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CONTENTS OF NO. II., VOL. XVIII.

ARTICLES.

MERCANTILE LAW CASES.

COMMERCIAL CHRONICLE AND REVIEW,

EMBRACING A FINANCIAL AND COMMERCIAL REVIEW OF THE UNITED STATES, ETC., ILLUSTRATED WITH TABLES, ETC., AS FOLLOWS:

JOURNAL OF BANKING, CURRENCY AND FINANCE.

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Art. I.—PAST AND PRESENT POSITION AND RESOURCES OF MEXICO:

HER RELATIONS TO THE UNITED STATES—POLICY OF THE LATTER COUNTRY.

Amid the din of arms, the conflict of politics, and the derangement of funds, incident to a state of war, a full and dispassionate discussion of its origin may not well be expected; an impartial future must determine the remote and immediate causes of the contest.

For Mexico, it will be urged, the annexation of Texas, while at war with Mexico, was a virtual declaration of war; and the march of General Taylor beyond the Nueces, was an act of aggression which justified the attack upon his troops.

The advocate of our country will, however, ask, was not Texas severed from Mexico when she abandoned the federal form of government? Did Texas ever accede to the change? She erred, to be sure, in sanctioning slavery, but did she not adhere to her established forms—open her arms to colonists both from Europe and America, and repel invasion, until England, France, and America, recognized her independence? When admitted to our Union, against the wishes of the North, but by a majority of votes and States, had she not ceased to be an integral portion of Mexico? Was it not optional, then, with Mexico to elect peace or war; and did she not choose the latter when she rejected the overtures and ministers of the Union, assembled troops and munitions of war on the Rio del Norte, and announced her determination to make the *Sabine* her eastern boundary? After electing this policy—sacrificing discretion to hereditary pride, neglecting to fulfil her treaties for the relief of our impoverished merchants, shedding the first blood, and attacking our gallant troops with four-fold their numbers on a disputed territory, will it not be difficult for Mexico to exonerate herself from censure in the contest that has ensued? If for Mexico it be urged that she had established a custom-house, and exercised jurisdiction east of the Rio Grande, will it not also be replied for our country that Texas has established towns, post-roads, and villages west of the Nueces, on the site of the ancient colony of Louisiana, as fixed by Humboldt; and, conceding the intermediate country to be a disputed

territory, did not the law of nations authorize the United States, after the expulsion of her ministers, and the threat of an invasion, to advance her troops across this country to the best line of defence east of the recognized boundary of Mexico?

It will be the province of history, at a future day, to review and determine these questions; to criticise our policy; to analyze the views and motives of our statesmen, and to settle another still more interesting question—*how far the present degradation of Mexico warranted the intervention of foreign powers?*

At the present moment, while the war is in actual progress; when our fleets are occupying the Atlantic and Pacific ports of Mexico, and our columns are advancing into her interior, the causes of the war are of less interest than a glance at her past and present position, and a few inferences as to the policy of our country.

At the commencement of the present century, the great traveller and savan, Baron Humboldt, devoted several years to Mexico, then almost a *terra incognita* to Europe, and submitted his elaborate and celebrated report to the king of Spain, and the civilized world.

He presents Mexico as the most valuable colony of Spain; almost impregnable to a foreign foe, and superior in wealth and resources to the United States of America.

Invasion from abroad, appeared to him out of the question—a *vast wilderness*, impassable to armies, was interposed between the northern provinces and the United States. The only seaport accessible to large ships on the Gulf of Mexico, was Vera Cruz, and the impregnable fortress of San Juan de Ulloa frowned defiance on any fleet, however powerful.

At the period in question, the population of Mexico surpassed that of our new republic of the North. In 1803, Humboldt estimates the population of Mexico, on the best data of the government, as 6,800,000. By a census in 1800, the population of the United States was 5,300,000, or more than a million less.

In 1803, the revenue of Mexico exceeded $20,000,000. The revenue of our Union was then but $11,000,000. In 1803, the mines of the United States produced neither coal, iron, gold, silver, or lead, of any appreciable value; but the average of the gold and silver of Mexico, in that single year, exceeded $27,000,000.

In 1803, Humboldt advocates the policy of opening new communications with the coast of Mexico, and suggests that the fertile soil of her inland valleys, surpassing that of all other lands, will enable her to supply the Bay of Mexico, and West India Islands, with flour, beef, and other productions, at rates below the prices of the United States. He adverts, also, to the sperm fishery of the Pacific, the fur trade of the Northwest coast, and the commerce with China and the Sandwich Islands; and points out the unrivalled advantages which Mexico enjoys for the prosecution of each.

At this period, the star of Mexico was in the ascendant. The severe restrictions of Spain upon her commerce, which had restrained her intercourse with Europe for two centuries to a single port of Spain, and usually to a fleet once in three years, had been modified, and her commerce had begun to expand.

Her coinage had increased from $11,604,845 in 1765, to $27,165,888

in 1803; and her revenue from $6,141,981 in 1765, to $20,200,000 in 1803.

Nor was this all; for the exuberance of Mexico flowed into the weaker and inferior colonies of Spain, and supplied their deficiencies.

Mexico, in 1803, after defraying the annual expenses of her administration, $10,500,000, which included the cost of her army of 10,000 Spanish troops; and after remitting to Spain a surplus of $6,000,000 in specie, exhibits the singular spectacle of a distant colony sustaining the other colonies of Spain by the annual remittance to each of the following sums:—

To Louisiana,	$557,000
Florida,	151,000
Cuba,	1,826,000
Porto Rico,	377,000
St. Domingo,	274,000
Trinidad,	200,000
Philippine Isles,	250,000
Aggregate,	$3,635,000

It might not astonish us to learn the sandy shores of Florida absorbed a portion of the surplus wealth of Mexico; but when we read that the rich alluvial soil of Louisiana, now exporting its annual millions of sugar, cotton, lead, and provisions; the fertile isles of Cuba and Porto Rico, now the most prolific of the West Indies, were thus dependent on the surplus wealth of Mexico, we may comprehend, in some degree, the extent of her resources—resources which enabled her to advance in prosperity while thus annually disbursing, without return, $10,000,000 in other states and colonies.

The peculiar position and resources of Mexico deserve consideration; for, although placed beneath the tropics, she is adapted by nature to all the productions, both of the temperate and torrid zones. A narrow belt of plain upon each coast produces sugar, indigo, cochineal, coffee, the banana, plantain, and other tropical fruits. A few miles above it, cotton is indigenous. Ascending to an elevation of six to eight thousand feet, valleys adapted alike to wheat, barley, corn, and other productions of Northern States, enjoy an almost perennial spring. Above these, tower mountains covered with enduring snow.

The hills through the entire region, are generally suited to pasturage; rills trickle down from snow-capped ridges; and such is the mildness of the climate, that cattle, horses, mules, and sheep, find sustenance throughout the year in the open air.

The surface of Mexico is, however, by no means uniform. It is diversified by mountains and valleys. Embracing an extent of nearly thirty degrees of latitude, it is of course unequal in its character. In some regions—for instance, the northern district of Santa Fé, on the elevated sources of the Rio del Norte, its soil becomes drier, and less productive. Tracts of land occur, also, deficient in water; but in such regions mineral treasures usually abound, and few districts are found incapable to sustain animal life by pasturage. The best illustration of this, is the fact recorded by Humboldt, in 1803, that 70,000 mules annually passed between the city of Mexico and the northern provinces; while, in the sum-

mer season, the average number of mules in Vera Cruz, engaged in transportation between the coast and Mexico, exceeded 40,000.

The arrieros of Mexico, conducting troops of mules, each laden with three to four hundred pounds of merchandise, traversed the country by paths worn through valleys and ravines—their inns and stables the open fields, or some rude shed or posada, and their provender the grass which nature had provided by the way-side, sometimes aided in arid districts by a few handfulls of maize.

The proverbial cheapness of horses and mules, and the low cost of transportation in a country for which nature had done so much, and art so little, are thus easily explained. In California, our late acquisition, the adaptation of the soil to cattle and horses, is shown by the increase of these animals from a few thousand in 1780, to such an extent, that one to two hundred thousand are now annually killed at the ports on the Pacific for the hides and tallow; and the luxuriance of the pastures in which they feed during the spring, may be inferred from the description of Fremont, of his tour along the valley of the San Joaquin—through a land alike luxuriant in grass and in flowers, variegated with the flax growing wild, with the lupin, and the rose rising in fragrant clusters of twenty feet in diameter, nearly to the horseman's head;—a route over plains, where the frequent droves of the elk and the deer seemed reluctant to yield their rich feeding-ground to the animals which man has domesticated.

