rice.....	3,523,732	1,182,042	3,579,986	1,204,544
Oak staves.....No.	3,508,764	1,095,154	3,811,037	1,203,645
Raw tallow.....kilog.	1,913,412	1,052,377	2,383,024	1,310,663
Gold dust.....	34,688	1,040,640	34,688	1,040,640
Pig lead.....	1,661,743	747,784	2,109,192	949,136
Dye-woods.....	2,192,438	438,987	858,437	171,687
Coffee.....	509,374	432,968	253,118	215,150

Commerce of France, in 1845.

IMPORTS FROM UNITED STATES INTO FRANCE—CONTINUED.

Articles.	GENERAL COMMERCE.		SPECIAL COMMERCE.	
	Quantity.	Value.	Quantity.	Value.
Quercitron.....kilog.	1,039,596	f.374,254	778,010	f.280,083
Cochineal.....	9,824	294,720	10,373	311,193
Unrefined sugar.....	399,417	190,951	50,363	22,689
Raw yellow wax.....	82,689	165,378	87,986	175,972
Pitch and resin.....	1,464,581	146,458	1,551,592	155,159
Silk goods.....	1,379	140,934	10	1,078
Fined oils.....	58,881	117,762	21,532	43,064
Tea.....	19,269	115,614	418	2,508
Salt meat.....	161,275	112,892	5,785	4,050
Wheat flour.....	319,555	111,844	22,059	7,721
Gum copal.....	45,021	108,050	43,009	103,221
Cabinet woods.....value	.....	102,028	.....	.....
Hops.....kilog.	81,030	101,288	61,121	76,401
Woollen goods.....	3,737	86,584	41	791
Vegetable filaments.....	84,693	84,693	87,678	87,678
Volatile oils or essences.....	3,070	82,100	1,316	39,660
Pimento.....	57,773	80,882	22,488	31,483
Ornamental feathers.....	4,352	74,069	2,979	50,643
Broom grass.....	69,831	69,831	69,831	69,831
Pure copper.....	32,270	64,540	43,830	87,660
Other articles.....	.....	854,603	.....	660,348
Total.....	.....	172,054,886	.....	140,691,295

EXPORTS FROM FRANCE TO MEXICO.

Articles.	GENERAL COMMERCE.		SPECIAL COMMERCE.	
	Quantity.	Value.	Quantity.	Value.
Silk goods.....kilog.	31,731	f.3,724,802	22,004	f.2,578,002
Cotton goods.....	91,567	2,358,534	70,380	1,651,249
Woollen goods.....	47,498	1,011,708	46,679	996,013
Paper, books, and engravings.	272,125	887,801	271,975	886,997
Haberdashery and buttons.....	83,042	660,488	79,310	625,536
Crockery, glass, & crystal. val.	.....	552,554	.....	506,659
Wines.....litres	309,210	346,063	304,595	343,859
Utensils and machinery.....kilog.	76,511	341,436	68,040	316,826
Flax and hemp goods.....	11,849	260,285	7,800	189,133
Perfumery.....	29,923	195,461	27,923	195,461
Prepared and dressed skins....	16,931	169,531	16,931	169,531
General utensils.....value	.....	122,280	.....	133,000
Brandies and liquors.....litres	65,345	109,278	61,394	103,979
Parisian manufactures.....kilog.	10,552	106,280	10,552	106,280
Other articles.....	.....	1,834,322	.....	1,370,334
Total.....	.....	12,701,823	.....	10,172,859

IMPORTS FROM MEXICO INTO FRANCE.

Articles.	GENERAL COMMERCE.		SPECIAL COMMERCE.	
	Quantity.	Value.	Quantity.	Value.
Cochineal.....kilog.	124,444	f.3,733,320	85,732	f.2,571,971
Dye-woods.....	10,259,676	2,051,935	7,199,944	1,439,989
Vanilla.....	5,821	1,462,750	2,388	597,000
Raw hides.....	125,783	202,311	129,842	206,346
Jalap-root.....	45,705	146,250	6,435	20,592
Sarsaparilla.....	31,399	94,197	44,172	132,516
Cotton-wool.....	19,240	34,632	203	366
Pure copper.....	5,100	10,200	9,975	19,950
Other articles.....value	.....	53,302	.....	41,587
Total.....	.....	7,788,903	.....	5,030,317

Cost of Production and Foreign Demand for our Breadstuffs. 557

EXPORTS FROM FRANCE TO TEXAS.

Articles.	GENERAL COMMERCE.		SPECIAL COMMERCE.	
	Quantity.	Value.	Quantity.	Value.
Wines.....litres	49,837	f.82,874	49,837	f.82,874
Brandies and liquors.....	11,048	10,296	11,048	10,296
General utensils.....value	.....	7,560	.....	7,560
Glassware.....kilog.	19,736	5,993	19,736	5,993
Skins dressed and prepared....	286	4,232	286	4,232
Various French manufactures.	258	1,940	258	1,940
Other articles.....value	.....	1,836	.....	1,779
Total.....	.....	114,731	.....	114,674

IMPORTS FROM TEXAS INTO FRANCE.

Articles.	GENERAL COMMERCE.		SPECIAL COMMERCE.	
	Quantity.	Value.	Quantity.	Value.
Cotton-wool.....kilog.	58,338	f.105,008	21,200	f.38,160
Oak staves.....No.	3,021	1,057	3,021	1,057
Raw tallow.....kilog.	215	118	215	118
Other articles.....value	.....	50	.....	50
Total.....	.....	106,233	.....	39,385

Art. II.—COST OF PRODUCTION AND FOREIGN DEMAND FOR OUR BREADSTUFFS.

AMONG the many interesting subjects which are at this time exciting the attention of the commercial and agricultural classes, there is none more deeply interesting than that upon which we propose to say a few words—the probability of a permanent foreign demand for, and cost of producing our breadstuffs. There seems to be, at the present time, a strong tendency among commercial nations, towards abandoning their old systems of restrictions and protections, and substituting instead a more free and equal system of commercial legislation; and certain it is, that if this, the doctrine of free trade, advances with the same giant strides for the next ten years, that it has for the last five, we may expect to see it, ere long, firmly established on the ruins of its “illustrious predecessor.” If we understand this doctrine rightly, the fundamental principle of it—the foundation-stone upon which it is all built—is, that, in the universal competition among nations, produced by free trade, that nation which, by means of its greater natural advantages, cheaper labor, more abundant capital, or greater skill, industry, or energy, can produce a given article cheaper than others, will command the market of the world for that article. In view, therefore, of this result, it behooves us to look around and ascertain, if we can, what peculiar advantages we possess for producing certain articles, and what those articles are. It is evident that in the production of cotton, for instance, no nation could compete with us, and we should have then, as we do now, almost the entire monopoly of the article; so, also, in some articles of manufactures, and the fisheries. It is very doubtful, for instance, whether any nation could compete with us in foreign markets, for the supply of the coarser cotton fabrics; and it is certain that, though the English and French can “fit out” their whale-ships as cheaply, we could, by superior skill and management, drive them completely from the ocean. With regard to many other articles, however, there is a great diversity of opinion, and especially so with regard to our ability to supply foreign nations with breadstuffs. One great reason of the difference of opinion on

this subject seems to arise from the different views which seem to obtain as regards the "cost of production." It is utterly useless to talk about what we can supply, or what is likely to be the demand from abroad, until we have settled this point; as it is very evident that, however great may be the wants of other nations, or however great may be our ability to supply them, we cannot do so, unless we can afford to sell our produce cheaper than others. As with individuals, so with nations,—he who can purchase the cheapest, can sell the cheapest, and command the market. This, then, the "cost of producing" our breadstuffs, must be the basis of all sound reasoning upon the subject; upon this hang all the "profits," if not the law. Adam Smith tells us that all articles, whether manufactured or crude, which cost the labor of man to produce, and in the production of which there is a free competition, have what he calls a natural price; that is, a price barely above the cost of production. Around this natural price, or cost of production, prices gravitate,—sometimes above, sometimes below it. It is obvious that prices cannot long remain above this "natural" point; for if, from any cause, they do, it becomes a profitable business to produce it,—competition comes to the rescue, more is produced than is needed, the supply outruns the demand, and down come prices. So, also, if it fall below this natural point, it ceases to be profitable to produce it; people will not make to sell at a loss,—the supply ceases to be equal to the demand, and prices advance. Now the great staples of our breadstuffs have this natural price, as well as all other articles. There is in them, to be sure, peculiar and powerful disturbing causes, which (especially wheat and flour) cause them to fluctuate above and below this natural price, far more than other articles; but they have it, nevertheless. But what is this natural price? "that is the question." We can obtain an answer to it by applying to practical men. We ask two intelligent farmers in Illinois what they can produce Indian corn for; one says 15, the other 25 cents per bushel. The farmer in Michigan says he can produce wheat for 50 cents; the farmer in Western New York says he must have 70 cents. Not long since, it was proven, by "incontrovertible facts and figures," before a most respectable body in the city of New York, the American Institute, that wheat could be raised on the western lake shores, for 15 cents per bushel. Now, how are all these conflicting statements to be reconciled? We think the riddle can be solved. It is evident, in the first place, that the absolute cost of raising, added to the expense of transportation, is the "cost of production" of the article delivered in New York. But in what section of the country is this first expense of raising, merely, to be estimated? In New York, Ohio, or Wisconsin? It costs twice as much to produce it in the former as in the two latter States, and they raise perhaps forty times as much. Shall the States which raise the large quantities, or those which produce comparatively little, fix the value of the whole? In this connection it may not be uninteresting to take a glance at the history of the wheat and flour trade for the last thirty years.

Up to the time of the opening of the Erie Canal, in 1825, the principal wheat-growing regions were Eastern New York and Pennsylvania. The quantity of good wheat land was limited, and during the latter part of this period, the demand began to outrun all the supplies which could be produced from this limited region; the prices rose, the farms became more valuable, and the farmers were getting rich. Prices were considerably

higher at this time, than they have been since. The opening of the Erie Canal, however, soon changed the aspect of things ; it was found that the expense of producing wheat on the then cheap and productive lands of Western New York, was so much less than in the valley of the Mohawk, as to enable them to pay the additional expense of transportation, and still make it a more profitable business than their eastern neighbors. The result was as might have been expected. Western New York increased with amazing rapidity ; the prices of wheat and flour began to fall, and the old Knickerbockers of the Mohawk had to abandon, to a certain extent, the business of wheat-growing. This part of the country for a while held the reins and governed prices, and a large city was built up by the mere business of milling. As the population became more dense, farms rose in value, and the land required more and better tillage to produce the customary crops ; this of course raised the cost of producing them.

Ohio had in the meantime come into the field, and with as good and cheaper lands, took possession of the market. Several of the largest and best agricultural counties in New York, have been losing population for several years past, and their yearly product of wheat has, since 1840, remained stationary. Ohio now, in her turn, begins to feel the effect of competition ; her population begins to emigrate " West ;" and we are told in a letter, published in a recent report of the Commissioner of Patents, " that the wheat crop of Ohio has been decreasing for a number of years past, especially in the amount of its acreable product." Michigan, the northern parts of Indiana, Illinois, and Wisconsin, now govern the price and fix the cost of production. It remains to be seen whether some future States of Dacotah, Nebraska, or Minesota, beyond the Mississippi, will, in their turn, rule, and compel the population of these last-named States to emigrate to their own cheaper lands. We think not ; the next step will be across land, and not across water. The cost of transportation will be relatively much increased ; probably more than sufficient to counterbalance any advantages they may possess by reason of cheaper lands.

It seems, therefore, that the experience of the last twenty years teaches us, that the saving made in the cost of production, on cheap and good lands, more than counterbalances any additional cost of transportation. One striking fact in relation to this matter, will be observed in looking over the prices of flour in New York for the last thirty years. We find that for ten years previous to the opening of the Erie Canal, they were from one to two dollars higher than they have been since. From 1825 to 1836, the average price was about \$5 17 per bbl. ; from 1836 to 1839, the great inflation of the currency caused prices to advance, and they averaged \$8 32 ; from 1839 to January, 1846, prices averaged \$4 95 ; during the whole of this time, with the exception of the three years from 1836 to 1839, which we do not consider a fair criterion of anything, prices were very uniform, never going much above or much below the average rate of \$5 06 per bbl. As wheat always bears the same relative price as flour, in New York, it could not have varied much at any given point, from the same average rate for twenty years, excepting the three named. The conclusion, therefore, is, that the eastern wheat-growers have been driven from its cultivation, not because the price has fallen, but because their own lands have risen in value, increasing the cost of raising it. The cheap lands of the interior seem to have acted as a kind of regulator, keeping prices on the seaboard down to the lowest point of production.

We come now to a consideration of the question, what is the lowest point at which wheat can be raised in the West, under the most favorable circumstances? In considering this subject, it must be borne in mind that by far the greatest portion of wheat-growers in the West are so situated that they cannot find a market, but for the single crop of wheat. The expense of carting an article of so little value, compared with its weight, as corn, prevents this grain from being a crop of any value. A farmer, therefore, who lives fifty miles from the banks of a navigable river, or port, is completely shut out from a market. It is not fair, therefore, to take as a test the case of a farmer, who lives on the immediate banks of a navigable river, and is so happily situated that he can sell both crops at his door; neither are these peculiar localities sufficiently numerous to affect the general result. It is still less fair to take the case of an individual who can *hire* his labor done. We have seen numerous estimates of this kind, and there is about them a certain degree of plausibility calculated to mislead those not practically acquainted with the subject, and involving, moreover, the practical application of an important principle of political economy.

"I have," says some one in the West, "a piece of prairie land, which cost me, cleared and ready for a crop, \$3 50 per acre; the interest is so much; and I can hire all the necessary labor for so much more. In all, it costs me \$6 per acre, and I get from it 20 bushels of wheat, costing 30 cents per bushel. Admitting the truth of this estimate for the sake of the argument, it must be obvious that it is made by one who is not a farmer, but looks to some other means for his support, forgetting that what may be true as applicable to an individual, may be very far from true as applicable to a class.

Such a person, a professional man, for instance, living in the middle of a large agricultural community, may be able to *hire labor, to a limited extent*, to put in and take care of his crops; but he is not a farmer, and whilst his crops are growing, has to derive his support from the practice of his profession. Now, who supports him? The farmers, certainly; and does not this expense enter into the cost of raising wheat just as much as ploughing? But the farmer's case is very different; he has nothing to look to whilst his crops are growing, and though he may in the meantime derive his principal support from his farm, in other crops, has to look to his wheat to pay for all those necessities he cannot produce. The cotton-planter might, with the same propriety, not estimate the cost of keeping his negroes, whilst his crops are growing, as the farmer not estimate the cost of keeping the mechanics, merchants, millers, lawyers, &c., among them.

We would not be understood as recognizing the absurd distinction sometimes made between what are called the producing and non-producing classes. On the contrary, their services are obviously just as much needed, to produce and market a crop of wheat, as those of the farmer, or the farmer's horse, and enter just as much into its cost. The true test, therefore, of the cost of production, is to take, not the case of an individual, but that of a large class, exclusively devoted to the pursuit of wheat-growing, in one of the most remote sections of the country.

We will take a single county in Michigan, with which the writer is familiar, (St. Joseph,) on the St. Joseph River, in the interior, and from which the cost of transportation to the seaboard is as great as from any

part of the West. The price of wheat here is governed of course by the price of flour in New York, and its true average value has been 50 cents per bushel, equivalent to \$5 per bbl., for flour, in New York. It has been occasionally considerably higher, but the result has shown that the purchaser, in such cases, has lost what the seller has gained. Whenever the price fell below this, the farmer would hold on as long as he could, sell reluctantly, and complain that it did not pay him the cost of producing it.

At 50 cents, it was a fair living business for him; and we are confident, that, should prices fall permanently below this, the production of wheat in that section of country would be very much diminished.

But to try it by another test. According to the returns of the State Marshal, this county produced, in 1845, with a population of 10,000, 470,000 bushels wheat; in 1839, according to the United States census, it produced, with a population of 7,000, 131,450 bushels. The crop of 1845, was enormously large for so small a population; double, probably, the average of crops in any other wheat-growing section of the country. If we take the average of these two years as a fair test of the average product of the county, we shall have, with a population of 10,000, 320,890 bushels, yearly. This is the only crop raised in the county for export, and its surplus has to pay for all the articles imported, and which it is impossible to make among themselves. Deduct from 320,890 bushels, one-tenth for seed, and four bushels for the consumption of each inhabitant, and we have a surplus of 256,000 bushels, worth, at 50 cents, \$128,000, leaving \$12 80 to each person, to pay for iron, part of their agricultural implements, leather, groceries, clothing, and a thousand articles of indispensable necessity, which they cannot make themselves. We submit to common sense, whether this is not about the lowest point of production.

The relative value of wheat in New York, as compared with flour, at \$5, is \$1 02 per bushel; this was its average price, in that city, for the seven years ending December, 1845; and 52 cents, the difference between that and the Michigan price, is about the actual cost of its transportation. We have come, therefore, to the conclusion that 50 cents, in the interior, and \$1 02 per bushel for wheat, and \$5 per bbl. for flour, in New York, are the "natural prices," the actual cost of production, above which they could not permanently remain, without stimulating production, and below which they could not fall, for any length of time, without decreasing it.

To suppose that these are not the "natural prices," would involve the absurdity of believing that the wheat-growers have been, for the last twenty years, selling their products for less than they cost; or, on the other hand, have been getting rich at the expense of other classes, both of which positions we *know* to be false. The agricultural wheat-growing interest has been, it is true, steadily prosperous, but not more so than any other interest.

In the production of that other great article of our breadstuffs, Indian corn, the whole matter is widely different; and the rule we have laid down as governing the price of wheat on the seaboard, will not hold true as regards this grain. Although the soil of every part of the Mississippi valley is admirably adapted to its growth, the additional cost of transportation, on a grain of so little value, compared with its weight, has *not* counterbalanced the decreased cost of production on their far cheaper and more productive lands; we find, accordingly, but a trifling quantity coming to

our eastern market. According to the census returns of 1840, the entire corn crop of the country, in 1839, was 494,618,000 bushels; of which 320,617,000 bushels were raised in the valley of the Mississippi. The custom-house returns from New Orleans, and the canal returns from Buffalo and Oswego, the three great outlets of this valley, give as the annual shipment from all these places united, for the six years ending 1845, only 853,000 bushels; showing how small a quantity reaches a market in its crude state. Virginia, Maryland, and the States adjacent, have heretofore been able to keep out their western competitors, and monopolize the markets.

In this great valley, almost every product finds its peculiar home. The soil and climate about the lakes seem best adapted to the growth of wheat, and we find, accordingly, that about four-fifths of all the wheat and flour which reaches tide-water, from the country west of the Alleghanies, comes by the northern route, via the New York Canals. Corn, on the other hand, is better adapted to the rich river bottoms of the numerous streams which empty into the Ohio and Mississippi; and in its more portable shape of beef, pork, lard, whiskey, &c., finds its natural outlet at New Orleans.

There does not seem to be the same discrepancy of opinion about the cost of producing this grain as of wheat. Whilst the latter is at best but a precarious crop, requiring a great deal of care in its cultivation, and yielding, on an average, but about fifteen bushels to the acre, the other is a safe, certain crop, and can be raised with as little trouble, in favorable localities, as is required in New England to produce a crop of hay, and will yield from fifty to one hundred and twenty-five bushels to the acre, depending altogether on the care taken in its cultivation. It is, in fact, the hay of some parts of the West, and an Illinois farmer can produce a ton of shelled corn for about one-half what it would cost a Massachusetts farmer to raise a ton of hay.

Another great advantage it has over wheat, is in the harvesting; it can remain, if necessary, all winter in the fields, without injury, and be harvested at otherwise leisure moments. Wheat, on the contrary, *must* be harvested at a particular juncture, when time is valuable, and the farmer has to hire help to do it. Our personal experience is, that there are but few parts of the West where a farmer would not prefer raising corn, at 10 or 15 cents, at his door, to wheat at 50 cts. The great difficulty about it is the expense of transportation. During the five years ending December, 1845, a period during which all kinds of agricultural produce were exceedingly low, the average price of corn at New Orleans was 40 cents, and in New York, 56 cents, per bushel; and this, notwithstanding it can be profitably raised, in many portions of the West, at 10 cents per bushel. It is certainly a fair inference to suppose that, with immense quantities constantly seeking a market, it should have been kept down to as low a point as it could be afforded at; and we take, accordingly, 40 cents at New Orleans, and 56 cents at New York, as the "natural prices," the lowest rates at which any considerable quantity could be afforded for export.

We would here advert to one peculiarity in the laws which govern our supplies of breadstuffs from the interior, and which is always acting with great force to keep prices at a fixed rate. It is, that the cost of transportation being always the same, any change in prices comes with double force on the same article in the interior; thus, a rise of 20 per cent on flour in New York, when it is worth \$5, increases the value of wheat in

Michigan, nearly 50 per cent. On the other hand, a fall of 20 per cent, decreases its value 50 per cent. It is the action of this law which we believe ever prevents flour going, *permanently*, much above five dollars. A permanent decline to \$4 per barrel, in New York, would inevitably stop the growing of wheat, for export, in three or four of the largest wheat-growing States of the Union. A permanent rise to \$6, would stimulate its production to an extent that would outrun any demand we can conceive.

On the subject of foreign demand for our breadstuffs, much has been said and written; and it is exceedingly to be regretted that a subject so important should be so often made the foot-ball of party strife, rather than of calm discussion. That the time has come, when Great Britain must, whether from necessity or policy, it matters not, open her ports to the admission of breadstuffs, does not, we think, admit of a doubt. But other nations can produce them as well as ourselves; the question then is, who can sell the cheapest? At Dantzic, the great grain mart of Northern Europe, and from whence Great Britain has heretofore drawn a large portion of her supplies, the average price of wheat has been, according to McCulloch, and other good authorities, for twenty years past, about one dollar per bushel. We take Dantzic as the fairest criterion of European prices; for, though it is often quoted lower, at other ports, the difference is more apparent than real, the wheat being of an inferior quality. The Dantzic wheat is considered as good as the English, and Dantzic is considered by the English as their cheapest market on the continent.

We have seen that, with the exception of the four years of *insanity*, from 1836 to 1839, the average value of wheat in New York has been, as compared with flour, \$1 02 per bushel, for the last twenty years. We can, therefore, afford it about as low as they can; and the only advantage they would have over us would be in freight, the fair average of which, according to McCulloch and the returns of the British consuls, is 11 cents per bushel. From New York to Liverpool, a fair rate of freight, in ordinary times, is about 18 cents per bushel. They could undersell us, therefore, about 9 cents per bushel. This advantage would be obviated, to some extent, by our wheat being in the more portable shape of flour, and our more intimate commercial connections with Great Britain. We ought to possess great advantages over them by reason of our ports being open during the winter, whilst the ports of the Baltic and Black Seas are closed. We can derive little benefit from it, however, as our inland navigation is closed at the same time, preventing us from getting forward our supplies, when most needed. This great and growing evil to the trade of the West, will, we hope, ere long, be remedied by the completion of the Baltimore and Ohio Railroad, which, pushing onward, as it ultimately must, to St. Louis, will keep the market open, during the whole year, to Chicago and Michigan, and prevent their being longer mere tributaries to the State of New York. It is true, we have not, heretofore, furnished Great Britain with more than one-twentieth part of her foreign supplies of grain, but this was owing, in a great degree, to the operation of the "sliding scale," which seemed to have been framed for the express purpose of giving the nations of Northern Europe an advantage over us.

It would seem, therefore, that if Great Britain should permanently repeal her corn laws, we could furnish her with a portion at least of her supplies, *at low rates*. We must not flatter ourselves, however, that this would result in a permanent rise in the value of wheat and flour. An ad-

vance of half a dollar, above its average rate of five dollars, would, we feel confident, stimulate its production beyond any demand, however great, likely to exist. There could not, in fact, be a rise; for as soon as that took place, we should have to abandon the market to our foreign competitors.

It has been assumed, in every discussion we have seen upon this subject, that our inability to contend with Northern Europe, in this matter, arises from their cheap pauper and serf labor, and consequent lower cost of production. We think, however, that this is a mistake, and believe that facts will bear us out in the assertion that in no part of the world is the first cost of production so low as in our own western country; it is in the *cost of transportation*, they possess such vast advantages over us. Let us trace a bushel of wheat from the interior of the West to Liverpool. It is first drawn to the banks of a river or canal; from thence shipped to a lake port, thence to Buffalo, thence to Albany, shipped again to New York, and then to Liverpool. It pays four warehouse and shipping charges, and five distinct freights. A farmer in Poland takes his wheat to the Vistula, it is floated in arks to Dantzic, thence direct to Liverpool. It pays one warehouse and shipping charge, and two freights. Liverpool stands in the same relation to the farmer in Poland, as Buffalo to the farmer in Michigan, and it costs the latter just as much to deliver his at Buffalo, as it does the former to deliver his at Dantzic.

According to Mr. McCulloch, the expense of "arking" a bushel of wheat from the most remote provinces on the Vistula, 700 miles from Dantzic, is about 25 cents per bushel; from the provinces lower down, about 10 cents, and from those within 70 miles, but 2 cents per bushel. "It is conveyed," says he, "in barges, (built like our arks,) which are several weeks in making the voyage; the wheat is left exposed to the inclemencies of the weather, and the rain falling upon it causes it to grow, forming a thick mat which prevents the rain from penetrating more than an inch or two, and presenting the appearance of a floating meadow. On its arrival, the barges are broken up and sold for two-thirds their original cost, the men returning on foot. The wheat, all but the grown part, is thrown on shore, exposed to the sun, frequently turned over, till any slight moisture it may have imbibed, is dissipated. Should it rain, in the meantime, the wheat is thrown up into heaps, and covered with a linen cloth. It is frequently a long time after the wheat arrives at Dantzic before it is fit to be placed in the warehouses." If we deduct the highest freight on the Vistula, from the average price of wheat at Dantzic, it leaves the grower 75 cents per bushel. We have seen that \$1 02 in New York nets the farmer in Michigan 50 cents, showing pretty conclusively, that it is not in its first cost that they possess any natural advantages over us.

In regard to the probable future foreign demand for Indian corn, all we can say must be mere speculation. It is not to be supposed that the present remarkable state of things in Europe, which has raised its price to that of wheat, can remain permanent; nor is it to be taken as the slightest criterion of the future. It is yet a matter of doubt whether the people of Great Britain will continue to consume it when not compelled to do so by necessity.

It seems to have been generally admitted that in case Great Britain should require a regular supply of this grain, we should be able to under-

sell all competitors. This, however, admits of doubt; for other nations cultivate it extensively, and we are told by high authority, "that it has the widest geographical range of any of the cerealia; growing luxuriantly at the equator, and as far as the fiftieth degree of north, and the fortieth degree of south latitude; it is grown extensively in all the southern parts of Europe and Asia." Mr. McGregor, an eminent English statistician, and Secretary of the British Board of Trade, says that "there was shipped from Galatz and Ibraila, two ports at the mouth of the Danube, during the four years from 1837 to 1840, inclusive, 5,537,896 bushels of Indian corn, at 24 cents per bushel, free on board."

There is nothing improbable about this, as it is a fair inference that if we can raise corn for one-third what we can wheat, other nations can do the same; and it is probable that 24 cents, at the mouth of the Danube, will nett the producer, on its banks, as much as 40 cents, at New Orleans, will the producer in Illinois. Freights are, however, (owing to the shallowness of the harbors,) very high; according to Mr. McCulloch, 25 per cent higher than from Odessa, and equivalent to 45 cents per bushel to Liverpool. Here, for once, we have the advantage in transportation. A fair freight from New Orleans to Liverpool would be about 30 cents.

It is well known that corn can be carried from the vicinity of St. Louis in arks and steamboats, in a good stage of water, for 12½ cents per bushel; and as it can be raised to any extent for 10 or 15 cents per bushel, there would seem to be a discrepancy between this statement and the one we have made heretofore, that corn could not be sold in New Orleans, on board vessels, for less than 40 cents. There is, in fact, none. The principal part of the corn which finds its way to New Orleans, goes from the Wabash, Upper Illinois, and other places, from which the expense of "arking," owing to their inability to load heavily, is very much increased. It costs about as much to "run an ark" from the Wabash to New Orleans, with say 2,000 bushels corn, as it does from St. Louis, with double the quantity; and of course the freight *per bushel* is doubled. The New Orleans corn is put into sacks, (gunny-bags,) which cost from five to six cents per bushel. The warehouse charges, commissions, &c., are very heavy; it shrinks about 4 per cent in shipping to an eastern port, and the risk of its injuring is equal to about 10 per cent more.

The domestic corn trade of the country, though small as compared with the trade in flour and wheat, is instructive, as showing from which quarter a permanent foreign demand would be likely to be supplied. The great bulk of the corn crop is consumed where it is raised; the only portion of the country which seems not to have raised sufficient for their own consumption is New England, and their demand has been confined in a great measure to the wants of their large manufacturing and seaport cities and towns.

The average price of corn for the five years ending 1845, has been, as we have seen, at New Orleans, about 40 cents; in New York and Boston, 50 to 56 cents; in Baltimore, about 50. The last named place has been the cheapest market for New England, and we find, accordingly, that she has drawn most of her supplies from that and other ports in the Chesapeake. By a statement in Hunt's Merchants' Magazine, it appears that Boston imported, during the year 1841, 2,045,000 bushels of Indian corn; 36,700 of which was from New Orleans, the balance from the Chesapeake and Delaware.

Heretofore, the trade of New York in this grain, has been very small; not being able to draw any from west of Buffalo, and getting most of the supplies necessary for her own consumption, from her immediate vicinity. It is not probable, in case we should have a permanent foreign demand for this grain, that the Black Sea would be a very formidable competitor, especially as our ports, from whence this supply would come, would be open whilst theirs were closed. It is very evident that the rates quoted are the lowest at which any considerable quantity could be supplied, and that those States would supply this demand whose natural advantages are such as would enable them to ship almost immediately from their fields, without having it eaten up by inland transportation. These States are, the eastern part of Pennsylvania, Delaware, Maryland, Virginia, and North Carolina, and they would possess great and decided advantages over all others. Their corn would be worth at least five cents per bushel more than that via New Orleans, and freights to Europe, from their ports, would be at least ten cents per bushel cheaper than from New Orleans. The West would not be likely to derive any benefit whatever from a foreign demand for corn, except in extraordinary cases like the present. A purchaser for a foreign market had better pay 50 cents for corn in Baltimore, than take it as a gift in Illinois. This is not mere theory; large quantities of corn were sold in Boston, during the summer of 1846, from the valley of the Mississippi, which did not pay freight and expenses, and the shipper fell in debt to the consignee.

It is a matter of great doubt whether a grain, the transportation of which is so great, compared with its original cost, can ever become an article of extensive commerce. No considerable quantities of it could be laid down in Liverpool for less than 80 or 90 cents. According to McCulloch, the average price of grain in Great Britain, for the six years ending 1838, was as follows:—Wheat, \$1 54 per bushel; rye, \$1; barley, 91 cents; oats, 65 cents; peas, \$1 14; beans, \$1 10; these were years of full average crops. Our corn would therefore have to compete with the cheaper grains at these prices, and the importation of them from the continent. The average price of wheat in Great Britain, for 80 years, from 1760 to 1839, was 59s. 8d. per quarter, \$1 79 per bushel.*

Indian corn has, however, a peculiar India-rubber-like character, which admirably suits it for a sudden and unexpected demand. Raised in the Western States, in large quantities, for distillation and the use of animals, of no moneyed value, except in a few localities, it is poured out in the most extravagant profusion. We have seen that 56 cents per bushel, in New York, commands none from the valley of the Mississippi; raise it, however, to 80, and it begins to move; raise it to a dollar, with a fair prospect of its keeping at that for any length of time, paying the producer 40 cents

* In reducing foreign quotations to our own currency, an error very frequently made by those not practically acquainted with the subject, is in estimating the pound sterling (or sovereign) at its old valuation, \$4.44. By an act of Congress, passed 1834, this was changed to \$4.87, though, owing to light weight, not current with us for more than \$4.84. They are led into this error by our absurd method of conducting foreign exchanges, in estimating the pound at \$4.44, and adding a per centage which is called premium of exchange, when it is, in fact, *not* so. Thus, when exchange on London is quoted at 97 premium, it is in fact just at par, and is above or below par, as it varies from this standard. Thus, the average price of wheat at Dantzic, for the thirteen years ending 1842, was 33s. 8d. per quarter, or \$1 02½ per bushel, not 92 cents, as we have sometimes seen it estimated.

for that he before considered almost valueless, and an article, of which the ordinary consumption is so easily curtailed, will come forward in immense quantities. At that price, three or four bushels will, in some parts of the West, pay for an acre of wild land; and to save it, the farmer instantly ceases to give it to his stock in any considerable quantities, uses less himself, and the demand for distillation is very much decreased.

There is one form, however, in which corn may be shipped abroad to any extent, and in the exportation of which, no nation can compete with us—that is, in its more portable shape of beef, pork, lard, &c.; not being in this, its more concentrated form, so entirely destroyed by its own transportation. It is yet a matter of doubt, whether the large prairies of the West can be successfully devoted to the cultivation of wheat. The winds, in the winter, sweeping over them with irresistible fury, leave them alternately covered with snow and exposed; the earth freezes and thaws, by turns; the roots of the wheat get broken, and are apt to be “winter-killed.” They are, however, admirably adapted to grazing, the expense of wintering is very slight, the cattle will fatten themselves on grass, and beef can be afforded astonishingly low. The writer of this has seen fat cattle sold, in the streets of Chicago, for \$5 a head. Pork, also, can be made very cheap; and such is the abundance and cheapness of corn, that the farmers in many parts do not consider it worth harvesting, but turn their swinish multitude into the corn fields to gather the crop and fatten themselves. It is, we believe, in this shape, that any foreign demand for Indian corn will be most likely ultimately to resolve itself.

That Great Britain will require henceforth a large annual importation of grain, will not, we presume, be denied by any. We annex the following tables of grain and flour imported into Great Britain for the last seven years, drawn from official Parliamentary documents:—

Years.	Grain. Quarters.	Flour. Cwts.	Equivalent. Bushels.	Years.	Grain. Quarters.	Flour. Cwts.	Equivalent. Bushels.
1840,	3,448,399	1,317,814	30,881,727	1844,	2,532,619	712,968	22,043,372
1841,	2,955,616	1,214,220	26,670,478	1845,	1,105,342	582,527	10,299,053
1842,	2,172,349	1,125,801	20,193,294	1846,	4,130,240	3,377,186	41,484,885
1843,	1,237,871	426,877	10,970,160				

The estimates of equivalents in bushels are, of course, our own, allowing $2\frac{1}{2}$ bushels of wheat to every cwt. of flour, and 8 bushels to a quarter. We have not at hand any means of ascertaining what proportion of this grain was wheat. From 1841 to 1843, however, the annual imports of Great Britain in wheat, alone, averaged about 15,328,000 bushels. The Commissary's Report of the Board of Public Works for Ireland, states the deficiency of the potato crop of 1846 to be 8,142,599 tons, which they estimate will take 1,438,344 tons Indian corn to supply, valued at £13,424,357 sterling. This is equal, at 40 bushels to a ton, to 57,333,760 bushels. It is not, however, to be supposed for a moment, that a country so exclusively agricultural as Ireland will remain uncultivated, and become permanently a corn-importing country. Such a thing would be, for very obvious reasons, utterly impossible. She has, however, heretofore, supplied a very large proportion of the grain required for England. According to a statement in Hunt's Merchants' Magazine, Vol. VII., p. 173, it appears that the exports of grain from Ireland to England averaged, for the five years ending December, 1841, 345,715 quarters of wheat, and 2,440,541 quarters of other grains, or 22,290,048 bushels of all sorts of

grain per year. The failure of the potato will very much diminish, if not entirely destroy, her ability hereafter to furnish a surplus. It is estimated, that an acre of potatoes will support two to three times as many people as an acre of grain, and she will probably require hereafter all she can raise to feed her own population.

It will be useless to make any estimates, from these facts, as to the probable wants of Great Britain hereafter, as they will be governed so entirely by causes we cannot now foresee; enough, however, may be gathered from them, to warrant us in assuming that they must be very large. Mr. Hudson, member of Congress from Massachusetts, estimated, in February, 1846, that the probable imports of wheat into Great Britain, for a series of years to come, would average about 15,000,000 bushels. This was before the failure of the potato was known to be so fatal as it has since proven. We must bear in mind that the potato has failed in England, as well as Ireland; and, if we double or treble his estimate of the quantity they will need, in wheat and Indian corn, we shall not probably be far out of the way. Now, where is she to get this large supply? Heretofore, she has imported about $\frac{1}{20}$ of her supplies of wheat from the United States, $\frac{9}{20}$ from the Baltic, (Russia, Prussia, and Denmark,) $\frac{2}{20}$ from Germany, $\frac{2}{20}$ from France, $\frac{2}{20}$ from Italy, $\frac{2}{20}$ from the North American colonies, and $\frac{1}{20}$ from various other countries. Several years since, the English government, in the prosecution of inquiries relative to the repeal of the corn laws, directed her consuls in all the great grain marts of Europe to report how much grain their respective countries could furnish, and whether it was capable of increase. The substance of their reports, presented in a report to Parliament, in 1841, was, that they could all jointly furnish about 17,780,000 bushels of wheat, 7,298,000 bushels of rye, 6,820,000 bushels of barley, and 6,445,700 bushels of oats; that there were large bodies of land suitable to the cultivation of grain, in the North of Europe, in the interior, which, under the stimulus of a permanent large demand, would be brought under cultivation, and the supplies increased. These facilities, in the shape of railroads, projected and in process of completion, are fast being furnished; but (and it is an all-important fact to us) *they terminate on the Baltic, a sea frozen up in the winter.* We gather, from these facts, that the quantity the continent could furnish *is limited*; and if we take into consideration that the failure of the potato on the continent, as an article of diet, will diminish her capacity to furnish supplies, we may safely assume that continental Europe is at present incapable of furnishing what Great Britain must, for a series of years, inevitably require, and the question instantly arises, can we do it? And if so, can we compete with the continent when prices are at their lowest point of production?

We believe that, notwithstanding all that has been said about the "cheap serf labor of Europe," we can. There is a great fallacy, we think, about this cheap labor cry. We have shown already, that the *first cost* of raising grain with us is very much less than in the cheapest parts of Europe. The serfs employed in the cultivation of grain, in Europe, are a part and parcel of the estates where they belong, and are prevented by fundamental laws from leaving them. They have to be supported the year round on the proceeds of a single crop. They cannot, like the pauper labor of Great Britain, be turned off to go to the work-house when their labor is no longer profitable. Their situation is almost precisely

analogous to that of negroes on a Southern plantation, dressed in sheepskins, and winnowing their wheat by throwing it up in the air with shovels. Their whole method of cultivation is extravagant, wasteful, and slovenly in the extreme. We know that in this country slave labor is the dearest of all labor; and that, whenever and wherever it comes in competition with free labor, it has to yield the field. Virginia, Maryland, Kentucky, cannot compete with Pennsylvania, Ohio, or Indiana, in raising wheat. In Virginia, it has almost passed into a proverb, that "it takes all the corn the negroes raise to fatten the pork, and all the pork to feed the negroes." No, we will not think so meanly of our countrymen, as to suppose that the productive powers of one freeman are not more than equal to that of half a dozen slaves, be they black or white.