To illustrate the capacity of a Mexican hacienda, a single anecdote of the revolution will suffice. A lady proprietor once presented to a regiment of hussars, just arrived from Spain, one thousand horses, of a uniform color and size, all raised on one of these estates, situated within three days' march of Parras, late the station of General Wool. But the main wealth of Mexico consisted in the great mineral veins which are found from the city of Mexico to Sonora and Santa Fé, surpassing, in their richness, the mines of Peru, Chili, and La Plata.

These veins, although producing on an average but one-fourth of one per cent of silver, yet usually dry, of great width, and easily wrought, constituted one of the principal sources of wealth, and furnished the great staple for exportation. The successful miners became the rich men of the age, the founders of families, and the rivals of princes; while the inferior workmen, not Indian or African slaves, as has been supposed, but, according to the testimony of Humboldt, free laborers, received a fair compensation, and often accumulated property from their successful industry.

The most celebrated mines of Mexico were those of Guanaxuato, San Louis Potosi, Zacatecas, Durango, Pachucha, and Guadalaxara; while, in modern times, the mines of Chihuahua have attained a distinguished reputation, as surpassing all others in the quality of their minerals. The most productive mines of Mexico, until the nineteenth century, were those of Guanaxuato, a province bordering on San Louis Potosi, and on the route from that State to the city of Mexico. The mines of this district were commenced as early as 1558, soon after the death of Montezuma. Their produce gradually increased, and during the seventeenth and eighteenth centuries, averaged annually not far from $3,500,000. The entire produce of these mines, down to 1803, exceeded $900,000,000.

Valenciana, the principal mine of this region, was opened in 1760, by a young Spaniard of the name of Obregon, destitute of fortune. His first

efforts did not succeed—he penetrated to the depth of two hundred and seventy feet without a profit; but his courage and perseverance made him friends, and enabled him to proceed. In 1766, he increased his resources by a partnership with a merchant of the name of Otero. In 1768, after eight years arduous toil, the mine became remunerative. In 1771, immense masses of sulphuretted silver appeared; and from this period to 1804, the annual produce averaged $1,200,000; while the annual profits never fell below $400,000 to $600,000 per annum, and the two associates, Obregon, afterwards Count of Valenciana, and Otero, became the wealthiest citizens of Mexico. In October, 1846, two mines of this district, La Luz and Rayas, still yielded their $70,000 per week, or at the rate of $3,500,000 per annum.

The district of San Louis Potosi, embraces the mines of Catorce and Charcas. The mine of Purissima, in this district, the property of Colonel Obregon, in 1796 produced $1,200,000, while the working expenses did not amount to $80,000. The average produce of this district, at the close of the eighteenth century, was $3,000,000 per annum.

The Intendancy of Zacatecas comprises the rich mines of the city of that name; of Fresnillo, and Sombrerete, which lie north of San Louis, on the road to Monterey. The Veta Negra of Sombrerete, has attained great celebrity from the fact that it yielded in a few months, to the family of Senor Fagoaga, since Marquis del Apartado, a nett profit of $4,000,000.

The other mines of Zacatecas were opened soon after the conquest, but were subsequently almost abandoned. They were revived about the middle of the eighteenth century, by Joseph Laborde, a native of France. This individual came poor to Mexico, and acquired a fortune at the mines of Tasco. After building a church at Tasco, which cost $400,000, he was reduced to the lowest poverty. The archbishop, however, permitted him to sell a golden sun enriched with diamonds, with which he had adorned his church; and, with the proceeds of the sale, $100,000, he withdrew to Zacatecas, where he sunk the entire sum in repairing and draining the famous mine of Quebradilla.

Not disheartened with this second failure, he began a third time upon the great vein at Zacatecas, and opened the shaft of La Esperanza, a most appropriate name.

The produce of this mine rose to $4,200,000 per annum, and again gave him a fortune. History relates that he compelled his daughter to enter a convent to enrich his son, and that this favorite son afterwards voluntarily embraced the office of an ecclesiastic. At the close of the eighteenth century, the mines of Zacatecas annually produced, on an average, $3,500,000.

The district of Pachucha embraces the celebrated mines of Moran and Real del Monte, and is situated in the mountains, between the sources of the southern branch of the Panuco or Tula River, and the Lake Tezcuco, and lies a little south of San Louis.

The great vein of this district, richer, but less abundant than that of Zacatecas, is distinguished by the title of the Veta Biscaina, and, as early as 1726, produced annually more than $2,000,000. At this period, an accumulation of water compelled the miners to abandon the works in progress. Senor Bustamente then ventured to commence a level a mile and a half in length, to draw off the water, but died before its completion. This great enterprise was finished in 1762, by his partner, Don Tereros,

subsequently the Count de Regla, who realized from "La Solidad," a vein crossed on the way, the whole expenses of the enterprise, and, in twelve years, derived a nett profit of $5,000,000 more from the Biscaina vein. This distinguished individual made a liberal use of his wealth. As an instance of his public spirit, he presented to his sovereign two ships of the line, and lent him 5,000,000 of francs, which His Majesty had not the grace to return. He also erected the great amalgamation works at Regla, costing $2,000,000; purchased vast estates, and at his decease bequeathed a fortune to his children, which has only been equalled in Mexico by that of the Count de Valenciana.

At the close of the eighteenth century, the average produce of these mines was $1,000,000.

The mines of Durango, north of Zacatecas, at the same period, annually produced more than $2,000,000.

The mines of Guadalaxara, on the Rio Grande de Santiago, to the west of San Louis, at the period in question, annually produced $1,000,000.

The aggregate produce of the districts enumerated, all within a moderate distance from San Louis Potosi, formed, in the seventeenth and eighteenth centuries, more than two-thirds the entire yield of Mexico.

By 1803, the annual produce of the Mexican mines had risen to $27,000,000. Those enumerated shared in the general prosperity. The mines of Mexico continued productive until the subversion of the Spanish power, upon the abdication of Charles VI., in 1808; and it is worthy of notice, that one of the last acts of the Spanish regime, was the construction of the great highway from Vera Cruz to Mexico, a work equal to the Simplon road of Napoleon.

Down to this period, the cities of Mexico excelled in size and splendor the cities of the United States. Mexico, Puebla, Guadalaxara, San Louis and Vera Cruz, surpassed in population, and eclipsed in private and public structures, our cities of New York, Philadelphia, Boston, Baltimore, and New Orleans.

But Mexico, richly endowed by nature, was far behind the American Union in education and civil institutions. We owe a debt of gratitude to our pious forefathers, for the schools, colleges, forms of government, and traditions, which they bequeathed us, which enabled us to move onward with unfaltering steps when we threw off the leading-strings of England. Mexico possessed no such advantages. Spain confided to Spaniards the administration of the country, and selected the authorities of provinces and towns, and the officers of the army and marine force, from natives of Spain. She gave little encouragement to education, and the Catholic church took more interest in religious ceremonies, and the erection of churches and cathedrals, than the diffusion of knowledge. When revolution came, in 1808, it found the Mexicans alike ignorant and inexperienced, entirely unqualified to administer the affairs of the country. Anarchy, misrule, and despotism, were the inevitable consequence.

From the invasion of Cortez, to this period, an absolute government had prevailed. It had been administered for the benefit of Spain, rather than of Mexico. Although flax was the spontaneous growth of the country, and the climate favored the vine and the olive-tree, it had *prohibited* the manufacture of linen, wine, and oil, to favor a Spanish monopoly. It had annually wrung from Mexico millions of revenue, for the exclusive use of Spain, and her weaker colonies. It had denied to the people education

and a participation in public affairs; but under it the colony had advanced, and population and wealth were doubling every fifty years. At all events, life and property were secure, enterprise rewarded, and commerce protected.

But with the revolution came strife and bloodshed, and ruin to property. The contest with Spain was long protracted. A guerilla warfare continued for years; battles were lost and won; factions arose on the wreck of anarchy; leader succeeded leader, until Iturbide established for a time imperial power. Efforts to secure a permanent federal government were unavailing. The night of military despotism followed, and the transient favorite of the army became the ruler of Mexico.

Insurrections became ordinary occurrences. "Their settled forms," says Chevalier, in 1835, "have become as fixed as the laws of backgammon, and the recipes of domestic cookery. The first act of a revolution is called a *pronunciamiento*. An officer of any rank, from a general down to a lieutenant, *pronounces* himself against the established order, or against an institution which displeases him, or against anything else. He gets together a detachment, a company, or a regiment, as the case may be, and these generally, without more ado, place themselves at his disposal. The second act is called the *grito*, or outcry; when two or three articles are drawn up, to state the motives or objects of the insurrection. If the matter is of some importance, the outcry is called a *plan*. At the third act, the insurgents and the partisans of government are opposed to one another, and mutually examine each other's forces. At the fourth act, they come to blows; but, according to the improved system late introduced, the fighting is carried on in a very distant, moderate, and respectful manner. However, one party is declared victor, and the beaten party *dispronounce*. The conquerors march to Mexico, and their triumphal entry into the capital constitutes the fifth act of the play: the vanquished meanwhile embark at Vera Cruz or Tampico, with all the honors of war.

"With tranquillity, unfortunately everything is also lost. There is no longer any security. It is a mere chance if the diligence from Mexico to Vera Cruz proceeds the whole way without being stopped and robbed. It requires whole regiments to convey the *conducta* of piastres to Vera Cruz. Travellers who cannot afford to pay for an escort, go armed from head to foot, and in little caravans. Here and there rude crosses erected by the side of the road, and surrounded by heaps of stones, thrown up by passers-by in token of compassion, point out the spot where some wayfarer, and almost always a stranger, has perished by the hand of robbers. The immediate environs of the most populous cities are infested by malefactors, and even in the interior of cities, not excepting the capital, there is no longer any security. There are numerous instances of people being robbed on a Sunday, and at the hour even when the greatest number of people are abroad, within a league of Mexico. An English chargé-d'affaires was lassoed on the Alameda, the public walk, in the middle of the day. In the evening, after sunset, notwithstanding the numerous guardians of the night, (*serenos*)—notwithstanding the videttes of cavalry at every corner of the streets—notwithstanding the law prohibits the riding on horseback through the streets after eight o'clock, in order to prevent the use of the *lasso*, a man is not safe in Mexico, not even in his own house. If, in the evening, at eight or nine o'clock, you visit a friend, before the porter consents to open the enormous gate, lined with iron or

bronze, there pass as many formalities as if it were a question of letting down the drawbridge of a fortress. Persons on whose words I think I can rely, have assured me that as many as nine hundred dead bodies are yearly deposited in the *morgue* of Mexico."

Amid the collisions which attend such misrule and anarchy, the onward march of Mexico was arrested. Many of the principal cities, mines, and haciendas, were destroyed, or seriously injured; commerce was broken up by subsidies, forced loans, and robberies, and industry and enterprise entirely paralyzed.

While the population of the United States has, in the last forty years, increased four-fold, the population of Mexico remains during the same period entirely stationary.

While the cities of our coast have increased four-fold, outstripping all the great cities of Mexico, and new States and cities have risen in our interior, the cities of Mexico have made no advance, and the structures of other ages are crumbling to decay. In Kendall's tour of fifteen hundred miles, in 1842, on the great highway from Santa Fé to Mexico, he found but one new building in progress, but thousands going to ruin.

While the States of the Union have been chequered and enlivened by the bridges, railways, turnpikes, roads, and canals of commerce; by academies, schools, and colleges, the only carriage-road of Mexico, for which she was indebted to art, has been abandoned to decay. The School of Mines is ruined. The Indian raft of rushes still serves as a miserable substitute for a bridge, or steam-ferry; and neither road, turnpike, railway, canal or steamboat, has been constructed.

Instead of planting colonies on the Northwest coast, pursuing the sperm whale, or the trade to China, Mexico annually exhibits in all her ports a smaller tonnage than the port of New Bedford, unknown to fame forty years since, sends around Cape Horn.

While the revenue of our Union has advanced from $11,000,000 per year to $11,000,000 per quarter, the revenue of Mexico has declined one-fourth, and that portion not derived from oppressive burthens on commerce has declined one-half. During the same period, the produce of the Mexican mines has fallen from $27,000,000, to less than the annual produce of *iron* and *coal* of the single State of Pennsylvania; a *production commenced since the revolution of Mexico.* That impoverished nation, instead of remitting a surplus of specie to Spain, Cuba, Louisiana, and other colonies, cannot defray her annual expenses; has contracted vast debts, on which she pays neither principal or interest, and has nearly annihilated her credit.

It has been well and wisely said by Sir Robert Peel, that the nation which is stationary, is receding. But Mexico, with her unrivalled climate and resources, in an age in which all civilized nations have made the most rapid advances, has actually retrograded. Planted on the direct route to China; holding in her bosom countless treasures of untold silver and gold; mines which, in the opinion of our minister, Mr. Thompson, may produce annually $100,000,000; with a climate and soil competent to sustain in comfort and affluence a hundred millions of the human race; with materials and products sufficient to stimulate the trade of the world, she stands a barrier to commerce and improvement; denies existence to an immense population, and checks the progress of the human race. In the words of McCulloch, an eminent British writer, "she affords one of

the most melancholy instances that modern history has presented, of a fertile, extensive, and well-situated region, being reduced, through anarchy and mismanagement, to a state bordering on barbarism.

"It cannot," he adds, however, "surely be supposed the anarchy, which has led to such results, is to continue forever. If nothing is to be hoped for from within, it is to be wished that *foreign interference* may rescue that fine country from the barbarism in which it is now involved."

In the eye of the civilized world, Mexico has sunk into barbarism; she has fallen to a level with those Asiatic nations which have submitted to British rule in India. She stands almost upon a footing with the savage tribes who occupied this continent when the Spaniard and the Anglo-Saxon landed on its shores; and the tenure by which Santa Anna, Parades, or Herrera hold Mexico, is no stronger against the march of civilization than that of Montezuma, Pocahontas, or Philip, in the sixteenth and seventeenth centuries.

If Mexico has not *within* a recuperative power, "*a vis medicatrix naturæ;*" if foreign intervention be essential to put down anarchy and misrule, as McCulloch suggests, who shall intervene? Europe has given a king to Greece—shall she erect another monarchy on this continent contiguous to our republic? If intervention be necessary, must it not come from this direction? Our position affords facilities which no other nation enjoys, and no other nation is so deeply interested in the question.

The adjustment of the Oregon question gives us a front upon the Pacific. The easiest route to this region, so essential to bind together the sinews of this great nation, and preserve our union, is across Mexico. She is admirably adapted for a commercial intercourse with the United States. Almost without forests, she requires ships, alkali, lumber, furniture, and other manufactures of wood, and our countless forests supply them. She requires granite, iron, coal, lead, and marble; our mines and quarries supply them. She consumes paper, drillings, prints, leather and shoes, agricultural and mining implements, and our manufacturers supply them. She furnishes a vast market for our fish, oil, and spermaceti, and our fisheries excel those of all other nations. In return, we require her bullion, hides, wool, indigo, cochineal, horse-hair, coffee, sugar, and other products. We require access to Oregon, and may construct a railroad communication, which shall answer the double purpose of a route to Oregon, California, and China, and a highway to the rich deposits of silver in Northern Mexico.

How may these advantages be realized if anarchy continues to prevail in Mexico?

But, if the result of the contest in which we are embarked, should be the acquisition of the Northern provinces of Mexico, most important results must ensue—results which must promote the welfare and commerce of the two countries.

The armies of the United States, after securing the strongholds of Northern Mexico, by which Spain once bridled the country, are now advancing on San Louis Potosi,* around which are clustered the principal mines of Mexico. The port of Tampico is in our power. A line from Tampico to San Blas, at the mouth of the Rio Grande de Santiago, is less

* This article was written in October, 1846, before the movement of General Scott upon Vera Cruz.

than four hundred and fifty miles in length, and passes through the city of San Louis. The possession of this line, inclusive of the city of Guanaxuato, severs the Northern States, and one-fifth of the population from Southern Mexico, and controls four-fifths of the productive mines of Mexico. The annual produce of these four-fifths, exceeds $12,000,000, even in the present depressed condition of mining.

But more important than this, the rivers Panuco and Rio Grande de Santiago, running east and west, with sources approaching to each other, are susceptible of steamboat navigation for a considerable distance; the first for two hundred, and the second for one hundred miles—and indicate a route for an easy railroad communication across the continent. This will connect important ports, and give access also to the great mines of Mexico.