McCulloch says, "Dantzic is the port whence we have always been accustomed to draw the largest supplies of our corn (wheat;) and it would seem fully established, by the data collected by Mr. Jacob, in his tours, that 28s. or 30s. per quarter, is the lowest price for which any considerable quantity of wheat for exportation can be permanently raised in the corn-growing provinces in the vicinity of Warsaw." This is from 84 to 90 cents per bushel—nearly double what it can be raised for in most parts of the West. He says, moreover, "The greater cheapness of imports from other places (on the continent) is apparent only, and is uniformly counterbalanced by a corresponding inferiority of quality." There is a great deal of truth and a great deal of poetry in what Mr. Secretary Walker says, in his famous report: "We have more fertile land than any other nation; can raise a greater variety of products; and, it may be said, could feed and clothe the people of nearly all the world. The home market, itself, is wholly inadequate for such products. They must have a foreign market, or a large surplus, accompanied by great depression in price, must be the result. The States of Ohio, Indiana, and Illinois, if cultivated to their fullest extent, could, of themselves, raise more than sufficient to supply the entire home market." Now the idea, that we *must necessarily* have a large surplus and consequent depression of prices, because we have the *power* of producing it, is as absurd as to suppose that a manufacturer would make goods when he *knew* that he could not sell them except at a loss. In a country like ours, with the means of subsistence constantly pressing upon population, prices of breadstuffs must necessarily be kept (on an average of years) down to their lowest cost of production; but to suppose they can go lower, for any length of time, is to suppose our agricultural population devoid of common sense; and whilst it may be true, that the States named have the power attributed to them, of what value is it to us if we cannot avail ourselves of it, and other nations still be able to undersell us? The same might be said of the country about Timbuctoo, or the interior of New Holland. The great difficulty under which we labor, and which, unless remedied, must ever prevent us from becoming permanently a large corn-exporting country, is the immense cost of our inland transportation, and our inability to get forward our supplies when most needed during the winter months. The average of freights from Chicago to Buffalo, is about the same as a fair freight from New York to Liverpool; and it costs from two to three times as much to transport a barrel of flour from the great grain-growing regions of the West to New York, as it does from thence to Liverpool. This is the difficulty—far more formidable to the wheat-growers of the West, than any system

of free trade, or high tariffs—the serf labor of Europe, or the ocean between us. The crops, coming in as they do the latter part of summer, leave but a short time to get much forward before the close of navigation. The mill-streams at this season are apt to be low, preventing the mills from doing full work; and the farmers, busy in getting in a new crop, cannot, if they would, thresh and market it. The consequences are, that the great bulk has to come forward the succeeding summer. It arrives all at once, and the markets are glutted. It is apt to sour at this season, and holders, afraid to hold it, force it into market, and great and ruinous temporary depressions are the consequence. Should we hear of crops abroad having failed, and our prices advance in consequence, early in the fall, everything is pressed forward beyond the capacity of the canals to transport, freights rise enormously, and the farmer and miller, who has been obliged to sacrifice his flour the preceding summer, is deprived of the benefit of the advance which legitimately belongs to him. The foreign demand, which might have taken it off during the winter had it been in market, may, and generally does, cease in the summer, because their own crops are about coming in, and the Baltic and Black Seas, opening at the same time that our inland navigation does, pour in their supplies. We have had a striking example of this within the last year. Flour, last August, \$4 per barrel—now, \$8; sales constantly making to arrive, at \$5 50 to \$6 50; the seaboard completely bare of breadstuffs, whilst the interior is overflowing with them; and a large fleet of vessels waiting in New York for the canals to open. Such a state of things is lamentable in the extreme. But is there no remedy for it? The Erie Canal is evidently (even when it is open for half the year) inadequate to do the business required of it; and even if it was, the enormous cost of transportation upon it, consequent upon the narrow and selfish policy of the State of New York, in refusing to enlarge it, and the shameful exposures made before their legislature during the last winter, make it imperative upon the people of the West not to be longer at the complete mercy of this concern, kept for the mere purpose, it would seem, of fattening successive hordes of public plunderers.

Mr. Childs, editor of the Philadelphia Price Current and Commercial List, says: “If we make a natural line of the Mississippi to the confluence of the Ohio, and up this river to Pittsburgh, and thence draw an imaginary line North to Lake Erie, and continue it round the Northern and Eastern frontiers of the United States, it will be found that, at this time, the wheat raised in all this section of the United States is about equal to what is consumed in it.” This was said in 1842, and was undoubtedly true at that time; but as the production of wheat in the Northwest has very much increased since that time, the probability is, that the Eastern section does *not* at present produce enough for its own consumption. It is from this region, then—the States North and West of the Ohio, containing the largest quantity of fertile land in one body, adapted to grain-growing, in the world—that the supplies must come to fill a foreign demand. If our views and estimates are correct, it will be seen, that the natural prices of wheat in our country and in Europe are so nearly equal, that neither possesses any very decided advantages over the other. It is evident, therefore, that in years of abundance the successful competitor for the markets of Great Britain must possess some more decided advantage than does either at present. This, *we* should have, could we obtain that great desi-

deratum—cheap facilities for getting our wheat and flour to market during the winter months. We should then possess, what no other grain-growing nation in the world possesses, free communication the whole year round between that part of the country which furnishes, and the country which needs our supplies. Ohio, the young giant of the West, has a system of internal improvements, which are, indeed, so literally "internal," that they remind one very much of those of Robinson Crusoe, or of a man, who, owning a farm some distance from a public thoroughfare, should set up a "system of internal improvements" by running roads through it in every direction, but neglect to open a road to the great highway to let him out. Her "internal" improvements, opening on one side into a lake un-navigable half the year, and on the other, into a river—once spitefully described by John Randolph, as being "frozen up all winter, and dried up all summer,"—furnish but miserable poor facilities for getting her supplies to market. Every man, practically acquainted with the business of the West, knows how strong a tendency the whole supplies of this country have to seek a Northern rather than a Southern route to market, and in spite of much heavier transportation. During the winter months, produce can be sent with perfect safety via New Orleans; but at this time the Ohio, and all the small streams and canals which empty into it, are frozen up. During the summer, it is impossible to send any kind of produce via New Orleans, without almost a certainty of its being injured by the climate. Notwithstanding these objections, however, immense quantities do find their way there in the spring and fall months, but more from necessity than from choice. The quotations in the prices current—"Ohio flour, via New Orleans," 50 cents per barrel cheaper than "Ohio, via canal," tell the story in a manner not to be misunderstood.

On casting our eyes over a map of the United States, we are struck with the peculiar configuration of the country, between the Ohio River and the Atlantic, through Virginia and Maryland. The Chesapeake jutting into the continent at this part of the coast, brings tide-water much nearer the Alleghany ridge than at any other place; and from thence, to the fertile regions of the West, it is comparatively near. The sagacious eye of Washington early saw the advantages of this route, and the subsequent efforts on behalf of the Cumberland road shows it has not been forgotten. The traveller passing over this road, observes, by its side, near Wheeling, a statue, which, he is told, was erected by the inhabitants living on the road, to the honor of its earliest advocate and defender, Henry Clay—a memento more honorable than a panel in the rotunda of the capitol—but the day of M'Adamized roads and canals has passed, and that greatest of modern improvements, railroads, has taken their place. Such a road, is what is needed between the seaboard and the West. The Baltimore and Ohio Railroad, is slowly pushing on to the Ohio; but to stop here, would be like stopping the Erie Canal at Lockport; to make it of any great value, it should be continued on as far at least as the Erie and Wabash Canal. Such a road would be of incalculable value, not only to the country through which it passed, but to the whole United States: to the manufacturing and mercantile interests of the North and East, by opening a constant channel with their best customers, and cheapening the price of breadstuffs; to the commercial interests, by affording a steady supply of freights; to the cotton-growing States, by lessening the cost of manufactured goods, whether made at home or abroad, and increasing the consumption of cotton; and to those States in the Northwest, not imme-

diately benefited by the road, (Michigan, Wisconsin, and Illinois,) by allowing their surplus to come forward, in regular succession, after the heavy supplies from other sections had reached the seaboard. Neither would such a road be impracticable. None, who have observed the astonishing progress and success of railroads within the last ten years, can doubt that such a line will, ere long, be completed. The common notion, that transportation is necessarily expensive on railroads, is, we believe, grossly erroneous. The Western Railroad from Boston to Albany, a distance of 200 miles, transports flour between those two places, in the summer, for 30 cents per barrel; and such are the advantages of railroads, that it is cheaper for the shipper to pay that rate than 22 cents per barrel per vessel, between the same places. It is, moreover, in proportion to the distance carried, but about one-half as high as the average of freights on the Erie Canal, for the last two years. Suppose the Baltimore and Ohio Road extended to a point on the Erie and Wabash Canal, say at Terre Haute. The distance to this place, by the mail routes from Washington, is 700 miles; and a shipper there would have the privilege of sending either by way of New Orleans, Buffalo, or to Baltimore. We are not familiar with freights on the Erie and Wabash Canal, but presume a barrel of flour could not be delivered in New York, via Erie Canal, for less than \$1 50, or by way of New Orleans, for less than \$1 30. If we take the cost of transportation on the Western Road, as a standard, and double it, the expense of delivering a barrel of flour in Baltimore, would be, taking all things into consideration, less than by either of the other routes. If such are, therefore, the advantages of such a road to the most distant point, what must be the advantages of it to all the intermediate places between Wheeling and Terre Haute, especially when we consider that the freights on the Ohio Canals to New York, are very little less than from the Erie and Wabash?

It is a matter of astonishment that the West has not, ere this, woken up to the importance of that road. It seems to have been totally lost sight of, whilst numerous meetings have been called for the purpose of helping forward a railroad to Oregon, to open, we presume, a trade with the "800,000,000 of people" Mr. Walker speaks of, and induce them, if possible, to use Indian corn instead of rice; and run an opposition with the South Sea islanders, for the supply of the Chinese markets with sausages and homony, instead of bech-la-mar and edible birds' nests. A railroad, running through the States of Ohio and Indiana, and terminating at Baltimore, would add 25 to 50 per cent to the value of every farm within fifty miles of it, and make the latter place, what nature intended it should be, the great corn mart of the continent—the Dantzic of North America. It is capable of demonstration, that the people of Ohio and Indiana lose every year, for the want of a winter market for their produce, enough to build fifty or seventy miles of such a road. They are throwing away all the natural advantages they possess, and putting themselves, voluntarily, on the same footing with the inhabitants of Wisconsin and Iowa, 500 miles further off. With such a road, we should hear no more of the people of Ohio emigrating, and her wheat crop diminishing.

Attempts have sometimes been made to connect the subject of foreign demand for our breadstuffs with those of tariffs, free trade, and protection. Any one, however, who will compare the prices of breadstuffs for the last twenty years with the different changes in our tariffs, will find that the fluctuations in prices have had no more to do with them than they have

with the rise and fall of the Nile. Mr. Walker says: "For the manufacturer, the markets of the world, containing a population of 800,000,000, are sacrificed—disabled from purchasing our products, by our high duties on all they would sell in exchange." Now this *sounds* well, and would have some force if it could be proven that the free admission of foreign goods would cheapen the cost of producing breadstuffs, the greatest part of the value of which consists of transportation, and the labor of those who consume but a very small quantity of foreign goods whether they be high or low. The nations who want breadstuffs, will buy them where they can get them the cheapest, whether they have to pay for them in goods or specie. If Great Britain can buy her breadstuffs cheaper in the Baltic than of us, she will do so, and send her manufactures here to get the specie to pay for them. No one believes that any system of commercial policy that we may adopt, will create a demand for a single bushel more or less of our grain in Great Britain, or, if it did, that we should be able to supply it, unless we can undersell all competitors. It is a matter of prices, far more than of tariffs. The question of free trade, or protection, between different parts of our own country, is of far more importance than between us and other nations. The cost of transportation is, to the people of the West, a tariff of the most formidable kind.

Mr. Walker, in his defence of free trade, says: "The farmer and planter have a home market without a tariff." This may be true of the planter; but what kind of free trade is that, to the farmer, which admits the goods of other nations free, but levies an export duty of 100 per cent on every bushel of wheat he exports, to pay for them? This home tariff is, however, fast working out its legitimate results. Already, we see manufacturing cities, twice as large as Lowell, springing up as if by magic in the West, and nothing but the want of capital prevents their still more rapid extension. If it is important to the manufacturers of Great Britain, to break down our tariff to admit their goods, it is as equally important to the manufacturers of the Eastern and Middle States, to break down this tremendous tariff of high transportation, which is building up their rivals in the West with a rapidity of which they have no conception. The agricultural and manufacturing interests of the West may, ere long, be able to say to the East—"This is protection enough for us, and we will not, for the sake of protecting you, submit to be taxed on the few articles we cannot produce." With the South and West against them, we be to the manufacturers of the Eastern and Middle States, if they cannot, without protection, compete with their rivals in Europe. The farmers of the West, however, should remember, that they are at present protected by a 20 per cent "ad valorem" duty on wheat and flour, and that, if they would have the privilege of "buying where they can buy the cheapest," they must allow the people on the seaboard the same right; and that a failure of crops in our country, half as extensive as that which now afflicts Western Europe, would make it an object to do that which was done in 1837—import breadstuffs from Europe.

Our foreign demand for breadstuffs, has heretofore been very insignificant, but not, therefore, unimportant. No principle is better understood among business men, than that a deficiency in the supplies of an article enhances the value of the whole, far more than the value of the deficiency; and that, on the other hand, a small surplus decreases the value of the whole very much more than the value of that surplus. It was on this principle, that the Dutch East India Company once made a bonfire of a

large quantity of spices, to increase the value of the balance of their stock; and the foreign demand for our breadstuffs has, heretofore, by taking off a small surplus when prices reached a low mark, had a very beneficial effect upon our home markets.

A paragraph in the English newspapers, received by recent arrivals, shows, in a very strong light, the importance of a winter communication with the interior. Speaking of the loan of £2,000,000 sterling, recently made by the Emperor of Russia to the Bank of France, it says: "Russia does not want French manufactures in exchange for its cereals, but the sale of its agricultural produce is a matter of vital importance, and its granaries are known to be full of grain. The policy of Nicholas evidently is, that this surplus should find a market *before the American supplies reach Europe*, and under any circumstances, that it should not remain unsold. Hence he has, most wisely, given France the means of trading with his own subjects."

This subject has, heretofore, been made a matter of mere vague generalities and "ex parte" statements, and has not attracted the attention which its importance demands. Involving, as it does, the question, whether we may or may not (without indulging in any extravagant expectations about "feeding the world") add permanently to the value of our other exportable products, \$15,000,000 or \$20,000,000 worth of breadstuffs, it is a matter of vital importance to the whole country. Our humble efforts have been directed by an earnest desire after the truth; our individual interests are stronger than our pride of opinion; and if we are the means, either of making an old truth better understood, or of eliciting sounder views or more logical conclusions from others, we shall rest satisfied with the conviction that our efforts have not been entirely unavailing, and that we have at least "done the State some service."

ART. III.—THE IRON TRADE OF EUROPE AND THE UNITED STATES:

WITH SPECIAL REFERENCE TO THE IRON TRADE OF PENNSYLVANIA.*

In considering the advantage which Pennsylvania is to derive from her beds of iron ore, it would be pleasant, did our limits permit, to dwell on the wonderful application of this metal to the purposes of human life. Still more interesting would it be, to notice the rapidity with which the uses of iron multiply, in all parts of the civilized world, as human ingenuity extends its range, and increases the number of its devices. This increase in the use of iron, we suspect, is far beyond the conceptions of those who have not been led to pay particular attention to the subject. Among the important new applications, we may specify the iron vessels,—the trial of which has been highly satisfactory—the iron roofs, iron fronts, iron buildings, and fire-proof constructions in building, which are adopted to a wonderful extent in some portions of England, and will be very rapidly brought into use in this country; and the iron bridges, railings, vehicles, engines, and utensils, which are everywhere taking the place of the wooden predecessors. Under this head, we may, indeed, place that greatest of all applications of iron—the railway—because railroads are a comparative novelty in our country.

* Entered according to Act of Congress, in 1847, by C. G. Childs, in the Clerk's Office of the District Court of the Eastern District of Pennsylvania.

In 1765, there were shipped by sea from Philadelphia, 822 tons of bar iron, price £26 per ton; and 813 tons of pig iron, price £7 10s. Compare this statement with that given by Mr. Ellet, President of the Schuylkill Navigation Company, in his late able Report, of the 4th inst.: "That the mere increase of the production of this metal, in the Valley of the Schuylkill, alone, during the last eighteen months, exceeds the entire production of all the furnaces of Great Britain, ninety years ago!"

In tracing the history of Pennsylvania iron works, the earliest official information which we find, is contained in "A Statement of the Arts and Manufactures of the United States, prepared in execution of an instruction of Albert Gallatin, Esq., Secretary of the Treasury, given by him in obedience to a Resolution of Congress, of the 19th of March, 1812." This document abounds in just and striking views of the true elements of national prosperity—views, worthy of the able financier who was Secretary of the Treasury under that enlightened and illustrious President, James Madison. This work was prepared by Tench Coxe, Esq.

From this work, we learn the number of furnaces in Pennsylvania, in 1810, and the amount of their yearly products, as well as their location.

	Furnaces.		Product. Tons.	Value.
	Blast.	Air.		
Philadelphia County.....	...	2	820	\$71,000
Northampton.....	1	.	300	10,500
Chester.....	2	.	1,050	42,000
Lancaster.....	4	.	4,200	135,400
Dauphin.....	1	.	2,790	139,500
Berks.....	10	.	4,142	165,760
Mifflin.....	1	.	112	3,660
Cumberland.....	1	.	2,900	125,000
Franklin.....	2	.	1,381½	45,785
Huntingdon.....	4	.	4,212	112,318
Fayette.....	11	.	3,130	178,120
Westmoreland.....	3	.	701	78,200
Beaver.....	1	.	390	36,900
Butler.....	1	.	350	17,500
Alleghany.....	2	4	400	40,000
Total.....	44	6	26,878½	\$1,201,343

In order to show the number of furnaces in the United States, the quantity of pig iron manufactured by the same, in 1810, we have made up the following table from the work above referred to:—

NUMBER OF FURNACES AND YEARLY PRODUCT, IN 1810.

	Furnaces.			Products. Tons.	Value.
	Blast.	Air.	Total.		
Maine.....	...	2	2	.....	uncertain.
Massachusetts.....	...	...	...	2,340½	\$154,700
Vermont.....	8	2	10	1,246	122,000
Rhode Island.....	...	9	9	17	3,970
Connecticut.....	...	8	8	.....	46,180
New York.....	11	10	21	3,359	362,020
New Jersey.....	...	...	12	5,859	361,952
Pennsylvania.....	44	6	50	26,878½	1,301,343
Maryland.....	9	1	10	5,000	249,653
Virginia.....	16	2	13	6,930½	171,312
Ohio.....	...	...	3	1,187	109,090
Kentucky.....	...	...	...	4	1,000
Tennessee.....	...	...	6	587	98,077
Total.....	88	32	154	53,908½	\$2,981,277

The character of Philadelphia, as a manufacturing city, had even then attracted attention. The document above mentioned, makes the following statement, which, taken in connection with its date, is well worthy of special notice: "The manufactures of the city of Philadelphia, (within the strict charter limits of less than two square miles,) containing, on about 1,100 acres of land, 53,722 persons, amount to \$9,347,767." So early, and before our anthracite coal was known, and when our iron trade was in its infancy, did Philadelphia assume the position (which she is destined yet to hold in most conspicuous and undeniable pre-eminence) of the great manufacturing city of the Union.

By a most remarkable arrangement of Providence, Pennsylvania, in which such wonderful deposits of coal are found, is also bountifully supplied with iron ore. It is said that there are very few, if any counties, which do not possess some of the ores of this metal; but the proximity of beds of iron ore to the great coal fields, and the abundance of limestone in the same districts, are circumstances of great importance, and indicate clearly the great leading occupation of Pennsylvania. Already, one-half of the iron produced in the Union, is produced in this State. The discovery, six years since, of the method of using anthracite coal, in the reduction of iron ore, was, of course, the event which completed the full exhibition of our mineral wealth.

In order to show the vast expenditures of the State, in furnishing facilities for bringing the iron of our mountains, as well as the coal, to the seaboard, and also the trade of the West to Philadelphia, we copy the following official statement from a valuable document, exhibiting the financial affairs of Pennsylvania, by J. W. Hammond, late chief clerk of the Auditor-General's office:—

RAILROADS.			UNFINISHED IMPROVEMENTS.		
	Length. Miles.	Cost.		Length. Miles.	Cost.
Columbia Railway.	82	\$4,204,969 96	North Branch Extension.		\$2,184,939 60
Alleghany Portage Railway.....	36	1,828,461 35	West Branch " "		352,456 79
Total.....	118	\$6,033,431 31	Erie " "		3,160,566 76
			Wisconsin Feeder.....		390,013 23
			Alleghany "		31,171 56
			Gettysburgh Railroad....		667,917 61
			Total.....		\$7,087,065 60
CANALS.			RECAPITULATION.		
	Length. Miles.	Cost.		Length. Miles.	Cost.
Eastern Division...	43	\$1,736,599 42	Railroads finished.	118	\$6,033,431 31
Juniata " ...	130	3,521,412 21	Canals " "	592	15,302,626 39
Western " ...	105	3,069,877 38	Canals unfinished.	unc.	7,087,065 60
Delaware " ...	60	1,381,741 96	Locomotives and engines.....cost	....	473,919 97
Susq'han'h " ...	39	896,379 52	Explorat'y surveys.	....	111,375 83
N'rth Br'ch " ...	73	1,580,670 87	Appraisers and Can- nal Board.....	....	81,875 88
West Br'ch " ...	72	1,808,472 10			
French C'k " ...	45	795,801 74			
Beaver " ...	25	511,671 19			
Total.....	592	\$15,302,526 39	Total cost...		\$29,090,294 98

After surveying this vast expenditure by the State of Pennsylvania, for the development of her own resources, let us call attention, by way of contrast, to the astonishing fact, that the sum of all the appropriations made by the United States government, for the construction and repair of roads, fortifications, and harbors, and for the improvement of rivers, from 1806

to 1845, is only \$17,199,223! And then, when we come to add the cost of the improvements constructed in our State by private enterprise, and find the whole amounting up to \$80,000,000, or more, how nobly does Pennsylvania appear in comparison with even the federal government itself!

Great Britain is the country to which we must look for historical information in regard to the manufacture of iron. The iron trade of Great Britain may be taken as, in some measure, a prospective representation of our own. For this reason, accurate information respecting the progress and present extent of that trade, is of great value in this country; and we are happy to be able to lay before our readers information of such a character, which we have prepared from late important Parliamentary documents, and other authentic sources.

The earliest iron works in Britain, were in the forest of Dean, where, says a quaint historian, "abundance of wood is yearly spent." In the reign of Elizabeth, the effect of the iron works in producing a scarcity of timber for ship-building was felt; and in 1581, an act was passed, requiring that, inasmuch as "the necessary provision of wood doth daily decay and become scant," no new iron works should be erected within twenty-two miles of London, nor within fourteen miles of the River Thames; and a subsequent act ordered, that "no timber of the size of one foot at the stub, should be used as fuel at any iron work." In the reigns of James I. and Charles I., attempts were made to smelt iron with pit coal, but without success; and the iron works in many parts were stopped entirely, and in others diminished their operations.

About 1620, Edward Lord Dudley discovered a process for the use of pit coal, and obtained a patent. He erected a furnace, and succeeded in making seven tons of iron per week; but the mob destroyed his works, and defeated his plans, and it was a century before his process came into general use.

A historian writing in the reign of Charles II., says: "Very many measures of ironstone ore are placed together under the great ten yards' thickness of coal, and upon another thickness of coal, two yards thick, not yet mentioned, called the bottom coal, or heathern coal, as if God had decreed the time when and how smiths should be supplied, and this island, also, with iron; and most especially, that this coal and ironstone should give the first and last occasion for the invention of making iron with pit coal." The same writer states, that in the twelfth year of James I., there were in England, Scotland, Ireland, and Wales, 800 furnaces, forges, or iron-mills, making iron with charcoal. Of these, he reckons 300 to have been blast furnaces, each making 15 tons of pig iron per week, and some 20 tons, working 40 weeks in the year; the forges making from 3 to 6 tons of bar iron per week.

For want of a supply of fuel, the quantity of iron manufactured in Great Britain steadily decreased, although the demand increased. Recourse was therefore had to foreign countries. From 1710 to 1718, the quantity imported from foreign countries, annually, (being chiefly from Sweden and Spain,) averaged about 17,000 tons, and the duty upon it about £35,000. As late as 1769, there were imported from Russia alone, 34,000 tons.

The following table shows the number of furnaces, and the make, in each county, in the year 1740:—

Counties.	Furnaces.	Tons.	Counties.	Furnaces.	Tons.
Brecon.....	2	600	Sussex.....	10	1,400
Glamorganshire.....	2	400	Yorkshire.....	6	1,400
Carmarthenshire.....	1	100	Nottinghamshire.....	1	200
Denbighshire.....	2	550	Derbyshire.....	4	800
Monmouthshire.....	2	900	Warwickshire.....	2	700
Cheshire.....	3	1,700	Worcestershire.....	2	700
Herefordshire.....	3	1,350	Salop.....	6	2,100
Gloucestershire.....	6	2,850	And Staffordshire, only..	2	1,000
Hampshire.....	1	200			
Kent.....	4	400	Total.....	59	17,350

It appears, therefore, that the 300 furnaces before mentioned, had now dwindled to 59, making 17,350 tons annually, or not quite 300 tons to each furnace.

In 1760, Mr. John Smeaton put in operation, at the Carron Iron Works, in Scotland, blowing cylinders; an invention which, by increasing the power of the blast, increased the product of the establishment using it.

In 1775, commenced a new period in the history of the iron manufacture. Mr. Watt's improved steam-engine then came into use, for pumping water from the mines, and for blowing furnaces. In 1783, Mr. Cort obtained two patents, one for the process called puddling, and the other for rolling machines. These advantages led to a rapid increase in the manufacture of iron.

In 1788, there were, in England, Wales, and Scotland, 26 charcoal furnaces, making 14,500 tons; 59 coke furnaces, making 53,800 tons; total furnaces, 85; total tons, 68,300.

In 1796, there were, in all, 121 furnaces, making 125,079 tons.

In 1806, an accurate return was made to Parliament, which showed the following result: 222 coke furnaces, making 250,406 tons; 11 charcoal furnaces, making 7,800 tons; total furnaces, 233; total tons, 258,206.

In 1823 and 1830, returns were made, which show a great increase as compared with 1806:—

	1823.		1830.	
	Furnaces.	Tons.	Furnaces.	Tons.
Staffordshire.....	84	133,590	123	212,604
Shropshire.....	38	57,923	48	73,418
Rest of England.....	43	43,728	49	52,252
Wales, (exclusive of North Wales,).....	72	182,325	113	277,642
Scotland.....	22	24,500	27	37,500
Total.....	259	442,066	360	653,416

Let us now bring these statistics of progress into one table:—

Years.	Furnaces.	Tons.	Years.	Furnaces.	Tons.
1740.....	59	17,350	1823.....	259	*442,066
1788.....	85	68,300	1830.....	360	*653,416
1796.....	121	125,079	1839.....	378	1,347,790
1806.....	233	258,206	1841.....	....	1,387,551

It is estimated that the annual manufacture of iron, in Great Britain, has now reached 2,000,000 tons. In Scotland, the manufacture was found to have trebled in six years, prior to 1845. At the beginning of June, 1846, there were in blast, in Scotland, 95 furnaces; out of blast, 35;

* Exclusive of North Wales, which, for 1823, is estimated at 10,000 tons, and, for 1830, at 25,000.

making a total of 130. The furnaces in blast, at that time, produced an average of 110 tons per week, each, or at the rate of 543,400 tons a year for all.

The quantity of iron imported into Great Britain, in 1839, was 24,360 tons, the most of which came from Sweden.

The British duties on foreign bar iron have been as follows:—

Years.	Per ton.			Years.	Per ton.		
	£	s.	d.		£	s.	d.
1782.....	2	16	2	1809.....	5	9	10
1797.....	3	4	7	1813.....	6	9	10
1802.....	3	15	5	1819.....	6	10	0
1805.....	5	1	0	If imported in British ships ;			
1806.....	5	7	5½	and if in foreign ships.....	7	18	6

In 1825, the duty on foreign bar iron was reduced to £1 10s.

It cannot be doubted that the high duties imposed for so long a period on foreign iron, had a great influence in promoting the iron manufacture in Great Britain. Exertion was called forth, and ingenuity was stimulated, until this department of business acquired a strength which enabled it to stand against the world. When this position had been attained, and the iron manufacture had risen, under the fostering care of the government, to a point at which it could defy all competition, the restrictive duties were materially reduced.

The hot blast, (one of the most important inventions in the history of the iron manufacture) was first suggested, in 1829, by Mr. Neilson, of Glasgow, who took out a patent. This discovery, being found of greater value in Scotland than in England, on account of some peculiarity of the Scotch coal, greatly increased the iron manufacture of that country. A Scotch manufacturer, in writing on the subject, pronounces the hot blast "one of the greatest discoveries in metallurgy of the present age."

In 1838, Mr. Crane, an iron-master in South Wales, made known to the British Association that he had succeeded in applying the hot blast to the anthracite coal with complete success! This step in the progress of discovery opened a new world in Pennsylvania. The news of it made known to us the great design of our vast anthracite coal deposits.

We are now, therefore, led, by a natural transition in this historical sketch, to give an account of the iron interest of Pennsylvania. In doing this, we shall, of course, give prominence to the anthracite iron manufacture, because, in this department, our State enjoys unrivalled, and almost exclusive advantages. We are so fortunate as to have obtained copious statistics, showing the wonderful progress and present extent of this branch of business in this State; and the exhibition which we shall be enabled to make, will convince our readers that, if it were not insufferably vain in any State of our sisterhood to assume the title of Empire, such priority would clearly belong to Pennsylvania.

We commence with a statement which we have prepared from the United States census of 1840. It is to be regretted that the statistics in that census are far from being of a satisfactory character, incompetent persons having been employed to obtain them. But as we have nothing more authentic for that date, we resort to the census, as affording information which may be considered as at least a basis for a general estimate:—

Name of county.	CAST IRON.		BAR IRON.		FUEL. Tons con- sumed.	No. of men, including miners.	Capital in- vested.
	No. of furnaces.	Tons produced.	Bloom'ries, rolling-m's.	Tons produced.			
Adams.....	3	50	...	.....	40	10	\$10,000
Alleghany.....	28	6,584	12	28,100	74,187	1,305	931,000
Armstrong.....	3	1,031	...	.....	1,052	141	48,000
Beaver.....	4	260	...	.....	201	28	30,000
Bedford.....	9	7,765	2	8,398	14,497	821	253,000
Berks.....	11	8,220	36	6,569	42,245	1,185	655,644
Bradford.....	2	45	...	.....	20	8	1,800
Butler.....	3	625	...	.....	1,175	25	16,500
Centre.....	7	7,500	9	10,110	20,400	603	98,000
Chester.....	3	1,619	10	2,031	8,677	245	198,000
Clinton.....	2	1,692	4	663	10,598	905	360,000
Clearfield.....	1	.....	...	.....	.....	.....	.....
Columbia.....	2	1,300	...	.....	2,000	80	80,000
Crawford.....	2	100	...	.....	125	10	7,500
Cumberland.....	6	2,830	5	2,150	10,600	400	110,000
Dauphin.....	3	3,000	3	466	5,537	224	120,000
Delaware.....	1	100	...	.....	150	12	20,000
Erie.....	1	100	...	.....	150	20	15,000
Fayette.....	9	1,800	3	703	4,050	292	70,000
Franklin.....	8	3,810	11	1,125	8,653	518	258,500
Huntingdon.....	20	13,855	27	14,093	39,367	1,357	780,100
Indiana.....	1	80	1	30	170	19	18,000
Lancaster.....	11	6,912	14	2,090	16,525	784	420,500
Lebanon.....	3	3,120	3	297	6,108	231	233,000
Lehigh.....	1	600	1	3,000	4,714	93	20,500
Luzerne.....	6	870	1	86	955	88	43,000
Lycoming.....	4	600	3	270	1,230	125	283,000
Mercer.....	4	59	.....	.....	126	11	4,712
Mifflin.....	4	1,904	2	600	3,365	207	144,500
Montgomery.....	4	1,150	5	640	17,200	284	100,000
Northampton.....	6	3,523	4	910	6,227	164	95,000
Perry.....	8	2,951	2	1,300	16,152	339	303,150
Philadelphia.....	3	287	1	1,752	4,650	25	314,050
Schuylkill.....	4	2,109	3	365	8,942	138	107,000
Somerset.....	1	.....	1	20	50	9	1,000
Union.....	2	355	1	150	427	39	22,000
Venango.....	16	6,546	1	208	10,120	462	232,000
Warren.....	3	30	...	.....	18	7	3,660
York.....	4	5,113	4	1,118	15,200	308	73,655
Total.....	213	98,395	169	87,244	357,903	11,522	\$7,781,471

In connection with the account of the British iron trade, we give the following statement (which those who are familiar with this subject will regard as a very important one) of the prices of merchant bar iron, in Liverpool, for a period of forty-one consecutive years. We invite special attention to this table. It reveals some facts, which the advocates of free trade must acknowledge to be remarkable, and for which they may find it difficult to account. It appears that, as the duties advanced, prices of iron declined, and that this sequence was invariable. When the manufacture became extensive and independent, the duties were reduced; and prices materially advanced, until they are now nearly double what they were when the duties were at the highest point:—

AN ACCOUNT OF THE SELLING PRICE OF ENGLISH MERCHANT BAR IRON, IN LIVERPOOL, FROM THE YEAR 1806 TO 1846, BOTH INCLUSIVE, AS FURNISHED BY MESSRS. JEVONS, SONS & CO.

Price per ton.			Price per ton.			Price per ton.		
Year.	Month.	£ s. d.	Year.	Month.	£ s. d.	Year.	Month.	£ s. d.
1806—	May.....	17 10 0	1818—	June.....	10 15 0	1832—	May.....	5 15 0
	July.....	17 0 0		Aug.....	10 0 0		Aug.....	5 10 0
	Nov.....	16 0 0		Sept.....	11 10 0		Nov.....	5 15 0
1807—	Feb.....	17 0 0		Dec.....	12 10 0		Dec.....	6 5 0
	March.....	16 10 0	1819—	May.....	11 10 0	1833—	Feb.....	6 15 0
	July.....	16 0 0		June.....	11 0 0		April.....	7 0 0
	Aug.....	15 10 0	1820—	March.....	10 10 0		Sept.....	7 5 0
	Sept.....	15 0 0		June.....	9 10 0		Oct.....	7 15 0
1808—	Sept.....	14 10 0	1821—	Jan.....	9 0 0	1834—	April.....	7 12 6
1809—	Jan.....	15 10 0		Feb.....	8 15 0		May.....	7 0 0
	Feb.....	16 0 0		March.....	9 10 0		Aug.....	6 12 6
	March.....	15 0 0		June.....	8 15 0		Sept.....	6 10 0
	Sept.....	14 10 0		Aug.....	8 10 0	1835—	Feb.....	6 7 6
	Oct.....	14 5 0	1822—	Jan.....	8 0 0		March.....	6 10 0
1810—	Jan.....	14 10 0		June.....	8 10 0		June.....	6 7 6
	June.....	14 5 0	1823—	July.....	8 0 0		Aug. 1st...	6 5 0
	Sept.....	14 0 0		Nov.....	8 10 0		Aug. 31st..	6 10 0
	Oct.....	15 0 0	1824—	Jan.....	8 15 0		Sept. 16th..	7 0 0
1811—	Aug.....	14 10 0		July.....	9 15 0		Oct. 1st....	7 10 0
	Sept.....	14 0 0		Sept.....	10 0 0		Nov. 30th..	8 0 0
1812—	May.....	13 13 0		Oct. 4th....	11 0 0		Dec. 8th....	8 5 0
	June.....	13 5 0		Oct. 18th...	11 10 0	1836—	Jan.....	10 10 0
	July.....	13 10 0		Oct. 23d....	13 0 0		April 26th..	11 10 0
	Oct. 1st....	13 5 0		Nov. 24th..	12 10 0		July.....	11 5 0
	Oct. 22d....	12 15 0		Dec.....	13 0 0		Oct.....	11 0 0
	Dec.....	13 0 0	1825—	Jan.....	14 0 0		Nov.....	10 15 0
1813—	Feb.....	12 10 0		Feb.....	15 0 0		Dec.....	10 10 0
	April.....	12 5 0		March.....	14 10 0	1837—	Feb.....	10 5 0
	June.....	12 0 0		April.....	14 0 0		March.....	9 15 0
	Dec.....	13 0 0		Aug.....	13 0 0		May.....	9 0 0
1814—	Feb.....	13 10 0		Aug.....	12 10 0		June.....	8 10 0
	March.....	13 0 0		Sept.....	11 10 0		July.....	7 5 0
	April.....	13 10 0	1826—	Jan.....	11 0 0		Aug.....	6 15 0
	May.....	14 0 0		April.....	10 10 0		Aug. 15th..	7 5 0
	June.....	13 15 0		May.....	9 10 0		Aug. 19th..	8 0 0
	Aug.....	13 10 0		Oct.....	10 0 0		Aug. 31st..	8 15 0
	Nov.....	13 5 0	1827—	March.....	9 10 0		Sept.....	9 10 0
1815—	Feb.....	13 10 0		April.....	8 15 0		Dec.....	9 15 0
	May.....	13 0 0		July.....	9 10 0	1838—	Jan.....	9 10 0
	June.....	12 10 0		Dec.....	9 5 0		Dec.....	9 15 0
	June 30....	12 0 0	1828—	Jan.....	9 0 0	1839—	Jan.....	10 5 0
	July.....	11 10 0		March.....	8 15 0		May.....	10 0 0
	Aug.....	11 0 0		April.....	8 10 0		June.....	9 15 0
	Dec.....	11 10 0		April 25th..	8 5 0		Sept.....	9 10 0
1816—	March.....	11 0 0		May.....	8 0 0	1840—	Jan.....	9 0 0
	April.....	10 15 0		Oct.....	8 5 0		Dec.....	8 0 0
	June.....	10 10 0		Dec.....	7 15 0	1841—	April.....	7 15 0
	July.....	10 0 0	1829—	April.....	7 10 0	1842—	Jan.....	6 10 0
	July.....	9 15 0		June.....	7 5 0		Dec.....	5 5 0
	Aug.....	9 10 0		Aug.....	7 0 0	1843—	April.....	5 0 0
	Oct.....	9 0 0		Oct.....	6 15 0		June.....	4 10 0
	Oct.....	8 15 0		Dec.....	6 12 6	1844—	Jan.....	5 0 0
1817—	Feb.....	8 10 0	1830—	March.....	6 10 0		April 18th..	5 10 0
	March.....	9 10 0		June.....	6 15 0		May 1st....	6 6 0
	July.....	10 10 0		Oct.....	6 10 0		Oct. 3d....	5 10 0
	Aug.....	12 0 0		Nov.....	6 5 0		Dec. 3d....	5 15 0
	Oct.....	13 0 0	1831—	May.....	6 2 6		Dec. 20th..	6 0 0
1818—	Feb.....	12 15 0		June.....	6 0 0	1845—	Jan. 2d....	6 10 0
	April.....	11 15 0		Oct.....	5 17 6		Feb. 3d....	7 10 0
	May.....	11 5 0		Dec.....	6 5 0		March 3d...	9 0 0

Price per ton.			Price per ton.			Price per ton.		
Year.	Month.	£ s. d.	Year.	Month.	£ s. d.	Year.	Month.	£ s. d.
1845—	March 28th	10 0 0	1845—	Sept. 18th.	8 5 0	1846—	May.....	8 15 0
	May 3d....	9 10 0		Sept. 26th.	8 15 0		June.....	8 10 0
	May 19th..	9 0 0		Nov. 4th..	9 0 0		July.....	8 15 0
	June 3d....	8 10 0	1846—	Jan.....	9 0 0		Aug.....	9 0 0
	Aug. 4th..	7 15 0		Feb.....	9 5 0		Oct.....	9 2 0
	Sept. 3d...	8 0 0		April.....	9 0 0		Dec.....	9 5 0

The following duties were imposed upon foreign iron, imported into Great Britain, in—

	£	s.	d.		£	s.	d.
1803.....	4	4	4½	1813 to 1818.....	6	9	10
1804.....	4	17	1	1819 to 1825.....	6	10	0
1805.....	5	1	0	If imported in British ships;			
1806 to 1808.....	5	7	5½	if in foreign ships.....	7	18	6
1809 to 1812.....	5	9	10				

In 1825, Mr. Herries, Chancellor of the Exchequer, proposed a considerable reduction on the duties on forge iron. Mr. Huskisson, President of the Board of Trade, offered the resolutions for these alterations, which were carried, and the following duties fixed, on the 5th January, 1825:—

Iron—In bars or unwrought, per ton, the produce of any	Old duty.			Present duty.		
	£	s.	d.	£	s.	d.
British possession, and imported from thence.....	1	2	2	0	2	6
In bars or unwrought, the produce of any other country, p. ton.	6	10	0	1	10	0

Before entering upon the Pennsylvania iron trade, we will give place to some miscellaneous information of an interesting, and, perhaps, curious description, respecting the iron trade of Russia, Sweden, Spain, &c., which must be new to most of our readers. The works of Scrivenor and other writers, from which we derive these notices, have been accessible to very few, even among our iron-masters; and we think that the information thus furnished, will be highly acceptable in a community so deeply interested in everything connected with iron and its manufacture.

In Russia, iron ores have been known from time immemorial, but we have no information respecting mining operations in early periods. In 1569, the English obtained, by treaty, the privilege of seeking for and smelting iron ore, on condition that they should teach the Russians the art of working this metal, and pay, on the exportation of every pound, one half-penny. Peter the Great, himself, wrought in the iron works, before he set out, in 1698, on his first journey into foreign countries. Remaining some time in Saxony, he not only made himself acquainted with the arts of mining, but requested the King of Poland to give him some workmen, and in the following year twelve were obtained. In 1719, Lieut. Col. Henning, by order of the Emperor, travelled through several countries of Europe to collect information respecting mines and foundries, and on his return, wire manufactories, forges for steel, &c., were set up.

All iron works, erected with the assistance of the crown, pay a tax of about six cents on each pood of raw iron, and those without that assistance, about four cents. The pood is 36 English pounds. For every forge, the owner pays the crown 200 rubles yearly, or about \$184.