Should this line be secured by our armies, and Vera Cruz be captured, the United States at once acquire a controlling power over Mexico. The keys of the country, Santa Fé, Tampico, Monterey, Vera Cruz and San Louis, are in our possession, and our fleets control the two seas. The North is severed from the South, and easily controlled; for its Spanish population is principally confined by the Apaches and Camanches to the great cities, and the Indians will soon prefer our rule to the Spanish. The South, deprived of revenue from both commerce and mines; without foreign supplies; without either specie or credit to marshal troops, must abandon the contest. If success crowns our arms, let the terms of adjustment be the acceptance of the northern provinces in satisfaction of our claims, and the charges of the war; their annexation to the Union, and the guaranty of a republican government to Southern Mexico, under such forms as shall secure the improvement of the Mexican race. Under such a settlement, a new era would dawn upon Mexico, and she would at length participate in the progress of the age.

And who can question the eventual success of our arms? In British India, a disciplined soldier has ever been found equal to five Siks or Affghans, and those tribes were the bravest of India. Does the Mexican much surpass them in arms, courage, or discipline? Do we not find in Mexico the same disparity? One Camanche Indian does not hesitate to attack two Mexicans, and the dread of the Camanches has overspread Mexico. But two Camanches are inferior in the field to a Western or Texan rifleman. In all the conflicts of Texas and the United States with Mexico, one Anglo-Saxon has proved himself superior to five Mexicans. At present, too, the prestige of success is with our troops, and the gloom of defeat rests upon the enemy.

The short fusil of Mexico is no match for the deadly rifle of the volunteer, or heavy musket and bayonet of the regular soldier; the slow-moving cannon of Mexico cannot resist the quick evolutions and frequent discharges of our artillery; and her inferior horses cannot withstand the heavy dragoons and mounted riflemen of the United States. An ill-fed, worse clothed and armed, and unpaid force, must succumb before the discipline of our regular army, and the resistless energy of our volunteers.

But it may be urged that if we prevail, the occupation of Northern Mexico by our troops would be necessary, and would entail a great annual expense on our country. It would doubtless require for a term of years an armed force of fifteen or twenty thousand men, and an annual expenditure of $8,000,000 to $10,000,000; but this might be defrayed in great

part, if not entirely, from the revenue of the country. If Spain, while mining was nearly unaided by art, derived a revenue of $20,000,000 from Mexico, why may not the United States, with all the seaports, and the rich mining district of the North under its control, realize one-third of this revenue? An armed occupation would be but temporary; emigrants would soon enter the country; artizans, mechanics, merchants and farmers, would soon form an American population on the soil, and present a strong barrier towards the South. From one to two millions of natives would soon be neutralized by the influx of Americans, or become amalgamated with our people, like the Spaniards and French of Louisiana and Florida.

But it may be urged, such acquisition might increase the power and influence of slavery; but how is this? Have not the laws of Spain favored freedom, and would not the free population of the elevated region of Mexico, incorporated with our own, be an effectual counterpoise to any advantage slavery would derive from the small belt of *terras calientes* on the coast? Is not slavery weakened by every accession to the white race, without a corresponding increase of slave population? Would not the ports upon the Pacific soon invite, by rapid steam communication, free emigrants from China, and the Sandwich Isles, and increase like the British settlements at Borneo and Singapore?* And would not the white population, expanding in a vast and healthful region, peculiarly adapted to the white race, increasing naturally in a more rapid ratio than the black, and aided alike by the accession of a free population from the South, and increased emigration from Europe, to a region adapted to the vine, olive, and flax, and aided also by emigration from Asia, soon acquire a preponderating influence in the councils of our nation?

But it may be urged, Great Britain would interpose to prevent the dismemberment of Mexico; and why would she interfere? Has her success on the Rio del la Plata given her any encouragement to such course? Would not Southern and Northern Mexico both consume more British goods, if we succeed, than if we fail? Is not their present consumption checked by anarchy; and does not each citizen of our Union, on an average, now consume more than twice the amount of British goods used by a Mexican? Great Britain looks to the civilization of other nations for the advancement of her interests; she has colonies now in every sea, and cares not to embark in any controversy with our country, her best customer, the producer of her cotton—a country whose present policy seems to be the *exportation*, rather than the *manufacture* of the raw material.

As respects the residue of Europe, they have little to gain in a maritime contest with the United States. And can Mexico herself complain of injustice, if we conquer and retain the northern provinces? Whatever may have been the origin of the war, she has elected its continuance, and must abide by its results.

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* Thomas Cage, a Dominican friar, in his travels, published at London in 1648, ascribes the skill of the goldsmiths of Mexico in 1625, when he resided there, to the Chinese who have been made Christians; and, annually arriving there, perfect the Spaniards in this branch of art. He describes in glowing colors the wealth of the Spaniards, the number and elegance of their churches, and profligacy of their lives. He makes also this striking remark—"that the better sort of Spaniards, who professed more religion and fear of God, often said that they really thought God would destroy that city, and give up the country into the power of some other nation."

But intelligent men sometimes assert we have land enough. We have, to be sure, large tracts of wild land, still the resort of the roaming buffalo; but let us glance at the future. In little more than half a century, by the year 1900, before our own children have passed from the stage of life, our population, at the present ratio of gain, will reach one hundred millions; and, moving annually westward, at the rate of thirty miles, the width of but one tier of counties, will have overspread the space to the Pacific. Where, then, shall we dispose of our adventurous and restless spirits? Shall it not be on the high table-lands of the northern provinces of Mexico? Under our industry and institutions, the soil, rivers, and mines, will unfold their treasures, and contribute to the advancement of our race. In the nineteenth century, the era of progress, the civilized world will not permit a great country like Mexico to relapse into enduring barbarism; or fertile provinces, competent to maintain millions, to become a desolate waste.

To recur to the idea of the British geographer, recuperative power not found *within*, must be looked for *without;* and has not heaven, which from ill educes good, confided to our nation, rather than the sovereigns of Europe, the renovation of this great country, and the development of its resources?

Under *her* influence, the mule-track and the bridle-path will give place to the highway and railroad; the bridge assume the place of the ford and ferry-boat of rushes; the hovel of mud, or unburnt clay, give way to structures of brick and granite; the great streams be opened to the steamboat; ports and harbors now desolate become adapted to merchant ships; the sword and musket be replaced by the implements of a progressive agriculture; and superstition and ignorance yield their sway to education, refinement, and religion.

Art. II.—THE SEAT OF GOVERNMENT OF THE UNITED STATES.

CHAPTER II.

LETTERS OF WASHINGTON AND JEFFERSON IN RELATION TO TERMS OF PURCHASE—SITE—MR. MUIR'S SPEECH ON LAYING THE CORNER-STONE OF THE DISTRICT—PUBLIC INTEREST IN THE SUBJECT, AND GRAND PROJECTS—NAME OF THE CITY—CORNER-STONE OF THE CAPITOL—JEFFERSON'S VIEWS IN REGARD TO THE PLAN—MAJOR L'ENFANT: HIS PLAN, ITS DEFECTS AND MERITS—REASON FOR PLACING PUBLIC BUILDINGS AT A DISTANCE FROM EACH OTHER—THE MALL—RESIDENCE FOR FOREIGN MINISTERS—DIMENSIONS OF THE CITY—SPECULATION IN CITY LOTS—ENCROACHMENTS ON THE PLAN.

THE following extracts, from a letter of the President to the Secretary of State, will show when and on what terms the site was ceded to the government:—

MOUNT VERNON, March 31, 1791.

DEAR SIR:—Having been so fortunate as to reconcile the contending interests of Georgetown and Carrollsburgh, and to unite them in such an agreement as permits the public purposes to be carried into effect on an extensive and proper scale, I have the pleasure to transmit to you the enclosed proclamation, which, after annexing the seal of the United States, and your counter-signature, you will cause to be published.

The terms entered into by me, on the part of the United States, with the landholders of Georgetown and Carrollsburgh, are, that all the land from Rock Creek,

along the river, to the Eastern branch, and so upwards to or above the ferry, including a breadth of about a mile and a half, the whole containing from three to five thousand acres, is ceded to the public on condition that when the whole shall be surveyed and laid off as a city, (which Major L'Enfant is now directed to do,) the present proprietors shall retain every other lot; and for such part of the land as may be taken for public use, for squares, walks, &c., they shall be allowed at the rate of £25 per acre, the public having the right to reserve such parts of the wood on the land, as may be thought necessary to be preserved for ornament. The landholders to have the use and profits of the grounds until the city is laid off into lots, and sale is made of those lots which, by this agreement, become public property. Nothing is to be allowed for the ground which may be occupied for streets and alleys. * * * * * * *

It was found, on running the lines, that the comprehension of Bladensburgh within them, must have occasioned the exclusion of more important objects; and of this I am convinced, as well by my own observation, as Mr. Elliott's opinion. With great regard and esteem, I am, dear sir,

Your most obedient servant,

GEORGE WASHINGTON.

Extract from Mr. Jefferson's reply.

PHILADELPHIA, April 10, 1791:

The acquisition of ground at Georgetown is really noble, considering that only £25 an acre is to be paid for any grounds taken for the public, and the streets not to be counted, which will, in fact, reduce it to about £19 an acre. I think very liberal reserves should be made for the public.

A more beautiful site for a city could hardly be obtained. From a point where the Potomac, at a distance of 295 miles from the ocean, and flowing from North-west to South-east, expands to the width of a mile, extended back an almost level plain, hemmed in by a series of gradually sloping hills, terminating with the heights of Georgetown; the plain being nearly three miles in length, from East to West, and varying from a quarter of a mile to two miles in breadth; bounded on the East by the Eastern branch of the Potomac, where are now the navy-yard and congressional cemetery, and on the West by the Rock Creek, which separates it from Georgetown. The small stream from the North, over which the railroad bridge now passes, on entering the city, emptied into a bay or inlet of the Potomac, about 400 feet wide, which jutted in from the West to within a quarter of a mile of the Capitol Hill, and nearly divided the plain. Not far from the head of this, and South of the Capitol Hill, a small stream took its rise in a large number of springs, and emptied into the river, at a place now called Greenleaf's Point, formed by the intersection of the Eastern Branch with the Potomac, and was known as James' Creek. There is a stream above Georgetown which has always been called Goose Creek; but, from a certificate of a survey now preserved in the mayor's office, at Washington, dated 1663, it appears that the inlet from the Potomac was then known by the name of *Tiber*, and probably the stream from the North emptying into it bore the same name; so that Moore did injustice to the history of the place, and confounded streams when he wrote the well-known line—

"And what was Goose Creek once, is Tiber now."

By the same survey, it appears that the land, comprising the Capitol Hill, was called *Rome* or *Room*, two names which seem to have foreshadowed the destiny of the place. Mr. Force, of Washington, suggests that they

probably originated in the fact that the name of the owner of the estate was *Pope*, and, in selecting a name for his plantation, he fancied the title of "Pope of Rome."

In his observations on the river Potomac, published in 1793, Mr. Andrew Ellicott, who afterwards assisted in laying out the city, remarks as follows:—"No place has greater advantages of water, either for the supply of the city, or for cleaning the streets, than this ground. The most obvious source, is from the head waters of Rock Creek, which takes its rise in ground higher than the city, and can readily be conveyed to every part of it. But the grand object for this purpose, which has been contemplated by those best acquainted with the country hereabouts, and the circumstances attending it, and which has been examined with an eye to this purpose, by good judges, is the Potomac. The water of this river, above the great falls, fourteen miles from the city, is 108 feet higher than the tide-water. A small branch, called 'Watts' Branch,' just above the falls, goes in a direction towards the city. From this branch to the city, a canal may be made, (and the ground admits of it very well,) into which the river, or any part of it, may be turned, and carried through the city. By this means, the water may not only be carried over the highest ground in the city, but, if necessary, over the tops of the houses." The advantages which would thus be presented for mill-seats, are also dwelt upon by Mr. Ellicott, and the whole plan subsequently attracted much attention, having been proposed to Congress by President Jefferson. It is greatly to be regretted that it was not adopted instead of the plan for bringing water from the spring near the capitol.

It is said that Washington's attention had been called to the advantages which this place presents for a city, as long previous as when he had been a youthful surveyor of the country round. His judgment was confirmed by the fact that two towns were afterwards planned on the spot, and the first maps of the city represent it as laid out over the plans of Hamburgh and Carrollsville.

Commissioners had been appointed to carry out the objects of the act, and, on the 15th day of April, 1791, the Hon. Daniel Carroll and Dr. David Stuart superintended the fixing of the first corner-stone of the District of Columbia, at Jones' Point, near Alexandria, where it was laid with all the masonic ceremonies usual at that time. The following address, delivered by the Rev. James Muir on that occasion, is copied from a number of the United States Gazette, for 1791:—

"Of America, it may be said, as of Judea of old, that it is a good land and large—a land of brooks of waters, of fountains and depths that spring out of the valleys and hills—a land of wheat and barley, and vines, and fig-trees and pomegranates—a land of oil, olives, and honey—a land wherein we eat bread without scarceness, and have lack of nothing—a land whose stones are iron, and out of whose hills thou mayest dig brass—a land which the Lord thy God careth for—the eyes of the Lord thy God are always upon it, from the beginning of the year, even unto the end of the year. May Americans be grateful and virtuous, and they shall insure the indulgence of Providence. May they be unanimous and just, and they shall rise to greatness. May true patriotism actuate every heart. May it be the devout and universal wish, Peace be within thy wall, O America, and prosperity within thy palaces! Amiable it is for brethren to dwell together in unity; it is more fragrant than the perfumes on Aaron's garment; it is more refreshing than the dews on Hermon's Hill! May this stone long commemorate the goodness of God in those uncommon events which have given America a

name among nations. Under this stone may jealousy and selfishness be forever buried. From this stone may a superstructure arise, whose glory, whose magnificence, whose stability, unequalled hitherto, shall astonish the world, and invite even the savage of the wilderness to take shelter under its roof."*

The proceedings, in reference to the opening of a national city, appear to have awakened much interest in all parts of the country. In an extra number of the Herald, published at Philadelphia, on the 4th January, 1795, we find a long article, setting forth the general plan, and, more particularly, the designs for improving the mall. It commences thus :—

"To found a city, in the centre of the United States, for the purpose of making it the depository of the acts of the Union, and the sanctuary of the laws, which must, one day, rule all North America, is a grand and comprehensive idea, which has already become, with propriety, the object of public respect. In reflecting on the importance of the Union, and on the advantages which it secures to all the inhabitants of the United States, collectively, or to individuals, where is there an American who does not see, in the establishment of a Federal town, a natural means for confirming forever that valuable connection, to which the nation is indebted for liberation from the British yoke? The Federal city, situated in the centre of the United States, is a temple erected to liberty; and towards this edifice will the wishes and expectations of all true friends of their country be incessantly directed. The city of Washington, considered under such important points of view, could not be calculated on a small scale; its extent, the disposition of its avenues and public squares, should all correspond with the magnitude of the object for which it was intended—and we need only cast our eyes upon the situation and plan of the city, to recognize in them the comprehensive genius of the President, to whom the direction of the business has been committed by Congress."

In the original plan of the city, as submitted to Congress by the President, in January, 1790, mention is made of the subjoined magnificent intentions :—

"An equestrian figure of George Washington, a monument voted in 1783, by the late Continental Congress.

"An historic column, also intended for a mile or itinerary column, from whose station (at a mile from the Federal House) all distances and places through the continent are to be calculated.

"A naval itinerary column, proposed to be erected to celebrate the first rise of a navy, and to stand a ready monument to perpetuate its progress and achievements.

"A church intended for national purposes, such as public prayer, thanksgivings, funeral orations, &c., and assigned to the special use of no particular sect or denomination, but equally open to all. It will likewise be a proper shelter for such monuments as were voted by the late Continental Congress, for those heroes who fell in the cause of liberty, and for such others as may hereafter be decreed by the voice of a grateful nation.†

"Five grand fountains, intended with a constant spout of water.

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* By the retrocession of Alexandria, this stone is no longer within the limits of the District.

† In the discussion which took place in the late session of Congress, upon the application of the National Monument Association, for permission to erect their monument to Washington on a part of the mall, Mr. Benton, after opposing the application on the ground that the amount collected ($50,000) was too small a sum with which to commence such a monument, and that, if done at all, it should be done by Congress, suggested to the society the expediency of carrying out this idea of General Washington's. We presume the church would be occupied by the chaplains of Congress, and thus there would certainly be no difficulty on the score of connecting any particular church with the State; for almost every denomination would, in this way, be represented in the course of a few years.

"A grand cascade, formed of the water of the sources of the Tiber.

"A grand avenue, four hundred feet in breadth, and about a mile in length, bordered with gardens, ending in a slope from the houses on each side. This avenue leads to the monument of Washington, and connects the Congress garden with the President's park.*

"Fifteen squares were to be divided among the several States in the Union for each of them to improve; the centres of these squares designed for statues, columns, obelisks, &c., such as the different States may choose to erect.