The number of people employed in some of the iron works, in Russia, is astonishing. At the crown mines of Barnaul 48,000 boors are employed. The iron works of the Stroganof family have about them, and on the district belonging to the family, 83,000 vassals of the male sex! Many of the private works give rise to villages, which are, in size and population, like our cities. The Barnaul mines afford some ore which yields from 50 to 60 per cent of iron; but 25 per cent is more common.

The exports of iron from all the ports of Russia, except those of the Caspian, in 1793, were :—

	Poods.	Value in rubles.
Bar iron.....	2,593,757	4,258,888
Sorted.....	491,575	901,454

The ruble is 3s. 1d. sterling, and is divided into 100 copecs.

In 1828, there were, in the Russian dominions, 19 foundries, forges, and mines, belonging to the crown; and 148 establishments belonging to private families.

The exports of bar iron from St. Petersburg to America, were as follows, in the years specified :—

	Poods.		Poods.		Poods.
1783.....	6,615	1792.....	132,380	1797.....	112,260
1785.....	38,618	1794.....	256,635	1804.....	278,264

The exportation of iron from Russia, has been upon the decline since 1784.

In 1832, there were exported to the United States, 803,508 poods of bar iron; and in—

	Bar. Poods.	Sheet. Poods.		Bar. Poods.	Sheet. Poods.
1833.....	504,750	64,234	1837.....	262,000	40,000
1834.....	345,080	13,186	1838.....	270,000	36,593

Sweden has long been celebrated for its iron. In 1740, there were 496 foundries for making bar iron and other iron manufactures, which produced 40,600 tons. In that year, the government established an office to promote the production of iron, by lending money on the ore, even at so low a rate as 4 per cent.

In 1833, there were, in Sweden, from 330 to 340 smelting furnaces, producing about 90,000 tons of pig iron. The smelting furnaces are licensed for a particular quantity. These licenses are granted by the College of Mines, which has a control over all the iron works and mining operations. The iron-masters make annual returns of their manufacture, which must not exceed their privilege, on pain of the overplus being confiscated.

The iron mine of Dannemora is the most celebrated in Sweden. It has been wrought for four centuries, and still yields abundance of the best iron in Europe. It was first wrought as a silver mine. The annual yield of this mine is about 4,000 tons, the whole of which is sent to the house of Messrs. Sykes, in Hull, England, where it is known by the name of the Oreground Iron, taking its name from the port at which it is shipped. The first, or best mark, is L., which sells at £40 per ton; while the best Russian mark, the C. C. N. D., is seldom higher than £20 per ton.

The cause of the superiority of the Dannemora iron has never been explained. Some chemists ascribe it to the presence of manganese. Berzelius attributed it to the presence of the metal of Silicia; while others suppose it to arise from the nature of the process employed.

The exports of iron from Sweden to the United States, from 1830 to 1838, were as follows :—

	Bars.	Other iron.		Bars.	Other iron.
1830.....	15,532	422	1835.....	28,728	476
1831.....	23,133	683	1836.....	27,342	560
1832.....	20,002	1,222	1837.....	10,709	151
1833.....	20,644	343	1838.....	25,669	585
1834.....	19,618	287			

The total exports in 1838, were 81,754 tons.

Spain has iron of excellent quality. It is probably more ductile than any other. But Spain has never manufactured to any great extent.

An ancient writer (Diodorus Siculus) says: "The Celterberians make weapons and darts in an admirable manner; for they bury plates of iron so long under ground, until the rust hath consumed the weaker part, and so the rest becomes more strong and firm. Of this, they make swords and other warlike weapons; and, with these arms thus tempered, they so cut through everything in their way, that neither shield, helmet, nor bone, can withstand them."

The quantity of iron sent from Spain to Great Britain, from 1711 to 1718, averaged 1,560 tons annually. From 1729 to 1735, the average was 1,770 tons. After about 1750, the exportation declined, and in 1795 ceased entirely. No iron comes to the United States from Spain.

IMPROVEMENT IN STEEL.—An eminent London cutler, Mr. Weiss, has remarked, that steel seemed to be much improved when it had become rusty in the earth, and provided the rust was not factitiously produced by the application of acids. He accordingly buried some razor blades, for nearly three years, and the result fully corresponded to his expectation. Analogy led to the conclusion that the same might hold good with respect to iron, under similar circumstances. So, with perfect confidence in the justness of his views, he purchased, as soon as opportunity offered, all the iron, amounting to fifteen tons, with which the piles of the London bridge had been shod. A part of this iron had become extremely and beautifully sonorous, and possessed a degree of toughness quite unapproached by common iron, and was, indeed, an imperfect carburet. It produced steel, of a quality infinitely superior to any with which, in the course of his business, Mr. Weiss had met; insomuch that, while it was in general request among the workmen for tools, they demanded higher wages for working it. About eight tons of the iron was found to be of this quality. The remainder was inferior, in consequence, as was supposed, of its having been less favorably subjected to the action of the agents producing the change.

Having given a brief review of the iron trade in Europe, we return to the history of this trade in the United States, and more particularly to that of Pennsylvania.

In Seybert's Statistics, prepared from official documents, he states that the manufacture of iron in the United States, in 1810, was as follows:—153 furnaces, making 53,908 tons iron; 320 forges, making 24,541 tons of bar iron; 316 trip-hammers and 34 rolling and slitting-mills, which required 6,500 tons of iron, and 410 naileries, in which 15,727,914 pounds of nails had been made. The value of these manufactures was \$14,364,526.

In 1818, there were in Pennsylvania, 44 blast furnaces, 68 forges, and 175 naileries.

In 1830, a convention of manufacturers of iron was held in Philadelphia, for the purpose of collecting information in answer to a call made upon the Secretary of the Treasury. They prepared the following statement, which is believed to be as precise and accurate as any statement in reference to this trade, ever laid before the public:—

The committee on manufactures of iron, appointed by the convention assembled at Philadelphia, to examine the returns received, in answer to the circulars addressed to different individuals engaged in that branch of industry, report the following tabular statement as the result of their investigations:—

	1828.			1830.		
	No. Furnaces.	Tons Pig Iron.	Tons Castings.	No. Furnaces.	Tons Pig Iron.	Tons Castings.
Pennsylvania.....	44	24,822	3,693	45	31,056	5,506
New Jersey.....	11	1,733	6,264	10	1,671	5,615
Maryland.....	5	2,247	483	6	3,163	1,259
Virginia.....	2	400	50	2	538	43
Delaware.....	1	450	350	7	5,400	250
Ohio.....	...	.....	.....	1	450	350
Missouri.....	...	.....	.....	2	590	250
Total.....	63	29,652	10,840	73	42,868	13,273

One furnace erected in Pennsylvania in 1830, will, in 1831, make 1,100 tons of pig iron.

In addition to the 73 furnaces mentioned in the preceding table, from which detailed returns had been received, the committee had information of 129 furnaces, in the States of Pennsylvania, New York, Vermont, Massachusetts, Connecticut, Tennessee, New Hampshire, Virginia, and Ohio, in actual operation; but from them had then received no returns. Taking the production of the 73 furnaces from which returns have been received, as the rate for estimating the whole, and the following would be the result:—

	Furnaces.	Pig Iron.	Castings.	Total Tons.
1828.....	192	90,368	33,036	123,404
1830.....	202	118,620	36,728	155,348

But as the greater part of the furnaces, not included in the returns, are situated in districts where but few castings are made, the committee have not felt authorized to estimate the quantity of castings made at them at more than about 5 per cent of their entire production, which would give the following proportions and results:—

	Furnaces.	Pig Iron.	Castings.	Total Tons.
1828.....	192	108,564	14,840	123,404
1830.....	202	137,075	18,273	155,348

From the best information the committee have been able to collect on this subject, they estimate that of the pig iron made in these years, about 10,000 tons per annum have, upon an average, been converted, in the air furnaces and cupolas, into castings, leaving to be manufactured into bar iron—

In 1828, of pig iron, 98,564 tons, making of bars, 70,403 tons.

In 1830, “ 127,075 “ “ “ 90,768 “

And which quantities severally correspond, with remarkable proportional accuracy, with the returns from 132 forges, which accompanied the returns from the 73 furnaces first mentioned. In East Jersey, in a part of Connecticut, in a large district of New York, and in Vermont, bar iron is extensively made by the process technically denominated “blooming,” or by a single operation from the ore, without the intervention of the blast furnace. The returns already received, justify the committee in putting down this description of bar iron, for the year 1828, at 5,341 tons; 1830, 5,853 tons, of which 2,197 tons were East Jersey, making a total of bar iron for 1828, of 75,744 tons; 1830, 96,621 tons, and the entire quantity of iron, in its first stage, as shown in the following table:—

	1828.	1830.
Pig iron.....tons	108,564	137,075
Castings from blast furnaces.....	14,840	18,273
Bloomed bar iron, for the years respectively, reduced to pig iron, at 28 cwts. to the ton of bar.....	7,477	8,194
Total iron, in pigs and castings.....	130,881	163,542

Total increase of all kinds of iron in two years, very nearly 25 per cent.

For the purpose of determining the value of the above iron, the committee have taken the average at the principal sea-ports, and those of Pittsburgh and Cincinnati, and have estimated that two-thirds of the bar iron made in the United States, is sold in the Western markets. The proportion may be greater, which would increase the entire value.

In 1828, the average price of American hammered iron, in the principal cities east of the Susquehanna, was \$105, and at Pittsburgh and Cincinnati, \$125; the average, estimated as above, would be \$118 $\frac{1}{3}$. In 1830, the prices were \$90 and \$100, giving an average of \$96 $\frac{2}{3}$. Castings from the blast furnaces are valued at \$60, although many sell higher, and from the air furnace and cupola at 4 $\frac{1}{2}$ cts. per lb., which is certainly not above the average rate.

At these prices the aggregate value of the iron made in 1828, would be \$10,861,440, and in 1830, \$11,444,410.

Increase in market value, in two years, less than 5 $\frac{1}{2}$ per cent.

In November, 1831, the friends of domestic industry held a convention in the city of New York, and in making their report on the iron trade, availed themselves of the information furnished by the Philadelphia convention of 1830, which they pronounced as "precise and accurate as any that had been submitted to the public." They added some new information, of which we take several items. In 1828, an addition was made to the duty on hammered iron, of \$4 40 per ton, and on rolled iron of \$7.

In the following year, the price fell to \$114 $\frac{2}{3}$, and in 1830, to \$96 $\frac{2}{3}$ per ton; showing a decline, in two years, of \$21 $\frac{2}{3}$ per ton, in consequence of competition here, for there was no corresponding decline abroad. The prices of iron at Pittsburgh and Cincinnati, at different periods, furnish data for important inferences. In the years 1818, '19, '20, bar iron in Pittsburgh was sold at from \$100 to \$200 per ton. In 1831, the price was \$100 per ton. In 1820, axes were \$24 per dozen; in 1831, \$12. At least 600 tons of iron, made in Pittsburgh, were manufactured, in 1831, into various articles, in that city. There were then eight rolling and slitting-mills in Pittsburgh. Thirty-eight new furnaces had been erected, since 1824, in the western parts of Pennsylvania, and that part of Kentucky bordering on the Ohio river. The quantity of iron rolled in Pittsburgh, was, in 1828, 3,291 tons; 1829, 6,217; 1830, 9,282, being an increase of nearly 200 per cent in two years.

In Cincinnati, from 1814 to 1818, bar iron was from \$200 to \$220 per ton; in 1826, bar iron assorted, \$125 to \$135; 1828, \$115 to \$125; 1831, \$100 to \$110.

In 1842, when the great tariff question was occupying a large share of the public attention, a convention of iron-masters assembled at Harrisburgh. Committees from various parts of the State prepared with great labor a mass of valuable information relating to the iron manufacture; showing the number and product of the iron works in Pennsylvania, at that time, the number of hands employed, and the consumption of various articles of produce and merchandise, in consequence of these operations. The intention was to show the effect of the prosperity of our manufactures in creating a home market. These results are embodied in the following interesting tabular statement:—

NUMBER AND PRODUCT OF THE IRON WORKS IN PENNSYLVANIA, IN 1842,

With the number of Hands employed, the Consumption of various Articles, and Total Value of the same.

PRODUCT.	Tons.	Price.	Value.	Hands.	Depen- dencies.	CONSUMPTION.							Total.
						Grain.	Beef & Pork.	Tobacco.	Shoes.	Groceries.	Dry Goods.	Hay, &c.	
						<i>bush.</i>	<i>lbs.</i>	\$	\$	\$	\$	\$	\$
22 Rolling-Mills, producing, viz:—		\$	\$										
Bar Iron.....	20,800	55	1,768,000										
Boiler Iron.....	2,400	110	264,000										
Sheet Iron.....	1,200	130	156,000										
Nail Iron.....	8,960	110	985,600										
Nail Plate Iron.....	2,400	90	216,000										
54 Forges, producing, viz:—													
Blooms.....	17,725		3,389,600	1,678	8,390	274,040	1,386,700	13,818	34,318	107,250	147,400	.....	591,363
Deduct manufac'd into boiler, sheet, nails, and nail plates, 14,960													
	2,765	60	165,900										
Hammered Bar.....	4,105	90	369,450										
79 Furnaces, producing, viz:—			535,350	1,666	8,330	338,420	1,821,200	8,717	26,378	71,460	115,660	.....	784,041
Castings.....	4,580	65	297,700										
Pig Iron.....	80,305												
Deduct 42,620 tons Bar and Blooms, manufactured from Pig, allowing 2,500 per ton, 53,287													
	27,018	30	810,540										
7 Foundries, producing.....	300	90	1,108,240	5,063	25,315	674,013	2,488,200	28,836	85,230	277,900	406,618	210,000	1,672,204
			27,000	*31	155	1,500	2,800	90	550	1,500	1,500	.....	4,980
Total, 172 Works.....	74,528		5,060,190	8,438	42,190	1,287,973	5,698,900	51,461	146,486	458,110	671,208	210,000	3,052,588
131 Furnaces, estimated, Pig iron 109,695													
Less, manuf. bars and blooms 33,262													
	76,433	30	2,292,990	6,856	34,280	911,848	3,366,296	39,079	115,386	377,080	650,194	275,000	2,254,531
84 Forges, Rolling-Mills, &c., bar, bloom,	27,410	75	2,055,750	1,370	6,850	250,710	1,315,200	9,233	25,865	73,212	108,230	.....	481,868
873 Works in Pennsylvania, producing	178,371		9,408,930	16,664	83,320	2,450,531	10,380,396	99,773	286,737	908,402	1,329,632	485,000	5,788,987

The discovery of the *anthracite* process of smelting iron ore, was, as we have already remarked, an event of the highest importance to Pennsylvania. On the 18th of January, 1840, a dinner was given at Pottsville, by W. Lyman, Esq., on the occasion of his having successfully introduced this process. At that dinner, Nicholas Biddle, Esq., of Philadelphia, made the following forcible and appropriate remarks, which will be responded to by every true Pennsylvanian:—

“And this, after all, is the great mystery—the substitution of what is called the hot blast for the cold blast. Let us see the changes which this simple discovery is destined to make. As long as the iron ores and the coal of the anthracite region were incapable of fusion, the ores were entirely useless, and the coal nearly unavailable for manufactures; while, as the disappearance of the timber made charcoal very expensive, the iron of Eastern Pennsylvania was comparatively small in quantity, and high in price, and the defective communication with the interior made its transportation very costly. The result was, that with all the materials for supplying iron in our own hands, the country has been obliged to pay enormous sums to Europeans for this necessary. In two years alone, 1836–7, the importations of iron and steel amounted to upwards of \$24,000,000. The importations for the last five years have been about \$49,000,000. It is especially mortifying to see that even in Pennsylvania, there have been introduced, within the last seven years, exclusive of hardware and cutlery, nearly 80,000 tons of iron, and that of these there were about 49,000 tons of railroad iron, costing, probably, \$3,500,000. Nay, this very day, in visiting your mines, we saw, at the very farthest depths of these subterranean passages, that the very coal and iron were brought to the mouth of the mines on rail-tracks of British iron, manufactured in Britain, and sent to us from a distance of 3,000 miles. This dependence is deplorable. It ought to cease forever; and let us hope that with the new power, this day acquired, we shall rescue ourselves from such a costly humiliation.

“We owe it to ourselves not thus to throw away the bounties of Providence, which, in these very materials, has blessed us with a profusion wholly unknown elsewhere. The United States contain, according to the best estimates, not less than 80,000 square miles of coal, which is about sixteen times as much as the coal measures of all Europe. A single one of these gigantic masses, runs about 900 miles, from Pennsylvania to Alabama, and must of itself embrace 50,000 square miles, equal to the whole surface of England proper. Confining ourselves to Pennsylvania alone—out of fifty-four counties of the State, no less than thirty have coal and iron in them. Of 44,000 square miles which form the area of Pennsylvania, there are 10,000 miles of coal and iron, while all Great Britain and Ireland have only 2,000; so that Pennsylvania has five times as much coal and iron as the country to which we annually pay eight or ten millions of dollars for iron.

“Again, the anthracite coal fields of Pennsylvania, are six or eight times as large as those of South Wales. Of these great masses, it may be said, confidently, that the coal and iron are at least as rich in quality, and abundant in quantity as those of Great Britain, with this most material distinction in their favor, that they lie above the water level, and are easily accessible, while many of the mines of England are a thousand or fifteen hundred feet below the surface. With these resources you would have abundant employment, if you could only supply the present wants of the country, for which we are now dependent on foreigners. But the

sphere of demand is every day widening for the consumption of iron. The time has come, when nothing but iron roads will satisfy the impatience of travellers, and the competition of trade." * * *

"If coal and iron have made Great Britain what she is,—if this has given her the power of 400,000,000 of men, and impelled the manufactures which have made us, like the rest of the world, her debtors, why should not we, with at least equal advantages, make them the instruments of our own independence?"

The following information is derived from the report of a committee appointed by the "Iron and Coal Association of the State of Pennsylvania," at a convention held in Philadelphia, on the 9th of January, 1846.

This information was obtained by a committee of the association, who, in 1845, addressed circulars to the manufacturers throughout the State, soliciting accurate information respecting the character and product of each establishment, the number of hands employed, &c. &c. The data thus obtained, was placed by the association in the hands of a committee, for the purpose of being arranged and embodied in a "Report upon the Iron and Coal Trade of Pennsylvania, and their effect upon Agriculture," in order to enlighten the public mind upon the great importance of these indispensable branches of our national industry, without which a nation can never be entirely independent, either in peace or war. Iron and coal being the chief agents of civilization and happiness, exercise a boundless influence on the human race.

We continue the tables showing the number of furnaces, forges, and rolling-mills in Pennsylvania, and their product in 1846 :—

THIRTY-TWO ROLLING-MILLS AND NAIL-FACORIES.

Names of Works.	Location.	Proprietors.	Bar iron.	Boiler plate.	Sheet iron.	Nails.	Hands.
.....	Pittsburgh.....	H. S. Spang & Co.....	900	150	150	800	100
.....	"	..... Shoenberger & Co.....	3,000	.....	.....	.....	150
.....	"	..... Lyon, Shorb & Co.....	2,000	250	250	500	150
.....	"	..... Bissel & Co.....	2,200	.....	.....	1,000	210
.....	"	..... Miltenberger.....	1,500	.....	.....	.....	80
.....	"	..... Laurentz & Co.....	2,000	.....	.....	.....	100
.....	"	..... Kings, Higbee & Co.....	500	.....	.....	1,000	80
.....	"	..... Smith, Royer & Co.....	500	.....	.....	1,000	80
W. Brandywine	Chester county,	.....	.....	400	.....	.....	11
Cain.....	"	.....	.....	.....	200	.....	12
Triadelphia.....	"	.....	.....	400	.....	.....	12
Hibernia.....	"	.....	.....	400	.....	.....	10
Brandywine.....	"	.....	.....	400	.....	.....	11
Rokeby.....	"	.....	.....	400	.....	.....	11
Lowell.....	"	.....	300	.....	200	60	12
Bellefonte.....	Centre	Valentines & Thomas...	900	.....	.....	.....	12
Howard.....	"	Valentines, Harris & Co	900	.....	.....	.....	12
Milesburg.....	"	James Irvin & Co.....	900	.....	.....	.....	12
Eagle.....	"	R. Curtin & Sons.....	900	.....	.....	.....	12
Fairview.....	Cumber'd	O. A. Heister.....	700	.....	.....	300	35
Duncannon.....	Perry	W. L. Fisher.....	1,100	.....	.....	1,000	180
Montalto.....	Franklin	S. & H. Hughes.....	500	.....	.....	100	25
Conshohocken.....	Montg'ry	J. Wood & Son.....	400	.....	200	.....	30
Norristown.....	"	Reeves & Whittaker...	.....	.....	.....	1,000	50
Reading.....	Berks	Keim, Whittaker & Co.	1,400	.....	.....	200	90
Vartic.....	Lancaster	Coleman's Estate.....	200	.....	200	600	40
Phoenixville*..	Chester	Reeves & Whittaker...	.....	.....	.....	1,300	52
Mason's*.....	"	R. W. Mason & Co.....	.....	.....	.....	1,000	42
Lowell*.....	"	.....	.....	.....	.....	60	16
Brandywine*..	"	.....	.....	.....	.....	100	6

* Nail-factories.

PRODUCT OF FIFTY-FOUR FORGES.

Names.	Location.	Proprietors.	Bar iron.	Boiler plates.	Hands.
Bedford.....	Bedford.....	S. King & Co.....	307	140	40
Hopewell.....	"	D. Loy & Co.....	200	150	30
Hopewell.....	"	Milliken & Benedict...	200	100	25
Maria, 3.....	"	Shoenberger & Co.....	2,081	.....	107
Martha.....	"	Shoenberger & Co.....	922	.....	55
Dowell.....	Berks.....	J. Sidel.....	300	.....	25
Union.....	"	George Regan.....	.....	40	8
Rockland.....	"	A. U. Snyder.....	.....	100	20
Gibraltar, 3.....	"	S. Seyfort.....	500	140	58
North Kill.....	"	Joseph Seyfort.....	450	.....	40
Coventry.....	Chester.....	.....	225	.....	14
Springton.....	"	.....	325	.....	15
Hibernia.....	"	.....	300	.....	17
Mary Ann.....	"	.....	.....	200	17
Pleasant Garden.	"	.....	.....	200	16
Bellefonte.....	Centre.....	Valentines & Thomas...	900	.....	45
Howard.....	"	Valentines, Harris & Co.	900	.....	45
Milesburg.....	"	James Irvin & Co.....	800	.....	45
Eagle.....	"	R. Curtin & Sons.....	700	.....	35
Washington.....	Clinton.....	Irvin, Pyle & Co.....	300	100	40
Catawissa.....	Columbia.....	.....	.....	150	15
Berwick.....	"	.....	.....	200	20
Liberty.....	Cumberland..	H. G. Moser & Co.....	325	.....	25
Laurel.....	"	.....	250	200	40
Valley.....	Franklin.....	.....	.....	60	20
London.....	"	.....	.....	60	20
Mount Pleasant.	"	Dunn & Bark.....	60	120	18
Montalto.....	"	S. & H. Hughes.....	.....	500	40
Caledonia.....	"	S. D. Paxton & Co.....	35	195	23
Barree.....	Huntington...	S. M. Green & Co.....	900	.....	60
Franklin.....	"	S. Royer.....	450	.....	25
Ætna.....	"	H. S. Spang.....	800	.....	60
Antes.....	"	Graham & McCamant...	400	.....	30
Junia.....	"	.....	1,225	.....	58
Speedwell.....	Lancaster.....	J. Reynolds.....	.....	250	30
White Rock.....	"	J. Alexander.....	.....	200	20
Vartic, 3.....	"	Coleman's Estate.....	1,000	.....	65
Union.....	Lebanon.....	J. B. Weidman.....	.....	200	25
Monroe.....	"	J. B. Seidell.....	200	.....	25
Freedom.....	Mifflin.....	Rawle & Hall.....	650	.....	33
Brookland.....	"	M. Criswell & Co.....	700	.....	70
Rebecca.....	"	Rogers & Co.....	325	.....	17
Fio.....	Perry.....	.....	450	100	45
Berwick.....	Schuylkill...	D. Focht.....	.....	100	25
Hecla.....	"	B. & M. Jones.....	.....	100	20
Castle Finn.....	York.....	Coleman's Estate.....	125	250	45
Spring.....	"	J. Harmer.....	.....	250	50
Woodstock.....	"	H. Y. Slaymaker & Co.	420	.....	40

The report says, the account for 1846 will therefore stand thus:—

Charcoal furnaces.....	207	173,369 tons.
Anthracite furnaces.....	7	16,487
Furnaces up to 1842.....	213	189,856
New Charcoal furnaces, since 1842.....	67	75,200
New Anthracite furnaces, since 1842.....	36	103,000
Furnaces in 1846.....	316	368,056
Increase on old furnaces.....		37,971 tons.
Increase on new furnaces.....		178,200
Total increase.....		216,171

More than 100 per cent since the bill of 1842. This prodigious increase has of course called for a large investment and employment of capital, which, after much reflection and experience, we estimate at \$47 per ton, for every ton of charcoal pig metal manufactured. This would therefore give, on 75,200 tons, \$3,534,400; and for every ton of anthracite pig metal, \$25 per ton, \$2,575,000—making the enormous sum of \$6,109,400, invested in furnaces alone, since 1842. The aggregate capital, therefore, would be calculated upon the same estimate:—

	Tons.	Capital.
Charcoal furnaces, previous to 1842.....	173,369	\$8,148,343
Anthracite furnaces, previous to 1842.....	16,487	412,175
New Charcoal furnaces, since 1842.....	37,971	3,534,400
New Anthracite furnaces, since 1842.....	178,200	2,575,000
Total, 316 furnaces.....	368,056	\$14,669,918
This quantity, 368,056 tons, at \$30 per ton, would be worth	\$11,041,680	
It is probable that one-half of this metal is converted into bar, hoop, sheet, boiler iron, and nails, at a cost of at least \$50 per ton more.....	9,201,400	
Capital for conversion, at \$20 per ton.....		3,680,560
The other half into castings, at \$20 per ton.....	3,680,560	
Capital for conversion, at \$10 per ton.....		1,840,280
Total value of product, and capital invested.....	\$23,923,640	\$20,190,758

And where does this enormous sum of money go, and how is it expended? All in labor and agricultural products; for of what materials is iron composed? Coal, limestone, iron ores, sand, and fire-clay, almost worthless, unless converted into iron. The number of men employed in producing the above iron, would be, in the charcoal operations, one man to every twenty tons, and in the anthracite, one man to every twenty-four tons of pig metal. This includes all the miners of coal and limestone, wood-choppers, &c. Upon this estimate, there would be employed—charcoal, 12,428; anthracite, 4,978—17,406. Allowing a wife and four children, as supported by this labor, we have a population of 87,030. To which, if we add the labor employed in its conversion into bars, hoops, sheets, boiler-plates, nails, castings, railway iron, &c., &c., which would more than double those *directly* dependent, we should have, upon this supposition, 174,060 men, women, and children. But when we look still further, at the labor created by this business, in railways, canals, &c., who can estimate it—both of man and horse?"

In 1839, the iron business in this country was in a sound, healthy, and prosperous condition, and from its importance and extent, it had attracted the attention of a number of capitalists. The long-sought discovery made at the close of that year, of using anthracite coal for smelting, in furnaces and rolling-mills, gave a new impetus to this branch of business; and it has since been prosecuted with great vigor and complete success, and is destined to place Pennsylvania in advance of all her sister States, anthracite coal being almost exclusively confined to this State. This important discovery aroused the energy of the bituminous coal operators, and introduced into the State the process of *coke* pig iron, which has so long and so successfully been practised in England; and which has there produced so many extensive establishments.

In 1841, under the Compromise Act, the duty on bar iron was reduced \$3 per ton; and on pig iron, 50 cents below the duties of 1839. Owing

to the over-production of iron in England, in 1841, and the ruinously low prices obtained for it, an effort was made to induce Congress to prevent that act from going into effect, as the result of such a reduction of duties would paralyze the industry of this country, and ruin those engaged in this branch of business. This effort, as it is well known, proved unavailing, and the prices of iron declined from 25 to 40 per cent. The price of American bar iron, which, in 1839, was \$100 per ton, declined, in 1842, to \$75; blooms, from \$75, to \$38a40, and pig iron from \$33, to \$19a20 per ton. The consequence was, the stoppage of most of the furnaces, forges, foundries, rolling-mills, and work-shops; and dismay and ruin spread throughout the land, and labor sought employment in vain.

So wide-spread and universal was the ruin, that Congress was induced to pass the tariff bill of 1842, which has since so materially aided in extending the iron trade.

One of the tables embraced in the above report, contained a list of the anthracite furnaces. To this list we have added the new works erected during the past year, and present the following table as containing a complete list of all these furnaces at the present time, with their annual product. The increase in this State, of this branch of the iron trade, has no parallel in history:—

PENNSYLVANIA ANTHRACITE FURNACES, ERECTED SINCE 1839, AND IN BLAST IN 1847, WITH THEIR ANNUAL PRODUCT.

Names of Works.	Proprietors.	No.	Tons produced.
Allentown.....	Bevan & Humphreys.....	2	7,000
Birdsboro'.....	E. & G. Brooks.....	1	1,750
Bloomsburg.....	Paxton, Fisher & Co.....	2	8,500
Conshohocken.....	Stephen Colwell.....	1	3,000
Chickanalongo.....	E. Haldeman.....	1	2,500
Henry Clay.....	Eckert & Brother.....	1	4,500
Henry Clay.....	J. Platt.....	1	1,750
Columbia.....	J. & P. Groves.....	1	2,000
Haldeman.....	P. Haldeman.....	1	1,500
Harrisburgh.....	David R. Porter.....	1	3,500
Lackawanna.....	Scranton & Co.....	2	3,500
Lehigh Crane Iron Company.....	Crane Iron Company.....	3	13,000
Lebanon.....	Coleman.....	2	7,000
Lightstreet.....	.....	.	1,500
Montour Iron Works.....	Montour Iron Company.....	4	15,000
Mauch Chunk.....	S. & W. L. Richards.....	1	1,000
.....	J. McDowell.....	1	1,500
Phoenix Works.....	Reeves, Buck & Co.....	3	12,000
Pioneer.....	G. G. Palmer.....	1	1,800
William Penn.....	Livingston & Lyman.....	1	3,250
Red Point.....	Samuel R. Wood.....	1	3,750
Roaring Creek.....	S. R. Wood.....	1	2,000
Shamokin.....	Shamokin Iron Company.....	1	2,500
Shawnee.....	Holmes, Myers & Co.....	1	1,750
Spring Mill.....	Kunzi & Farr.....	1	2,500
St. Clair.....	Burd Patterson.....	2	3,500
Sarah Ann.....	Porter & Stewart.....	1	2,000
Valley.....	Pomeroy & Harrison.....	1	1,750
Total.....	40	121,800

OUT OF BLAST.

Elizabeth, at South Easton, can produce.....	tons	4,000
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The discovery of the process of making anthracite iron, and the reduced price at which it can be manufactured, induced a number of capitalists to put up extensive rolling-mills.

In 1845,* the first bar of railroad iron was manufactured in the United States. Since that period, various establishments have gone into operation, and about 60,000 tons can now be manufactured annually.

The following rolling-mills have been erected and put into operation in this State, within the last four years. The annual product, and the kind of iron manufactured at each mill, is added:—

ANTHRACITE ROLLING-MILLS.			
Names of Works.	Proprietors.	Species made.	Tons.
1 Montour Iron Works, Danville	Murdock, Leavitt & Co.	Iron Rails.....	10,000
		Plate Rails....	1,000
2 Wilkesbarre.....	T. T. Payne.....	Rail and Plate	6,000
3 Harrisburgh.....	Burke.....	Plate.....	1,500
4 Philadelphia.....	Thomas Hunt.....	Rails.....	2,000
5 “.....	Robinson & Verree.....	Plate.....	1,200
6 “.....	Leibert & Wainwright.	Rails.....	5,000
7 “.....	Thomas & Co.....	Bar & Rod....	2,000
8 “.....	James Rowland, 2 mills,	Plate & Round	4,500
9 Manayunk.....	B. & C. B. Buckley.....	Plate.....	500
10 Phoenixville.....	Reeves, Buck & Co.....	Rails.....	12,000
11 Norristown.....	Moore & Hooven.....	Merchant Bar.	2,000
12 Pottsgrove.....	Potts.....	Merchant Bar.	2,000
13 Pine Grove.....	Joseph Baily.....	Plate.....	850
14 Reading.....	Sabata & Co.....	Axle.....	1,000
15 “.....	Jones & Co.....	Small Iron....	
16 “.....	Seyfort & McManus....	Bar & Nails..	2,500
17 Little Schuylkill.....	.....	Small Iron....	500
18 Lackawanna.....	Scranton & Co.....	Plate & Rails.	6,000
Total tons produced†.....			60,550

ART. IV.—THE AMERICAN ART UNION.

“THE AMERICAN ART UNION” was incorporated by the Legislature of the State of New York, on the 29th day of January, 1844, for the purpose of advancing the interests of the fine arts throughout the United States; a former society, which had been organized under the name of “The Apollo Association,” having been merged in this body. By the constitution, it is placed under the management of a committee who are

* The author of this paper, Mr. Childs, is probably mistaken in regard to the manufacture of the first railroad iron in the United States. According to Mr. J. F. Tanner, the secretary of the Tredegar Iron Company of Virginia, railroad iron was first manufactured at the works of that company, in 1837. For an article from a stockholder of the Tredegar company, on this subject, see Merchants' Magazine for May, 1847, page 530.—Ed. MERCHANTS' MAGAZINE.

† The foregoing article on the Iron Trade was originally prepared by C. G. CHILDS, Esq., the editor of the “Commercial List,” published in Philadelphia. The Commercial List was established by its present editor and proprietor, in 1835. Mr. Childs has been indefatigable in his exertions to add to the value and interest of his journal, and has succeeded in furnishing more statistical information than perhaps any other similar publication in the Union. We would take this opportunity of acknowledging our indebtedness to Col. Childs, for the privilege of reproducing the present paper in our Magazine, which, it will be perceived by a note on a former page, has been copyrighted by the author.—Ed. MERCHANTS' MAGAZINE.

not professional artists, yet who have in charge the general supervision and direction of its affairs. This committee are empowered to purchase such works of art, executed by the artists of our own country, at home or abroad, as they deem worthy of selection, and the resources of the society will warrant; to appoint sub-committees and such honorary secretaries and other agents as may be required; to prescribe their duties and fix their salaries, and to adopt the most proper measures for the purpose of carrying out the design of the association. They are, moreover, invested with the power of framing a code of laws for their own government, in accordance with the constitution.

The funds which are obtained by the individual subscription of the members are applied every year to the purchase of an engraving, and each member receives a copy of this engraving for every five dollars paid by him into the treasury. The surplus of the money, after defraying the necessary expenses of the society, is appropriated to the purchase of native works of painting and sculpture, which are annually distributed by lot—every member, for each sum of five dollars which is thus paid by him, holding a share in the distribution.

Through the agency of the society thus organized, with a distinguished citizen of the commercial metropolis as its president, a picture gallery has been opened to the public, without charge, in the city of New York, containing the paintings of domestic artists, which are open to public inspection. According to the report of December, 1846, the society had 4,457 members, 1,224 having been added during the last year. Besides, the income of the institution has grown to 22,285 dollars; and 145 paintings, varying in price from \$15 to \$600, have been purchased from 65 artists, residing in various parts of the country. The association has enrolled among its members some of the most prominent individuals in different quarters of the Union, and it appears to be commencing its career under favorable auspices.

It will hardly be denied that the progress of the fine arts in our own country is an interesting subject of consideration, and we need only to observe the causes which have borne upon their history with us to understand their present condition. In the first place, so far as those arts are concerned, we start upon a different basis from that of the monarchies of the old world, where the fine arts have achieved their most brilliant triumphs. In those nations constituting the ancient seat of the arts, where they in fact first originated, and have been gradually perfected to their present state, splendid galleries of paintings and sculpture have sprung up under the auspices of their respective governments, or of individual wealth. Among these are the rich collections of Italy and France, Germany and Great Britain, Prussia, Austria, Bavaria, and Spain, as well as other parts of Europe, besides the treasures of art which are accumulated in the numerous churches and cathedrals of that portion of the globe. The consolidation of political power in those governments which have been thus enabled to patronize the arts, in the establishment of galleries and in the decoration of palaces; the perpetuation of estates by which the best works of art have been accumulating for ages in the hereditary seats of an ancient nobility; more of leisure on the part of the opulent, affording a systematic and studious cultivation of art itself for its own sake, have all tended doubtless to advance the progress of painting, as well as architecture and sculpture. With us, however, circumstances are differ-

ent. Our own country is comparatively new, and it is but a little more than two centuries since the whole domain was a trackless wilderness. The population which compose it, have been placed in that condition in which they have been impelled, for the most part, to the necessity of exertion for the purpose of gaining a subsistence, in the restless and active pursuits of trade and commerce, manufactures, or agricultural enterprise. The fine arts have been accordingly patronized by but a few, and have been obliged to appeal to the public, to refer to the arbitration of a body which its devotees might organize for themselves, or to seek in other countries a remuneration for its labors. The instability of private fortunes, with us, and the comparatively small amount of accumulated wealth, have moreover prevented the systematic patronage of those arts, and accordingly it has happened that a genuine work of the more distinguished ancient masters has seldom strayed among us.

In the larger cities of the Union, something has indeed been done for the purpose of evoking a taste for the fine arts. The gallery of the Athenæum in Boston, the American Academy of Design, in New York, and the Philadelphia Academy, as well as a few private collections, have existed, in which some of the best pieces of sculpture and painting, of native production, have been displayed; but these, we believe, have been established for purposes of pecuniary enterprise, and the gratification of individual taste, rather than for any public object. The national government has, moreover, encouraged to some extent those particular branches of art, by causing to be executed several paintings, illustrative of American history, for the purpose of decorating the walls of the capitol, as well as a statue of Washington, which is now at the seat of government. The local governments of some of the States have also afforded some encouragement to the same cause. This policy has, however, been exercised for temporary and specific objects, and not from motives inducing their systematic and uniform patronage.

But notwithstanding the discouragements to which we have alluded, the progress of the arts with us has been as rapid as could reasonably have been expected; and we have produced artists who, from an assiduous study of the master-pieces of the old world, have earned a solid and lasting reputation. Among those we would allude first to the name of Washington Allston, who may be considered perhaps the first painter that our own country has produced, and who, in any age, would be deemed a great master. We are not aware that he has ever been employed to execute any national piece for a public object; yet his works adorn some of the most distinguished private galleries of Europe. It may not, moreover, be generally known, that his "Angel Uriel in the Sun," now in the possession of the Marquis of Stafford, induced the directors of the British Gallery to present to the artist the sum of 150 guineas, as a token of their approbation of that work. We ought not, moreover, to forget that we have produced a West and a Stuart, as well as other artists, not only in painting, but in sculpture also, who have embodied a lasting fame upon the glowing canvass, and in the ever-during marble.

The benefits of the judicious and liberal encouragement of the fine arts are apparent. Through their aid the most important passages of history may be faithfully preserved upon the canvass, in a visible and almost indestructible form; the lineaments of illustrious men may be preserved; the countenances of departed friends may be made our companions in all

the colors of life and health, as they were wont daily to appear in our midst; the most precious gems of natural scenery may be transferred to our parlor walls, there to glow in unfading beauty; while the cold marble, in its plastic grace, may be made to perpetuate for ages the most perfect models of the antique, the heroic achievements of virtue, and the features of the great and good. Accordingly, we think that the fine arts, linked with pure principle, should be encouraged under judicious auspices, as the medium through which the circumstances and sentiment of history may be embodied, and the countenances of eminent individuals, as well as the most perfect specimens of scenic beauty, may be preserved by the pencil, or in the form of sculpture.

It appears that the principal governments of Europe systematically encourage high art, and it can hardly be doubted that our own should likewise do so, by the selection of the best and most deserving artists for the execution of national works. A series of such works from the pencil of such men as Allston or West, illustrating the national history, and decorating the walls of our public edifices, would be of a value far exceeding their cost, and objects of perpetual interest and admiration in all coming ages. It is, however, not the promiscuous encouragement of the arts in general, but the selection of their best pieces, that will secure the greatest advantages. In every department of enterprise there are doubtless many aspirants, who, from a spirit of self-exaggeration, often receive less of attention than they expect, and by consequence deem their efforts overlooked, and themselves the objects of neglect. Let a discriminating public taste and judgment act upon the labors of those aspirants, through the agency of such voluntary associations as the one to which we have alluded, or other appreciating sources, and justice will be done, and the greatest good be most effectually secured. It is the design of the committee of management of the American Art Union to extend the benefits of the institution to every part of the nation.

Art. V.—COMMERCIAL CITIES AND TOWNS OF THE UNITED STATES.