"The water of Tiber Creek to be conveyed to the high ground, where the Congress House stands, and, after watering that part of the city, its overplus will fall from under the base of the edifice, and, in a cascade of twenty feet in height, and fifty in breadth, into the reservoir below, thence to run, in three falls, through the gardens in the grand canal."

In Mr. Jonathan Elliott's work, called "Historical Sketches of the Ten Miles Square," we find it stated that "the first public communication on record, in relation to arrangements for laying out this city, is from the pen of General Washington, dated on the 11th March, 1791. In a subsequent letter of the 30th April, 1791, he calls it the Federal city. The name which it now bears, was adopted about four months afterwards, probably without the knowledge of Washington, in a letter to Major L'Enfant, by the first commissioners, Messrs. Johnson, Stuart, and Carroll, which bears date Georgetown, September 9th, 1791, and informs the architect that they have agreed that the Federal district shall be called 'The Territory of Columbia,' and the Federal city, 'The City of Washington,' and directs him to entitle his map accordingly. On the 2d and 3d September, 1793, the following appears on the records of the commissioners:—

"'The capitol is in progression—the South-east is kept vacant; that corner-stone is to be laid, with the assistance of the brotherhood, the 18th instant. Those of the craft, however, disposed, are requested to join the work; the solemnity is expected to equal the occasion.' The South-east corner of the North wing of the capitol was accordingly laid by General Washington,† on the 18th September, 1793; the ceremony was grand and imposing; a long concourse of citizens of the vicinity, and numbers from distant parts, attended on the occasion. We learn General Washington delivered an impressive and appropriate speech. We regret that the public records, which have been diligently searched, do not furnish us with any of the details. In consequence of the yellow fever having made its appearance in Philadelphia, a day or two prior to the ceremony, the alarm in that city was so great, the newspapers were discontinued, and not resumed until the 1st December, following. We have been equally unsuccessful in procuring the desired information, from any of the publications of that period, issued either in Maryland or in Virginia."

The writer of this article has not been more successful than Mr. Elliott; but Mr. Daniel Carroll, of Duddington, and Lewis H. Maclean, Esq., the Assistant Secretary of the Senate, (then a mere boy,) were present, but they only remember the barbacue of roasted oxen, which was given on the occasion, and to have heard the President, when offered by a physician present the use of the only umbrella which the country afforded, to shield him from the rays of the sun, decline it, with the remark, "To the ladies with it, Doctor; I have been exposed to the sun *before*, in the course of my life!"—which, from the manner of its utterance, seems to have

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* This will be recognized as the piece of ground now called the mall.

† The apron worn by Washington on this occasion has been carefully preserved by the Masons, and was used on laying the corner-stone of the Smithsonian Institute, 1847.

made a great impression on the hearers, as one of the few instances in which Washington joked or smiled.

The following extract from the letter of Mr. Jefferson, already referred to, will show the interest which that distinguished statesman took in the matter :—

"I received, last night, from Major L'Enfant, a request to furnish him any plans of towns I could, for his examination; I accordingly send him, by this post, plans of Frankfort-on-the-Mayne, Carlsruhe, Amsterdam, Strasburgh, Paris, Orleans, Bordeaux, Lyons, Montpelier, Marseilles, Turin, and Milan, on large and accurate scales, which I preserved while in those towns respectively. They are none of them comparable to the Old Babylon, revived in Philadelphia, and exemplified. While in Europe, I selected about a dozen or two of the handsomest fronts of private buildings, of which I have the plates. Perhaps it might decide the taste of the new town, were these to be engraved here and distributed, gratis, among the inhabitants of Georgetown. The expense would be trifling."

In Washington's correspondence, we find frequent allusions to discussions had with the architect here referred to—Major L'Enfant, a Frenchman of talent, but apparently obstinate, and unwilling to be advised by others. His plan, though attractive in the outline upon paper, was, in many respects, an exceedingly impracticable one, and led to the sacrifice of one or two of the most beautiful eminences in the city.

He first laid down two sets of streets, distinguished by letters and numbers,* and intersecting each other at right angles, as at Philadelphia. Had he stopped here, he would have consulted the interests of those who were to have erected private buildings; but there would have been nothing in it sufficiently distinctive of the national character of the city. It was desirable to bring the public buildings into view from the most distant quarters, that there might be direct communication with them all. Accordingly, immense avenues, varying from a hundred to a hundred and sixty feet in width, were made to radiate from particular points, such as the capitol and the President's house; the consequence is, that, in the first place, there are twice as many streets as are required, and, in the second place, the avenues, intersecting the rectangular streets, cut up the squares into triangles and oblongs, spoil the most prominent corner-lots, and leave everywhere awkward spaces.

The design of these avenues was a grand feature, worthy of the nation; but the architect should either have laid them down first, to serve, as it were, for the great arteries of the city, and then, taking these as base lines, made such other streets to connect as necessity required; or, he should, in the first instance, have marked out a much smaller number of rectangular streets. Thus, the building-lots on the side streets would have been sufficiently large to admit of court-yards in front, with appropriate shrubbery, and made it in a short time, with a small population, a really attractive "*rus in urbe*," after the style of New Haven, Hartford, and the more retired parts of Richmond.

The eminence over which Louisiana Avenue is made to climb, and which will be more generally recognized as the site of the unfinished

* It was jocosely remarked of L'Enfant, that he was not only a child in *name*, but in education, also; as, from the name he gave the streets, he appeared to know little else than A, B, C, and 1, 2, 3. It appears, however, by a letter of the commissioners, that they gave these names to the streets, at the same time with that to the city; and it was, we think, a good arrangement, since the streets could more easily be found by a stranger, under such designations.

brick building called the city hall, should have been entirely reserved for some public purpose, instead of being traversed by three or four streets, so near each other as to make it impossible to erect other than small slender two-story houses.

We speak thus particularly, relative to the defects in the plan, in order to show the changes which have been made in the appearance of the ground, and to shift the censure for any want of beauty that may present itself in the present aspect of the site, from those who made the selection, to those who abused its advantages by adopting such a design. But, on the other hand, there is much that is beautiful in the plan; and, if Congress were but reasonably liberal in their ideas, we might hope to see it developed to a much greater extent in the course of one or two years.

The "magnificent distances," at which the executive are separate from the legislative departments, have been made a ground of complaint; but we think there was much judgment shown in the choice of these situations. A suitable and prominent position was assigned to each edifice, which could not have been the case had they all been congregated in one place, unless a structure as large as the palace of Versailles had been erected, (and this would not only have been cumbrous and inconvenient in many respects, but unsafe; as, in case of fire or invasion, the whole building would become a sacrifice to the flames or the explosive compound.) Again, it was thought that their immediate vicinity to the legislative halls, would offer a great temptation to the clerks to neglect their duties, in order to hear the debates, and that the constant intrusion of members of Congress would interrupt the public business. General Washington, in a letter written shortly before his death, thus speaks of a suggestion made by Mr. Adams, to place the departments near the capitol:—"The principles which operated for fixing the site for the two principal buildings, were understood and found necessary, at the time, to obtain the primary object—i. e., the ground and means for either purpose; but it is always easy, from an ignorant or partial view of a measure, to distort and place it in an unfavorable attitude. Where or how the houses for the President, and the public offices may be fixed, is to me, as an individual, a matter of moonshine. But, the reverse of the President's motive for placing the latter near the capitol, was my motive for fixing them by the former. The daily intercourse which the secretaries of the departments must have with the President, would render a distant situation extremely inconvenient to them, and not much less so would one be close to the capitol; for it was the universal complaint of them all, that, while the legislature was in session, they could do little or no business, so much were they interrupted by the individual visits of members, (in office hours,) and by calls for papers. Many of them have disclosed to me that they have been obliged often to go home and deny themselves, in order to transact the current business."