NUMBER I.*

WE have published in former volumes of the *Merchants' Magazine*, a series of papers on the commercial and industrial resources of a majority of the States of the American Union, as well as occasional articles on the commerce of several of our principal cities and towns. With a view of continuing the plan as a permanent feature of the *Magazine*, we place at

* For an elaborate article on the "Commerce of Boston," see *Merchants' Magazine*, Vol. X., No. 5, May, 1844, pp. 421 to 434. Also, for an elaborate article, entitled "Progressive Wealth and Commerce of Boston," see Vol. XV., No. 1, July, 1846, pp. 34 to 50. For "Trade and Commerce of St. Louis," see Vol. XV., No. 2, August, 1846, pp. 162 to 171. For "Commerce of the City of New York," see Vol. XIII., No. 1, July, 1845, pp. 42 to 52. For "Commerce of Philadelphia," see Vol. XIV., No. 5, May, 1846, pp. 423 to 435. For "The City of Troy: its Commerce, Manufactures, and Resources, by one of its Merchants," see Vol. XIV., No. 6, June, 1846, pp. 515 to 523. For "Lowell and its Manufactures," see Vol. XVI., No. 4, April, 1847, pp. 356 to 363. The above are all elaborate articles. A great variety of statistical and commercial information, concerning these and other cities of the United States, will be found spread over the different volumes of this work, from its commencement, in 1839, to the present period.

the head of this article a general title, under which we propose to exhibit in a series of numbers, from time to time, the progress of every city and town in any way distinguished as a mart of commercial or manufacturing enterprise and industry. In the performance of an object so desirable, we feel at liberty to solicit the aid of intelligent correspondents in every section of the country, either in furnishing articles or such materials as can be more readily and accurately gathered upon the spot by residents; which we shall endeavor to group together, and exhibit in a full and comprehensive form. The Merchants' Magazine will, in this respect, continue to maintain its national character; and it will afford us great pleasure to receive contributions from the most remote sections of the Union, presenting the prominent facts connected with their commercial and industrial pursuits. It is alike our interest and our inclination to avoid everything of a sectional bias. We have no interest to subserve, aside from that of the Magazine, and the country in all its length and breadth.

THE CITY OF BUFFALO.

The city of Buffalo, with which we commence a series of comprehensive papers on the trade, commerce, resources, &c., of the principal cities and towns in the United States, possesses a very commanding position, and no place in the interior of the country may be expected to surpass it in its future growth. It is situated at the northwest extremity of Lake Erie, near the commencement of Niagara River, its outlet, at the mouth of Buffalo Creek, which forms its harbor, 480 miles northwest from the city of New York, via the Hudson River, and the several railroads extending from Albany to Buffalo. Its progress in population has been singularly rapid. In 1810, it contained only 1,508 inhabitants; in 1820, 2,095; 1830, 8,653; 1840, 18,213, and in 1845, (by the last State census,) it had increased to 29,773. Of the population of 1840, 771 were employed in commerce; 1,851 in manufactures and trades; 71 in navigating the ocean; 347 employed on canals, lakes, and rivers; 211 in learned professions and engineering.

Buffalo was incorporated as a city, April 20th, 1832, is divided into five wards, and is governed by a mayor and common council, elected annually by the people. It was originally laid out by the Holland Land Company in 1801, and grew slowly from the time of its foundation until 1812. In that year it became a military post. In December, 1813, the place was burned by a combined force of British and Indians, with the exception of two buildings. It then contained 100 dwellings. This conflagration was ostensibly in retaliation for the burning of Newark, a small village in Canada, at the mouth of Niagara River; and it is remarkable that this burning of Newark was afterwards made the excuse for the Vandal conflagration of the city of Washington, in which the capitol, the finest senate-house in the world, was left in smouldering ruins. At the close of the war, the inhabitants of Buffalo received from the United States the sum of \$80,000, in compensation for their losses by the conflagration. In 1817 Buffalo contained over 100 dwellings, many of which were of brick, and some of them large and elegant, most of which were built in 1816. It was incorporated as a village in 1822. In 1829 it contained 400 dwellings, and over 2,000 inhabitants. In April, 1833, a company was incorporated for the erection of a marine hospital. In May, 1834, a company was incorporated for constructing a marine railway, with dry or wet docks,

for building and repairing vessels. In April, 1835, the Sailors' and Boatmen's Friend Society was incorporated, for the purpose of improving the moral condition of the persons navigating inland waters. In 1841 the nett proceeds of the post-office at Buffalo, were \$11,729. The commencement of the rapid growth, and great importance of Buffalo, dates from the completion of the Erie Canal, which was finished in 1825. It has an uninterrupted lake navigation of 1,500 miles, with a coast of 3,000 miles. The Ohio Canal has already added much to its business; and the Wabash and Erie Canal and the Illinois and Michigan Canal, will open to it the trade of a greatly enlarged extent of country.

The public buildings of the city are a court-house, jail, county clerk's office, two markets, in the upper story of one of which are the common council chamber and city offices, and seventeen churches, three Presbyterian, two Episcopal, one Methodist, one Baptist, three German Protestant, one Unitarian, two Roman Catholic, one Universalist, one Bethel, and two African. It has two banking-houses, an insurance company, an orphan asylum, a theatre, and several spacious and elegant hotels, of which the American is one of the finest in the country. The Young Men's Association is a flourishing literary institution, with a library of over 3,000 volumes of well-selected books, and it sustains an able course of literary and scientific lectures in the winter season, which are numerous attended.

The situation of Buffalo as a place for business is very commanding. It constitutes the great gate between the East and West, being at the western extremity of the Erie Canal, and at the eastern termination of the navigation of the great lakes, Erie, Huron and Michigan. The ground on which it is built rises gradually from the creek, which runs through the south part, and at the distance of two miles, it becomes an extended and elevated plain, fifty feet above the level of the lake, furnishing a commanding view of the harbor, Lake Erie, Niagara River, the Canada shore, and the Erie Canal. The city is regularly laid out, with broad and straight streets, generally crossing each other at right angles. Main-street is over two miles long, and 120 feet broad; and it is lined on both sides with splendid and lofty stores, shops, dwellings and hotels, presenting an imposing appearance, and scarcely surpassed by any street in any other city of the Union. The houses generally are built with neatness and taste. Many of the streets are paved and lighted. Three public squares, neatly railed in, and planted with trees, are ornaments to the city. Buffalo contains over 150 streets, and more than 2,000 dwellings.

The harbor of Buffalo is formed by the mouth of Buffalo Creek, which has twelve or fourteen feet of water for the distance of a mile from its entrance into the lake. Originally, a bar at its mouth prevented the access of most vessels from the lake. But a mole and pier, consisting of wood and stone, 1,500 feet long, has been constructed at the mouth of the creek, by the joint contributions of the United States government and of the citizens; which, by confining the channel of the creek, has so far removed the bar, that vessels requiring eight feet of water freely enter. At the end of the pier is a light-house, built of dressed limestone, twenty feet in diameter and forty-six feet high, which is not only a necessary, but an ornamental structure. The harbor is protected from all winds, and so spacious that several hundred steamboats and other lake vessels could be well accommodated in it. A ship canal 700 yards long, 80 feet wide, and 13 feet deep, has been constructed, extending from the creek, near its mouth, into

the place, where vessels can be secure from the descending ice in the spring floods, and have a better access to the city. At the breaking up of the ice in the lake in the spring, by means of the strong westerly winds which at that season prevail, the ice is generally accumulated at Buffalo harbor, and is not dissolved so as to make it accessible, until five or six weeks after the broad lake is navigable. To make the harbor more accessible in severe winds and storms, it has been proposed to construct a ship canal from the lake, across the isthmus, to Buffalo Creek, about a mile from its mouth, which would greatly improve the navigation. The harbor is generally open for navigation about the 15th of May.

We shall now proceed to lay before our readers several tabular statements, derived from the report of H. W. Rogers, Esq., Collector of the port of Buffalo, and other equally authentic sources, commencing with a statement of the value of goods, wares, and merchandise brought into the port of Buffalo by steamers and sail vessels, during the year 1846, as follows:—

IMPORTS OF BUFFALO, BY STEAMERS AND VESSELS, IN 1846.

Articles.	Quantity.	Value.	Articles.	Quantity.	Value.
Flour.....bbls.	1,374,529	\$5,841,748	Coal.....tons	4,330	\$16,873
Pork and Bacon...	80,000	720,000	Leather. ....rolls	9,090	225,000
Beef.....	28,428	170,568	Ashes.....casks	24,612	492,240
Whiskey.....	15,000	94,050	Hides.....No.	50,535	75,000
Wheat.....bushels	4,744,184	4,032,556	Lard.....lbs.	6,099,171	426,942
Corn.....	1,455,258	654,866	Butter.....	3,509,900	350,990
Oats.....	218,300	48,026	Cheese.....	3,083,000	184,980
Barley.....	47,530	23,765	Cotton.....bales	633	22,768
Rye.....	28,250	15,537	Wool.....	21,110	1,021,482
Staves.....pieces	10,762,500	226,012	Furs & Pelts.pkgs.	2,550	571,342
Lumber.....feet	34,536,829	345,368	Beans.....bbls.	3,120	7,000
Shingles.....M.	5,150	7,725	Sugar.....hhds.	395	19,750
Tobacco.....hhds.	3,022	205,496	Potatoes.....bush.	8,850	3,275
Lead.....pigs	25,960	72,688	Fish.....bbls.	6,498	27,000
Corn-meal.....bbls.	4,381	7,000	Tallow.....lbs.	808,860	56,620
Oil.....	781	19,525	Broom-corn...bales	8,600	43,000
Hemp.....lbs.	26,021	390,315	Cranberries...bbls.	2,143	6,429
Feathers.....sacks	1,970	78,800	Brooms.....dozen	9,665	19,330
Wax.....bbls.	611	1,850	Copper ore.....tons	170	17,000
Grindstones....tons	350	3,500	Merchandise.pkgs.	54,243	1,800,000
Iron.....	2,290	68,700			
					\$18,415,116

The imports into Buffalo from foreign places, amounted, in 1845, to \$121,600, and the exports to \$191,959; showing a total import and export foreign trade of \$313,559.

The arrivals and clearances, in 1846, were as follows:—

	ARRIVED.		CLEARED.	
	No.	Tons.	No.	Tons.
American vessels.....	60	5,459	65	6,012
British vessels.....	427	90,429	427	90,429

Showing a total of 979 arrivals and clearances of American and British vessels, and 192,329 tons.

The enrolled and licensed tonnage of vessels in the district of Buffalo Creek, is as follows:—

Steam-vessels.....	11,578	Sailing vessels.....	12,826	Total tonnage.....	24,404
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The arrival of vessels, foreign and coastwise, at the port of Buffalo, during the year 1846, was, of steamers, 1,310; propellers, 200; brigs and

schooners, 2,262; sloops and other small craft, 85; exhibiting a total of 3,857, with an aggregate of 912,957 tons.

The following table exhibits the name, class, and tonnage of all vessels enrolled and licensed in the district of Buffalo Creek, subsequent to the 3d day of June, 1846, up to and including the 1st day of January, 1847:—

Name.	Tonnage.	Name.	Tonnage.
A. D. Patchin.....steamer	873 78	Watts Sherman.....schooner	198 51
Patrick Henry.....brig	316 07	Aurora Borealis.....	94 40
Lucy A. Blossom.....	258 09	E. Whittlesey.....	49 67
Ansell R. Cobb.....	226 07	P. S. Marsh.....canal-boat	87 13
Frances Mills.....	116 24	Oregon.....	67 36
Outward Bound.....schooner	260 20	Seba.....	57 53
Denmark.....	236 63	Cuba.....	58 47
Westchester.....	207 61	Motion.....	50 93
Congress.....	206 32		
		Total.....	3,365 36

RECAPITULATION.

One steamer.....	873 78
Four brigs.....	916 47
Seven schooners.....	1,253 49
Five canal-boats.....	321 52
Total.....	3,365 36

During the year ending 30th of June, 1846, there were built in the district of Buffalo Creek, two steamers, with three propellers and two schooners, with an aggregate of 3,341 tons, as follows:—

Name.	Tonnage.	Name.	Tonnage.
Niagara.....steamer	1,084 00	Pocahontas.....propeller	426 64
Louisiana.....	777 53	G. T. Williams.....schooner	167 04
California.....propeller	420 26	Lapwing.....	5 68
St. Joseph's.....	460 16		
		Total.....	3,341 39

The goods, wares, and merchandise exported coastwise from Buffalo, during the year 1846, amounted to \$30,574,000; but about \$12,000,000 short of the entire exports of the United States to England, during the same year. The exports of Buffalo are thus classified in the official statement of the collector of that port:—

EXPORTS COASTWISE OF THE PORT OF BUFFALO, IN 1845.

Merchandise received at this port, via the Erie Canal and otherwise, and re-shipped for the West.....	\$18,500,000
Barrels salt.....	100,000
Domestic spirits.....	10,000
Manufactures of iron, tin, copper, &c.....	3,208,000
Leather and manufactures of.....	1,106,000
Household furniture and goods.....	2,450,000
Other manufactures.....	5,200,000
Total.....	\$30,574,000

The collector of the port of Buffalo estimates the number of passengers arriving at and departing from Buffalo by the lakes, during the season of navigation, in 1846, at 250,000.

The annexed table shows the entire movement of property through Buffalo, on the Erie Canal, for the years 1845 and 1846, exhibiting at a glance the quantity of products and merchandise shipped from and received at Buffalo on the Erie Canal, with the total aggregate valuation:—

The City of Buffalo.

601

	SHIPPED.		RECEIVED.	
	1845.	1846.	1845.	1846.
Products of the forest—				
Furs and pelt.....lbs.	545,097	571,342	14,862	30,527
Boards and scantling.....feet	19,932,069	19,027,530	3,140,959	3,119,009
Shingles.....M.	554	401	.....	15
Timber.....c.feet	11,445	10,714	.....	58,186
Staves.....lbs.	89,174,110	73,135,932	.....	16,000
Wood.....cords	980	729	13,025	16,655
Ashes.....bbls.	38,417	24,639	4	.....
Products of agriculture—				
Pork.....bbls.	28,235	61,492	43	20
Beef.....	34,084	28,503	.....	9
Bacon.....lbs.	1,218,811	2,220,673	.....	2,177
Cheese.....	2,759,928	4,973,165	7,258	3,142
Butter.....	3,397,690	4,658,427	7,565	10,254
Lard.....	2,852,441	5,950,541	200	.....
Wool.....	3,441,317	4,085,929	14,913	4,991
Hides.....	769,861	788,956	319,272	360,409
Flour.....bbls.	721,891	1,291,233	3,310	7,222
Wheat.....bush.	1,354,996	3,613,569	271	376
Rye.....	903	1,895	3	4
Corn.....	33,094	1,119,689	.....	434
Barley.....	.....	3,683	11,013	6,253
Other grain.....	9,040	185,896	10,564	.....
Bran and ship-stuffs.....	3,266	2,550	45,354	8,588
Peas and beans.....	1,587	6,265	367	41
Potatoes.....	3,445	771	1,706	3,206
Dried fruit.....lbs.	7,837	290,492	807,599	268,395
Cotton.....	.....	252,983	50,914	123,456
Tobacco.....	608,349	2,511,380	120,364	152,090
Clover and grass-seeds.....	2,487,336	1,069,423	11,558	50,473
Flax-seed.....	184,563	971,796	.....	190
Hops.....	4,436	2,118	35,085	143,713
Domestic manufactures—				
Domestic spirits.....galls.	272,336	323,923	17,840	5,800
Leather.....lbs.	1,090,548	1,137,356	2,081	.....
Furniture.....	1,254,764	1,177,273	9,491,372	9,649,943
Bar and pig-lead.....	345,387	516,264	.....	.....
Pig-iron.....	161,518	35,594	110,886	.....
Iron-ware.....	33,779	87,802	2,813,046	2,765,040
Domestic woollens.....	23,143	5,052	.....	.....
Domestic cottons.....	1,213	11,198	.....	.....
Salt.....bushels	.....	.....	582,694	566,572
Merchandise.....lbs.	295,125	176,777	100,893,428	116,148,045
Other articles—				
Stone, lime, and clay.....lbs.	11,804,950	3,973,966	37,134,457	28,314,886
Gypsum.....	1,594	6,410	493,179	260,805
Mineral coal.....	1,954,850	3,274,162	5,222,991	6,086,606
Sundries.....	6,844,395	10,705,597	6,576,203	2,932,004

	1845.	1846.	Of the tonnage left,	1845.	1846.
The forest furnished.....	91,673	77,022	The forest furnished.....	43,466	53,021
Agriculture.....	138,733	310,848	Agriculture.....	2,008	1,691
Domestic manufactures...	2,817	3,107	Domestic manufactures...	23,779	22,109
Merchandise.....	148	88	Merchandise.....	50,447	58,074
Other articles.....	10,302	8,980	Other articles.....	24,713	18,821
	243,673	400,045		144,413	153,761

Total tonnage, 1845, 348,086; 1846, 553,761.

	1845.	1846.
Valuation, property cleared.....	\$9,502,306	\$15,014,316
Valuation, property left.....	16,888,382	23,199,665
Total.....	\$26,390,688	\$38,214,025

MERCANTILE LAW CASES.

EQUITY—COSTS—JURISDICTION OF THE UNITED STATES COURTS—PRACTICE—FRAUD
—AGENCY—CONTRACTS.

In the Circuit Court of the United States, Massachusetts District, April Term, 1847, at Boston; *Samuel J. Foster et al., v. John H. Swasey.*

This was a suit in equity. The bill stated that, on or about the fifth day of August, in the year 1842, the said John H. Swasey became possessed of a certain promissory note, dated Brighton, July 23d, 1842, for the sum of nine hundred and ten dollars, drawn by M. M. Rice, payable to Edmund Rice, or order, at the Suffolk Bank in Boston, in four months, and by the said Edmund endorsed in blank. That on or about the fifth day of August, in the year 1842, the said Swasey sent a copy of the said note to Bangor, to one Timothy George, accompanied by the following letter:—"Timothy George, Esq. Dear Sir: I have the note in my pocket, the copy of which is above. I want you to purchase for me a cargo of boards of the best quality, and pay for them with the above note. You have a plenty of folks in Bangor who well know the old man Rice, and if they do, will be glad to sell boards and take his note. This note is young Rice's promise, with his father's endorsement. Old Veazie, I think, would be glad to sell boards for it. Bragg & St. Clair would be good references, I think, as he knows them well enough to sell boards, and I think the note good. Edward D. Peters has said, the note he thought good, and I well know he has trusted on the strength of the old man's name very lately. Any way, I have got the note in the way of trade, and will sell it for boards, as I can get the money sooner than wait for the note to fall due. If it requires three or four hundred dollars to put with it, do so, and send me a bill of lading, and draw as long as you can, if it is not more than ten days. I want you to attend to this immediately, as I can sell the boards now better than late in the season. If you can buy the boards, buy them, and send for the note, and I will forward the same. You will please keep this to yourself. Let no one know who wants the boards. If you do this business for me, I will pay you 5 per cent for buying. George, be on hand, and if you write, write yourself: don't get any one to do it for you; although it is no particular matter. I shall expect to hear from you very soon. Write to me. Yours in haste, John H. Swasey. Boston, August 5th, 1842."

That immediately after the receipt of the said letter, the said George applied to the plaintiffs, (who were co-partners in the lumber business, in the said Bangor,) for the purchase of a cargo of lumber; that he described the said note to the plaintiffs, and represented to them that the parties to it were good, and able to pay it, and proposed that the plaintiffs should take the note as so much towards the payment of the lumber; that the plaintiffs, fully believing, from the representations of George, that the note was good, and would be promptly paid by the parties to the said note, except what they obtained from George, agreed to sell to him a cargo of lumber, and accept the note as part payment thereof; and thereupon they delivered to George a cargo of lumber, and George wrote to the said Swasey, and obtained the said note, and delivered it to them; that George then shipped the lumber to Swasey, and gave a draft on Swasey for the balance due for the lumber; that Swasey received the said lumber, and sold it, and appropriated the proceeds to his own use; that the said George did not exhibit the said letter of the said Swasey to the plaintiffs, nor did he represent to them that he was buying the lumber for Swasey; nor did they then know that Swasey was in any way interested in the said purchase. That the said note, at its maturity, was regularly protested for non-payment, and due notice thereof given to the endorser, and is still unpaid; that the note was drawn and endorsed without any consideration being paid therefor, either by Swasey or any other person, and that Swasey paid no consideration for it; and that the drawer and endorser of the note were, at the time of its date, and ever since had been, totally worthless, and unable to pay the same; and that the said Swasey, at the time he sent a copy of the note to George, well knew the same to be worthless, and that neither the drawer nor en-

dorser of the note was possessed of property wherewith to pay the same, and that it would not be paid. And the bill charged that Swasey, by thus selling the note to the plaintiffs, committed a gross fraud on them, and that he ought, in equity, to pay to the plaintiffs the whole amount of the said note, with interest and damages thereon.

The bill prayed for discovery and relief. The answer denied the allegations of fraud. There was much conflicting evidence.

WOODBURY, J., in delivering judgment in favor of the plaintiffs, decided the following points: 1. A complainant in chancery, residing in another State, but in the same circuit, cannot be required to furnish security for costs, except at the first term. 2. When redress is sought in chancery, it cannot be granted in the courts of the United States, however it may be in England or in the States, if the redress is in every way as full and appropriate at law. 3. The objection may be taken on demurrer, when it appears on the face of the bill; but is not too late at the hearing, if, after an answer, no disclosure is obtained. 4. An averment of fraud in the sale of a promissory note, and a request for a discovery of facts accompanying the sale, furnish sufficient ground for jurisdiction in chancery. And the proceedings once properly begun, these will be continued, when important facts are thus disclosed, and the subject in controversy is one proper for chancery, as well as a court of law. 5. An expression of a belief by the vendor of the note, that the maker is responsible, is equivalent to an assertion that he is so, if meant to be so understood, and if made with the knowledge that he was not responsible. 6. When the vendor receives valuable property for such note, and no payment is made for part of the price except by the note, the owner of the property is entitled to recover that part, or damages equal to it, if the signer of the note was worthless, and so known to be by the vendor of the note. 7. A special agent has no power to go beyond what is confided to him in making a trade, so as to bind his principal by any contract he thus makes, but is liable for it himself. 8. Yet a contract made by such an agent by means of false and fraudulent assertions is void, and may be rescinded, or damages given, in a suit against the principal, if the latter received the benefits and proceeds of it. 9. *Quere*, if notes are sold which are worthless, and the purchaser does not specially agree to take the risk, whether he may not recover the consideration paid for them.

A decree was accordingly entered, that the defendant should pay the complainants the amount of the note and interest, and that, upon such payment, the note should be delivered up to the defendant.*

COLLISION—STEAMBOAT NEPTUNE AND SCHOONER IOLA.

In the United States District Court, March 3d, 1847, before Judge Betts. Zebulon A. Paine and others, *vs.* the steamboat Neptune.

The schooner *Iola* was run into by the steamer *Neptune*, and immediately sunk, carrying down with her two persons. The schooner was nearly close-hauled upon the wind. The *Neptune* was leeward, and veered up with intent to pass the schooner to windward and across her bow, when distant a quarter to seven-eighths of a mile. The combined speed of the vessels was sixteen or seventeen miles the hour. The night was not so dark but that the schooner could have been discovered, in time to avoid her, without the necessity of her showing a light, had a competent look-out been kept on board the steamer. The course of the schooner was not changed. It was not made to appear for the *Neptune*, that a look-out was stationed, or any kept, other than in the pilot-house, where the windows were down and the glass intervened. If, as was set up for the *Neptune*, the atmosphere was so cloudy and thick that a vessel ahead would not be seen without lights, then it was wrong to continue running the *Neptune* at her full speed. It was considered by the court, that the persons navigating the steamer were chargeable with neglect and want of due precaution, in attempting to cross the bows of the schooner and go to windward of her, and that such improper movement of the steamer was the occasion of the collision and damage that ensued. Decree for the libellants.

* Law Reporter for May, 1847.

COMMERCIAL CHRONICLE AND REVIEW.

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BANK OF ENGLAND AND ITS OPERATIONS—BANK OF FRANCE—DRAIN OF BULLION TO THE U. S.—RUSSIAN GOLD MINES—PRICES OF GRAIN IN ENGLAND IN THREE YEARS—GRAIN SOLD IN THE UNITED KINGDOM IN FOURTEEN DAYS—PROGRESS OF FREIGHTS—COTTON CROP—VALUE OF BRITISH EXPORTS—MEANS AND LIABILITIES OF THE NEW YORK BANKS, ETC., ETC.

THE financial affairs of the world are rapidly approaching a crisis; but one in relation to which the United States stand in a position different from any that they have occupied at periods of former revulsions. In 1825, '30, '37, '39, the United States had credits in London, which depended upon the health of the money-market there; and which, on the occurrence of any considerable export of the precious metals from London, were always the first to be sacrificed to the safety of the Bank. Whenever that institution was disposed to make money plenty, either to suit its own views or those of the government, in procuring a loan, as in 1832, or in converting stocks from a higher to a lower denomination, paper connected with the American trade, and at long dates, was freely taken; pouring into that channel of trade facilities which did not fail to stimulate an animated business throughout the United States, hanging on the London market. At the first appearance of the revulsion which inevitably followed such a movement, American interests were sacrificed, and it became the interest of most commercial classes that specie should not leave London, even to come here; because, by leaving the centre of credit, the fabric was endangered. The events of the last few years have, however, tended to build up a business here, independent of the favors of the English bank, and its prosperity or distress is now, comparatively speaking, really of but little importance to American interests; but the memory of former disasters, originating in London, hangs gloomily over the market. The decline in the bullion of the Bank of England has, for some months, continued very severe, and amounts to more than £5,000,000 in the present year, under singular circumstances. In continuation of a table in our April number, we insert the following leading features:—

| Periods.    | Securities. |            | Deposits. |            | Nett circulation. | Notes on hand. | Bullion.   | B'nk rate of int'rst. 3 pr. cent. |
|-------------|-------------|------------|-----------|------------|-------------------|----------------|------------|-----------------------------------|
|             | Public.     | Private.   | Public.   | Private.   |                   |                |            |                                   |
| December 5, | £12,807,417 | 13,853,212 | 8,612,488 | 8,303,523  | 19,866,805        | 8,402,300      | 15,002,873 | 3                                 |
| January 2,  | 12,826,362  | 15,071,820 | 9,990,624 | 7,903,959  | 20,031,185        | 8,227,085      | 14,951,572 | 3                                 |
| " 9,        | 12,757,326  | 14,464,948 | 5,860,631 | 9,784,767  | 20,836,845        | 6,715,255      | 14,308,022 | 3                                 |
| " 16,       | 12,757,326  | 14,450,711 | 5,034,189 | 10,339,726 | 20,679,370        | 6,545,965      | 13,948,681 | 3½                                |
| " 23,       | 12,757,326  | 14,489,657 | 4,668,489 | 10,335,835 | 20,608,090        | 6,167,170      | 13,442,880 | 4                                 |
| March 6,    | 11,990,079  | 16,905,705 | 6,571,731 | 9,288,681  | 19,279,145        | 5,714,740      | 11,595,535 | 4                                 |
| " 13,       | 11,990,079  | 17,358,712 | 6,717,162 | 9,536,137  | 19,232,200        | 5,554,140      | 11,449,461 | 4                                 |
| " 20,       | 11,990,079  | 17,650,874 | 6,471,623 | 9,962,436  | 19,069,465        | 5,418,475      | 11,231,630 | 4                                 |
| " 27,       | 11,990,079  | 17,824,355 | 6,616,287 | 9,403,132  | 19,444,426        | 4,876,015      | 11,015,583 | 4                                 |
| April 3,    | 11,990,079  | 18,647,166 | 6,001,947 | 9,502,081  | 19,828,678        | 3,760,757      | 10,246,410 | 4                                 |
| " 10,       | 13,574,444  | 18,136,377 | 4,984,375 | 11,257,744 | 20,404,431        | 2,832,915      | 9,867,053  | 5                                 |
| " 17,       | 11,677,819  | 17,111,011 | 3,011,032 | 10,004,699 | 20,262,785        | 2,558,315      | 9,329,841  | 5                                 |
| " 24,       | 11,117,319  | 16,079,627 | 2,634,518 | 9,125,409  | 19,830,145        | 2,718,995      | 9,125,409  | 5                                 |

This table embraces a series of singular events. In the latter part of 1846, money in the interior of Germany was at a high rate of interest, while in Paris it was to be had at 4 per cent, and in London at 3 per cent—circumstances that tended to draw large sums from Paris, to be re-loaned in the German cities at a profit. In addition to this, large sums were required of France to pay for grain to feed her people, and the two causes operated powerfully upon the Bank of France—reducing its bullion from 220,000,000 francs to less than 70,000,000 francs, in

the first week in January, constraining it to raise its rate of interest to 5 per cent, and to borrow £1,000,000 in silver of the Bank of England. The latter institution, finding its specie slipping away, under the large imports of produce from the United States, has gradually raised its rate of interest, with the view to check the drain, and it issued the following notice, dated April 8, 1847:—

“The *minimum* rate of interest on bills discounted at the Bank of England, not having more than 95 days to run, is £5 per cent.

This advance in the value of money in London necessitates a further advance in Paris; but money in Germany and the North of Europe is reported cheaper—a circumstance which, to some extent, may turn the current of specie.

The flow of the precious metals to the North, in payment of corn, and the large produce of the Russian mines, which have delivered \$20,000,000 of gold in the last year, as will be seen by a table in another place, caused an unwonted accumulation of the metals at the treasury in St. Petersburg, and influenced the Emperor to purchase of the Bank of France, 50,000,000 francs of fresh government stock, which amount to some \$8,000,000, at the market rate. The transfer of the stock from Paris to St. Petersburg, placed at that city credits in favor of the Bank of France, and that institution, it would appear, authorized its agents, Baring, Brothers, to draw for it, and reimburse the Bank of England for the £800,000 borrowed of it in January, so that the operation is in fact a transfer of coin from St. Petersburg to London. The heavy drain of bullion to the United States continued down to the latest dates, and reached \$25,000,000 since December. The operation of the bank, under this state of affairs, is eccentric, and arises from the fact that the position of the institution in relation to the currency, is very different, under the new charter, from what it was under the old one. This fact seems to be overlooked both here and in England. The functions of the bank as a “currency furnisher” have ceased; and it stands in relation to the currency precisely as do the other banking firms. The amount of notes held by the banking department, constitutes all its means to meet its liabilities. It cannot procure notes without specie, any more than any other concern, from the issue department. When its reserve runs low, the only means it has of replenishing its coffers, are,—1st. To sell government securities in the open market; 2d. To cease discounting, and allow the payments on matured notes to accumulate; 3d. Should it receive deposits of specie, to turn it over to the issue department, in exchange for notes; or 4th, to await the collection of the government taxes, which are paid into the bank in notes. It is very evident that in a restricted market and falling prices, the institution cannot sell securities to any extent, without creating panic and incurring loss. Nevertheless, it was asserted that the Commissioner of the Savings Bank had placed with the bank £2,000,000 of stock, to sell in aid of its advances to the government on deficiency bills. When exchanges are against England, it is not very likely to receive deposits of specie; and the receipt of bills for government dues is a slow process. Hence, the only alternative is to stop discounting, in which case the rapid maturity of its short and active loans speedily places it in funds. This process effectually and promptly diminishes the circulation.

The actual amount of circulation has not materially varied, remaining at about £20,000,000; but the reserve of notes, partly under the payment of the April dividends, has sunk to a point lower than since the new charter came into effect; and it is not improbable that the amount will be exhausted before the April dividends are completed. As compared with last year, the operation is as follows:—



| 1846.    |                    |           |                | 1847.              |           |                |  |
|----------|--------------------|-----------|----------------|--------------------|-----------|----------------|--|
|          | Public securities. | Deposits. | Notes on hand. | Public securities. | Deposits. | Notes on hand. |  |
| April 3, | 13,136,440         | 7,047,026 | 7,316,415      | 11,990,079         | 6,001,947 | 3,760,757      |  |
| 10,      | 14,437,065         | 4,210,976 | 6,728,120      | 13,574,444         | 6,984,375 | 2,832,905      |  |
| 18,      | 13,957,865         | 3,197,029 | 6,515,990      | 11,677,819         | 3,011,032 | 2,558,315      |  |
| 25,      | 13,528,065         | 2,698,253 | 6,488,140      | 11,117,319         | 2,634,518 | 2,718,995      |  |
| 31,      | 13,302,065         | 2,578,451 | 6,408,470      |                    |           |                |  |

In the month of April, last year, the public deposits did not reach their lowest point until the 1st of May, when they were £2,500,000 less than they were this year, on the 10th April. Should they diminish to the same extent this year, the reserve will be exhausted before the collections of the government begin to replace the notes in the bank. In the first week of April, last year, the public deposits diminished £2,800,000, and this year but £1,100,000; the difference includes the payment into the bank of the second instalment of the £8,000,000 loan. It does not appear that the bank stinted its loans in consequence of the rise in interest, until the last week, when they were less than the previous one, but still higher than in the week ending March 27. Any material demand upon the bank for deposits, either public or private, would exhaust it of money, and leave it like any other concern, compelled to *procure* money and not *make* it, as formerly, to meet its engagements. To do this, it must stop discounting, and sell public securities, and gold will be procured by the public only by returning notes on the issue department. In all this operation of refusing certain discounts, and raising the rate of money for others, in the vain attempt to stop the flow of specie to the United States, there appears to be a good deal of quackery. The occasion of this demand for specie is, that England has been compelled to buy food from the United States far above the usual quantity; and for this food specie must be paid. The food is not purchased on credit, nor because money is cheap, but because it must be had. When, as in former years, large quantities of goods were purchased on long credits for United States account, the refusal of those credits stopped the export, but it cannot stop the import of food for cash sales. The only stop that will be put to the drain on United States account, will be by a fall in prices of grain in England, and it is not apparent that those prices are in any degree sustained by borrowed capital, or a holding of stock through bank facilities. On the other hand, the wants are becoming more urgent, notwithstanding a temporary decline in rates. The following is a table of prices for the first four months of three years:—

## PRICES OF GRAIN IN ENGLAND.

|       | 1845.    |         |       | 1846.  |         |       | 1847.  |         |       |
|-------|----------|---------|-------|--------|---------|-------|--------|---------|-------|
|       | Wheat.   | Barley. | Oats. | Wheat. | Barley. | Oats. | Wheat. | Barley. | Oats. |
|       | s. d.    | s. d.   | s. d. | s. d.  | s. d.   | s. d. | s. d.  | s. d.   | s. d. |
| Jan'y | 2 45 8   | 34 2    | 21 10 | 56 4   | 31 11   | 21 7  | 64 4   | 44 3    | 27 2  |
|       | 9 45 10  | 34 5    | 21 7  | 56 3   | 31 10   | 21 9  | 66 10  | 46 15   | 27 10 |
|       | 16 45 7  | 34 7    | 21 8  | 56 2   | 31 11   | 22 3  | 70 3   | 50 0    | 29 6  |
| Feb'y | 23 45 7  | 34 2    | 21 3  | 55 7   | 31 8    | 21 10 | 73 3   | 54 6    | 31 2  |
|       | 1 45 5   | 33 10   | 21 6  | 54 8   | 31 3    | 21 10 | 74 11  | 54 1    | 32 5  |
|       | 6 45 5   | 33 0    | 21 6  | 54 3   | 30 1    | 21 7  | 73 10  | 53 5    | 33 0  |
| Mar.  | 13 45 4  | 33 3    | 21 7  | 54 9   | 30 6    | 21 9  | 71 7   | 51 10   | 32 8  |
|       | 20 45 2  | 32 4    | 21 7  | 55 0   | 29 11   | 21 6  | 71 7   | 53 6    | 31 11 |
|       | 27 45 0  | 32 3    | 21 7  | 54 6   | 29 7    | 21 5  | 74 7   | 55 0    | 32 4  |
| April | 6 45 0   | 32 2    | 21 7  | 54 10  | 29 3    | 21 10 | 74 4   | 54 11   | 32 3  |
|       | 13 45 1  | 32 2    | 21 4  | 54 3   | 29 4    | 21 9  | 74 2   | 52 10   | 31 2  |
|       | 20 45 5  | 32 4    | 21 8  | 55 1   | 29 10   | 21 2  | 75 10  | 51 11   | 31 3  |
|       | 27 45 10 | 32 4    | 21 5  | 55 5   | 30 2    | 22 2  | 77 0   | 51 11   | 31 6  |
|       | 3 46 5   | 32 5    | 21 4  | 55 1   | 30 1    | 22 0  | 77 1   | 51 3    | 31 8  |
|       | 10 46 3  | 32 5    | 20 9  | 55 1   | 30 0    | 22 0  | 74 5   | 49 8    | 32 7  |

This range of prices is very high, and was, a few weeks since, supposed to be based, to some extent, on a withholding of stocks by the farmers for higher prices. The features of the market, however, do not sustain that view of the matter; on the other hand, they indicate that the stocks in farmers' hands are nearly exhausted. The quantities reported as sold, during the two weeks ending April 17th, by the corn inspectors, in the 250 towns which regulate the average, were as follows:—

QUANTITIES OF GRAIN OFFICIALLY REPORTED AS SOLD IN THE UNITED KINGDOM IN FOURTEEN DAYS, ENDING APRIL 17TH.

|            | Wheat.  |     | Barley. |     | Oats.   |     | Rye. |     | Beans. |     |
|------------|---------|-----|---------|-----|---------|-----|------|-----|--------|-----|
|            | Qrs.    | s.  | Qrs.    | s.  | Qrs.    | s.  | Qrs. | s.  | Qrs.   | s.  |
| 1846.....  | 224,908 | 55  | 139,851 | 30  | 103,081 | 22  | 500  | 34  | 23,421 | 35  |
| 1847.....  | 140,797 | 75  | 51,248  | 52  | 32,760  | 32  | 426  | 56  | 10,084 | 52  |
| Decrease.  | 84,111  | ... | 88,603  | ... | 71,321  | ... | 74   | ... | 13,337 | ... |
| Increase.. | .....   | 20  | .....   | 22  | .....   | 10  | ...  | 22  | .....  | 17  |

An advance of 40 to 60 per cent in prices, failed to elicit any considerable quantities; and as the spring planting was mostly over, and farmers at leisure to attend to sales, the small supplies may be taken as evidence that there remained but little to sell. Prices gave way, for a few weeks, under very large arrivals from the United States, and the prevalence of fine weather for spring planting. Those advices, in addition to high freights, checked exports from the United States; and as the spring advanced, and numerous arrivals of British vessels from the Northern ports of Europe caused a fall in freights, the stocks of produce in the Atlantic cities became exhausted, and shipments could not be made even at the low freights. The Erie Canal was unfortunately some three weeks later in its operations than usual, by which means the export trade suffered severely. That England will want vast supplies, from this time up to the new harvest, is pretty evident. The stocks in the United Kingdom were much lighter this year than last, and no doubt can be entertained but the wants will be as much for the first six months of 1847, as for the same period of 1846, when the quantity entered for consumption was as follows:—

|                      |       |           |                |       |           |
|----------------------|-------|-----------|----------------|-------|-----------|
| Wheat.....           | qrs.  | 1,852,758 | Flour.....     | cwts. | 2,810,202 |
| Indian corn.....     | ..... | 425,227   | Corn-meal..... | ..... | 93,985    |
| All other grain..... | ..... | 765,520   | Oat-meal.....  | ..... | 1,053     |
| Total.....           | ..... | 3,043,505 | Total.....     | ..... | 2,905,240 |

This is a quantity equal to 1,500,000 barrels of flour, and 27,000,000 bushels of grain. Demands for an equal quantity this year, can be met only from the United States, even if Europe should require nothing from the United States. In our article for December, we entered somewhat at length into the prospects of the trade, and subsequent events have confirmed the view then taken. It has so happened, that down to the close of March the supply of shipping was altogether inadequate to the transportation of grain, and exorbitant freights were obtained. These were heightened, to some extent, by speculations in freights. In anticipation of the continued high rates, many vessels upon stocks were chartered as high as 6s. to 7s. per barrel for flour; as the spring progressed, vessels from Europe arrived in great numbers, and the stocks of produce fell very low, by which means freights declined to 2s. 9d., and even lower, for flour. Immense losses were thus incurred by speculators in freights. The canal being now in full operation,

and produce coming forward freely, freights will improve, and exchanges probably fall.

The position of the cotton crop is singular, and may be fraught with the gravest results to British commerce. It has hitherto been the case that England has taken the largest portion of the United States crop, which, for several years, including the present, down to April 17th, has been distributed as follows :—

|                  | 1842.     | 1843.     | 1844.     | 1845.     | 1846.     | 1847.<br>8 months. |
|------------------|-----------|-----------|-----------|-----------|-----------|--------------------|
| U. States use... | 267,850   | 325,129   | 346,744   | 389,006   | 422,597   | 301,933            |
| England.....     | 935,631   | 1,469,711 | 1,202,498 | 1,439,306 | 1,102,369 | 590,376            |
| Europe, &c....   | 529,618   | 540,426   | 426,992   | 644,450   | 564,423   | 308,067            |
| Crop.....        | 1,683,574 | 2,378,875 | 2,030,409 | 2,394,503 | 2,100,537 | 1,640,550          |

England has taken always 60 per cent of the crop, and on the manufacture and re-export of that article hangs her export trade; that is to say, cotton, to her total exports, has held the following proportion :—

VALUE OF BRITISH EXPORTS.

|           | Cotton goods. | All other manufactures. | Total exports. |
|-----------|---------------|-------------------------|----------------|
| 1844..... | £25,805,348   | £24,836,958             | £50,642,306    |
| 1845..... | 26,119,327    | 27,179,699              | 53,298,026     |
| 1846..... | 25,600,693    | 25,679,042              | 51,279,735     |

Should England be deprived of the raw material by any means, her external trade would evidently be so diminished as to jeopardize her whole finances. During the present year, she has received only half her supply, and there remains probably of the crop 700,000 bales to be distributed. To reach the consumption of last year, the United States will want 120,000 bales, Europe 264,000 bales, leaving but about 300,000 bales for England, which she must buy at a very enhanced price; and, should working short time be adopted to any considerable extent, her export trade, or the means of paying for her large imports of breadstuffs, will be very considerably diminished. A decline of one-third in the raw material, involves a falling off of £8,000,000 in export; that is to say, if she gets \$16,000,000 less cotton, she sells \$40,000,000 less cloth, or she disposes of \$24,000,000 less labor. It is probable that the prices will rise to some extent, in consequence of this diminished supply; but as the United States have not depended to any considerable extent upon English cotton goods, the prices here may not be affected directly by the English short supply, and a little more competition here may not only effectually exclude English cottons from this market, but supplant them in third markets. This operation is gradually progressing, both here and on the continent of Europe, much hastened by the present circumstances of the crop. A short crop of cotton affects England more than any other country, because on her has fallen the burden of disposing of the surplus in prolific years, while the countries of Europe and the United States have annually approximated the point of full supply for their own wants and a surplus for export. Two short crop years would shake the English finances to their centre. Thus far, the spinners of the United States have taken less, by 42,000 bales, than in the same period of 1846. They have probably been holding off in consequence of the high prices. The progress of events is gradually increasing the direct communication between the United States and the continent of Europe. The new line of French steamers connecting with New York must give an impulse to the trade with that country, more particularly that the wants of France in respect of breadstuffs are such

as have compelled a more liberal line of commercial policy, and those articles will be free of duty, probably, until August, 1848. The ratification of a new treaty with Hanover, is also calculated to add greatly to the commercial intercourse between the United States and the interior of Germany, as is also the beautiful new line of steamers of the Ocean Steam Navigation Company, the first of which, the Washington, built under the supervision of E. Mills, Esq., by J. Westervelt, Esq., of New York, and the machinery by Mr. Stillman, of the Novelty Works, sails, June 1st, for Bremen, under command of the well-known and popular Captain Hewitt. This is probably the finest steamer that ever crossed the Atlantic from our shores, and fully sustains the unrivalled reputation of American ship-builders, while the machinery is such as to win a like reputation for our skill in that branch of the arts. This noble steamer conveys the United States mail to Bremen, and will carry 500 tons of freight, besides numbers of passengers.

The new treaty with Hanover, placing American vessels upon the same footing as those of that kingdom, is of great importance to the future trade with Germany. By it, the restrictions which have been laid by Hanover, for centuries, on the commerce passing the Elbe and the Weser to the interior of Germany, have measurably been removed, and the commerce of the United States with the continent is made more direct. As the cotton manufacture of Germany becomes more extended, the export of the raw material will be made direct to Germany, instead of, as now, to England.

The prosperous state of the external trade of the United States, has favorably affected the banking interest, notwithstanding the operation of the Sub-Treasury, with its specie provisions. The following is a comparative table of the immediate means and liabilities of the New York banks:—

IMMEDIATE MEANS AND LIABILITIES OF THE NEW YORK BANKS.

|                   | Immediate Liabilities. |                  |                       |                  |                       |                  |
|-------------------|------------------------|------------------|-----------------------|------------------|-----------------------|------------------|
|                   | 1845.                  |                  | 1846.                 |                  | 1847.                 |                  |
|                   | February.<br>Dollars.  | May.<br>Dollars. | February.<br>Dollars. | May.<br>Dollars. | February.<br>Dollars. | May.<br>Dollars. |
| Deposits.....     | 25,976,246             | 28,425,967       | 29,654,401            | 30,868,337       | 31,830,595            | 35,799,954       |
| Circulat'n, n'tt. | 16,126,394             | 17,069,069       | 18,407,733            | 18,409,977       | 18,366,016            | 21,297,633       |
| Due banks.....    | 3,816,252              | 5,131,519        | 4,662,073             | 2,973,658        | 3,995,411             | 6,945,466        |
| Canal fund.....   | 1,607,572              | 1,257,358        | 896,843               | 646,328          | 911,680               | 534,822          |
| United States..   | 700,064                | 672,130          | 2,580,711             | 3,493,622        | 342,766               | 178,517          |
| Total.....        | 48,226,528             | 52,556,043       | 56,201,761            | 56,391,962       | 55,446,468            | 64,756,392       |
|                   | <i>Means.</i>          |                  |                       |                  |                       |                  |
|                   | Dollars.               | Dollars.         | Dollars.              | Dollars.         | Dollars.              | Dollars.         |
| Specie.....       | 6,893,236              | 8,118,324        | 8,361,383             | 8,171,624        | 9,191,254             | 11,312,171       |
| Cash items.....   | 4,839,886              | 6,180,852        | 6,370,302             | 5,839,700        | 7,552,068             | 8,793,286        |
| Total.....        | 11,733,122             | 14,299,176       | 14,731,685            | 14,011,324       | 16,743,322            | 20,105,457       |
| Excess liability. | 36,493,406             | 38,256,867       | 41,470,071            | 42,380,678       | 38,703,146            | 44,650,935       |
| Loans.....        | 66,883,098             | 74,616,060       | 71,897,580            | 72,591,431       | 69,806,358            | 76,688,553       |

These figures give a higher state of liabilities than ever before. The amount of specie has increased over \$2,100,000, and the amount of individual deposits over \$4,000,000, and the net circulation is larger than ever before. It is to be remarked, that while the immediate liabilities are \$3,500,000 higher than last year, at the same date, there is in the table \$3,315,105 less, due the federal government. Consequently there is due the public, at least \$11,000,000 more than

in May, 1846; but many of the banks include the amount due the federal Treasury, in the general deposit account. The amount actually due the federal government, May, 1846, was \$6,068,545; so that the amount due the public, is \$14,000,000 more than in May, 1846. This being the case, the banks have increased their loans but \$4,100,000; that is to say, they have borrowed of the public \$14,000,000, and loaned it but \$4,000,000. The specie is higher than at any time before, with the exception of August, 1843, after very large imports of specie; but, including the amount in the New York Treasury, the sum is greater than ever in the city.

The advices which reached here by the *Hibernia*, to May 4, brought a continuation of the alarm in England in relation to the drain of bullion. The railway "calls" for January, February, March, April, and May, were £16,000,000; and the large expenditures going on for those works were undoubtedly the real cause of the existing difficulties. They had, during 1846, operated, not only to stimulate largely the consumption of foreign articles of food, but had, by taking people from their usual employments, diminished the production, to the usual extent, of articles of export; a necessary consequence of which would be adverse exchanges independently of the import of corn. The enhanced consumption was going on to increase, and it was evident that the wants of England up to harvest would be as large, at least, as last year, and those of Western Europe much greater. A pressure in the money market, so severe as painfully to affect prices, and by so doing make British goods cheap here, in the fall, was likely to take place. It appeared also, the Emperor of Russia, in addition to the loan made to the Bank of France, had announced his intention of investing £2,000,000 in British stocks, and this afforded some relief, but far from sufficient. The present revulsion, like all those which have taken place in the last twenty years, is likely to produce some great change, and the movement now points strongly to an essential change in the Bank of England. The French Chambers have passed a law, authorizing the Bank of France to issue notes as low as 200 francs, or \$40. The effect of this will be to displace a large amount of specie, and perhaps drive it over to England; indeed, exchanges were already turning in favor of London, as respects Paris, £200,000 having arrived there in the week ending May 1st. There does not appear to be any probability of a cessation of the import of coin from England to the United States, until after harvest, at least.

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#### DUTY ON COPPER ORE IN ENGLAND.

A deputation of merchants and others, connected with the trade in foreign copper ores, had an interview, on the 22d ult., with Lord John Russell and the Chancellor of the Exchequer, at the official residence of the First Lord of the Treasury in Downing-street. The injury arising to the trade from the increase of smelting abroad, and the necessity for the immediate abolition of the duty, were strongly urged upon the ministers, and after a discussion of some duration, in which the Chancellor of the Exchequer took an active part, the deputation retired.



## COMMERCIAL REGULATIONS.

## COMMERCIAL TREATY BETWEEN THE U. STATES AND HANOVER.

WE publish, below, an authentic copy of a Treaty of Commerce and Navigation between the United States of America and His Majesty the king of Hanover, which was concluded and signed at the city of Hanover, on the 10th day of June, 1846, and duly ratified on both parts, the respective ratifications of the same being exchanged at the city of Hanover, on the fifth day of March, one thousand eight hundred and forty-seven, by A. Dudley Mann, special agent of the United States to His Majesty the king of Hanover, and the Baron George Frederick de Falcke, of His Majesty's Privy Council, Knight Grand-Cross of the Royal Guelphick Order, on the part of their respective governments. The Treaty is made public by the President of the United States, "to the end that the same, and every clause and article thereof, may be observed and fulfilled with good faith by the United States and the citizens thereof," and was signed by James K. Polk, President, and James Buchanan, Secretary of State, on the 24th day of April, 1847.

The United States of America, and His Majesty the king of Hanover, equally animated with a desire of placing the privileges of their navigation on a basis of the most extended liberality, and of affording otherwise every encouragement and facility for increasing the commercial intercourse between their respective States, have resolved to settle in a definitive manner the rules which shall be observed between the one and the other, by means of a treaty of navigation and commerce; for which purpose the President of the United States has conferred full powers on A. Dudley Mann, their special agent to His Majesty the king of Hanover, and His Majesty the king of Hanover has furnished, with the like full powers, the Baron George Frederick de Falcke, of his privy council, Knight Grand-Cross of the Royal Guelphick Order; who, after exchanging their full powers, found in good and due form, have concluded and signed, subject to ratification, the following articles:

Art. 1. The high contracting parties agree that whatever kind of produce, manufacture, or merchandise of any foreign country can be, from time to time, lawfully imported into the United States in their own vessels, may also be imported in vessels of the kingdom of Hanover; and no higher or other duties upon the tonnage or cargo of the vessel shall be levied or collected, whether the importation be made in a vessel of the United States or in a Hanoverian vessel. And in like manner, whatever kind of produce, manufacture, or merchandise of any foreign country can be, from time to time, lawfully imported into the kingdom of Hanover in its own vessels, may also be imported in vessels of the United States; and no higher or other duties upon the tonnage or cargo of the vessel shall be levied or collected, whether the importation be made in vessels of one party or the other.

Whatever may be lawfully exported or re-exported by one party in its own vessels to any foreign country may, in like manner, be exported or re-exported in the vessels of the other. And the same duties, bounties, and drawbacks shall be collected and allowed, whether such exportations or re-exportations be made in vessels of the one party or the other.

Nor shall higher or other charges of any kind be imposed in the ports of the one party on vessels of the other, than are or shall be payable in the same ports by national vessels.

And further, it is agreed that no higher or other toll shall be levied or collected at Brunshausen or Stade, on the river Elbe, upon the tonnage or cargoes of vessels of the United States, than is levied and collected upon the tonnage and cargoes of vessels of the kingdom of Hanover; and the vessels of the United States shall be subjected to no charges, detention, or other inconvenience by the Hanoverian authorities, in passing the above-mentioned place, from which vessels of the kingdom of Hanover are or shall be exempt.

Art. 2. The preceding article is not applicable to the coasting trade and navigation of the high contracting parties, which are respectively reserved by each exclusively to its own subjects or citizens.

Art. 3. No priority or preference shall be given by either of the contracting parties, nor by any company, corporation, or agent, acting on their behalf, or under their authority, in the purchase of any article of commerce, lawfully imported, on account of or in reference to the national character of the vessel, whether it be of the one party or of the other, in which such article was imported.

Art. 4. The ancient and barbarous right to wrecks of the sea shall remain entirely abolished with respect to the property belonging to the subjects or citizens of the high contracting parties.

When any vessel of either party shall be wrecked, stranded, or otherwise damaged on the coasts, or within the dominions of the other, their respective citizens or subjects shall receive, as well for themselves as for their vessels and effects, the same assistance which would be due to the inhabitants of the country where the accident happens.

They shall be liable to pay the same charges and dues of salvage as the said inhabitants would be liable to pay in a like case.

If the operations of repair shall require that the whole or any part of the cargo be unloaded, they shall pay no duties of customs, charges, or fees, on the part which they shall reload and carry away, except such as are payable in the like case by national vessels.

It is nevertheless understood that if, whilst the vessel is under repair, the cargo shall be unladen and kept in a place of deposit destined to receive goods, the duties on which have not been paid, the cargo shall be liable to the charges and fees lawfully due to the keepers of such warehouses.

Art. 5. The privileges secured by the present treaty to the respective vessels of the high contracting parties shall only extend to such as are built within their respective territories, or lawfully condemned as prize of war, or adjudged to be forfeited for a breach of the municipal laws of either of the high contracting parties, and belonging wholly to their subjects or citizens.

It is further stipulated that the vessels of the kingdom of Hanover may select their crews from any of the States of the Germanic Confederation, provided that the master of each be a subject of the kingdom of Hanover.

Art. 6. No higher or other duties shall be imposed on the importation into the United States of any articles the growth, produce, or manufacture of the kingdom of Hanover, or of its fisheries; and no higher or other duties shall be imposed on the importation into the kingdom of Hanover of any articles the growth, produce, and manufacture of the United States, and of their fisheries, than are or shall be payable on the like articles, being the growth, produce, or manufacture of any foreign country, or of its fisheries.

No higher or other duties and charges shall be imposed in the United States on the exportation of any articles to the kingdom of Hanover, or in Hanover on the exportation of any articles to the United States, than such as are or shall be payable on the exportation of the like articles to any other foreign country.

No prohibition shall be imposed on the importation or exportation of any articles the growth, produce, or manufacture of the kingdom of Hanover, or of its fisheries, or of the United States or their fisheries, from or to the ports of said kingdom, or of the said United States, which shall not equally extend to all other powers and States.

Art. 7. The high contracting parties engage, mutually, not to grant any particular favor to other nations in respect of navigation and duties of customs, which shall not immediately become common to the other party; who shall enjoy the same freely, if the concession was freely made, or on allowing a compensation, as near as possible, if the concession was conditional.

Art. 8. In order to augment, by all the means at its bestowal, the commercial relations between the United States and Germany, the kingdom of Hanover hereby agrees to abolish the import duty on raw cotton, and also to abolish the existing transit duties upon leaves, stems, and strips of tobacco, in hogsheads or casks, raw cotton in bales or bags, whale oil in casks or barrels, and rice in tierces or half tierces.

And, further, the kingdom of Hanover obligates itself to levy no Weser tolls on the aforementioned articles which are destined for, or landed in, ports or other places within its territory on the Weser; and it, moreover, agrees that if the States bordering upon said river shall consent at any time, however soon, to abolish the duties which they levy and collect upon said articles destined for ports or other places within the Hanoverian territory, the kingdom of Hanover will readily abolish the Weser tolls upon the same articles destined for ports and places in such States.

It being understood, however, that the aforesaid stipulations shall not be deemed to prohibit the levying, upon the said articles, a tax sufficient for defraying the expense of maintaining the regulation respecting transit goods. But in no case shall such tax exceed eight pennings Hanoverian currency, (two cents United States currency,) for one hundred pounds Hanoverian weight, (one hundred and four pounds United States weight.)

Art. 9. The high contracting parties grant to each other the liberty of having, each in the ports of the other, consuls, vice-consuls, commercial agents, and vice-commercial agents of their own appointment, who shall enjoy the same privileges and powers as those of the most favored nations; but if any of the said consuls shall carry on trade, they shall be sub-

jected to the same laws and usages to which private individuals of their nation are subjected in the same place.

The consuls, vice-consuls, commercial and vice-commercial agents, shall have the right, as such, to sit as judges and arbitrators in such differences as may arise between the masters and crews of the vessels belonging to the nation whose interests are committed to their charge, without the interference of the local authorities, unless the conduct of the crews or of the captain should disturb the order and tranquillity of the country, or the said consuls, vice-consuls, commercial agents, or vice-commercial agents should require their assistance to cause their decisions to be carried into effect or supported.

It is, however, understood that this species of judgment or arbitration shall not deprive the contending parties of the right they have to resort, on their return, to the judicial authority of their own country.

The said consuls, vice-consuls, commercial agents, and vice-commercial agents, are authorized to require the assistance of the local authorities for the search, arrest, and imprisonment of the deserters from the ships-of-war and merchant vessels of their country.

For this purpose they shall apply to the competent tribunals, judges, and officers, and shall, in writing, demand said deserters, proving by the exhibition of the registers of the vessels, the muster-rolls of the crews, or by any other official documents, that such individuals formed part of the crews; and on this claim being thus substantiated, the surrender shall not be refused.

Such deserters, when arrested, shall be placed at the disposal of the said consuls, vice-consuls, commercial agents, or vice-commercial agents, and may be confined in the public prisons, at the request and cost of those who shall claim them, in order to be sent to the vessels to which they belong, or to others of the same country. But if not sent back within three months from the day of their arrest, they shall be set at liberty, and shall not be again arrested for the same cause. However, if the deserter shall be found to have committed any crime or offence, his surrender may be delayed until the tribunal before which his case shall be pending shall have pronounced its sentence, and such sentence shall have been carried into effect.

Art. 10. The subjects and citizens of the high contracting parties shall be permitted to sojourn and reside in all parts whatsoever of the said territories in order to attend to their affairs, and also to hire and occupy houses and warehouses for the purposes of their commerce, provided they submit to the laws, as well general as special, relative to the right of residing and trading.

Whilst they conform to the laws and regulations in force, they shall be at liberty to manage, themselves, their own business in all the territories subject to the jurisdiction of each party, as well in respect to the consignment and sale of their goods, by wholesale or retail, as with respect to the loading, unloading, and sending off their ships, or to employ such agents and brokers as they may deem proper, they being in all these cases to be treated as the citizens or subjects of the country in which they reside; it being, nevertheless, understood that they shall remain subject to the said laws and regulations; also, in respect to sales by wholesale and retail.

They shall have free access to the tribunals of justice in their litigious affairs on the same terms which are granted by the law and usage of country to native citizens or subjects, for which purpose they may employ in defence of their rights such advocates, attorneys, and other agents, as they may judge proper.

The citizens or subjects of each party shall have power to dispose of their personal property within the jurisdiction of the other by sale, donation, testament, or otherwise.

Their personal representatives, being citizens or subjects of the other contracting party, shall succeed to their said personal property, whether by testament or *ab intestato*.

They may take possession thereof, either by themselves or by others acting for them, at their will, and dispose of the same, paying such duty only as the inhabitants of the country wherein the said personal property is situate shall be subject to pay in like cases.

In case of the absence of the personal representatives, the same care shall be taken of the said property as would be taken of the property of a native in like case, until the lawful owner may take measures for receiving it.

If any questions should arise among several claimants to which of them the said property belongs, the same shall be finally decided by the laws and judges of the country wherein it is situated.

Where, on the decease of any person holding real estate within the territories of one party, such real estate would, by the laws of the land, descend on a citizen or subject of the other, were he not disqualified by alienage, such citizen or subject shall be allowed a reasonable time to sell the same, and to withdraw the proceeds without molestation, and exempt from all duties of detraction on the part of the government of the respective States.

The capitals and effects which the citizens or subjects of the respective parties, in changing their residence, shall be desirous of removing from the place of their domicil, shall likewise be exempt from all duties of detraction or emigration on the part of their respective governments.

Art. 11. The present treaty shall continue in force for the term of twelve years from the date hereof, and further until the end of twelve months after the government of Hanover on the one part, or that of the United States on the other part, shall have given notice of its intention of terminating the same; but upon the condition hereby expressly stipulated and agreed, that if the kingdom of Hanover shall determine, during the said term of twelve years, to augment the existing import duty upon leaves, strips, or stems of tobacco, imported in hogsheads or casks, a duty which at this time does not exceed one thaler and one gutengroschen per one hundred pounds Hanoverian currency and weight, (seventy cents per one hundred pounds United States currency and weight,) the government of Hanover shall give a notice of one year to the government of the United States before proceeding to do so; and at the expiration of that year, or any time subsequently, the government of the United States shall have full power and right to abrogate the present treaty by giving a previous notice of six months to the government of Hanover, or to continue it (at its option) in full force until the operation thereof shall have been arrested in the manner first specified in the present article.

Art. 12. The United States agree to extend all the advantages and privileges contained in the stipulations of the present treaty to one or more of the other States of the Germanic confederation, which may wish to accede to them, by means of an official exchange of declarations; provided that such State or States shall confer similar favors upon the said United States to those conferred by the kingdom of Hanover, and observe and be subject to the same conditions, stipulations, and obligations.

Art. 13. The present treaty shall be approved and ratified by the President of the United States of America, by and with the advice and consent of their Senate, and by His Majesty the king of Hanover; and the ratifications thereof shall be exchanged at the city of Hanover, within the space of ten months from this date, or sooner, if possible, when the treaty of commerce and navigation concluded between the high contracting parties at Berlin, on the 20th day of May, 1840, shall become null and void to all intents and purposes.

In faith whereof, we, the plenipotentiaries of the high contracting parties, have signed the present treaty, and have thereto affixed our seals.

Done in quadruplicate, at the city of Hanover, on the tenth day of June, in the year of our Lord one thousand eight hundred and forty-six, and in the seventieth year of the independence of the United States of America.

[L. s.]  
[L. s.]

A. DUDLEY MANN,  
GEORGE FREDERICK BARON DE FALCKE.

DECLARATION OF ACCESSION OF HIS ROYAL HIGHNESS THE GRAND DUKE OF OLDENBURG, UNDER THE TWELFTH ARTICLE OF THE FOREGOING TREATY.

Whereas a treaty of navigation and commerce, between the United States of America and His Majesty the king of Hanover, was concluded at Hanover on the 10th day of June last, by the plenipotentiaries of the contracting parties, and was subsequently duly ratified on the part of both governments:

And whereas, by the terms of the twelfth article of the same, the United States agree to extend all the advantages and privileges contained in the stipulation of the present treaty, to one or more of the other States of the Germanic confederation, which may wish to accede to them by means of an official exchange of declarations; provided that such State or States shall confer similar favors upon the said United States to those conferred by the kingdom of Hanover, and observe and be subject to the same conditions, stipulations, and obligations.

And whereas the government of his royal highness the Grand Duke of Oldenburg has signified its desire to accede to the said treaty, and to all the stipulations and provisions therein contained, so far as the same are or may be applicable to the two countries, and to become a party thereto; that is to say, to all the said stipulations and provisions, excepting only those relating to the Stade and the Weser tolls, in which the government of Oldenburg has no interest, and over which it has no control:

Now, therefore, the undersigned, Baron W. E. de Beaulieu Marcounay, of the privy council of his royal highness, and at the head of the Department of Foreign Affairs on the part of Oldenburg, and A. D. Mann, special agent on the part of the United States, invested with full powers to this effect, found in good and due form, have this day signed, in duplicate, and have exchanged, this declaration of the accession (hereby agreed to on the

part of the United States) of his royal highness the Grand Duke of Oldenburg, for the Duchy of Oldenburg, to the treaty aforesaid, the effect of which accession and agreement is hereby declared to be to establish the said treaty between the high parties to this declaration, as fully and perfectly, to all intents and purposes, as if all the provisions therein contained, excepting as above excepted, had been recited word for word in a separate treaty, concluded and ratified between them, in the ordinary form.

In witness whereof, the above named plenipotentiaries have hereto affixed their names and seals. Done at Oldenburg, this 10th day of March, 1847.

W. E. BEAULIEU MARCOUNAY, [L. S.]  
A. DUDLEY MANN. [L. S.]

CORRESPONDENCE OF THE MINISTER OF FOREIGN AFFAIRS OF THE GRAND DUCHY OF MECKLENBURG-SCHWERIN, RELATIVE TO THE ACCESSION OF MECKLENBURG-SCHWERIN TO THE HANOVER TREATY.

*Schwerin, March 20, 1847.*

Sir—His royal highness, the Grand Duke, having returned from Berlin, I have laid before him the object of your mission.

His royal highness begs to acknowledge the proposition of the President, regarding the accession to the treaty entered into with Hanover, for the purpose of securing the shipping interest of Mecklenburg for a lengthened period. All these privileges the navigation of Mecklenburg enjoyed since the year 1835, when both governments interchanged articles.

His royal highness trusts the more, that no interruptions may take place in a state so prosperous to trade and navigation, the duties existing in Mecklenburg being in themselves very trifling. Propositions have been laid before the States of Mecklenburg to regulate these duties in a more appropriate and simple manner. The intention of government by this is, as I have already had the honor to explain, to secure the duties on home consumption and trade in a manner favorable to the interests of American exports. Raw cotton is intended to enter duty free, raw tobacco will not be subject to a higher duty than is stipulated at present in Hanover. The consumption duty on rice and train-oil will be a mere trifle. As soon as this system is established—nay, even before—his royal highness will most willingly grant the transit of the above-mentioned four articles, to pass free of toll through his country from his seaports, Rostock and Wismar.

\* \* \* \* \*

Enclosing you an answer to the Secretary of State, Mr. Buchanan, both in original and in copy, I return my best thanks for the candid and loyal manner in which you have treated me, and acknowledge myself to be, with unalterable esteem, sir, your most obedient servant.

L. VON LUTZOW.

To A. DUDLEY MANN, Esq., &c., &c., &c.

*Letter to the Secretary of State.*

SCHWERIN, 26th March, 1847.

Sir—It is with real satisfaction I perceive from your excellency's favor of the 9th of January, that the President of the United States, led by the wish to strengthen and extend the friendly relation subsisting between the two countries, has charged Mr. A. Dudley Mann, special agent of the United States, with a mission to the government of the Grand Duke of Mecklenburg-Schwerin, and this gentleman has laid before me the propositions your excellency thought most proper to adopt.

It will scarcely need the assurance that the kind intentions of your government are gratefully acknowledged here, and that his royal highness, the Grand Duke, my gracious master, fully coincides in the above opinion.

As, however, the intended treaty of commerce and navigation is to be analogous to the treaty lately entered into between the United States and the kingdom of Hanover, I regret to say, I was obliged to call the attention of your excellency's agent to the circumstance which prevents our government, for the present, to adopt that treaty in all its propositions.

I believe, however, I have convinced Mr. A. Dudley Mann, that the obstacle is by no means a tendency of the government of his royal highness, but solely results from the mode of levying duties, which, however varying from the Hanoverian system, does not, even at present, the less favor free trade with all foreign States; and trusting that the discussions already entered into with our States (diet) respecting our custom-laws, in rendering them similar to the Hanoverian, will soon set aside all obstacles, I take this opportunity of assuring your excellency of my highest esteem.

L. VON LUTZOW.

His Excellency JAMES BUCHANAN, Minister of Foreign Affairs of the United States of America.



LETTER FROM BURGOMASTER SMIDT, RESPECTING THE ABOLITION OF THE BREMEN TRANSIT DUTIES.

*Bremen, March 9, 1847.*

Dear Sir—I have had the honor to receive your favor of the 20th February from Hanover, communicating to me that in a convention which you concluded on the 10th of June last, for the United States of America with the kingdom of Hanover, that kingdom obligated itself to abolish the transit duties upon leaves, stems, and strips of tobacco, in hogsheads or casks; raw cotton, in bales or bags; whale oil, in casks or barrels; and rice, in tierces or half tierces; subject, however, to the reservation of levying a sufficient tax to defray the expense of maintaining the regulations respecting transit goods—a tax which in no case is to exceed eight pfennigs per Hanoverian hundred pounds. Your object in communicating this fact, is to invite the Senate of this republic to follow the example of Hanover, by reducing the Bremen transit duties on the mentioned four articles, equally, to a mere tax for control.

I have communicated the contents of your favor to the Senate, and am authorized to inform you that the republic of Bremen will, after the ratifications of said convention have been exchanged, and for the time of its duration, reduce the Bremen transit duties on the above-mentioned four articles to one groat (equal to about four pfennigs) for one hundred pounds Bremen weight, when passing from the United States through the territory of this republic, to be sent into the kingdom of Hanover, and the Grand Duchy of Oldenburg, and that this republic is fully prepared to make the same reduction of its transit duties in favor of the States of the Zoll-Verein as soon and as long as the States of the Zoll-Verein will have reduced in a similar proportion their transit duties on the said four articles, when passing from this place to Switzerland.

The Senate will with pleasure seize every opportunity to facilitate the intercourse of the United States with the States of the German confederation, and is happy to give by this a proof of its ardent desire for that purpose. I beg you will have the kindness to inform your government of the above-mentioned intentions; and avail myself of this opportunity to renew towards you the assurance of my high regard and esteem.

SMIDT,

*The President of the Commission for Foreign Affairs.*

To A. DUDLEY MANN, Esq., &c.

#### POST-OFFICE REGULATIONS ON LETTERS TO BREMEN, ETC.

FOREIGN MAILS NO. 1, FROM NEW YORK, BY COWES, ENGLAND, TO BREMEN, GERMANY.

The arrangements for a regular conveyance of mails to and from Europe, by the above route, are so far completed, that the Washington, the first steamship of the line, will leave New York for Cowes and Bremen Haven, on Tuesday, the 1st day of June next; and also on the first day of each second month thereafter.

It is expected that the second steamship will be ready to depart in the course of the season, on the first day of each intermediate month; thus furnishing a monthly mail in each direction. Of the commencement of the monthly arrangement, due notice will be given.

POSTAGE.—The inland postage to the city of New York, as well as the postage by steamer from New York, is to be prepaid on all mailable matter to be conveyed by this line, excepting that addressed to Bremen, or to places to which said matter will pass through the Bremen post-office. Hamburg is not included in this exception. To Bremen, and to the points supplied through that office, unpaid letters, &c., may be sent; postage to be collected at Bremen.

The rates of postage established by the act of March 3, 1846, "to provide for the transportation of the mail between the United States and foreign countries," are as follows:—

Upon all letters and packages not exceeding one-half ounce in weight, 24 cents; over one-half ounce in weight, and not exceeding one ounce, 48 cents; and for every additional half-ounce, or fraction of an ounce, 15 cents.

Upon each newspaper, pamphlet, and price-current, 3 cents.

Inland postage in all cases to be added, whenever the matter is transported by mail within the United States.

The following is the fourth section of the act above mentioned:—

"And be it further enacted, That it shall not be lawful for any person to carry or transport any letter, package, newspaper, or printed circular, or price-current, (except newspapers in use, and not intended for circulation in the country to which said vessel may be bound,) on board the vessels that may hereafter transport the United States mail, as provided for in this act; and for every violation of this provision, a penalty of \$500 is hereby imposed, to be recovered by presentment, by information, or quitam action—one-half for the use of the informer, and the other half for the use of the Post-office Department."

*Post-office Department, April 30, 1847.*

C. JOHNSON, *Postmaster-General.*

**RAILROAD, CANAL, AND STEAMBOAT STATISTICS.**

**OCEAN STEAMERS BETWEEN HAVRE AND NEW YORK.**

THE following are the regulations, &c., of the contract between the Company and the French government, established between Havre and the port of New York, as translated from the *Journal du Havre* :—

Article 1. Each vessel shall be fully equipped with everything necessary; shall have a sufficient number of boats for all the wants of the service; shall carry two cannons, and have a crew the minimum number of which is fixed as follows, viz:—

|                       |    |                           |    |
|-----------------------|----|---------------------------|----|
| Captain,.....         | 1  | Assistant Engineers,..... | 2  |
| Second do,.....       | 1  | Firemen,.....             | 12 |
| Lieutenants, .....    | 2  | Cooks,.....               | 2  |
| Surgeon,.....         | 1  | Assistant do,.....        | 1  |
| Quartermasters,.....  | 2  | Steward,.....             | 1  |
| Carpenter,.....       | 1  | Assistant do,.....        | 2  |
| Sailors,.....         | 40 |                           |    |
| Apprentices,.....     | 8  | Total,.....               | 79 |
| Master Engineer,..... | 1  |                           |    |

The servants and boys are not to be comprised in the crew.

Art. 2. The vessels are to be delivered to the company by the marine department in perfect navigable condition, as well as their machinery and rigging. The company are to certify to the seaworthy condition of the steamers before each departure.

Art. 3. The clothing of the officers and crew is to be uniform.

This uniform is to be decided by the company itself, subject to the approval of the Minister of Finance.

The company, moreover, is authorized to make what rules it may judge to be necessary and useful for the service and the expedition of the service, subject always to the approbation of the Minister of Finance.

Art. 4. The engineers on board each vessel are to be men of known skill.

SEC. II.—OF THE ROYAL COMMISSARIAT.

Art. 5. There shall be established in Havre a Royal Commissariat, the duties of which are—

1. To see that the various clauses of the present regulations be strictly fulfilled.

2. To inform the Minister of Finance of any infraction of them that may take place.

3. To point out any modification which it may be deemed advisable to make, either in the organizations of the services, or in the *materiel* of the vessels.

Art. 6. The Royal Commissary is to be appointed by the Minister of Finance, and shall receive a salary of 5,000 francs, the which is to be paid by the company, who are to pay the said sum yearly in advance to the Central Treasury office.

SEC. III.—OF THE MAIL AGENT ON BOARD, AND THE SERVICE TO BE FULFILLED BY THE VESSELS.

Art. 7. There shall be on board each vessel an agent, who is to be appointed by the Minister of Finance, and who shall have the mails confided to his charge.

This agent is to be allowed a servant.

Art. 8. The mail agent shall have an official character, which is to be recognized by all on board; likewise all that concerns the reception and transmission of the mails, is to be under his sole charge.

Art. 9. The mail agent is to be allowed the gratuitous use of a first class cabin.

His board is to be at the expense of the company; he is to eat at the table of the first class passengers, and to be treated in every way as a passenger of that class.

He is to have a boat of at least four oars placed at his disposition, for the wants of his service.

Art. 10. The company are to prepare on board each packet, and in the immediate vicinity of the cabin of the mail agent, some secure place, capable of being put under lock and key, for the reception of the mail bags.

Art. 11. If the mail agent has a servant, said servant is to be gratuitously boarded and lodged by the company.

He is to be comfortably lodged, and live like the other servants on board.

Art. 12. The arrangements expressed in articles 9 and 11, are also applicable in those cases where the royal commissary, or an inspector of finances, is charged with the inspection of the service of the packets, or any other mission relating to the service of the mail between France and America. In case such should happen, the said agents are to enjoy all the advantages mentioned in said articles.

Art. 13. In case the mail agent shall, in consequence of sickness or any other unforeseen accident, find it impossible to undertake or continue a voyage, and no other agent shall have been sent on board to replace him, the captain of the vessel shall become responsible for the performance of this part of the service, without being entitled to receive any remuneration; and he is to incur the same responsibility as the agent whose place he fills, as well in the despatch as in the reception of the mail.

SEC. IV.—OF THE CONDITIONS FOR THE TRANSPORTATION OF THE MAIL.

Art. 14. The various mail bags are to be received on board. In France, these bags are to be delivered to the mail agent by the postmaster at Havre; and in New York either by the French Consul-General or the post-office authorities of the country, or by a special agent, should one be appointed. Neither the captains, officers, crew or passengers, are to carry any letters, or are any to be conveyed save in the mail bags, unless diplomatic or consular documents. The infringement of this regulation will make the offender liable to the punishment for fraudulent transportation of letters.

Art. 15. No merchandise is to be received on board after the day fixed for sailing, no matter what may be the reason for the delay. An infringement of this rule will render the company liable to a fine of 20,000 francs for each offence.

Art. 16. The terms for the transportation of passengers shall be regulated under the supervision of the Minister of Finance, and are to be revised annually.

Art. 17. Whenever they are required, the company shall receive on board independently of the mail agent,

1st. At the most, two officers of the navy, or two officers of the civil service, who shall be entitled to a first class position on board.

2dly. Two other military or civil agents, who shall be entitled to second class accommodations.

3dly. Ten sailors.

The passage money for these officers, agents and sailors, shall be only two-thirds of the price fixed for ordinary passengers.

Art. 18. The company shall be bound to receive on board of the packets, and transport free of charge, all small-sized parcels containing instruments of astronomy, or other scientific apparatus, whenever such transportation shall be demanded of them by the government.

The company shall likewise be bound to transport such naval stores as the government may wish to send. These naval stores, the bulk of which shall not exceed five tons each voyage, are to pay the same rate of freight as ordinary merchandise, the company always to have two days' notice of the intended shipment of such goods.

Art. 19. Each steamer shall, at its departure, either from France or America, have on board enough coal for 18 days' consumption, calculating the same at the rate of four kilogrammes per hour, and by the horse-power of the engine.

It shall be in the power of the Minister of Finance to modify this last regulation according as experience shall demonstrate the utility of increasing or diminishing the quantity of coal to be taken on board for every voyage.

SEC. V.—SAILING OF THE PACKETS.

Art. 20. The packets shall make their departure at the periods hereafter mentioned, viz: From Havre to New York twice during every month, from December to March, inclusive.

The departures from New York shall take place according to the season, from ten to fifteen days after the arrival out of the vessel. Long passages, occasioned by unavoidable circumstances, may interfere with this regulation.

Art. 21. Whenever it shall be rendered absolutely necessary by extraordinary circumstances, the departures may be delayed, at the requisition of the French Consul-General in New York, or of the Royal government in Havre. This delay, however, can never, under any circumstances, exceed two days after the time originally fixed for departure.

Art. 22. The hour of departure shall be fixed by the captain, and entered on the log-book.

Art. 23. The packets are to go in a direct route from the port of departure to that of their destination without making any deviation therefrom, save in cases of absolute necessity. The company binds itself to perform the passage from Havre to New York and

back, with all the despatch that it is possible to use in a regular service, and with their vessels and engines.

Should any delays take place from fault on the part of the company, the Minister of Finance shall have the right of rescinding the contract with them.

In case the vessels are forced to enter any port in distress, save those of Havre and New York, or in consequence of tempests, contrary winds or other legitimate causes, they are to produce (independent of the regular entry in the log-book) on their return, a certificate of the consul or authorities of such port, attesting the unavoidable nature of the case.

#### SEC. VI.—OF THE PENALTIES.

Art. 24. Save in cases of absolute necessity, such as are alluded to above, any infringement of the rules laid down regarding the days and hours of departure, shall render the company liable to a fine of 10,000 francs per day for the three first days.

At the expiration of these three days of unjustifiable delay, the fine may be increased to 60,000 francs.

Should this infringement of the agreement be repeated three times during the course of one year, the Minister of Finance shall have the right to rescind the contract.

For every deviation from the direct route unjustifiable by the strictest necessity, the fine shall be for the first time 10,000 francs, and for the second 20,000 francs. On the third infraction of this kind, in the course of one year, the Minister of Finance shall be entitled to rescind the contract.

Art. 25. Whenever the contract may be rescinded, or in case it is not renewed, the company shall return the vessels to government in precisely similar order to that in which they receive them.

#### SEC. VII.—DURATION OF THE CONTRACT.

Art. 26. The contract shall last for ten consecutive years, counting from the time of the departure of the first boat that shall be despatched from Havre, until the return of the one despatched at the expiration of the tenth year.

Art. 27. The present contract shall commence, and the first departure from Havre shall take place, one month after the vessels shall have been delivered to the company.

Art. 28. In case the company shall not commence operations by the time mentioned in the previous article, they shall be liable to a fine of 1,000 francs per day for the delay.

Art. 29. The present contract shall cease at the end of ten years, provided notice of such expiration has been given by either party a year previous. Should such not be the case, the contract shall continue on the same terms, and by a tacit understanding, for the twelve succeeding months, at the end of which formal notice is to be given by each party.

#### SEC. VIII.—PARTICULAR ARRANGEMENTS.

Art. 30. With a view of facilitating the movements of the company, the Minister of Marine Affairs, and the same of the Finances, will give the necessary instructions to the maritime authorities of the various French ports, to grant every facility which can contribute to the despatch of business. The Minister of Foreign Affairs also promises to do his utmost to obtain from foreign authorities the most favorable consideration for the company.

The company, on its side, shall strictly conform to all the custom-house regulations of foreign countries, on pain of rescinding of the contract.