Nor could any reasonable estimate be made as to the probable wants of government, in the way of public erections. All the archives of the Treasury, War, State, Indian, and Pension Departments, were formerly kept in two buildings—now, the Treasury, alone, occupies an edifice as large as six of those; it was important, then, that each department should have a building to itself, so constructed that it might, at any future time, be enlarged, without marring its appearance; and also, that there might be space enough, in the immediate neighborhood, for the residences of the officers employed therein. And there is a feature, before alluded to,

which is calculated to soften the distance in a great measure, viz: a complete connection between the gardens of the capitol and those of the President's house, somewhat as in the case of the Chambers of Deputies and the Tuilleries, at Paris. Every one who has gazed upon the landscape to be seen from the Western front of the capitol, must have observed the large tract of waste ground, between Pennsylvania and Maryland Avenues, extending from the front of the capitol to the Potomac, and terminating at a point opposite to the President's house. It is not generally known, even to the members of Congress, that this is the national mall —the very same ground which was to have formed the "grand avenue bordered with gardens, to lead to the monument of Washington, and connect the Congress garden with the President's park," by a suitable ornamental bridge, to be thrown over the Tiber, at its mouth. Until this is improved, the two sections of the city, on different sides of the canal, will never look well, for the want of any appropriate connection; and not only this, but the capitol grounds must look half finished. Indeed, it is palpably absurd that, while thousands of dollars have been expended on the comparatively small space within the iron railing of the capitol, all beyond, comprising a fine view of the Potomac, and facilities for forming a serpentine river out of the Tiber, each has been left a mere cow-pasture; when a very small outlay in planting trees, and laying out walks and drives, would make it a second Champs-Elysees. At the President's house, the same kind of half-finished work is to be seen; the grounds, immediately under the windows of the mansion, being tastefully disposed, while the whole view in the distance is marred by the unsightly appearance of the low meadows, which extend to the river.*

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* To give some idea of the extent of this ground, we annex the following statement from the Surveyor's office—also, the size of Judiciary, or City Hall Square:—

1st. The distance from the North side of the canal, to the North side of South B street, is	1602.41 feet.
The canal along the North side of the wall is 146 feet wide, and the street, which intervenes between the mall and the canal, is 80 feet wide. Deducting, then, from the distance given above, 146+80=	226.00 "
We have, for the width of the mall	1376.41 "
2d. The area of the mall, between Seventh and Twelfth streets, (being 1669.41 feet on East and West, and 1376.41 feet North and South line,) is	52.75 acres.
The portion between Twelfth and Fourteenth streets, (being 973.58 ×1376.41 feet,) contains	30.76 "
And the portion between Fourteenth and Fifteenth streets, (being 483.54×1376.41 feet,) contains	15.29 "
Making the total area of the mall, *from* Seventh *to* Fifteenth street, exclusive of the space occupied by Twelfth and Fourteenth streets,	98.80 "
3d. The portion of the mall granted to the Smithsonian Institution, (that is, the portion included between Ninth and Twelfth streets and South B, and the prolongation of the centre line of East capitol being 1087.08×759 75 feet,) contains	18.96 acres.
4th. That portion of Judiciary Square which is South of the South side of E street, contains 236,838 square feet, equal to	5.46 "

5th. The distance from Pennsylvania Avenue, on the street, at present bridged to the South side of the mall, is as follows:—

On Fourteenth-street	2,965 feet.
On Twelfth-street	2,581 "
On Seventh-street	1,932 "

There is now some prospect that what has been so long delayed by the indifference of Congress, will be, in part, accomplished indirectly, by the liberality of an individual. The proposed Smithsonian Institute is to be placed on the side of the mall, and its agricultural and botanical grounds are to be laid out in front. The erection of this will lead to the improvement of Maryland Avenue, a noble street, equal in size to the Pennsylvania, and connecting one gate of the capitol with the Potomac bridge, as the last-named connects the other gate with the President's house and Georgetown.

We have been thus particular in dwelling upon this part of the plan, and the necessity for improving it, because no one can go there without noticing the mall; but comparatively few, even of the members of Congress, are aware that it belongs to the government, or what the design of the architect was; and we consider it important to urge the necessity of at once taking some action with regard to its completion, as the only thing, at present, wanting to give a finish to the capitol grounds, and connect the villages forming the city.

From the figures drawn on some of the early maps, and one or two other circumstances, we are led to infer that it was also, at one time, proposed that one side of this mall should be, in part, lined with public buildings or residences for the heads of departments and foreign ministers. It is well known that a portion of the President's square was, at one time, set apart for the Portuguese minister. In a report of the commissioners to Congress, made March 23d, 1802, we find the following statement:—

"The measure of granting sites for the residences of foreign ministers was warmly recommended by President Washington, and approved by President Adams, before any steps were taken by the commissioners to carry it into effect. President Washington, himself, pointed out the spot granted to the Queen of Portugal, as a proper site for the residence of a foreign minister, and Mr. Adams delivered letters from the commissioners, making the offer to all the ministers of friendly powers near the United States, and endorsed his approbation of the deed to the Queen of Portugal, after it was executed. But the Attorney-General was of opinion that Congress, alone, were competent to make the grant—an idea which never occurred to either of the Presidents, or any of the commissioners."

Some idea of the magnitude of the plans may be formed from the following statement of its present size, which we copy from Mr. Watterston's New Guide to Washington:—

"The city extends, from North-west to South-east, about four miles and a half; and, from East to South-west, about two miles and a half. Its circumference is fourteen miles, and aggregate length of the streets is one hundred and ninety-nine miles, and of the avenues sixty-five miles. The avenues, streets, and open spaces, contain three thousand six hundred and four acres; and the public reservations, exclusive of reservations ten, eleven, and twelve, since disposed of for private purposes, five hundred and thirteen acres. The whole area of the squares of the city amounts to one hundred and thirty-one millions, six hundred and eighty-four thousand, one hundred and seventy-six square feet, or three thousand and sixteen acres; one-half of which, fifteen hundred and eight acres, was reserved for the use of the United States, and the remaining half assigned to the original proprietors; fifteen hundred and thirty-six acres belonged to the United States."

When the plans of the new city were completed, they were sent to all parts of the country and to Europe, (an act having been passed to enable aliens to hold land there,) and the bidding was very high for the best lots. Any one who stands on the dome of the capitol, will observe the wide space

which intervenes between the navy-yard and Greenleaf's Point, (where are the arsenal and penitentiary.) It was supposed by many that this part would be built up first, and immense sums were here thrown away in city lots; the course which things took afterwards, having ruined the proprietors. The change was chiefly brought about by the circumstance that, when Congress was first established there, the members boarded in Georgetown, for the want of sufficient accommodations elsewhere; and, also, to the fact that the public offices were in that direction, which caused the Pennsylvania Avenue to be first improved. It is to be presumed that this quarter, being upon the river, and offering, by far, the most advantages for business of any kind, will be improved if the Chesapeake and Ohio Canal, which passes through it, ever brings one-tenth part of the advantages which are predicted upon its completion.

Before leaving this part of the subject, we must advert to a gross encroachment on the plan, which gives rise to comment on the part of every stranger visiting the city. The treasury building, when finished, will be a noble edifice, and will have probably cost $1,200,000; but it is so badly situated as to ruin its appearance, and entirely exclude from view the President's house, and to obstruct the distant and beautiful prospect from the East room of that edifice, through the line of F street. The building, although nearly four hundred feet in length, will scarcely be visible except from the street immediately before it; and the three finest porticoes will front upon the President's kitchen garden. The necessity is involved of taking down the State Department, which has cost upwards of $90,000, and, also, of erecting a building to correspond for the other department on the West side of the executive mansion; a blunder entirely inexcusable when there were so many excellent sites at command. It is now past remedy. Before the basement was completed, an attempt was made in Congress by Mr. Lincoln, of Massachusetts, to suspend the progress of the work; in which, we believe, he would have succeeded had there been any interest felt in the subject, by individuals or associations professing to foster architecture and the fine arts in other parts of the country, who might, perhaps, have operated to some purpose through their representatives in Congress. We mention it here for the purpose of expressing the hope that the many works of this kind, hereafter to be erected in Washington, and the objects of the fine arts with which it is constantly proposed to embellish them, will not escape the notice of our academies of design, and men of taste in other cities.

If we have made ourselves understood in these remarks upon the plans adopted, it must appear that, although more extensive than was necessary, the whole scheme is not to be condemned because not already occupied with a population proportionate to its pretensions. It must be remembered that it is laid out for a future as well as a present generation. Would that the old Knickerbockers had looked forward as much, and made half the provisions for wide streets and ventilation, which has been done at the city of Washington! Every possible want of the government, for centuries to come, is here anticipated. But it will be shown hereafter that, as it is a plan suited only for a government city, the government must contribute its share towards filling it up.

Art. III.—THE STATISTICS AND HISTORY OF THE BRITISH COTTON TRADE:

AND OF THE MANUFACTURE OF COTTON GOODS.*

CHAPTER I.