Art. 31. The contract between the government and the company, cannot be in any manner let out or ceded to third parties, either in part or whole, without the written consent of the Minister of Finance. Should it be known that the company have sub-let or ceded any part of their contract without this permission, the Minister of Finance shall have the right to rescind the contract, without the company being entitled to any indemnity whatever.

Art. 32. The company shall be located in Paris, in the Rue d'Antin, No. 7.

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### TRAFFIC OF THE GERMAN RAILROADS IN 1846.

The Journal des Debats publishes a letter, dated Leipsic, 27th ult., mentioning that during the last year there were conveyed by the German railroads 16,412,229 travellers, and 31,833,939 quintals of merchandise, which produced a sum total of 54,646,232*l.*, and represents an increase of 16,431,208*l.*, that is, 43 per cent.

## VESSELS BUILT AND LAUNCHED ON THE LAKES, IN 1846.

The Buffalo Commercial Advertiser furnishes the following tabular statement of the accession to the Marine of the Western waters. The giant strides of the West have called forth the capital and energy of its people, and the many vessels that have been constructed in addition to those previously in commission, found ample and profitable employment during the season. So important has the growing commerce of our lakes become, that capital has been transferred from other branches of business, and every shipyard along the chain of lakes presents a scene of bustling activity with the extensive preparations making for the season of 1847.

| Names.               |              | Place. | Tons. | Names.               |                    | Place. | Tons. |
|----------------------|--------------|--------|-------|----------------------|--------------------|--------|-------|
| STEAMERS.            |              |        |       |                      |                    |        |       |
| A. D. Patchin,       | Truogo,      |        | 874   | Ohio,                | Cleveland,         |        | 550   |
| Baltic,              | Buffalo,     |        | 800   | S. Ward,             | Newport,           |        | 375   |
| Louisiana,           | "            |        | 778   | Detroit,             | "                  |        | 350   |
| Sultana,             | "            |        | 900   | Islander,            | Kerry's Island,    |        | 80    |
| Canada,              | Chippewa,    |        | 750   | Niles,               | Niles,             |        | 80    |
| Hendrik Hudson,      | Charleston,  |        | 751   | Dallas, (U. S. iron) | Buffalo,           |        | 350   |
| Albany,              | Detroit,     |        | 700   | Algolah,             | Detroit,           |        | 71    |
| Saratoga,            | Cleveland,   |        | 662   | Mishawaka,           | "                  |        | 34    |
| PROPELLERS.          |              |        |       |                      |                    |        |       |
| St. Joseph,          | Buffalo,     |        | 460   | Delaware,            | Charleston,        |        | 336   |
| Pocahontas,          | "            |        | 427   | Globe,               | Maumee,            |        | 313   |
| California,          | "            |        | 420   | Earl Cathcart,       | Amherstburgh,      |        | 300   |
| Oneida,              | Cleveland,   |        | 346   | Goliath,             | Palmer,            |        | 280   |
| Cleveland,           | "            |        | 342   | Odd Fellow,          | Grand River, Mich. |        | 200   |
| Lady of the Lake,    | "            |        | 350   |                      |                    |        |       |
| BARQUES AND BRIGS.   |              |        |       |                      |                    |        |       |
| Utica,               | Milwaukie,   |        | 334   | Fashion,             | Cleveland,         |        | 282   |
| C. I. Hutchinson,    | "            |        | 341   | John Hancock,        | "                  |        | 260   |
| Ellen Parker,        | Chicago,     |        | 332   | G. Mountain Boy,     | "                  |        | 260   |
| Patrick Henry,       | Euclid,      |        | 317   | David Smart,         | Lexington,         |        | 203   |
| L. A. Blossom,       | Conneaut,    |        | 258   |                      |                    |        |       |
| SCHOONERS.           |              |        |       |                      |                    |        |       |
| Outward Bound,       | Cleveland,   |        | 260   | Ireland,             | Cleveland,         |        | 230   |
| Gen. Davis,          | Milan,       |        | 238   | Westchester,         | Charleston,        |        | 208   |
| Philena Mills,       | Geneva,      |        | 228   | Wolcott,             | Maumee,            |        | 40    |
| Denmark,             | Cleveland,   |        | 237   | Alvin Clark,         | Truago,            |        | 220   |
| Lewis Cass,          | Charleston,  |        | 191   | New Hampshire,       | Kalamazoo,         |        | 80    |
| Col. Benton,         | Racine,      |        | 190   | Forester,            | Detroit,           |        | 108   |
| Luther Wright,       | Huron,       |        | 195   | B. G. Allen,         | "                  |        | 26    |
| Vincennes,           | Charleston,  |        | 186   | Mary A. Lownd,       | "                  |        | 79    |
| G. T. Williams,      | Irving,      |        | 167   | Pinta,               | Buffalo,           |        | 55    |
| C. Y. Richmond,      | Cleveland,   |        | 229   | M. A. Myers,         | "                  |        | 16    |
| Watts Sherman,       | Buffalo,     |        | 199   | Saranac,             | Detroit,           |        | 39    |
| Puritan,             | Milan,       |        | 223   | Meteor,              | "                  |        | 32    |
| Sea Gull,            | "            |        | 125   | Jno. Armstrong,      | "                  |        | 26    |
| S. L. Noble,         | Fairport,    |        | 104   | Gallinipper,         | "                  |        | 145   |
| N. C. Walton,        | Chicago,     |        | 127   | St. Clair,           | "                  |        | 35    |
| E. Porter,           | Milwaukie,   |        | 75    | Clemantine,          | "                  |        | 19    |
| Ellen,               | Cleveland,   |        | 61    | Julia,               | "                  |        | 34    |
| Harwich,             | "            |        | 78    | Sweet Home,          | "                  |        | 44    |
| SCOWS.               |              |        |       |                      |                    |        |       |
| Rialto,              | Cleveland,   |        | 100   | Liberator,           | Cleveland,         |        | 45    |
| SLOOPS.              |              |        |       |                      |                    |        |       |
| Bazma,               | Conneaut,    |        | 10    | Sun,                 | Detroit,           |        | 35    |
| Buffalo,             | Detroit,     |        | 36    | China,               | "                  |        | 61    |
| Morning Star,        | "            |        | 38    |                      |                    |        |       |
| REBUILT.             |              |        |       |                      |                    |        |       |
| Schr. T. G. Colt,    | } Cleveland, |        | 90    | Schr. La Salle,      | Cleveland,         |        | 160   |
| from schr. Mariam    |              |        |       |                      |                    |        |       |
| ENLARGED.            |              |        |       |                      |                    |        |       |
| Schr. N. C. Baldwin, | Conneaut,    |        | 46    | Brig O. Richmond,    | Chicago,           |        | 48    |



The subjoined shows the number, class and tonnage of vessels built on Lake Erie and the upper lakes during the past six seasons. Full \$1,000,000 have been expended in the construction and repairs of the vessels put in commission during the season of 1846, which, added to the cost of construction, annual repairs, and money expended in enlarging and remodelling vessels launched within the previous five years, will swell the aggregate to \$3,500,000. This large increase to the lake marine, it must be borne in mind, has been made above the Falls, and the capital drawn from the many sources legitimately pertaining to the lake business, and designed as a permanent investment.

|            | Steamers. | Propellers. | Sail. | Tons.  |
|------------|-----------|-------------|-------|--------|
| 1846.....  | 16        | 11          | 45    | 18,999 |
| 1845.....  | 13        | 4           | 32    | 10,207 |
| 1844.....  | 9         | ...         | 34    | 9,145  |
| 1843.....  | 6         | 4           | 24    | 4,830  |
| 1842.....  | 2         | ...         | 22    | 3,090  |
| 1841.....  | 1         | ...         | 28    | 3,530  |
| Total..... | 47        | 19          | 185   | 49,801 |

PENNSYLVANIA STATE TOLLS ON MERCHANDISE.

STATE CHARGES, ON THE MAIN LINE OF THE PENNSYLVANIA IMPROVEMENTS, FROM PHILADELPHIA TO PITTSBURGH.

The following shows the aggregate amount of State Tolls, (including motive power, truckage, boat toll, &c., &c.) on freight, agreeably to the rates established for the year 1847, by the Board of Canal Commissioners:—

| Articles, per 100 lbs.                                                                                                                                | Cars and b'ts.        |    | Portable b'ts.        |    |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|----|-----------------------|----|
|                                                                                                                                                       | Cargo, 60,000 pounds. |    | Cargo, 50,000 pounds. |    |
|                                                                                                                                                       | c.                    | m. | c.                    | m. |
| Hats, caps, boots, bonnets, looking-glasses,.....                                                                                                     | 53                    | 6  | 57                    | 0  |
| Dry-goods,.....                                                                                                                                       | 46                    | 0  | 49                    | 4  |
| Paper, red lead, litharge,.....                                                                                                                       | 42                    | 2  | 45                    | 6  |
| Brown muslins, sheetings, manufactured copper,.....                                                                                                   | 38                    | 3  | 41                    | 7  |
| Groceries, drugs, foreign liquors, ropes and cordage, manufactured marble, mahogany, leather, dry hides,.....                                         | 37                    | 3  | 40                    | 7  |
| Paints, dye-stuffs, manufactured tobacco,.....                                                                                                        | 34                    | 5  | 37                    | 9  |
| Hardware, wool, oil, feathers,.....                                                                                                                   | 32                    | 3  | 35                    | 7  |
| Rags,.....                                                                                                                                            | 30                    | 3  | 33                    | 7  |
| Queensware, steel, white lead,.....                                                                                                                   | 29                    | 8  | 33                    | 2  |
| Coffee, fish, tin in blocks or sheets, copper in sheets, seeds of all kinds, buffalo and deer-skins, pitch and rosin,.....                            | 27                    | 3  | 30                    | 7  |
| Leaf tobacco, earthenware, and whiskey,.....                                                                                                          | 24                    | 8  | 28                    | 2  |
| Bacon, lard, lard oil, butter, cheese, tallow, anvils, Sp. whiting, Bagging, hemp, hempen yarns, oil-cake, bale-rope, copperas, barytes, potash,..... | 22                    | 3  | 25                    | 7  |
| Block marble,.....                                                                                                                                    | 20                    | 3  | 23                    | 7  |
| Cotton, wheat,.....                                                                                                                                   | 19                    | 8  | 23                    | 2  |
| Flour, barley, corn, rye, oats, beef, pork, burr blocks, pig lead, and shot,.....                                                                     | 17                    | 3  | 20                    | 7  |
| Unenumerated articles, furs and peltry,.....                                                                                                          | 47                    | 0  | 50                    | 4  |

NEW YORK AND LIVERPOOL STEAMERS.

The *Glasgow Citizen* gives us the following information relative to the new Atlantic steamers now building in the Clyde. The British and North American Mail Steam-Packet Company have ordered four immense timber steamships to be fitted out for plying between Liverpool and New York. Three of these are being built by Mr. R. Steel, of Greenock, and the fourth, by that veteran in the art of steamboat building, Mr. John Steel, of Port Glasgow, who, in 1811, launched from his building yard the first passenger steamer which ever ploughed the waters of the Clyde. The first of these leviathan steamships will be launched early in March; she is close upon 2,000 tons register, and will have engines of 750 horse-power. The other three are of the same size, and are constructed on the same model, being, over all, in length 385 feet, in breadth of beam 38 feet, and having a depth of 28 feet. These vessels are intended to ply fortnightly between Liverpool and New York, commencing on the 1st January, 1848.

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## JOURNAL OF BANKING, CURRENCY AND FINANCE.

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### COINS AND CURRENCY OF THE HAWAIIAN ISLANDS.

WE are indebted to James Jackson Jarvis, Esq., the editor of the "Polynesian," published at Honolulu, Oahu, for a copy of the first volume of the "Statute Laws of His Majesty Kamehameha III., King of the Hawaiian Islands, passed by the Houses of Nobles and Representatives, during the 21st year of his reign, and the 3d and 4th years of his public recognition, A. D. 1845 and 1846: to which are appended the Acts of Public Recognition, and the Treaties with Other Nations." It forms a neatly printed octavo volume of 382 pages. From this work, we copy Chapter IV., relating to Coins, Currency, and Interest:—

#### OF COINS AND CURRENCY.

Sec. 1. The currency of the Hawaiian Islands shall consist of the dollar, valuing one hundred cents, American currency; the half dollar, valuing fifty cents; the quarter dollar, valuing twenty-five cents; the eighth of a dollar, valuing twelve and a half cents; and the sixteenth of a dollar, valuing six and a quarter cents; and the cent, a copper coin, impressed with the head of His Majesty, surrounded by the words "Kamehameha III., ka moi;" on the reverse, "Aupuni Hawaii." Gold and silver coins, wearing the legalized impress of any sovereign State, shall be receivable in payment of government dues, duties, and taxes, at the exchequer, and in tender or payment of debts contracted by private individuals in this kingdom, at their current or merchantable value, for the time being, at Honolulu, to be established by evidence. In case any of the said coins be refused, the payer, having tendered, may bring the same into court, and plead such tender and refusal in bar of costs as prescribed in the act to organize the judiciary.

Sec. 2. The minister of finance shall cause to be minted, for circulation, a copper coin as described in the preceding section; and, with the advice of two-thirds of the privy council, and approbation of His Majesty, he may also cause to be minted any small silver coins of such descriptions and quantity as said council shall direct.

Sec. 3. The better to regulate and conduct the financial operations of this government, the privy council shall form and is hereby created a board of finance. It shall be the duty of the minister of finance to devise and recommend measures to be laid before the said board, and the said minister shall succeed to all the rights in action and dues now pertaining to the Hawaiian Treasury Board, created by an act of the legislative council passed at Lahaina, Maui, on the 10th day of May, A. D. 1842, whereby Doctor G. P. Judd, Timothy Haalilio, and John I., were especially empowered to conduct the financial operations of government. He shall be in like manner liable for all the lawful undertakings, promises and obligations of said board.

Sec. 4. The minister of finance shall have power, two-thirds of the board concurring, to make loans at home or abroad, in favor of the government—to issue exchequer bills and bills of credit, bearing his signature, stipulating such rate of interest, and payable at such time as two-thirds of the board may, by vote, establish, and to be receivable at the exchequer in payment of government dues, duties and taxes, at any time before or after their maturity, for the amounts therein expressed. The government faith and revenues shall be, and are hereby pledged for the redemption of all loans so made by the minister of finance, and for the punctual payment, at maturity, of all exchequer bills or bills of credit so issued as aforesaid, with the interest stipulated thereon; and the government faith is further hereby pledged for the receipt and acceptance at the exchequer of all such bills before maturity and without accrued interest, in payment of government dues, duties and taxes.

Sec. 5. The seal of the department of finance shall be the corporate seal of said board, and be impressed as such upon all specialties issued thereby, importing the pecuniary faith and credit of His Majesty's government, and in like manner upon all documents, attestations, certificates and copies issued as evidences of fiscal transactions by the minister of finance; which seal so impressed shall be admitted in evidence before any court of justice, that the signatures to the instrument impressed are genuine.

#### OF INTEREST.

Sec. 1. For all the purposes of this chapter, the better to regulate the Hawaiian currency and the home and the foreign commerce of this kingdom, 1 per centum per month, or 12 per centum per annum, shall be the lawful interest to accrue upon all interest-bearing contracts not otherwise stipulated in writing.

Sec. 2. It shall in no case be deemed unlawful to stipulate by written contract for a higher rate of interest than 12 per cent per annum, provided the contract to that effect be signed by the party to be charged therewith.

Sec. 3. In all cases when contracts commence to draw interest, and no stipulation in writing exists to the contrary, they shall be deemed to draw 12 per cent, simple interest, per annum, not to be compounded from year to year.

REVENUE OF GREAT BRITAIN, IN 1846-47.

The following is an abstract of the nett produce of the revenue of Great Britain, in the years and quarters ended the 5th of April, 1846 and '47, showing the increase or decrease thereof:—

|                                   | YEARS ENDED APRIL 5. |                   |                  |                | QRS. ENDED APRIL 5. |                   |
|-----------------------------------|----------------------|-------------------|------------------|----------------|---------------------|-------------------|
|                                   | 1846.                | 1847.             | Increase.        | Decrease.      | 1846.               | 1847.             |
|                                   | £                    | £                 | £                | £              | £                   | £                 |
| Customs,.....                     | 17,664,618           | 18,796,620        | 1,132,092        | .....          | 3,961,918           | 4,447,673         |
| Excise,.....                      | 11,886,085           | 12,547,657        | 661,572          | .....          | 1,626,458           | 1,652,865         |
| Stamps,.....                      | 7,095,521            | 7,062,828         | .....            | 32,693         | 1,685,868           | 1,817,282         |
| Taxes,.....                       | 4,224,039            | 4,257,158         | 33,119           | .....          | 146,142             | 130,892           |
| Property tax,.....                | 5,084,741            | 5,464,581         | 379,840          | .....          | 1,963,882           | 2,033,072         |
| Post-office,.....                 | 768,000              | 820,000           | 52,000           | .....          | 215,000             | 219,000           |
| Crown lands,.....                 | 130,000              | 112,000           | .....            | 18,000         | 45,000              | 37,000            |
| Miscellaneous, ....               | 188,888              | 318,161           | 129,273          | .....          | 91,522              | 92,593            |
| <b>Total ordinary rev.,</b>       | <b>47,041,892</b>    | <b>49,379,005</b> | <b>2,387,806</b> | <b>50,693</b>  | <b>9,735,790</b>    | <b>10,430,377</b> |
| China money,.....                 | 750,859              | 667,644           | .....            | 83,215         | .....               | .....             |
| Imprest and other monies,.....    | 170,846              | 193,497           | 22,651           | .....          | 52,909              | 53,859            |
| Repayments of advances,.....      | 1,516,887            | 778,506           | .....            | 738,381        | 456,473             | 164,568           |
| <b>Total income,*....</b>         | <b>49,480,484</b>    | <b>51,018,652</b> | <b>2,410,457</b> | <b>872,289</b> | <b>10,245,172</b>   | <b>10,648,804</b> |
| Deduct decrease,.....             | .....                | .....             | .....            | 872,289        | .....               | .....             |
| <b>Increase on the year,.....</b> | <b>.....</b>         | <b>.....</b>      | <b>1,533,168</b> | <b>.....</b>   | <b>.....</b>        | <b>.....</b>      |

The total income for the quarter is £10,661,417; the first instalment of the loan of eight millions is £960,000; giving a total of £11,621,417. The total charge, including £2,300,000 of advances to Ireland during the quarter, under the Act 9 and 10 Vic., c. 107, is £10,992,636, leaving a surplus of £628,781. This surplus, added to the £1,365,455 of surplus remaining at the close of the quarter ending 5th January, 1847, gives an available total of £1,994,236. The amount issued during the quarter just ended, of the sums granted by Parliament out of the Consolidated Fund for supply services, is £5,461,196; so the probable amount of Exchequer Bills required to meet the charge on the Consolidated Fund during the quarter, does not exceed £3,466,960. There is a marked increase both in the customs, which indicate the condition of the general trade, and in the Post-office, which indicates the activity of commercial enterprise, and the successful working of the penny postage system.

CONDITION OF THE BANK OF FRANCE.

The statement of the accounts of the Bank of France for the first quarter of the year, made up to the 25th ultimo, shows the following results:—Actif. The bank had on that day, in cash, 79,535,819f. 87c.; in discount and loans, 212,215,665f. 67c.; in branch banks' accounts, 78,459,960f. 67c.; in rentes, public securities, and reserve funds, 64,261,881f. 50c.; credits and various items, 594,895f. 98c.—Passif. Amount of bank notes in circulation, 249,404,694f. 94c.; accounts current, 98,442,463f. 89c.; capital and reserve, 81,900,000f.; different items, 5,351,364f. 89c.; total, 435,068,623f. 69c. The discounts, advances, and loans, made during the quarter, amounted to 201,587,962f. 77c.; movement of the accounts current (private) 8,130,992,900f.; (public) 274,849,000f.; general movement of the caisses, 3,741,631,400f.

\* Exclusive of £960,000 received on a loan of £8,000,000.

## ENTIRE COINAGE OF THE UNITED STATES.

The following statement shows the coinage of the mint of the United States, in the several years from its establishment, in 1793, and including the coinage of the branch mints from the commencement of their operations, in 1838:—

|      | Gold.         | Silver.       | Copper.      | Total No. pieces. | Total value.   |
|------|---------------|---------------|--------------|-------------------|----------------|
| 1793 |               |               |              |                   |                |
| 1794 | \$71,485 00   | \$370,683 80  | \$11,373 00  | 1,834,420         | \$453,541 80   |
| 1795 |               |               |              |                   |                |
| 1796 | 102,727 50    | 79,077 50     | 10,324 40    | 1,219,370         | 192,129 40     |
| 1797 | 103,422 50    | 12,591 45     | 9,510 34     | 1,095,165         | 125,524 29     |
| 1798 | 205,610 00    | 330,291 00    | 9,797 00     | 1,368,241         | 545,698 00     |
| 1799 | 213,285 00    | 423,515 00    | 9,106 68     | 1,365,681         | 645,906 68     |
| 1800 | 317,760 00    | 224,296 00    | 29,279 40    | 3,337,972         | 571,335 40     |
| 1801 | 422,570 00    | 74,758 00     | 13,628 37    | 1,571,390         | 510,956 37     |
| 1802 | 423,310 00    | 58,343 00     | 34,422 83    | 3,615,869         | 516,075 83     |
| 1803 | 258,377 50    | 87,118 00     | 25,203 03    | 2,780,830         | 370,698 53     |
| 1804 | 258,642 50    | 100,340 50    | 12,844 94    | 2,046,839         | 371,827 94     |
| 1805 | 170,367 50    | 149,388 50    | 13,483 48    | 2,260,361         | 333,239 43     |
| 1806 | 324,505 00    | 471,319 00    | 5,260 00     | 1,815,469         | 801,084 00     |
| 1807 | 437,495 00    | 597,448 75    | 9,652 21     | 2,731,345         | 1,044,595 96   |
| 1808 | 284,665 00    | 684,300 00    | 13,090 00    | 2,935,888         | 982,055 00     |
| 1809 | 169,375 00    | 707,376 00    | 8,001 53     | 2,861,834         | 884,752 53     |
| 1810 | 501,435 00    | 638,773 50    | 15,660 00    | 3,056,418         | 1,155,868 50   |
| 1811 | 496,905 00    | 608,340 00    | 2,495 95     | 1,649,570         | 1,108,740 95   |
| 1812 | 290,435 00    | 814,029 50    | 10,755 00    | 2,761,646         | 1,115,219 50   |
| 1813 | 477,140 00    | 620,951 50    | 4,180 00     | 1,755,331         | 1,102,271 50   |
| 1814 | 77,270 00     | 561,687 50    | 3,578 30     | 1,833,859         | 642,535 80     |
| 1815 | 3,175 00      | 17,308 00     | .....        | 69,867            | 20,483 00      |
| 1816 | .....         | 28,575 75     | 28,209 82    | 2,889,135         | 56,785 57      |
| 1817 | .....         | 607,783 50    | 39,484 00    | 5,163,967         | 647,267 50     |
| 1818 | 242,940 00    | 1,070,454 50  | 31,670 00    | 5,537,084         | 1,345,064 50   |
| 1819 | 258,615 00    | 1,140,000 00  | 26,710 00    | 5,074,723         | 1,425,325 00   |
| 1820 | 1,319,030 00  | 501,690 70    | 44,075 50    | 6,492,509         | 1,864,786 20   |
| 1821 | 189,325 00    | 825,762 45    | 3,890 00     | 3,139,249         | 1,018,977 45   |
| 1822 | 88,980 00     | 805,806 50    | 20,723 39    | 3,813,788         | 915,509 89     |
| 1823 | 72,425 00     | 895,550 00    | .....        | 2,166,485         | 967,975 00     |
| 1824 | 93,200 00     | 1,752,477 00  | 12,620 00    | 4,786,894         | 1,858,297 00   |
| 1825 | 156,385 00    | 1,564,583 00  | 14,926 00    | 5,178,760         | 1,735,894 00   |
| 1826 | 92,245 00     | 2,002,090 00  | 16,344 25    | 5,774,434         | 2,110,679 25   |
| 1827 | 131,565 00    | 2,869,200 00  | 23,577 32    | 9,097,845         | 3,024,342 32   |
| 1828 | 140,145 00    | 1,575,600 00  | 25,636 24    | 6,196,853         | 1,741,381 24   |
| 1829 | 295,717 50    | 1,994,578 00  | 16,580 00    | 7,674,501         | 2,306,875 50   |
| 1830 | 643,105 00    | 2,495,400 00  | 17,115 00    | 8,357,191         | 3,155,620 00   |
| 1831 | 714,270 00    | 3,175,600 00  | 33,603 60    | 11,792,284        | 3,923,473 60   |
| 1832 | 798,435 00    | 2,579,000 00  | 23,620 00    | 9,128,387         | 3,401,055 00   |
| 1833 | 979,550 00    | 2,759,000 00  | 38,160 00    | 10,307,790        | 3,765,710 00   |
| 1834 | 3,954,270 00  | 3,415,002 00  | 19,151 00    | 11,637,643        | 7,388,423 00   |
| 1835 | 2,186,175 00  | 3,443,003 00  | 34,489 00    | 15,996,342        | 5,668,667 00   |
| 1836 | 4,135,700 00  | 3,606,100 00  | 23,100 00    | 13,719,333        | 7,764,900 00   |
| 1837 | 1,148,305 00  | 2,096,010 00  | 55,583 00    | 13,010,721        | 3,299,898 00   |
| 1838 | 1,809,595 00  | 2,333,243 00  | 63,702 00    | 15,780,311        | 4,206,540 00   |
| 1839 | 1,355,885 00  | 2,189,296 00  | 31,286 61    | 11,811,594        | 3,576,467 61   |
| 1840 | 1,675,302 50  | 1,726,703 00  | 24,627 00    | 10,558,240        | 3,426,632 50   |
| 1841 | 1,091,597 50  | 1,132,750 00  | 15,973 67    | 8,811,968         | 2,240,321 17   |
| 1842 | 1,834,170 50  | 2,332,750 00  | 23,833 90    | 11,743,153        | 4,190,754 40   |
| 1843 | 8,108,797 50  | 3,834,750 00  | 24,283 20    | 14,640,582        | 11,967,830 70  |
| 1844 | 5,428,230 00  | 2,235,550 00  | 23,987 52    | 9,051,834         | 7,687,767 52   |
| 1845 | 3,756,447 50  | 1,873,200 00  | 38,948 04    | 11,806,196        | 5,668,595 54   |
| 1846 | 4,034,177 50  | 2,558,580 00  | 41,208 00    | 10,133,515        | 6,633,965 50   |
|      | 52,347,543 00 | 69,052,014 90 | 1,083,764 52 | 315,239,606       | 122,480,322 42 |

COMMERCIAL STATISTICS.

TABLE OF DOMESTIC EXPORTS OF THE UNITED STATES,  
FOR THE FISCAL YEAR ENDING JUNE 30TH, 1846.

THE annual report on Commerce and Navigation, prepared at the United States Treasury Department, and published by order of Congress each year, gives a summary table of the *value* of our domestic exports, but omits the *quantity*. That table we published in the last number of the Merchants' Magazine. We now compile from the general statement of goods, wares, and merchandise of the growth, produce, and manufacture of the United States, exported to each foreign country, a more minute statement of the articles exported, which shows the *quantity* as well as the *value* of each article, when given in the general statement. The quantity of our exports is of more importance, as matter of information to the merchant, than the mere official value; and we would submit to the department at Washington, in making up the summary statement of domestic exports, hereafter, the importance of annexing the *quantities* as well as the *values* of the same. The statements which we have thus compressed in the following table, are spread over 40 pages of the official report:—

|                                          | Quantity.  | Value.     |                        | Quantity.                | Value.     |
|------------------------------------------|------------|------------|------------------------|--------------------------|------------|
| Fish, dried . quintals                   | 277,401    | \$699,559  | Ship-bread.....bbls.   | 114,792                  | \$366,688  |
| Fish, pickled...bbls.                    | 56,431     | 230,495    | Biscuit.....kegs       | 25,505                   |            |
| Fish.....kegs                            | 1,258      |            | 697,570                | Potatoes.....bush.       | 125,150 | 69,943 |
| Oil, sperm.....galls.                    | 772,019    | 946,298    | Apples.....bbls.       | 30,903                   | 69,253     |
| Oil, whale, &c.....                      | 2,652,874  | 583,870    | Rice.....tierces       | 124,007                  | 2,564,991  |
| Whalebone.....lbs.                       | 1,697,892  | 295,606    | Indigo.....lbs.        | 90                       | 90         |
| Spermaceti candles                       | 1,083,839  | 2,319,443  | Cotton, Sea Island.    | 9,388,533                | 42,767,341 |
| Staves & head'g. M.                      | 28,800     |            | 668,386                | Other cotton..... |  | 538,169,522 |
| Shingles.....                            | 42,093     | 324,979    | Wool.....              | 147,998                  | 203,999    |
| Boards, plank, and<br>scantling. M. feet | 100,119    | 21,682     | Tobacco.....hhds.      | 107,959                  | 8,478,270  |
| Hewn timber...tons                       | 67,779     | 61,382     | Flaxseed.....bush.     | 287,754                  | 165,438    |
| Other lumber.....                        |            | 957,790    | Hops.....lbs.          | 542,250                  | 41,692     |
| Masts and spars.....                     |            | 1,085,712  | Wax.....               | Household furniture      | 162,790    |
| Oak bark & oth.dye                       |            | 735,689    | Coaches, &c.....       | 317,407                  |            |
| All manuf's of wood                      |            | 1,063,009  | Hats.....              | 87,712                   |            |
| Tar and pitch. bbls.                     | 65,805     | 237,562    | Saddlery.....          | 74,722                   |            |
| Rosin & turpentine                       | 351,914    | 2,474,208  | Beer, porter, ale, &c. | 24,357                   |            |
| Ashes, pot & pl.tons                     | 9,800      |            | 3,883,884              | Spirits fr. grain.galls. | 67,735     |
| Skins and furs.....                      |            | 3,436,660  | Leather.....lbs.       | 73,716                   |            |
| Ginseng.....lbs.                         | 567,297    | 1,063,087  | Boots.....pairs        | 1,326,251                | 346,516    |
| Beef.....bbls.                           | 149,223    | 3,883,884  | Leather shoes.....     | 17,183                   |            |
| Tallow.....lbs.                          | 10,435,697 | 2,474,208  | Tallow candles.lbs.    | 121,139                  | 630,041    |
| Hides.....No.                            | 143,323    | 6,854,856  | Soap.....              | 3,718,714                |            |
| Horned cattle.....                       | 3,101      | 8,656      | Spirits turpentine...  | 3,161,910                | 695,914    |
| Pork.....bbls.                           | 190,422    | 109,295    | Snuff.....             | 52,458                   |            |
| Hams and bacon.lbs.                      | 3,006,630  | 5,860      | Tobacco manufac'd      | 6,854,856                | 159,915    |
| Lard.....lbs.                            | 21,843,164 | 16,823,760 | Linseed oil....galls.  | 8,656                    |            |
| Hogs.....No.                             | 7,437      | 192,225    | Spirits turpentine...  | 329,570                  | 7,235      |
| Butter.....lbs.                          | 3,436,660  | 1,063,087  | Sugar, brown...lbs.    | 109,295                  |            |
| Cheese.....lbs.                          | 8,675,390  | 382,382    | Cables, &c...cwt.      | 5,860                    | 62,775     |
| Horses & mules.No.                       | 6,102      | 30,303     | Lead.....lbs.          | 16,823,760               | 614,518    |
| Sheep.....                               | 9,254      | 1,681,975  | Iron, pig.....tons     | 198                      | 122,225    |
| Wheat.....bushels                        | 1,613,795  | 11,668,669 | Iron, bar.....         | 115                      |            |
| Flour.....bbls.                          | 2,289,476  | 1,186,663  | Iron, nails.....lbs.   | 2,439,336                | 107,905    |
| Indian corn, bushels                     | 1,826,068  | 945,081    | Iron, castings.....    |                          |            |
| Indian meal...bbls.                      | 298,799    | 138,110    | Manufac's of iron...   |                          | 921,652    |
| Rye-meal.....                            | 98,530     | 638,221    | Spir. fr. molas.galls. | 850,462                  | 268,652    |
| Rye, oats, &c.....                       |            |            | Sugar, refined...lbs.  | 4,128,512                | 392,312    |
|                                          |            |            | Chocolate.....         | 19,162                   | 2,177      |



TABLE—CONTINUED.

|                             | Quantity. | Value.    |                              | Quantity. | Value.    |
|-----------------------------|-----------|-----------|------------------------------|-----------|-----------|
| Gunpowder.....              | 1,436,256 | \$140,879 | Books and maps.....          |           | \$63,567  |
| Manuf. cop. & brass .....   |           | 62,088    | Paper & stationery.....      |           | 124,597   |
| Medicinal drugs.....        |           | 200,505   | Paints & varnish....         |           | 52,182    |
| Cot. goods, pr. & col. .... |           | 380,549   | Vinegar.....                 |           | 17,489    |
| “ white.....                |           | 1,978,331 | Earth. & stoneware .....     |           | 6,521     |
| “ nankeen.....              |           | 848,989   | Glass manufactures .....     |           | 90,860    |
| “ twist,&c.....             |           | 81,813    | Tin manufactures.....        |           | 8,902     |
| “ all other.....            |           | 255,799   | Pewter & lead man.....       |           | 10,278    |
| Flax manufactures.....      |           | 12,129    | Marble & stone “.....        |           | 14,234    |
| Wearing apparel.....        |           | 45,140    | Gold & silver “.....         |           | 3,660     |
| Combs and buttons.....      |           | 35,945    | Gold & silver coin.....      |           | 423,851   |
| Brushes.....                |           | 3,100     | Art. flowers & jewel.....    |           | 24,420    |
| Billiard tables.....        |           | 1,583     | Molasses.....                |           | 1,581     |
| Umbrellas, &c.....          |           | 2,477     | Trunks.....                  |           | 10,613    |
| Leath. & mor. skins.....    |           | 26,667    | Brick and lime.....          |           | 12,578    |
| Fire-eng. apparatus.....    |           | 9,802     | Domestic salt .bush. 117,627 |           | 30,520    |
| Printing materials.....     |           | 43,792    | Manufactures.....            |           | 2,869,869 |
| Musical instruments.....    |           | 25,325    |                              |           |           |

## PRO-FORMA SALES OF FLOUR.

We are indebted to a highly respectable merchant of Boston, for the accompanying “bona fide” abstract from the books of a commission house:—

*Pro-forma Account Sales 13,489 bbls. Superfine Flour, shipped by ———, St. Joseph County, Michigan, to Messrs. ——— & ———, Boston, during the season of Lake navigation, for the year 1846.*

|                |                                  | Bbls.  | Price. | Proceeds.   |
|----------------|----------------------------------|--------|--------|-------------|
| 1846.—May 28,  | Sold, (first received).....      | 200    | \$4 50 | \$900 00    |
| 29,            | “ .....                          | 694    | 4 65   | 3,227 10    |
| June,....      | “ (average sales for month)..... | 50     | 4 25   | 212 50      |
| July,....      | “ “ “ .....                      | 50     | 4 31½  | 209 37      |
| August, .      | “ “ “ .....                      | 50     | 4 12½  | 206 25      |
| Sept. 11,      | “ .....                          | 400    | 4 62½  | 1,850 00    |
| 12,            | “ .....                          | 200    | 4 75   | 950 00      |
| 14,            | “ .....                          | 1,000  | 4 62½  | 4,625 00    |
| 14,            | “ .....                          | 1,300  | 4 75   | 6,175 00    |
| 15,            | “ .....                          | 1,500  | 4 87½  | 7,312 50    |
| 16,            | “ (“bad,” sour).....             | 100    | 4 25   | 425 00      |
| 22,            | “ .....                          | 3,000  | 4 87½  | 14,625 00   |
| 24,            | “ (“bad,” sour).....             | 50     | 4 62½  | 231 25      |
| 29,            | “ .....                          | 200    | 5 12½  | 1,025 00    |
| Oct’r 10,      | “ .....                          | 200    | 5 50   | 1,100 00    |
| 11,            | “ .....                          | 100    | 5 62½  | 562 50      |
| 14,            | “ (“bad,” sour).....             | 590    | 4 81½  | 2,839 37    |
| 25,            | “ .....                          | 100    | 6 25   | 625 00      |
| Nov’r 12,      | “ .....                          | 50     | 6 18¾  | 309 37      |
| 25,            | “ .....                          | 100    | 5 25   | 525 00      |
| 30,            | “ .....                          | 1,000  | 5 40   | 5,400 00    |
| Dec’r....      | “ (average sales for month)..... | 550    | 5 50   | 3,025 00    |
| 1847.—January, | “ “ “ .....                      | 660    | 5 62½  | 3,712 50    |
| February       | “ “ “ .....                      | 1,322  | 7 25   | 9,584 50    |
|                | Lost in transitu.....            | 23     | .....  | .....       |
|                |                                  | 13,489 |        | \$69,657 21 |

## CHARGES.

|           |                                                                                                      | Bbls. | Rate. | Amount.  |
|-----------|------------------------------------------------------------------------------------------------------|-------|-------|----------|
| April 28, | Freight on St. Joseph River to St. Joseph, by arks, keel-boats, and steamboats... 13,489             |       | 31¼   | 4,215 31 |
|           | Freight from St. Joseph to East Albany, per contract with forwarders to Buffalo, per vessel..... 694 |       | 1 20  | 832 80   |

|                |                                                                                                                                                       |       |        |             |             |
|----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------|-------------|-------------|
| May 28,        | Freight per contract, do., per steamboats and propellers.....                                                                                         | 3,278 | \$1 15 | \$3,769 70  |             |
| June 11,       | Freight from St. Joseph to Chicago, at 18½ cts. per bbl.; thence to Buffalo, per steamer Oregon, at 30 cts.....                                       | 2,000 | 48½    | 975 00      |             |
| May 22,        | Freight per brig L. C. Blossom, to Buffalo,                                                                                                           | 131   | 31½    | 40 94       |             |
| July 20,       | Freight per contract from St. Joseph to East Albany.....                                                                                              | 3,704 | 1 10   | 4,074 40    |             |
| 21,            | Freight per propel. California to Buffalo,                                                                                                            | 121   | 31½    | 37 81       |             |
| Aug. 20,       | “ “ St. Joseph “                                                                                                                                      | 96    | 25     | 24 00       |             |
| Sept. 20,      | “ “ Pocahontas “                                                                                                                                      | 500   | 25     | 125 00      |             |
| Oct'r 6,       | “ “ St. Joseph “                                                                                                                                      | 331   | 50     | 165 50      |             |
| Nov'r 3,       | “ “ “ “                                                                                                                                               | 1,000 | 1 00   | 1,000 00    |             |
| 16,            | “ per steamer H. Hudson “                                                                                                                             | 669   | 75     | 501 75      |             |
| 19,            | “ per propeller Phoenix “                                                                                                                             | 410   | 87½    | 358 75      |             |
| 21,            | “ per steamer A. D. Patchin “                                                                                                                         | 555   | 62½    | 346 87      |             |
|                |                                                                                                                                                       |       |        |             | \$16,467 83 |
| June 12,       | Canal freight, 131 bbls. per L. C. Blossom to E. Alb'y, a 62½                                                                                         |       |        | \$81 87     |             |
| July 10,       | “ 1,000 per Oregon, “ a 55                                                                                                                            |       |        | 550 00      |             |
| 10,            | “ 1,000 “ “ a 53                                                                                                                                      |       |        | 530 00      |             |
| Aug. 20,       | “ 217 per Califor. & S. Jos. “ a 58                                                                                                                   |       |        | 125 86      |             |
| Oct. 14,       | “ 500 per Pocahontas, “ a 58                                                                                                                          |       |        | 290 00      |             |
| Nov'r 6,       | “ 331 per St. Joseph, “ a 88                                                                                                                          |       |        | 291 28      |             |
| 26,            | “ 1,000 per St. Joseph, “ a 1 25                                                                                                                      |       |        | 1,250 00    |             |
| 1847.          |                                                                                                                                                       |       |        |             | 3,119 01    |
| Jan'y & Feb'y, | Railroad from Buffalo to East Albany, on lots per H. Hudson, Phoenix, and Patchin, arrived after closing of canal, 1,634 bbls., a \$1 15 per bbl..... |       |        |             | 1,879 10    |
| 1846.          |                                                                                                                                                       |       |        |             |             |
| May 20,        | Freight from Albany to Boston, per schooner Utica, 219 bbls., a 22 cts.....                                                                           |       |        | 48 18       |             |
|                | Wharfage, 2 cts., drayage, 3 cts., marine ins., 2½ cts. p. bbl.                                                                                       |       |        | 16 42       |             |
|                |                                                                                                                                                       |       |        |             | 64 60       |
|                | Railroad freight from E. Albany to Boston, from May to Oct. 31, on 10,552 bbls., a 30 cts. per bbl.....                                               |       |        |             | 3,165 60    |
|                | Freight per Railroad from E. Albany to Boston, during Nov. Dec. and Jan., 1,419 bbls., a 35 cts. per bbl.....                                         |       |        | 496 65      |             |
|                | Freight per do., in February, 1,299 bbls., a 40 cts.....                                                                                              |       |        | 519 60      |             |
|                | Forwarding charges at St. Joseph, 6¼ cts. on 13,489 bbls.                                                                                             |       |        | 843 06      |             |
|                | “ “ at Buffalo, 3 cts., on 5,813 bbls....                                                                                                             |       |        | 174 39      |             |
|                | Lake and River insurance, per special agreement, for the season, on flour, valued at \$3 75 p. bbl., at 2 p. ct.                                      |       |        | 1,011 66    |             |
|                | Inspection, at 1 cent per bbl.....                                                                                                                    |       |        | 134 89      |             |
|                | Cooperage and incidental expenses at St. Joseph, Buffalo, and East Albany.....                                                                        |       |        | 140 92      |             |
|                | Cooperage, labor, truckage, storage, advertising, postage, fire-insurance, brokerage, interest on charges, &c....                                     |       |        | 1,308 43    |             |
|                | Commissions on sales, 2½ per cent on \$69,657 21.....                                                                                                 |       |        | 1,741 42    |             |
|                | Total charges.....                                                                                                                                    |       |        |             | \$31,067 16 |
|                | Gross proceeds.....                                                                                                                                   |       |        | \$69,657 21 |             |
|                | Charges.....                                                                                                                                          |       |        | 31,067 16   |             |
|                | Nett proceeds.....                                                                                                                                    |       |        |             | \$38,590 05 |

BOSTON, March 15, 1847.

E. & O. E.

The usual rate of flouring, in the remote West, is to turn out a barrel of superfine flour for every 5½ bushels of wheat delivered at the mill. It takes 4½ bushels to make a barrel, the extra bushel paying for the barrel and milling. These sales would therefore nett the farmer or purchaser of wheat, 52 cents per bushel. The State of New York charges canal tolls, 31½ cents per bbl., on all flour transported over their railroads from Buffalo to Albany. The Western Railroad receives freight, advances charges, and collects in Boston, without any forwarding or other charge than their regular freight.

## IMPORTATIONS OF CORN INTO ENGLAND.

A return was issued on the 8th of April, 1847, pursuant to an order of the House of Commons, showing the number of ships laden with foreign corn, entered inwards at the ports of the United Kingdom, between the 5th day of January, 1846, and the 5th day of January, 1847. The total number of ships laden with foreign corn entered inwards, in the year 1846, at the ports of the United Kingdom, was 4,697.

|                     |       |                    |     |
|---------------------|-------|--------------------|-----|
| United Kingdom..... | 1,770 | Holland.....       | 179 |
| Russian.....        | 20    | France.....        | 53  |
| Swedish.....        | 62    | Italian.....       | 34  |
| Danish.....         | 1,022 | Austrian.....      | 73  |
| Prussian.....       | 352   | United States..... | 434 |
| German States.....  | 677   |                    |     |

The following were the quantities imported in British ships :—

|                     |              |                          |               |
|---------------------|--------------|--------------------------|---------------|
| Wheat.....          | qrs. 663,664 | Maize and Buckwheat..... | qrs. 47,118   |
| Barley.....         | 70,865       | Flour.....               | cwts. 815,275 |
| Oats.....           | 321,266      | Oat-meal.....            | 1,393         |
| Beans and Peas..... | 249,599      | Indian Corn-meal.....    | 170           |

There were imported in foreign ships :—

|                     |              |                           |                 |
|---------------------|--------------|---------------------------|-----------------|
| Wheat.....          | qrs. 726,220 | Rye.....                  | qrs. 70         |
| Barley.....         | 287,579      | Maize and Buckwheat.....  | 73,765          |
| Oats.....           | 452,832      | Flour.....                | cwts. 1,936,783 |
| Beans and Peas..... | 204,111      | Indian Corn and Meal..... | 2,165           |

## COMMERCE OF RUSSIA.

The Minister of Commerce of Russia published at St. Petersburg, on 1st December, the returns of the trade of the empire in 1845, from which we extract the following :—

“The amount of foreign exports, including those of Poland and Finland, was 92,567,345 silver roubles (319,357,340*f*.) That of imports was 83,161,372 silver roubles (285,306,733*f*.) There was a diminution in a great number of the principal articles of export as compared with the returns of the two preceding years, owing, it was supposed, to the failure of the crops in several of the western provinces of the empire. The extensive exchange trade carried on at Kiachta between Russia and China was more considerable in 1845 than in 1844. The general amount of the commercial transactions on that point had risen to 13,622,000 silver roubles. Tea is the principal article supplied by China. No less than 100,000 bxs. (containing from 45 lbs. to 50 lbs. each) of the best quality were imported in 1846, besides 40,000 bxs. of tea in bricks, which is a sort of paste formed of the coarsest part of the plant, of which the Tartar population of Russia make a sort of soup, with the addition of salt, pepper and milk. The Russian goods imported by land into China consist mostly of cloths and furs. The articles supplied by Russia to her transcaucasian provinces, are sugar, dye substances, and spirituous liquors. The export of raw hides was very great, particularly to Asia, from which the chief articles of import were wheat, cotton goods, dye substances, tobacco and fruit. There entered in 1845, into the Russian harbors, 5,926 vessels, 5,940 cleared out. The customs produced 31,958,083 silver roubles, or 1,186,395 less than in 1844. The result is attributed to the very considerable imports of 1844, which caused a diminution in the orders of the following year.

## EXPORTS FROM ODESSA, RUSSIA.

EXPORTS OF TALLOW, WOOL, WHEAT, RYE, BARLEY, OATS, INDIAN CORN, AND LINSEED, FROM ODESSA, IN EACH YEAR, FROM 1840 TO 1846.

| Years.    | Tallow.<br>Poods. | Wool.<br>Poods. | Wheat.<br>Chetw. | Rye.<br>Chetw. | Barley.<br>Chetw. | Oats.<br>Chetw. | Indian corn.<br>Chetw. | Linseed.<br>Chetw. |
|-----------|-------------------|-----------------|------------------|----------------|-------------------|-----------------|------------------------|--------------------|
| 1840,.... | 391,957           | 97,769          | 789,007          | 2,510          | 9,262             | 39,861          | .....                  | 173,577            |
| 1841,.... | 373,303           | 130,042         | 720,372          | .....          | 802               | 10,894          | .....                  | 84,172             |
| 1842,.... | 582,735           | 137,573         | 863,422          | .....          | .....             | .....           | .....                  | 66,522             |
| 1843,.... | 314,444           | 152,625         | 1,170,245        | 32,328         | 14                | 4,019           | .....                  | 109,081            |
| 1844,.... | 345,923           | 288,916         | 1,263,036        | 86,892         | 18,071            | 13,680          | .....                  | 171,254            |
| 1845,.... | 189,322           | 220,056         | 1,777,087        | 64,953         | 5,701             | 3               | 28,748                 | 135,943            |
| 1846,.... | 322,631           | 130,763         | 1,955,316        | 251,526        | 281               | 300             | 36,147                 | 114,201            |

## JOURNAL OF MINING AND MANUFACTURES.

### THE GOLD MINES IN OREL AND SIBERIA.

FROM OFFICIAL SOURCES IN THE JOURNAL OF ST. PETERSBURGH, OF FEBRUARY 6, 1847.

Of the quantity of gold worked in 1846 in the Crown mines, and in the mines of Orel and Siberia, the mint has received to this date 1,397 poods, 15 liv, 13 zoll, to which must be added 325 poods, 14 liv, 74 zoll, expected during the winter; thereby making the total production of gold in 1846 amount to 1,722 poods, 29 liv, 87 zoll.

Formerly, gold was only worked in the district of the mines of Catharineburgh, belonging to the Crown; in the mines of Berezoff, and in the district of the mines of Kolyvano, Voskressensk, and of Nertchinsk, and was extracted from silver which was worked in those mines. The whole quantity extracted annually, amounted to but 34 to 40 poods.

In 1819, some veins of golden sand were discovered in Orel. Since then, the production of this precious metal has increased in the following proportions:—

| Years.     | Poods. | liv. | zoll. | Years.     | Poods. | liv. | zoll. |
|------------|--------|------|-------|------------|--------|------|-------|
| 1819,..... | 40     | 9    | 55    | 1825,..... | 257    | 12   | 54    |
| 1820,..... | 44     | 3    | 00    | 1826,..... | 257    | 25   | 15    |
| 1821,..... | 52     | 24   | 85    | 1827,..... | 307    | 30   | 95    |
| 1822,..... | 79     | 21   | 36    | 1828,..... | 317    | 39   | 44    |
| 1823,..... | 125    | 19   | 79    |            |        |      |       |
| 1824,..... | 228    | 13   | 38    | Total,...  | 1,711  | 0    | 21    |

It was in 1829 that some veins of golden sand were also discovered in Siberia. At first, the working of it was not very productive; but after a while, and more especially during the last six years, the results have been very brilliant, as the following figures will prove:—

| Years.     | Poods. | liv. | zoll. | Years.      | Poods. | liv. | zoll. |
|------------|--------|------|-------|-------------|--------|------|-------|
| 1829,..... | 314    | 31   | 1     | 1839,.....  | 525    | 6    | 38    |
| 1830,..... | 378    | 15   | 79    | 1840,.....  | 585    | 15   | 60    |
| 1831,..... | 396    | 29   | 37    | 1841,.....  | 681    | 20   | 34    |
| 1832,..... | 410    | 8    | 61    | 1842,.....  | 950    | 26   | 68    |
| 1833,..... | 408    | 22   | 71    | 1843,.....  | 1,283  | 2    | 60    |
| 1834,..... | 406    | 4    | 64    | 1844,.....  | 1,341  | 25   | 60    |
| 1835,..... | 413    | 1    | 8     | 1845,.....  | 1,386  | 6    | 41    |
| 1836,..... | 426    | 3    | 74    | 1846,.....  | 1,722  | 29   | 87    |
| 1837,..... | 469    | 20   | 75    |             |        |      |       |
| 1838,..... | 524    | 36   | 69    | Total,..... | 12,624 | 28   | 24    |

Thus, since the discovery of the golden sand—that is to say, since 1819, the working of the gold, both in Orel and Siberia, has produced 14,335 poods, 28 liv, 45 zoll, of this precious metal, of which the Crown mines in Orel have contributed 2,924 poods, 24 liv, 32 zoll; those in Siberia, 1,293 poods, 7 liv, 28 zoll; the private mines in Orel, 4,219 poods, 39 liv, 70 zoll; and those in Siberia 5,897 poods, 37 liv, 11 zoll.

The produce of the year 1846, which, as before stated, amounts to 1,722 poods, 29 liv, 87 zoll, forms more than a tenth of the whole quantity of gold worked since 1819, and surpasses, by 336 poods, 23 liv, 46 zoll, the result of the working of this metal in 1845.

### COAL AND IRON TRADE OF THE OHIO VALLEY.

In the Merchants' Magazine for May, we published an article on this subject, prepared by Hon. Charles Whittlesey, of Cleveland, Ohio; we have since received from that gentleman an additional note to that article, which we here subjoin:—

There are now in operation in the Northeastern part of Mahoning Co., Ohio, four furnaces that use raw coal alone.

That of *Wilkinson & Co.*, at Lowell, is not in blast, having stopped before navigation opened for want of coal. Their stack is 12 feet across the boshes; had 3 tuyeres, now preparing for 6 tuyeres; is hot blast, and reports an average of five (5) tons a day, soft metal, for a blast of four months. Ore yields about 30 per cent, requiring 3 to 3½ tons of coal per ton of iron.

*Warren & Co.'s* furnace, Youngstown, 12 feet at the boshes; cold blast, 3 tuyeres; makes soft iron, 4 tons of coal to 1 of iron; ore, 25 per cent; weight of flux equal to ore; runs 4 to 5 tons a day.

*Woods & Co.*, Youngstown, cold blast; 11 feet 8 inches bosh, 3 feet at the trunnel-head, in blast but a short time, and not yet (May 1st) regulated.

*Redman & Co.*, Mill Creek, (an old charcoal furnace,) 10 feet bosh, 3 feet at trunnel-head, and small for 10 feet down; runs 3 to 3½ tons per day; ore, 45 per cent; 4 tons coal per ton of iron, including the fuel for engine; cold blast; metal soft; 2 tuyeres. There is a rolling-mill and nail machines at Youngstown, which works the pig of these furnaces.

## CHEMISTRY APPLIED TO ARTS AND MANUFACTURES.

### METHOD OF DETECTING COTTON IN LINEN.

The following paper on the Detection of Cotton in Linen, translated from Liebig's *Annalen*, of February, 1847, was communicated for that publication by G. C. Kindt, a distinguished German chemist, and will doubtless prove useful and interesting to the readers of the *Merchants' Magazine*:—

This subject has frequently engaged the attention of commercial and scientific men; many experiments have been made in order to detect cotton thread in linen; many processes have been recommended, but none have hitherto proved satisfactory. I was therefore much surprised when a stranger, a few weeks ago, showed me a sample of linen from the one-half of which all the cotton filaments had been eaten away. He had obtained it in Hamburg, and asked me whether I could give him a process for effecting this purpose. Now since, as far as I am aware, nothing has been published on this subject, and it is of very general interest, I consider it a duty to communicate the results of my experiments. I had already observed, in experimenting with explosive cotton, flax, &c., that these two substances behave somewhat differently towards concentrated acids; and although it has long been known that strong sulphuric acid converts all vegetable fibre into gum, and when the action is continued for a longer period, into sugar, I found that cotton was metamorphosed much more rapidly by the sulphuric acid than flax. It is, therefore, by means of *concentrated sulphuric acid* that cotton may be removed from linen when mixed with it; and this object may be obtained by the following process:—

The sample to be examined must be freed as perfectly as possible from all dressing by repeated washing with hot rain or river-water, boiling for some length of time, and subsequent rinsing in the same water; and I may expressly observe, that its entire removal is requisite for the experiment to succeed. When it has been well dried, the sample is dipped for about half its length into common oil of vitriol, and kept there for about half a minute to two minutes, according to the strength of the tissue. The immersed portion is seen to become transparent. It is now placed in water, which dissolves out the gummy mass produced from the cotton; this solution may be expedited by a gentle rubbing of the fingers; but since it is not easy to remove the whole of the acid by repeated washing in fresh water, it is advisable to immerse the sample for a few instants in spirits of hartshorn, (purified potash or soda have just the same effect,) and then to wash it again with water. After it has been freed from the greater portion of the moisture by gentle pressure between blotting-paper, it is dried. If it contained cotton, the cotton threads are found to be wanting in that portion which had been immersed in the acid; and by counting the threads of the two portions of the sample, its quantity may be very readily estimated.

If the sample has been allowed to remain too long in sulphuric acid, the linen threads likewise become brittle, or even eaten away; if it were not left a sufficient time in it, only a portion of the cotton threads have been removed; to make this sample useful, it must be washed, dried, and the immersion in the acid repeated. When the tissue under examination consists of pure linen, the portion immersed in the acid likewise becomes transparent, but more slowly and in a uniform manner; whereas, in the mixed textures, the cotton threads are already perfectly transparent, while the linen threads still continue white and opaque. The sulphuric acid acts upon the flax threads of pure linen, and the sample is



even somewhat transparent after drying as far as the acid acted upon it, but all the threads in the sample can be seen in their whole course.

Cotton stuffs containing no linen dissolve quickly and entirely in the acid; or if left but one instant in it, become so brittle and gummy that no one will fail to recognize it as cotton when treated in the above manner.

#### INFLUENCE OF MANUFACTURES ON POPULATION.

An interesting statistical work has just appeared from the Boston press. It is by Dr. Jesse Chickering, and is designed "to exhibit the increase of the population of Massachusetts, and the changes which have taken place in the number and proportion of the inhabitants in the several parts of the commonwealth, during the period of 75 years, from 1765 to 1840." From a notice of the work, in the *Boston Journal*, we make the following extract:—

"The population of the State, in 1796, was 378,787; in 1800, it was 422,845; an increase of 11,631, 33 per cent; in 1810, the population was 472,040, an increase of 11,634, 28 per cent; in 1820, it was 523,287, an increase of 10,856, 49 per cent; in 1830, it was 610,408, an increase of 16,648, 79 per cent; in 1840, it was 737,700, an increase of 20,853, 59 per cent. The increase of population during the first two periods of ten years each, was about equal; and the increase during the third was much less than during the two first. During the first periods, above mentioned, the increase may be attributed to the natural growth of a comparatively recently settled State. From 1810 to 1820, the best lands have been settled and improved by agriculturists; the increase was much slower proportionably, and there was much emigration to other and wider fields of enterprise.

"About the commencement of the year 1820, the manufacturing interest began to open new branches of industry for the surplus population, and the increase of manufactures from 1820 to 1840, greatly checked the emigration to other States. That the great increase in population is owing to the increase of manufactures, is abundantly shown by the table exhibiting the increase of population in each of the several towns. Those towns which are exclusively agricultural, have remained almost stationary, while the large increase in the population of the State has been mainly in the manufacturing towns."

#### EXHIBITION OF CHINESE MANUFACTURES IN FRANCE.

We copy from the "Overland Mail" the following interesting account of the French commercial embassy to China:—

**FRENCH INDUSTRY.—CHINESE EXHIBITION.**—It will not be denied that, however restrictive and retrograde the commercial system of France, the government bestows the greatest care and anxiety in availing itself of every occasion practically to improve and develop national industry. Thus, when an embassy to China was resolved upon, some two years ago, the chambers of commerce throughout France were invited to select persons competently versed in the special branches of industry of each locality, to accompany the mission, carrying with them specimens of every description of fabric or elaborated commodity produced in the districts they were to represent, so as, by trying the tastes of the Chinese markets, and those also of the coast and islands of the Indian Ocean, and placing their wares in competition with other similar foreign products offered in those parts, it might be ascertained what were the peculiar descriptions of French products for which an outlet could be most advantageously found. The instructions of the government also embraced the propriety of an investigation into the indigenous materials, natural or manufactured, of China and the other countries visited, which might be suitable for home consumption, and constitute a desirable basis for the creation or enlargement of interchanges. This diplomatic commercial expedition is now on its return from its lengthened voyage of industrial discovery. M. Itter, one of the commercial delegates, has, indeed, anticipated the arrival of his colleagues, bringing with him a vast variety of objects, classified and collected with the greatest diligence and discrimination; and the Minister of Commerce has opened a spacious room in his hotel, for the public exhibition of these productions of Chinese ingenuity and industry. It would be well that such an opportunity should not be lost by the manufacturers of this country, so many of whom are, indeed, in the habit periodically of visiting France and other parts of the continent, to consult tastes and changes, to watch improvements, and compare notes of progress. In the relation given in the Paris

papers of this exhibition, it is noticed that there are yarns and fabrics of silk; cotton of flax, above all, of a quality to render desperate our manufacture of fine goods. There is the *lo-ma tsing ma*, whose fineness and whiteness would defy our beautiful cambrics; by the side of the fabric there is the yarn of which it is made, with the raw material which gives the thread; for M. Itter has had the happy idea of bringing us the precious seed, which may be easily cultivated in our Provence, or in our Algeria, and thus endow us with a new source of wealth. Then there are specimens of Chinese pottery, porcelain, paper, parasols, razors, fishing-tackle, illuminated window-blinds, caps and hats; coppers, enamelled, imitating porcelain; elegant bricks, hollowed and sculptured outside, which, it is observed, would make "charming balustrades;" religious paintings, of a remarkable finish and velvet softness; lanterns, in sculptured wood, of exquisite design and ornament; sleeping couch, in bamboo, of excellent workmanship and highly ornamented, the cheap price of which, (30 to 35 francs,) is said to be "truly inexplicable." It is evidently a collection worthy the notice of our manufacturers.

#### MANUFACTURE OF BRISTLES AT CINCINNATI.

The Cincinnati Signal furnishes the following particulars of bristle-dressing in that city; a branch of business by no means insignificant:—

"The business of bristle-dressing is carried on in Cincinnati at three different establishments—Rutherford's, Whitaker's and Zuter's—and gives (says Mr. Cist,) occupation to more than one hundred hands, whose labors it engages during a part of the year, affording higher wages, or rather netting to the laborer more profits, than almost any other journeyman employment in Cincinnati. The bristles are sent to our eastern cities, where they are assorted for various uses. The market value there, of our season's supply, is thirty-five thousand dollars.

"This appears a small business, but it becomes of interest for several reasons. It is, in the first place, a fair specimen of a variety of petty operations here, whose aggregate of value in export is more than a million of dollars, but whose importance is further enhanced by the fact, that nearly the entire value is conferred on it by labor. In this particular employment, as in the manufacture of hoofs, refuse bones, &c., of hogs, an advantage is afforded to this city which has built it up into the great hog-market of the West. The manufacture for foreign consumption of bristles and prussiate of potash, and other articles made of hog-offal, enables the pork-packer to give 7 to 10 per cent more for hogs here, than is given elsewhere at points where the purchaser is not prepared to save or use up these materials.

"The business has more than doubled since 1840; the number of hands then employed being 12, and the product of their labor being \$16,000."

#### ABOLITION OF THE DUTY ON IRON FOR SHIP-BUILDING IN FRANCE.

It is stated that the French government have resolved on recommending an abolition of the duties on the importation of iron and other articles destined for ships built for mercantile purposes. In the New Customs Bill, presented to the Chamber by the Minister of Finance, there is a clause which provides that iron, in bars, copper, zinc, flax, and hemp, destined for the fabrication of objects serving in the construction or fitting out of French vessels of commerce, shall be admitted free of duty, on the condition that the employment of the said objects to the specified purposes shall be proved within one year. The same privilege to be accorded to sheet iron and works in iron destined for the construction of iron vessels. Any infraction of such conditions to be punished by a fine, equal to four times the amount of the existing duty on such articles. This law does not touch either iron, steel, coal, or tools of any kind; neither does it afford relief to railways, or the many other branches of industry now suffering under the monopoly of the iron and coal-masters of France; but it is, nevertheless, a measure of vast importance.

#### MANUFACTURE OF PAPER IN THE UNITED STATES.

From statistical documents presented before Congress, it appears that the capital employed in the manufacture of paper in the United States, is \$18,000,000. The number of mills, 700; the annual product, \$17,000,000; and the number of operatives employed, 100,000.

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## NAUTICAL INTELLIGENCE.

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### LOCH RYAN LIGHT-HOUSE, SCOTLAND.

The following official notice has been published, by order of the Board of Commissioners of the Northern light-houses. It is dated Edinburgh, February 1st, 1847, and signed by Alexander Cunningham, Secretary of the Board, and is now transferred to the pages of the Merchants' Magazine, for the information of navigators:—

The Commissioners of the Northern light-houses hereby give notice, that the beacon, erected in the year 1843, upon Cairn Ryan Point, within Loch Ryan, in the county of Wigtown, has been converted into a light-house, the light of which will be exhibited on the night of the 3d of March, 1847, and every night thereafter, from sunset to sunrise. The light is chiefly intended to open up the anchorage of Loch Ryan.

The following is a specification of the light-house, and the appearance of the light, by Mr. Alan Stevenson, engineer to the Commissioners:—

Loch Ryan light-house is situated upon Cairn Ryan Point, on the Eastern shore of the loch, in N. lat.  $54^{\circ} 58' 28''$ , and W. lon.  $5^{\circ} 1' 47''$ . The light will be known to mariners as a fixed light of the natural appearance. The lantern, which is open from S. by W.  $\frac{1}{2}$  W., round to N.  $\frac{1}{2}$  E., in a Westerly direction, is elevated thirty feet above the level of the sea; and the light will be seen at the distance of ten miles, and at lesser distances, according to the state of the atmosphere.

And the Commissioners hereby further give notice, that, by virtue of a warrant from the Queen in council, dated 19th December, 1846, the following tolls will be levied in respect of this light, viz:—

For every British vessel, the same not belonging to her majesty, or being navigated wholly in ballast, and for every foreign vessel privileged to enter the ports of the United Kingdom, on paying the same duties as British vessels, which shall pass, or derive benefit from the said light; that is, which shall arrive at, or depart from, any place or port within Loch Ryan:—

If the same shall not exceed fifty tons burden, 6d.

And if the same exceed fifty tons, for each additional fifty tons, or part of fifty tons, a like toll of 6d.

And double the said respective tolls, for every foreign vessel sailing as aforesaid, not privileged as aforesaid.

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### NOTICE OF A ROCK OFF CAPE TENEZ.

This pointed and isolated rock is situated on the western extremity of Cape Tenez, a cable's length distant (120 fathoms.) On the rock itself there is one fathom and a half of water, and it is eight fathoms outside, as well as towards the land. The first charts of Gautier indicated a rock, marked by a cross, in this direction, without designating the soundings, but neither the last edition of the same charts, nor the more recent of Berau, make any mention of it. The instructions on the lateral navigation on the coast of Algeria, published by Captain Berau, do not mention this rock either, which he would evidently have marked if his soundings had indicated it. In all cases there is no danger to be feared for vessels that pass it more than a mile from Cape Tenez at any time.

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### TUSCANY EXEMPTS CORN-LADEN VESSELS FROM DUES.

The following communication from the Tuscan Consul, has been addressed to W. Dobson, Esq., Secretary to Lloyd's:—

"In sequel of my communication to you of the 8th January last, I have now the honor to acquaint you that I have just received from his excellency, the Governor of Leghorn, copies of two notifications issued on the 23d of last month, by the Tuscan government, exempting all vessels of whatever nation, laden with grain, pulse, or flour, and arriving in Leghorn, or any other Tuscan port, between the 1st of March and the 30th of June next, from the payment of any other than the anchorage dues, to be levied on and after the 1st March, by virtue of the former notification of the 27th October last.

## SANDS OFF YARMOUTH AND LOWESTOFT.

It has been found necessary, in consequence of the shifting of the Sands, to alter the positions of the undermentioned Buoys in the vicinity of Lowestoft and Yarmouth Roads. Notice is hereby given that the same have been altered accordingly, and that the Buoys adverted to now lie with the marks and compass bearings hereunder specified, viz:—

The West Inner Shoal Buoy (Lowestoft) has been moved to the Eastward, and now lies in 14 feet low water spring tides, with Lowestoft Church Spire just open of the East end of the New Chapel, N. N. W.  $\frac{1}{2}$  W.; Pakefield Church, just open South of the town, S. W. by W.  $\frac{3}{4}$  W.; Stanford Light-Vessel, E. by S. The Cockle Spit Buoy has been moved to the Westward, and now lies in 9 fathoms water, with Winterton Light-house one-third the distance between Winterton Church and a white house on the cliff, N. W.  $\frac{1}{2}$  N.; the Turret of Yarmouth Chapel and the Factory Chimney in line S. W. by S.; Cockle Light-Vessel, E. by S.  $\frac{3}{4}$  S.; Northeast Buoy, N.; Southwest Buoy, S. S. W.  $\frac{1}{2}$  W. The Scroby Elbow Buoy has been moved a cable's length to the Westward, and now lies in 11 fathoms water, with the Chimney of Lacon's Brewery, midway over the South Wing of the Silk Factory, W. by N.  $\frac{1}{2}$  N.; Caistor Church, over the North end of a white house with a slated roof, N. by W.  $\frac{1}{2}$  W.; Southwest Scroby Buoy, S.  $\frac{1}{2}$  W.; West Scroby Buoy, N. N. E.  $\frac{1}{2}$  E. The West Scroby Buoy has been moved  $1\frac{1}{2}$  cable's length Eastward, and now lies in 10 fathoms water, with the Chancel end of Caistor Church touching the West end of a red-tiled boat-house on Caistor Beach, N. W.  $\frac{1}{2}$  N.; Nelson's Monument, its apparent length open Eastward of Gorlestone Church, S. W.  $\frac{1}{2}$  W.; Elbow Buoy S. S. W.  $\frac{1}{2}$  W.; Middle Buoy, N. N. E.  $\frac{1}{2}$  E.

## BEACONS ON THE WESTERN COAST OF SLESWICK.

The following information has been received at the Department of State, at Washington, from the legation of the United States, at Copenhagen, and is published in the Merchants' Magazine for the benefit of mariners:—

In consequence of the announcement of the Royal Chamber of Customs and Commerce, dated 28th February, 1846, it is hereby made known that, in disposing and locating the sea-marks, in the approaching Spring, in the inland waters on the Western Coast of Sleswick, the floating white beacons to the larboard of vessels bound inward, the upper part of which has hitherto been shaped in form of a cross, will now, in place thereof, be provided with wicker baskets painted white.

Royal Chambers of Customs and Commerce for the Western Coast of the Duchies of Sleswick and Holstein.

Glouckstadt, February 1, 1847.

DONNER.

## LIGHT ON CAPE FREHEL.

Notice is hereby given that from the 1st of May, 1847, the revolving light on Cape Frehel, in lat.  $48^{\circ} 41' 5''$  North; lon.  $2^{\circ} 19' 2''$  West of Greenwich, is replaced by a new light, at a distance of 38 yards South,  $60^{\circ}$  East, (true), from the Old Tower. The flashes of the new light succeed each other at intervals of 30 seconds, instead of  $2\frac{1}{4}$  minutes, but in ordinary weather the light does not disappear totally, within the distance of ten miles. The lantern is elevated 259 feet above the sea, at high-water, and is seen, in clear weather, 22 miles.

## COAST OF BRAZIL—FIXED LIGHT OFF CEARA.

Notice has been received by her majesty's government, that on the 1st of February, 1847, a fixed light was to be established at Ceara, on the Northern coast of Brazil. The light-house stands on Mucuripe Point, on the Eastern side of the Bay of Ceara, in lat.  $3^{\circ} 41' 10''$  S., and lon.  $38^{\circ} 35' 9''$  W. of Greenwich,\* and being thirty-seven feet above the level of the sea, may be seen at the distance of ten miles.

\* In Baron Roussin's "Survey of the Coast of Brazil," and in the English charts, this Point is placed in  $3^{\circ} 41' 50''$  S., and  $38^{\circ} 30' 15''$  W.

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## MERCANTILE MISCELLANIES.

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### AN UNFORTUNATE SUBSCRIBER TO OUR MAGAZINE.

ENCLOSED in the letter which we publish below, we received a draft on a house in New York for \$25, for five years' subscription to the Merchants' Magazine. We are not surprised that our friend has come to the determination to discontinue the work, after such a series of misfortunes. Four times, it will be seen, the writer forwarded funds for the liquidation of our demand; and four times, either from the neglect, failure, or the death of the parties entrusted with the matter, the funds were misapplied. Had the writer adopted the course of remitting a draft, as in this instance, all would have been right. We hope the experience of the writer will be of service to others, and induce them to adopt the only sure course—that of remitting their subscriptions direct.

“FREEMAN HUNT, Esq.

“*St. Louis*, May 6, 1847.

“Herewith I hand you enclosed ‘check’ No. 20,340, L. A. Benoist & Co., on Messrs. Corning & Co., for twenty-five (\$25) dollars, payable at sight. Please apply the amount in payment of my subscription to ‘Hunt’s Merchants’ Magazine,’ from July 1st, 1842, to July 1st, 1847, and forward your receipt, and *discontinue* it at the expiration of the current volume, ending with the number for June next.

“I do not discontinue my subscription from any dissatisfaction with the work—the numbers are always welcome and interesting visitors; but I have been peculiarly unfortunate in the matter of my payments. Twice I sent to friends in New York \$5 each—they omitted to attend to the matter, and afterwards *failed*; and thus that went. Subsequently I sent \$10 by a friend, requesting him to call on the others to whom I had sent, and get their receipts from you, or the money back, and to pay you up in full. This gentleman was taken sick, and died on the way, and that was lost.

“Late in March, I sent drafts to New York to make sundry payments—among them, the amount due you. Owing to the non-payment of one of the drafts, as I learn by letter to-day, your account was not paid. I now take a sure course, by sending direct to you.”

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### DIFFERENTIAL DUTIES.

TRANSLATED FROM THE FRENCH OF M. FREDERIC BASTIAT, MEMBER OF THE INSTITUTE OF FRANCE.

A poor husbandman of the Gironde had raised a vine with great care. After much anxiety and labor he produced a cask of wine, and in the satisfaction which he felt, no longer remembered that he had earned it by the sweat of his brow.

“I will sell it,” he said to his wife, “and with the proceeds will buy the yarn with which you can make our daughter’s *trousseau*.” The good countryman went to the town, where he met a Belgian and an Englishman. The Belgian said to him, “Give me your cask of wine, and in exchange I will give you fifteen packets of yarn.” The Englishman said, “Give me your wine, and I will give you twenty packets of yarn, for we English spin cheaper than the Belgians.” But a custom-house officer who was present, objected. “My fine fellow,” said he, “exchange with the Belgian, if you please; but it is my business to prevent your exchanging with the Englishman.” “What,” said the countryman, “you expect me to be satisfied with fifteen packets of thread from Brussels, when I can have twenty from Manchester?” “Certainly; do you not see that France would lose, if you received twenty packets instead of fifteen?” “It is hard for me to understand,” said the wine-grower—“And for me to explain,” replied the custom-house officer, “but the thing is certain, for all the deputies, ministers, and journalists, are agreed on this point—that the more a people receives in exchange for a certain quantity of its produce, the more is it impoverished.” He was forced to exchange with the Belgian. The husbandman’s daughter had only three-quarters of her *trousseau*, and the good people cannot yet understand how ruin could ensue from receiving four instead of three, and how they can be richer with three dozen napkins than with four dozen.



## THE POSITION OF THE AMERICAN MERCHANT.

Our readers, like Oliver Twist, are asking for more; and therefore Mr. Parker will pardon us for taking from his excellent "Sermon of Merchants"\* another *sample* of its *quality*. The passage which we now present portrays, in a vein which characterises all the pulpit efforts of the author, the Position and Power of the Mercantile Class of America. Mr. Parker is an independent Congregationalist, who stands aloof from all sects—or rather, all sects stand aloof from him. He says some things which are not considered orthodox or evangelical by the theologians; nevertheless, his ethics find favor with many whose lives are less heretical than their creed. We dare say, however, that there are some who will find fault with the views set forth in the annexed excerpts.

"In America the POSITION of this (the mercantile) class is the most powerful and commanding in Society. They own most of the property of the nation. The wealthy men are of this class; in practical skill, administrative talent, they surpass all others. Now, Wealth is power, and Knowledge power—both to a degree unknown before. Knowledge and Wealth are more powerful with us than any other people, for there is no privileged caste—Priest, King or Noble—to balance against them. The Strong Hand has given way to the able and accomplished Head. Once head-armor was worn on the outside, and of brass; now it is internal, and of brains.

"To this class belongs the power both of Knowledge and of Wealth, and all the advantages which they bring. It was never so before in the whole history of Man. It is more so in the United States than in any other place. I know the high position of the Merchants in Venice, Pisa, Florence, Nuremberg, and Basel, in the middle ages, and since. Those cities were gardens in a wilderness, but a fringe of Soldiers hung round their walls. The Trader was dependent on the Fighter, and though their Merchants became Princes, they were yet indebted to the Sword, and not entirely to their calling, for defence. Their Palaces were half castles, and their ships full of armed men. Besides, those were little States. Here, the Merchant's power is wholly in his Gold and Skill. Rome is the city of Priests; Vienna for Nobles; Berlin for Scholars; the American cities for Merchants. In Italy the roads are poor, the banking-houses humble; the cots of the laborer poor and bare, but churches and palaces are beautiful and rich. God is painted as a Pope. Generally, in Europe, the clergy, the soldiers, and the nobles, are the controlling class. The finest works of art belong to them, represent them, and have come from the corporation of Priests, or the corporation of Fighters. Here, a new era is getting symbolized in our works of art. They are Banks, Exchanges, Custom-Houses, Factories, Railroads. These come of the Corporation of Merchants. Trade is the great thing. Nobody tries to secure the favor of the Army or Navy—but of the Merchants.

"Once, there was a permanent class of FIGHTERS. Their influence was supreme. They had the power of strong arms, of disciplined valor, and carried all before them. They made the law and broke it. Men complained, grumbling in their beard, but got no redress. They it was that possessed the wealth of the land. The Producer, the Manufacturer, the Distributor, could not get rich; only the Soldier, the armed Thief, the Robber. With wealth, they got its power; by practice gained knowledge, and so the power thereof; or, when that failed, bought it of the clergy, the only class possessing literary and scientific skill. They made their calling "noble," and founded the ARISTOCRACY of SOLDIERS. Young men of talent took to arms. Trade was despised and Labor was menial. Their science is at this day the science of Kings. When Graziers travel they look at cattle; Weavers at Factories; Philanthropists at Hospitals; Dandies at their equals, and Kings at Armies. Those fighters made the world think that soldiers were our first men, and murder of their brothers the noblest craft in the world; the only honorable and manly calling. The butcher of swine and oxen was counted vulgar—the butcher of men and women great and honorable. Foolish men of the Past think so now; hence their terror at orations against war; hence their admiration for a red coat; their zeal for some Symbol of Blood in their family arms; hence their ambition for military titles when abroad. Most foolish men are more proud of their ambiguous Norman ancestor who fought at the battle of Hastings—or fought not—than of all the honest mechanics and farmers who have since ripened on the family tree. The day of the soldiers is well nigh over. The calling brings low wages and no honor. It opens with us no field for ambition. A passage of arms is a passage that leads to nothing. That class did their duty at that time. They

\* This sermon covers forty-seven pages, and was published by Messrs. Jordan & Wiley, of Boston.

founded the Aristocracy of Soldiers—their symbol the SWORD. Mankind would not stop there. Then came a milder age and established the Aristocracy of Birth—its symbol the CRADLE, for the only merit of that sort of nobility, and so its only distinction, is to have been born. But Mankind who stopped not at the Sword delays but little longer at the Cradle; leaping forward, it founds a third order of nobility—the Aristocracy of Gold, its Symbol the PURSE. We have got no further on. Shall we stop there? There comes a To-morrow after every To-day, and no child of Time is just like the last. The Aristocracy of Gold has faults enough, this feudalism of the nineteenth century, no doubt. But it is the best thing of its kind we have had yet; the wisest, the most human. We are going forward, and not back. God only knows when we shall stop, and where. Surely not now, nor here.

“Now the Merchants in America occupy the place which was once held by the Fighters, and next by the Nobles. In our country we have balanced into harmony the centripetal power of the Government, and the centrifugal power of the People: so have national Unity of Action, and individual Variety of Action—personal freedom. Therefore a vast amount of talent is active here which lies latent in other countries because that harmony is not established there. Here the Army and Navy offer few inducements to able and aspiring young men. They are fled to as the last resort of the desperate, or else sought for their traditional glory, not their present value. In Europe, the Army, the Navy, the Parliament or the Court, the Church and the Learned Professions, offer brilliant prizes to ambitious men. Thither flock the able and the daring. Here such men go into trade. It is better for a man to have set up a mill than to have won a battle. I deny not the exceptions. I speak only of the general rule. Commerce and manufactures offer the most brilliant rewards—wealth, and all it brings. Accordingly the ablest men go into the class of Merchants. The strongest men in Boston, taken as a body, are not Lawyers, Doctors, Clergymen, Bookwrights, but Merchants. I deny not the presence of distinguished ability in each of those professions; I am now again only speaking of the general rule. I deny not the presence of very weak men—exceedingly weak in this class.

“The Merchants then are the prominent class; the most respectable, the most powerful. They know their Power, but are not yet fully aware of their formidable and noble Position at the Head of the Nation. Hence they are often ashamed of their calling; while their calling is the source of their Wealth, their Knowledge, and their Power, and should be their boast and their glory. You see signs of this ignorance and this shame: there must not be shops under your Athenæum, it would not be in good taste; you may store tobacco, cider, rum, under the churches, out of sight, you must have no shop there; it would be vulgar. It is not thought needful, perhaps not proper, for the Merchant's wife and daughter to understand business—it would not be becoming. Many are ashamed of their calling, and becoming rich, paint on the doors of their coach, and engrave on their seal, some Lion, Griffin, or Unicorn with partisans and maces to suit,—arms they have no right to, perhaps have stolen out of some book of Heraldry. No man paints thereon a Box of Sugar, or Figs, or Candles, an Axe, a Lap-stone, or a Shoe-Hammer. Yet these would be noble, and Christian withal. The Fighters gloried in their horrid craft, and so made it pass for noble; but with us a great many men would be thought ‘the tenth transmitter of a foolish face,’ rather than honest artists of their own fortune; prouder of being born than of having lived never so manfully.

“In virtue of its Strength and Position, this class is the controlling one in Politics. It mainly enacts the laws of this State and the Nation; makes them serve its turn. Acting consciously or without consciousness, it buys up Legislators when they are in the market; breeds them when the market is bare. It pays them money and honors; pays them for doing its work, not another's. It is fairly and faithfully represented by them. They are made in its image; represent its wisdom, foresight, patriotism, and conscience. Your Congress is its mirror.”

#### OFFICIAL SMUGGLER.

Alexander Dumas, in his “Impressions de Voyage,” gives the following account of Beutte's system of smuggling, who stands at the head of the fashionable jewellers in Geneva:—

“It is difficult to imagine a collection more rich in those thousand wonders which tempt a female heart; it is enough to drive a Parisian lady mad, or to make Cleopatra palpitate with longing in her grave. This jewellery is liable to a duty on entering France; but for a premium of 5 per cent, M. Beutte undertakes to smuggle it. The bargain between the buyer and seller is publicly made upon this condition, as if there were no custom-house

officers in the world. It is true that M. Beautte possesses wonderful address in setting them at fault; one anecdote out of a thousand will show the truth of the compliment which we pay him. When the Count de Saint Cricq was director-general of the customs, he heard this skill, by which the vigilance of his officers was deceived, so frequently mentioned, that he resolved to assure himself whether all was true that was said of it. He consequently went to Geneva, presented himself at M. Beautte's shop, and purchased 30,000*f.* worth of jewellery, on condition that it should be delivered without paying the import duty at his residence in Paris. M. Beautte agreed to the condition like a man accustomed to bargains of the kind, and merely presented to the purchaser a sort of promissory note by which he undertook to pay the usual 5 per cent, besides the 30,000*f.* purchase money. The latter smiled; took up a pen, signed 'De Saint Cricq, director-general of the French customs,' and handed back the paper to Beautte, who looked at the signature, and contented himself with answering, with a bend of the head, '*M. le directeur*, the article which you have done me the honor of buying, will arrive at Paris as soon as yourself.' M. de Saint Cricq, whose interest was excited, scarcely gave himself time to dine, sent to the post for horses, and set out in an hour after the bargain had been concluded. M. de Saint Cricq made himself known to the officers who came to examine his carriage, told the principal one what had happened him, enjoined the most active surveillance on the whole line, and promised a reward of fifty louis to the officer who should succeed in seizing the prohibited jewellery. Not a custom-house officer slept during three days. During this time, M. de Saint Cricq arrived at Paris, alighted at his residence, kissed his wife and children, and went to his room to take off his travelling dress. The first thing he perceived on the chimney-piece was an elegant box, with the shape of which he was unacquainted. He approached it, and read on the silver plate which ornamented it, 'The Count de Saint Cricq, director-general of the customs.' He opened it, and found the jewellery which he had purchased at Geneva. Beautte had made an arrangement with one of the waiters at the inn, who, while assisting M. de Saint Cricq's servants to pack their master's luggage, had slipped the prohibited box among it. On his arriving at Paris, his valet, noticing the elegance of the case, and the inscription engraved upon it, had hastened to place it upon his master's chimney-piece. Thus the director-general of the customs was the first smuggler in the kingdom."

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#### COMMERCE IN EGGS.

We copy from Skinner's *Monthly Journal of Agriculture*, a periodical conducted with singular ability, and of great value to the intelligent farmer, the following statement in regard to the egg trade of France:—

In the whole cycle of commercial statistics, we have not lately met with anything more remarkable than the account we find in the "*Journal d'Agriculture Pratique et de Jardinage*," on the *Egg Trade* of France. The editor says that it appears by official returns that in 1815, the number of eggs exported was not more than to the amount of 1,700,000 francs. In 1816, 8,800,000 francs; in 1822, 55,000,000; in 1824, to 99,500,000! The trade was then arrested, and experienced a retrograde movement. The exportation fell to 55,000,000 in 1830, but in 1834, it rose again to 76,800,000, and in 1844, it mounted up to 88,200,000. This mass of eggs weighed, at the rate of sixteen to a kilogramme, 5,213,000 kilogrammes; upon which the treasury realized 114,000 francs (about \$25,000) export duty on eggs! England takes almost the whole of the eggs exported from France. Of the 88,000,000 above-mentioned, 82,500,000 have crossed the Channel. According to the official estimates, the consumption of eggs in Paris is 138 for each individual, which is very nearly 120,000,000 a year. We may double this estimate for the rest of France, without exaggeration; for, in the country, eggs and milk are aliments to be found on every table. *We eat, instead of eggs and milk, vast quantities of solid fat meat—Americans having, as was expressively said by the Abbé Cornea, "bacon-stomachs!"*

The consumption, then, of eggs, in all France, may be safely put down at 9,300,000,000. If we add to this total that of the eggs exported, and one-hundredth in addition of these two numbers, for the eggs reserved for reproduction, we will find that France has produced *nine billions and a half*; and valuing each egg at the rate of a tenth of a cent, we have the enormous sum of 465,000,000 of francs, or nearly \$100,000,000. Though this estimate may overrun the production in some of the Departments, it is nevertheless certain that the value which represents the annual production of eggs, is to be counted by *millions of francs*, and to most people must be a matter of surprise.

## THE LONDON DOCKS.

In a work of Mr. J. J. Smith, of Philadelphia, published during the last year, entitled "A Summer's Jaunt Across the Water," we have some interesting commercial information respecting the London Docks. He remarks: "A visit to the London Docks is a fatiguing operation. A kind friend who knows the ways of the place accompanied us, having provided himself with that important document, an order to taste the wines. The dock we visited is not the largest, but probably contains as much in value as any other. There are 1,600 pipes of wine in the Crescent vaults alone, and 5,000 above. In the port of London, there are now in dock 100,000 casks of various sorts. A vat for mixing wines, in the Crescent, will contain 10,200 gallons; here, old and new are mingled. In matters of temperance, the British nation is far behind us. We saw a number of the professional tasters hanging about; one, at least, I can vouch for it, has a peculiar discoloration of the nose. With lighted links, we traversed this underground world, and then emerged to the enormous warehouses above; the construction of the whole is a triumph of ingenuity and strength. In the warehouses, great masses of ivory tusks are encountered; wax, tea, cork; sugars, in quantity beyond your previously conceived ideas—the very drippings from the hogsheads would be a snug fortune. This black liquid is carefully swabbed up from under foot and purified. It is calculated that £50,000,000 sterling worth of goods are now in dock, occupying no less than 160 acres; 1,200 houses were pulled down to construct the London Docks alone; there are three others, still larger. We inspected rooms, full of silk in a raw state, having in them 3,150 bales, brought from Turkey, China, Persia, and Italy, and assorted into colors ready for the English manufacturer. One single room contained 1,500 large bales. The rooms containing Tuscan straws ready for plaiting were very attractively neat. We saw half an acre of cinnamon!"

## REDUCTION OF DUTY ON FRENCH WINES.

A letter has been addressed, by the Free Trade Association of Bordeaux, to Lord John Russell, urging the British government to reduce the duties on French wines to £10 per tun, or about 1s. per gallon. The advantages likely to be the result of the reduction now proposed, are thus set forth by the Bordeaux merchants:—1. To place an article, healthful, when used moderately, within the reach of all classes in England. 2. To check the excessive use of spirituous liquors, it being well known (as it has been observed, especially in France) that drunkenness is less general in those places where wine, being abundant and cheap, becomes an object of usual consumption. 3. To obtain a new means of selling abroad British produce and manufactures, which might be exchanged for our wines, either directly with France, or, indirectly, through the medium of other countries. 4. To give a freight to the English vessels that come to our ports loaded with coals, but have almost nothing to take back with them, and are thus prevented from coming in much greater numbers.

## BRITISH HOP TRADE.

The number of acres of land in Great Britain under the cultivation of hops, in the year 1846, amounted to 51,948. The duty on hops, of the year 1846, amounted to £443,657. The quantity of British hops exported from Great Britain to various foreign countries, in 1846, was 448,497 lbs. The quantity of foreign hops exported was 577 cwt., and the quantity imported 3,283 cwt., almost exclusively from the United States of America. The total number of pounds weight of hops charged with the duty in the several collections of the United Kingdom, in 1846, amounted to 50,704,025.

## A NAIVE TRADE CONFESSION.

A highly respectable retail dealer, in one of the principal thoroughfares of London, justifying himself from the charge of ruinous dealings, said, very naively, "This is the fourth time, within two years, that I have sold off my stock at considerable loss, with considerable profit!"

## THE BOOK TRADE.

1.—*Elementary Astronomy, Accompanied by Sixteen Colored Astronomical Maps, each Three by Three and a Half Feet; for the Use of Common Schools, Academies, Higher Seminaries, and the Private Learner.* By H. MATTISON. New York: Huntington & Savage.

It is in the highest degree gratifying to an American citizen, that our progress in science and the arts is beginning to correspond, in some measure, with the rapid development of the resources and wealth of the nation. Utility and accumulation have become the motto of almost every enterprise. Yet, however strongly this spirit may predominate, firing the mind in the one idea, with an enthusiasm which all but disregards effects or causes, it is not the less true, that our signal advancement in education, in our common and higher institutions, is both the strong lever and the granite fulcrum, by which Norman and Saxon enterprise is producing and adding to our yearly exports to every quarter of the globe. A better education is pregnant with new discoveries in science and new inventions in the mechanic arts, all of which are continually adding to our facilities as a producing people. Europe, though she has, heretofore, will not, hereafter, claim all the honor of discovery in the sublime science of astronomy, which has, more than any other, given protection to our commerce. Formerly, our ship-masters sailed chiefly by throwing the log; and, to strike the coast within one hundred miles of the port of entrance, was a calculation of average accuracy. Now, by observing the eclipses of the moons of Jupiter, for longitude, and the sun, for latitude, the skillful navigator strikes within a mile of the channel which leads him to his harbor. Security from shipwreck lessens both freight and insurance, and while it adds to the price of our exports, diminishes the cost of what we import. To say nothing, then, of the high moral influence of this study in our common schools, its intrinsic and wonderful interest to the most common mind, every farmer, artisan, and merchant, is practically interested in it. We rejoice, therefore, in the indications that it will, ere long, have place in all our common schools. The beautiful and elaborate work, just issued by Messrs. Huntington & Savage, illustrates to the eye, more clearly and fully than anything we have ever seen, the positions, courses, and phenomena of all the heavenly bodies, explains their laws and classifies them so plainly, and comprises so much of recent discovery and other matter, as to make it a desideratum in every well-conducted school. In its use, the teacher may give his pupils a more thorough knowledge of astronomy in a brief period, than in many months in the use of other works. It is put up in two styles, at \$15 and \$20; a reasonable price for sixteen large colored maps and a treatise of 200 pages.

2.—*Encyclopædia of English Literature, a Selection of the Choicest Productions of English Authors, from the Earliest to the Present Time; Connected by a Critical and Biographical History, Elegantly Illustrated.* Edited by ROBERT CHAMBERS, editor of the "Edinburgh Journal," "Information for the People," etc., etc. In 2 vols., 8vo. Boston: Gould, Kendall & Lincoln.

It is the object of the present work, to give, in a continuous series of numbers, the most select productions of the authors of Great Britain from the earliest period to the present time, "set" in a critical history of the literature itself. It must be admitted that such an enterprise was to be desired, and its accomplishment tends to add greatly to the already accumulated stores of the literary treasury. The work before us, presents judicious selections from the English writers, both in poetry and prose, with comprehensive historical notices of the circumstances bearing upon the intellectual spirit of the periods in which they flourished. The illustrations, in wood cuts, with which the series is accompanied, are peculiarly appropriate, and throw light upon the character of those individuals, as well as the times in which they figured upon the stage. It affords, indeed, a panoramic view of English literature which is of great value, and we are gratified to learn that it is highly prized by the reading public.

3.—*A Historical Sketch of Trinity Church, New York.* By the Rev. WILLIAM BERRIAN, D. D., the Rector of the same. 8vo. New York: Stanford & Swords.

There is no enterprise connected with public improvement, for the last few years, which has been more decided than that associated with ecclesiastical architecture. Numerous edifices devoted to religious worship have been erected in various parts of the country, constructed of the most enduring materials, and in their design in all respects worthy of the object for which they have been dedicated. Nor is there any section of the Union in which this improvement has been more evident than in the cities of New York and Brooklyn. In the magnificence and cost of the structure, Trinity Church probably exceeds every other in the Union. The magnitude of its design, and the respectability of the congregation with which it is identified, as well as the ancient records connected with their existence, induced the publication of the present work. The author is well known as a devoted and able clergyman, who, from his long familiarity with its history, appears to have been most appropriately selected for the task of perpetuating its records, and he has certainly performed it with signal success. He remarks, that he had worshipped in youth upon the spot where the foundations of the edifice were laid; that he had there ministered in manhood; and that, upon the day of its consecration, "he appeared again before the congregation on the verge of old age." In this volume, the author has presented, doubtless, a faithful history of this congregation from its earliest origin to the present time, compiled from the most authentic sources. The work is illustrated with several elegant engravings of that and other church edifices in the city, which enhance its value.



- 4.—*The Writings of George Washington; being his Correspondence, Addresses, Messages, and other Papers, Official and Private. Selected and Published from the Original Manuscripts; with a Life of the Author, Notes, and Illustrations.* By JARED SPARKS. Vol. II. 8vo., pp. 534. New York: Harper & Brothers.

This second volume of the Writings of Washington, from the press of the publishers whose names are upon its title-page, we welcome as a valuable present to the public. Independently of the intrinsic value of this compilation as a model of clear and concise style, it exhibits a record of the experience and political connections of one of the purest and greatest patriots that the world has produced, from which we may obtain a pretty accurate knowledge of his general character and the uniform principles by which he was governed. It is, moreover, fortunate, that this important work is now in the progress of publication under auspices so favorable for its wide circulation. The Writings of Washington must ever constitute a prominent part of the political history of the country, for the life of this illustrious individual was identified with its interests during the most eventful crisis of its career. Mr. Sparks, the original compiler, has expended much labor and expense in making the work accurate and elegant. It is supplied with well-executed maps and engravings, which render it in every way worthy of the compiler and the subject.

- 5.—*The Constitutional History of England, from the Accession of Henry VII. to the Death of George II.* By HENRY HALLAM, author of "Europe during the Middle Ages," "Literature of Europe during the Fifteenth, Sixteenth and Seventeenth Centuries." From the Fifth London Edition. 8vo., pp. 737. New York: Harper & Brothers.

The author of this work is well-known, both at home and abroad, as a standard and authoritative writer upon the history of Europe. His works all bear the stamp of profound and philosophical investigation, clearness and accuracy, and the present volume appears to maintain his well-earned character as a historian. The present volume presents to us a satisfactory view of the constitutional history of England during the time of which it treats, based upon authentic records and solid historic evidence, which will doubtless remain a perpetual record of that portion of English history. It will doubtless be studied with much advantage by the jurist, the statesman, the scholar, the man of letters, and, indeed, by all that large class in every country which comprises the students of historic truth.

- 6.—*The Fireside Friend; or, Female Student: being Advice to Young Ladies on the Important Subject of Education. With an Appendix on Moral and Religious Education, from the French of Madame de Lausanne.* By Mrs. PHELPS, late Vice-Principal of Troy Female Seminary. 12mo., pp. 378. New York: Harper & Brothers.

This, in many respects, excellent work, is intended as a reading-book for the domestic circle, or family fireside. It has passed through successive editions in this country, and been reprinted and extensively circulated in England and Scotland. Its adoption as one of the volumes of the "Massachusetts School Library," with a Board of Education composed of such men as Everett, Mann, etc., without whose approbation no volume was honored with a place in that collection, will be to many a sufficient recommendation of its merits.

- 7.—*Paley's Natural Theology; with Selections from the Illustrative Notes and the Supplementary Dissertations of Sir Charles Bell and Lord Brougham.* The whole newly arranged, and edited by ELSHA BARTLETT. With numerous wood cuts, and a Life and Portrait of the Author. In 2 vols., 12mo., pp. 365-454. New York: Harper & Brothers.

We have here presented to us the well-known and standard work of Paley, which has been long used as a text-book in our colleges and higher schools, in an improved form. It is hardly necessary to state that it is worthy of a place in the library of every intelligent individual; and it is here so well provided with engraved illustrations, as well as notes and comments from some of the leading foreign critics, that it is rendered all that could be reasonably desired. The volumes are prefaced by a memoir of the author.

- 8.—*Omoo: A Narrative of Adventures in the South Seas.* By HERMAN MELVILLE, author of "Typee." 12mo., pp. 196-339. New York: Harper & Brothers. London: John Murray.

It is the object of the writer of this work to afford a description of the mode of life which prevails in the South Seas, among the navigators of those islands connected with the whale fishery. It is likewise his design to describe the present condition of the Polynesians. The author, as a roving sailor, spent three months upon the islands of Tahiti and Omoo, and we have the result of his experience conveyed in a characteristic style.

- 9.—*Social Evenings; or, Historical Tales for Youth.* By Miss MARY E. LEE. 18mo., pp. 260. New York: Harper & Brothers.

A capital series of historical tales, well calculated to stimulate the juvenile reader to acquire a knowledge of the countries in which the scenes are laid, and of the history of the times and persons to which they refer.

- 10.—*Things by their Right Names, and other Stories, Fables, and Moral Pieces, in Prose and Verse. Selected and Arranged from the Writings of Mrs. Barbauld, with a Sketch of her Life.* By Mrs. S. J. HALE. 18mo., pp. 263. New York: Harper & Brothers.

A selection from the productions of Mrs. Barbauld, including those more especially designed for the young, by Mrs. Hale, need no commending to secure the attention of the reader, or the approbation of the public.

- 11.—*The Pursuit of Knowledge under Difficulties. Illustrated by Anecdotes. With Portraits. Revised Edition, with a Preface and Notes.* By FRANCIS WAYLAND, D. D., President of Brown University. In 2 vols. New York: Harper & Brothers.

This work is devoted to a valuable object—the illustration of the pursuit of knowledge under obstacles, by anecdotes connected with the lives of some of the most distinguished men. The sketches of these eminent individuals, although they do not aspire to full biographical narrations, are notwithstanding clear and concise, and successfully accomplish the design of the work. It is judiciously arranged, and the notes of the editor appear to be all that is required. The body of the volumes are a reprint of the English edition, which was published under the superintendence of the Society for the Diffusion of Useful Knowledge; and the volumes themselves contain engravings of Lord Bacon, Sir William Jones, Leibnitz, Brindley, Sir William Herschell, Peter the Great, Edmund Burke, and Sir Joseph Banks. Altogether, it embraces a mass of information relating to distinguished persons, which could scarcely elsewhere be found in so agreeable a form.

- 12.—*Lives of Eminent Individuals Celebrated in American History.* In 3 vols. 12mo., pp. 364, 380, 390. New York: Harper & Brothers.

These volumes comprise a part of the series of American biography, which has been issued under the auspices of that accurate historian, Mr. Jared Sparks. They contain authentic and concise biographical sketches of some of the most eminent individuals of our own country, in various departments of pursuit, who have been distinguished for remarkable moral and intellectual traits or successful achievements, the sketches themselves having been prepared by able and practised writers. The first volume embraces the lives of John Stark, David Brainerd, Robert Fulton, and John Smith; the second, those of Ethan Allen, Sebastian Cabot, Henry Hudson, Joseph Warren, Israel Putnam, and David Rittenhouse; and the third, those of William Pinckney, Sir Henry Vane, Anthony Wayne, William Ellery, and Richard Montgomery. We need hardly add, that the public are indebted to Mr. Sparks for the original series, and to the New York publishers for introducing so valuable a portion in this new form. Each volume is prefaced by an engraved portrait, which makes the entire work more acceptable.

- 13.—*History of France, from the Earliest Period to the Present Time.* By M. MICHELET, Professeur-Suppléant à la Faculté des Lettres, Professeur à l'École Normale, Chef de la Section Historique aux Archives du Royaume. Translated by G. H. SMITH, F. G. S. In 2 vols., 8vo., pp. 478, 400. New York: D. Appleton & Co. Philadelphia: George S. Appleton.

The well-known historical work of M. Michelet, has been presented to the public by these prominent publishers in a most appropriate form. We learn in the volumes, that, from the circumstances in which he was placed, he had free access to the documents preserved in the French national archives, being one of the curators of those ancient records, and that he has taken new and peculiar views of the history of France. Without entering into a critical description of the volumes, it may be remarked that the author has executed the task which he assumed with a deep interest in the subject, and doubtless consulted the most valuable sources of historic evidence in its preparation. In its scope, it is broad and liberal, and contains less of the spirit of mere narrative, than of wide views and philosophical induction. It will, however, doubtless be consulted with great advantage, as a valuable depository of collated facts, which have been gathered from a large mass of scattered records, and which would hardly be accessible excepting in the condensed and methodical form of a labored historical work, like the present able contribution to French literature.

- 14.—*A Summer in the Wilderness; embracing a Canoe Voyage up the Mississippi and around Lake Superior.* By CHARLES LANMAN, author of "Essays for Summer Hours," etc. 12mo., pp. 208. New York: D. Appleton & Co. Philadelphia: G. S. Appleton.

The author of this volume, long a resident of the West, enjoyed the opportunity of journeying through an interesting part of its wildest and most uncultivated region. There are various local circumstances connected with the actual condition of that part of the country, which are of general interest, and that are not known to the public. He has collected many of those facts with much industry, and has presented them in an agreeable form. His book, accordingly, abounds with descriptions of the modes of life which there prevail, and views of natural scenery, together with an account of his own experience while traversing the wilderness along the Mississippi, as well as that picturesque and barren territory bordering the shores of Lake Superior.

- 15.—*Aunt Kitty's Tales.* By MARIA J. MCINTOSH, author of "Two Lives; or, To Seem and To Be," "Conquest and Self-Conquest," "Praise and Principle," etc., etc. 12mo., pp. 287. New York: D. Appleton & Co. Philadelphia: G. S. Appleton.

The tales in the present volume, embracing Blind Alice, Jessie Graham, Florence Arnott, Grace and Clara, and Ellen Leslie, have been prepared with the view of teaching to their readers lessons of benevolence and truth, generosity, justice, and self-government. These are now issued, not for the first time, but in a new dress; and they constitute an appropriate, interesting, and instructive number of the series of "The Literary Miscellany," in progress of publication by Messrs. Appleton & Co., of New York.

- 16.—*The Juvenile Budget Re-Opened: being Further Selections from the Writings of Dr. John Aikin. With Copious Notes.* By MRS. SARAH J. HALE. 18mo., pp. 250. New York: Harper & Brothers.

This little volume consists of selections from the writings of Dr. Aikin, similar in character to a volume, "The Budget Opened," which was noticed in a former number of this Magazine.

17.—*The Christian Liturgy, and Book of Common Prayer; containing the Administration of the Sacraments and other Rites and Ceremonies of the Apostolic Catholic Church, or Universal Church of Christ, with Collections and Prayers, and Extracts from the Psalms of David; also, a Collection of Psalms and Hymns for Public Worship.* 18mo., pp. 464. Boston: William D. Ticknor & Co.

This liturgy is drawn from various religious writings, and based on the Bible. It is professedly "issued with no design, nor with any wish to interfere with the traditions, change the ceremonies, or touch the orders of the Roman, or the English, or any of the Church of Christ; but it claims the privilege of adopting and using whatever has been selected from either of them, as the common property of the Holy Catholic, or Universal Church." While the plan of the Papist, Dr. Murphy, is, in part, introduced, and the principles of the Unitarian, Dr. Channing, used for the teaching of young children, the ritual of the Church of England is closely followed throughout, and its forms and phraseology so adjusted as to embrace the largest circle of Christianity. It is, on the whole, the most instructive formula of devotion that has yet been published. The volume is very handsomely printed and bound.

18.—*Hyperion; A Romance.* By HENRY WADSWORTH LONGFELLOW. Fourth edition. 12mo., pp. 370. Boston: William D. Ticknor & Co.

Mr. Longfellow may be regarded as one of our most classical authors. A scholar, by profession and habit, his ordinary studies have qualified him to excel in the department of elegant literature, while his genius is of that peculiar cast which stamps his intellectual character with an identity that can hardly be mistaken, and which is itself purified and made more brilliant by his classical acquisitions. His poetical and prose compositions all bear the same mark of genius, partaking of the depth and freshness of the German school, and have given him a well-merited reputation, both in our own country and abroad. The present volume contains one of his best productions; and as it has reached a fourth edition, we have satisfactory evidence that it is duly appreciated.

19.—*The Countess of Rudolstadt.* By GEORGE SAND. In 2 vols. Translated by FRANCIS G. SHAW. 12mo., pp. 301, 302. Boston: William D. Ticknor & Co.

A production of one of the most extraordinary women of our time. Great difference of opinion exists as to the moral and social tendency of her writings. She, however, has a class of intellectual admirers, of as pure morals as any in community. The present is considered less exceptionable than many of her earlier works.

20.—*Familiar Lessons on Physiology, Designed for the Use of Children and Youth, in Schools and Families. Illustrated by Numerous Engravings.* Vol. I, 12mo.

21.—*Familiar Lessons on Phrenology, Designed for the Use of Children and Youth, in Schools and Families. Illustrated by Numerous Engravings.* By Mrs. L. N. FOWLER. 12mo., pp. 210. New York: Fowler & Wells.

The design of these volumes is, to teach children the laws which relate to their bodies, and to the functions of their minds. Phrenology and physiology are here presented, in a clear and familiar manner, illustrated by cuts and examples such as occur in every-day life. The first-named volume is devoted to an explanation of the general laws and principles of physiology; and the second, with the lights of phrenology, exhibits the functions of the mind in a clear, concise manner, singularly well adapted to the comprehension of the young student. We earnestly commend the series to parents and teachers, as eminently fitted to impart a kind of knowledge that cannot fail to promote the intellectual, moral, and physical well-being, not only of the rising generation, but through it, of the race.

22.—*Self-Culture and Perfection of Character, Including the Management of Youth.* By O. S. FOWLER, editor of the "American Phrenological Journal." 12mo., pp. 312. New York: Fowler & Wells.

In this volume, the author shows how the character can be best improved by applying to its discipline the principles of phrenology—a subject, to which he appears to have devoted his life. Whatever may be the merits of the system, so far as its truth is concerned, it must be admitted that he has exercised signal ability and zeal, in his attempt to demonstrate its influence upon the human character and upon human happiness. The work is provided with plates, which tend to illustrate the doctrines advanced.

23.—*North American Scenery Faithfully Delineated, in a Series of Illustrative Views, from Original Drawings taken on the Spot.* By E. WHITEFIELD. The Literary Department under the Superintendance of JOHN KEESE, Esq. New York: H. Long & Brother.

It will hardly be denied that our own country abounds in the most varied scenery, both beautiful and sublime. Although destitute of those ancient and time-worn architectural monuments connected with historical associations, which have invested, almost with the interest of romance, the most remarkable points of European scenery, there is, notwithstanding, enough in our own landscapes worthy of employing the best powers of literature and the arts. The present work embraces engravings of some of the most interesting landscapes of our natural scenery, both in the East and West, with brief descriptions of the circumstances by which these places are distinguished. The mechanical execution of the work, so far as the finest paper and type are concerned, is excellent. Indeed, the letter-press appears like jet stamped upon pure marble.

24.—*Thankfulness, and other Essays.* By JAMES HAMILTON, author of "Life in Earnest," "Harp of the Willows," "Mount of Olives," &c. 18mo., pp. 176. New York: Robert Carter.

This little volume forms one of Mr. Carter's "Cabinet Library," so generally popular among orthodox Christians. It contains an essay on Christian Thankfulness, an address on "behalf of the professed Evangelical Alliance," and other dissertations, which harmonize well with the title of the work.

25.—*An Overland Journey Round the World, during the Years 1841 and 1842.* By Sir GEORGE SIMPSON, Governor-in-Chief of the Hudson's Bay Company's Territories. 8vo., pp. 230. Philadelphia: Lea & Blanchard.

The record of a journey round the world, from an individual in the exact position of the author of this volume, is a most valuable, yet somewhat unusual contribution to literature. The author seemingly performed his journey, less as an abstract and speculative scholar, than a gentleman, engaged in active pursuits, desirous of informing himself respecting the precise condition of the territories through which he passed. Proceeding from London to Montreal, by the way of Boston, he commenced his journey, and has presented an interesting journal of his travels in thus circumscribing the globe. The volume itself abounds with descriptions of the experience of the author, during his journey, together with much valuable matter relating to the topography, commerce, and the existing state of the countries which he visited. It is also true, that the particular class of topics which attracted his notice, were such as would interest an individual of his own habits, and the objects which he describes are, accordingly, quite practical in their character. His style is clear and vigorous, and his reflections are marked by a highly cultivated intellect.

26.—*The Celebrated Treatise of Joach. Fortuis Rengelbergius de Ratione Studii. Translated from the Edition of Van Erpe.* By G. B. EARP, Coll. Corp. XLI. Cant. With Preface and Appendix. By W. H. ODNHEIMER, A. M., Rector of St. Peter's Church, Philadelphia. 12mo., pp. 103. Philadelphia: Carey & Hart.

This is the production of a Flemish philosopher and mathematician of the sixteenth century. The design of this treatise, to use the words of the English translator, is "to rouse the dormant energies of the young student during the period usually allotted to academical instruction;" and it supplies most excellent counsel to the ingenious student, inciting to industry, perseverance, temperance, and all those virtues which are best adapted to develop the more exalted part of our nature. It also possesses an appendix, containing advice relating to college discipline, and embracing, besides other appropriate matter, a portion of an article upon legal education, by Lord Brougham, which was originally published in the Law Review, of November, 1844.

27.—*Lives of British Dramatists.* By THOMAS CAMPBELL, WILLIAM GIFFORD, LEIGH HUNT, GEORGE DARLEY, etc., etc. In 2 vols., 12mo., pp. 232, 479. Philadelphia: Carey & Hart.

These volumes comprise a part of the series of the "Library for the People," which is now in the progress of publication by the respectable house of Carey & Hart, of Philadelphia. They consist of brief biographical sketches of the more ancient dramatists, from the pens of some of the most distinguished writers of Europe. We have, indeed, a pledge of their accuracy, in the reputation of the authors themselves; the critical remarks which are scattered through the work appear to be discriminating and judicious. The publication of such works, in so cheap and portable, and yet so handsome a form, is eminently calculated to render literature popular and diffusive.

28.—*Streaks of Squatter Life and Far West Scenes: a Series of Humorous Sketches, Descriptive of Incident and Character in the Wild West, to which are added other Miscellaneous Pieces.* By SOLITAIRE. (John S. Robb, of St. Louis, Mo., author of "Swallowing Oysters Alive.") 12mo., pp. 187. Philadelphia: Carey & Hart.

The author has here attempted to depict some of the peculiar forms of character, which have grown up under the peculiar influences of Western frontier life. The work portrays many of the most amusing lineaments of this character, in a humorous form; and the effect of the text appears to be successfully aided by several characteristic engravings.

29.—"1844," or the Power of the "S. F." *A Tale, Developing the Secret Action of Parties during the Election Campaign of 1844.* By THOMAS DUNN ENGLISH. New York: Hiram Fuller.

This work originally appeared in the New York Mirror, and awakened a good deal of interest during its publication in the columns of that excellent and high-toned journal. It is written with great power, and is full of political interest. The style bears occasional evidence of careless and rapid composition; yet the descriptions are graphic, and the sketches of some fifty of our leading politicians are drawn with the hand of a master. We predict for it an extensive sale.

30.—*Memoirs of Mrs. Elizabeth Fry; Including a History of her Labors in Promoting the Reformation of Female Prisoners, and the Improvement of British Seamen.* By the Rev. THOMAS TIMPSON, Honorary Secretary to the British and Foreign Sailors' Society, and author of the "Companion to the Bible," "The Angels of God," "British Female Biography," etc. 12mo., pp. 330. New York: Stanford & Swords.

The life of this eminent philanthropist is here satisfactorily portrayed by one, who had the happiness of being a fellow-laborer with her in providing libraries for the seamen composing the coast-guard of the United Kingdom. Her services, in various departments of benevolent enterprise, were most conspicuous; and we here have a history of her connection with efforts made in behalf of prisoners, associated with other ladies of similar character, and of their success. The narrative of such examples of benevolence is doubtless calculated to produce benefit, by awakening in others an appreciation of such efforts and the principles by which they are actuated.

31.—*Washington and his Generals.* By J. T. HEADLEY, author of "Napoleon and his Marshals," "The Sacred Mountains," etc. In 2 vols. Vol. 1, 12mo., pp. 348. New York: Baker & Scribner.

It is the design of the spirited writer and industrious author of the present volume, to exhibit, in a series of portraits, the character of Washington, together with those of the distinguished men who were grouped around him during the eventful period of our revolution. His success in preparing another work of a similar character connected with the military history of France, is a pledge that the task will be satisfactorily executed. There is so much that is to be admired in the sublime moral character of him who, by his patriotic services, has been entitled "The Father of his Country," and so much of patriotic self-devotion in most of those military officers by whom he was surrounded—there were likewise so many vast interests involved in the cause in which they were engaged, that the author possesses a fertile field of research, and he has thus far executed his task with signal success. The work itself, contains eight well-executed plates, embracing engravings, not only of Washington, but Putnam, Montgomery, Arnold, Stark, Schuyler, Gates, and Wayne.

32.—*Incentives to the Cultivation of the Science of Geology, Designed for the Use of the Young.* By S. S. RANDALL, Deputy Superintendent of Common Schools of the State of New York, editor of "Common School Journal," etc. 12mo., pp. 189. New York: Greeley & McElrath.

It is the design of this volume, as expressed upon its pages, to exhibit the motives which should lead to the study of geology, by presenting to the view some of its most interesting features. For this object, the author has given a general outline of the origin and progress of geological science, in a very simple and satisfactory style; also, a compendium of the general principles of geology, the scientific divisions of the subject, the geological features of the United States and of the State of New York, and the practical results of geological science. It is admirably adapted to that object, and it is provided with engravings which most appropriately tend to illustrate the subject. We would commend it to the examination of those who desire to create an interest in a science, which is beginning to attract to itself increased attention. It is here familiarly and agreeably exhibited in its most attractive features.

33.—*The Wonders of Nature and Art; or, Truth Stranger than Fiction. Adapted to Interest and Instruction—to Enlighten the Social, and Regulate the Solitary. Illustrated with Sixty-One Engravings.* By the author of "Pastoral Life and Manufactures of the Ancients." 12mo., pp. 324. New York: Burgess & Stringer.

The present volume furnishes a valuable compendium of some of the most interesting facts connected with the structure of the human system, and the application of the principles of chemistry to practical purposes. One important and valuable part of the work, is, an attempt to demonstrate the harmony which exists between the statement of the physical facts contained in the Bible, and the discoveries of the modern sciences. It comprises also a view of various other subjects of general interest, and of a miscellaneous character. From the cheap and convenient form in which it is published, we doubt not that the little volume will be widely circulated.

34.—*Lives of Daniel Boone and Benjamin Lincoln.* 16mo., pp. 434. Boston: Charles C. Little & James Brown.

The lives of Daniel Boone, the early Western pioneer, by John M. Peck, and of Benjamin Lincoln, by Francis Bowen, the able and scholarly writer who is understood to be the present editor of the North American Review, constitute the thirteenth volume of the new series of Sparks' American Biography. From the career of the former, in his early Western explorations, we have depicted many of the incidents connected with the experience of this adventurous backwoodsman in his connection with frontier life. The residence of the author in the West, and his personal acquaintance with the subject of his sketch, supplied peculiar advantages for his undertaking. From the pen of Mr. Bowen, we, moreover, have a concise and elegant biography of Benjamin Lincoln, whose patriotic principles and devotion to the public service, have rendered the permanent record of his life most proper and valuable. We are gratified that so many precious literary treasures, deposited in the archives of the past, are rescued from oblivion by the labors of Mr. Sparks and his coadjutors.

35.—*Posthumous and other Poems.* By CHARLOTTE ELIZABETH. 18mo., pp. 263. New York: M. W. Dodd.

This neat little volume includes a collection of the author's poems, written at various periods of her life, between the years 1817 and 1845. A few of them have appeared in print, but the greater number are posthumous, and appear before the American public in the present form, for the first time. The subjects are various, embracing the meditative, devotional, prophetic, moral, descriptive, and occasional poem, but all deeply imbued with those sentiments so prominent in the life and writings of the lamented author. The prose writings of Charlotte Elizabeth enjoy a wide-spread popularity with a large class of Protestant Christians, and we presume this collection of her poems will be acceptable to her numerous admirers.

36.—*The Great Commandment,* by the author of "The Listener," "Christ our Example." 16mo., pp. 250. New York: M. W. Dodd.

The pious and benevolent author of this book enforces with her usual earnestness the love of God in all its bearings; describing what she conceives to be its nature and manifestations, and contrasting it with human love. Her views generally correspond with the "Evangelical" portion of the Christian Church, which includes by far the largest part of Christendom.



37.—*Christianity; the Deliverance of the Soul and its Life.* By WILLIAM MOUNTFORD, A. M. With an Introduction, by Rev. J. D. HUNTINGTON. 12mo., pp. 118. Boston: Crosby & Nichols. New York: C. S. Francis & Co.

Mr. Mountford, the minister of a congregation of dissenters in England, is known in this country as the author of "Martyria," noticed some time since in this Magazine. The discourses embraced in this volume "present before us the Christian idea, in its simplicity and its power." The earnestness of the writer, combined with an elegant simplicity of style, will commend the volume to men of elevated minds, and large spiritual insight.

38.—*Jacques.* By GEORGE SAND, author of "Consuelo," "La Comtesse de Rudolstadt," etc., etc. Translated from the French, by ANNA BLACKWELL. 2 vols., 12mo., pp. 178 and 173. New York: J. S. Redfield.

We have not found time to read this novel, but we are told by those who have, that it is among the most powerful productions of its singularly-gifted author. Of one thing, however, we can speak on our own account; and that is, its distinct and beautiful typography—a luxury which weak eyes well know how to appreciate.

39.—*The Christian Remembrancer.* By AMBROSE SERLE, Esq., author of "Horæ Solitariae, the Church of God." 18mo., pp. 349. New York: Robert Carter.

This little treatise relates "chiefly to the word and work of God in the redemption of souls; to the inward and practical experience of this redemption in the heart of the believer; and to his outward conversation and conduct with others." It was written in 1786, when, as the author says, "it was printed for the pocket, that the serious Christian may find it a little *Remembrancer*, with many short errands to his heart, which will neither encumber him to carry nor fatigue him to read."

40.—*A Concise System of Theology, on the Basis of the Shorter Catechism.* By ALEXANDER SMITH PATERSON, A. M., author of a "History of the Church." With an Introductory Paper, by DUNCAN MACFARLAN, D. D. From the Fourth Edinburgh Edition. 18mo., pp. 355. New York: R. Carter.

This is a very elaborate commentary on the Shorter Catechism of the church. It is, we are informed, in the advertisement to the Edinburgh edition, presented to the public "entirely on account of its intrinsic merit." Several distinguished ministers have expressed their opinions in terms of the most unqualified approbation.

41.—*The Art of Conversing. Written for the Instruction of Youth in the Polite Manners and Language of the Drawing-Room.* By a Society of Gentlemen. 32mo., pp. 94. Boston: James French.

The rules for appearing to advantage in the private circles, in public interviews, and in every situation in which an individual may be placed—the design of the manual—are concisely stated, and will commend themselves to the common sense of all who desire to conduct their social intercourse of life with gentleness.

42.—*The Manual of Chess; Containing the Elementary Principles of the Game, Illustrated with Numerous Diagrams, Recent Games, and Original Problems.* By CHARLES KENNY. 16mo., pp. 122. New York: D. Appleton & Co. Philadelphia: G. S. Appleton.

The manual, of what the author terms "the nice and abstruse game" of chess, contains all the information necessary to be acquired in learning it. It is divided into parts, describing the different features of the game, and appears to be appropriate to the object for which it was designed.

43.—*The Cooper's Son, or the Prize of Virtue. A Tale of the Revolution.* By the author of "One-Eyed Dick." 18mo., pp. 144. Boston: James French.

The incidents of this well-told tale are connected with some of the early events of the American Revolution; and the design of presenting a moral, in an agreeable form, by contrasting the results of virtue and vice, is, in our judgment, successfully accomplished. The fact, that a second edition has been called for, is satisfactory evidence of the popularity of the book.

44.—*Scenes in Nature; or, Conversations for Children on Land and Water.* 18mo., pp. 324. New York: Harper & Brothers.

This little work, originally prepared for the juvenile series of the "Massachusetts School Library," is based upon a small volume composed by Mrs. Maucett, a lady who has done, and is still doing, much to enlighten childhood and youth, and indeed many of a still maturer age. The present volume consists of desultory conversations with a family of children from six to ten years of age, in which the writer has happily mingled information with amusement. It is well calculated to render the study of geography attractive to the young.

*Simmonds's Colonial Magazine*, for March, published in London, by Simmonds & Ward, and devoted to the interests of the colonial possessions of Great Britain in all parts of the globe, as usual, abounds with valuable information of a historical, geographical, statistical, and commercial character. This Magazine is conducted with distinguished ability; and its contributors, in all parts of the world, generally write on subjects which they understand, or with which they are intimately acquainted. Mr. Simmonds, its editor, possesses just the right kind of talent for the management of such a work.

*De Bow's "Commercial Review,"* for May, contains much valuable information of a commercial and miscellaneous character. It has reached its seventeenth number, which is, in our opinion, the best of the series. Success to our namesake.