THE importance of the cotton trade to Great Britain, although generally admitted, is but seldom appreciated to the full extent of its value, even by those to whom its progress has supplied abundant labor, or those to whose wealth and affluence it has so materially contributed; I shall, therefore, endeavor to bring this subject before the commercial world as concisely as possible in the subjoined pages, in the hope that in presenting the details, and venturing upon a short outline of its general features, and a brief sketch of its progress in England, I may contribute to the information and pleasure of many in the commercial world.

To trace the manufacture of cotton from its very first stage, is a task which has never yet been fully accomplished, nor is it necessary for the objects sought to be achieved by these papers, to do so; suffice it, therefore, to give a few of the leading facts relative to its progression in other countries, and its introduction into Great Britain.

Most authors agree that cotton goods were successfully made in the East long before the Christian era, but to what extent it advanced amongst Eastern nations at that period, it is now impossible to discover; we learn, however, that the art of manufacture had found its way into Africa and China, a considerable time before mention is made of it in Europe. The earliest records of its introduction into Europe inform us that it first made its appearance in Spain and Italy; but its progress in those countries was exceedingly limited, and it never appears to have attracted the serious attention of men of genius and perseverance, without whose aid and enterprise it would have failed even in England. As far back as 1298, raw cotton is recorded to have been imported into Great Britain, but it appears to have been exclusively used at that period for candle or lamp wick; and whether it was known as an article suited to the manufacture of clothing, is very uncertain. In the year 1560, there appears to have been a small importation of cotton from the Levant into England, but the quantity was very trifling, and it is not stated to what purpose it was applied; but there can be little doubt that it was spun into yarn, by hand or distaff. It was, however, on a very limited scale; as, in the year 1641, the principal part of the yarn in use here, was itself imported from the Levant, being used as weft only, and manufactured into what would now be called "Unions," the warp being of linen. This description of goods appears to have been made without intermission from that period until the year 1772, when Messrs. Arkwright and Strutts accomplished the art of making goods with a cotton warp.

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* I have carefully selected the statistics which I have used, from the best authors on this subject, and for which I am greatly indebted to the works of McCulloch, Porter, Baines, McGregor, Guest, Head, McPherson, Wheeler, Dr. Ure, and many others. They have severally given so enlarged and complete a history of the origin and progress of the cotton trade, that but little can be added to that which these authors have already written; and as my sole object is to give a brief narrative of the trade, I have adopted the tabular form, in order that the reader may at one view see the progress of each separate article; and the great value of statistical works being in their conciseness, I have confined myself to that point as much as possible. R. BURN.

Commercial Glance Office, Pall Mall, Manchester, September, 1847.

It will also be seen that little progress was made in the manufacturing of cotton in England, until the year 1782, when the imports for the whole of that year were 33,225 bales; spinning machinery being at this period in its infancy. When we contemplate the present extent of the manufacture of cotton, the rapid stride it has made seems almost incredible. Not more than seventy years have elapsed since England's first profitable acquaintance with the cotton manufacture. In the year 1781, the quantity of cotton wool imported, was only 14,603 bales; but in 1845, it amounted to the enormous number of 1,855,660 bales, being 127 times as much as in the former year. In fact, our weekly consumption in 1846, was more than double the whole import of the year 1781. How deeply must the importance and magnitude of British enterprise and industry, and the power of man over the means of production, be impressed upon our minds, when we consider, that although so many centuries have passed since cotton was known in the East, and that within so short a period, (less than 100 years,) we were indebted to that distant country for both our goods and yarn. Yet have the exports in yarn and calicoes to India alone, during the last year, amounted to the enormous quantities of 20,500,000 lbs. of yarn, and to upwards of 196,000,000 yards of calicoes, and that it has been reserved to these times, to send out persons of first-rate ability, and at considerable expense, to induce the natives, (or, as may be said, the parents of the trade,) to increase and improve their cultivation, in order to aid in supplying that want of raw material, which the more modern gigantic efforts, and almost incredible progress of the United States of North America, do not satisfy.

It is an undeniable fact that the cotton trade is much larger in amount than all the other descriptions of clothing. Notwithstanding its enormous extent, however, it has ever been, and will continue to be, more materially and suddenly affected by current fluctuations than any other of our domestic fabrics. Some idea of the vast importance of this portion of British commerce, may be formed from the following statement:—

The value of the whole export of British and Irish produce and manufactures, for the last three years, has been as follows:—

1844.	1845.	1846.
£50,648,306.	£53,298,026.	£51,279,735.

of which cotton manufacture and cotton yarn formed—

1844.	1845.	1846.
£25,805,338.	£26,119,331.	£25,600,693.

so that one-half the value of all our exports consists of cotton manufactures, and not more than one-third or one-fourth of this large amount arises from the cost of the raw material, which England pays to foreigners; so that the remainder is annually enriching the country, through the skill and labor of her manufacturers and factory operatives.

In reference to the embellishment of cotton goods, the principal features are printing and dyeing, the art of which had also been long known in the East, previous to its introduction into England, in 1675. In the year 1690, it was commenced on the banks of the Thames, near London, but the goods there printed were confined to muslins and calicoes imported from India. In 1700, an act was passed, (as an encouragement to the trade of Great Britain,) forbidding the sale or use of foreign printed goods, and this branch of her trade has also been further protected by

several subsequent acts, as in 1782, prohibiting the exportation of any materials used in printing, etc.; and in 1783, giving bounties on the export of British printed goods; and several other acts were enacted on the same principle, until 1787, when an excise duty of 3½d. per square yard was imposed upon all printed cottons, but the same was allowed as a drawback when exported; this act was wholly repealed in the year 1831. The following tables show that the export of printed goods bear a very disproportionate amount to that of plain calicoes, as in 1846, the amount of the former was only 267,000,000 yards, while that of the latter was 619,000,000 yards.

The five following tables exhibit at one view, in progressive order, the quantity of yarn, thread, calicoes printed, calicoes plain, and cambrics, exported to the different parts of the globe, from the year 1831 to 1846, both inclusive. I have selected these as being the most important articles; the others, though always published in my Commercial Glance, such as dimities, etc., would so seriously have increased the extent of this article, that I have found it necessary to omit them—and in the next table, (No. 6,) I have given the annual total amount of these and every other description of cotton goods exported since the year 1829. I may here remark, that this is the commencement of the Commercial Glance; but the two first numbers are unfortunately out of print, and I have consequently been compelled to commence particularizing the quantities sent to each place in the before-mentioned tables, from 1831. To the first table, there are several notes appended, which will also apply to the five following:

COTTON YARN EXPORTED FROM GREAT BRITAIN.

TABLE SHOWING THE QUANTITY OF COTTON YARN, IN POUNDS, EXPORTED TO THE UNDERMENTIONED PLACES IN THE FOLLOWING YEARS.

Places.	1831. *Pounds.*	1832. *Pounds.*	1833. *Pounds.*	1834. *Pounds.*
Barbary and Morocco	.....	.....	.....	.....
Brazils*	7,019	2,357	7,459	94,054
Buenos Ayres,* Monte Video, &c.	2,010	.....	300	7,369
British West Indies	8,037	6,316	6,456	1,632
British North America	246,409	201,374	114,256	148,706
Belgium*	.....	.....	.....	5,210,322
Coast of Africa, exclusive of Cape	45,000	45,680	38,510	336,842
Chili and Peru	17,800	.....	4,000	7,269
Cape of Good Hope	.....	29,411	520	2,010
Colombia	25,600	1,500	.....	23,155
Denmark	71,204	13,550	17,494	40,650
Egypt	.....	.....	.....	195,080
France	1,170	5,153	85,007	94,052
Foreign West Indies	360	4,700	4,635	4,300
Gibraltar	71,000	72,969	76,775	13,099
Hanse Towns,* &c.	19,841,185	28,826,295	23,453,060	24,919,570
Hanover*	.....	.....	.....	.....
Holland*	7,763,231	9,933,800	11,418,529	8,054,798
India* / China*	5,101,276	3,409,810	2,973,462	4,071,796
Malta and Ionian Isles	263,659	81,082	49,820	549,450
Mauritius and Batavia	185,401	110,889	153,710	200

* Previous to the year 1834, Belgium and Holland were entered under one head. From the year 1835 to 1844, the exports to Brazil and Buenos Ayres were entered under one head. Previous to the year 1838, Hanover and Hanse Towns were entered under one head. Previous to the year 1844, the exports to India and China were entered under one head.

TABLE OF COTTON YARN EXPORTED FROM GREAT BRITAIN—CONTINUED.

PLACES.	1831. Pounds.	1832. Pounds.	1833. Pounds.	1834. Pounds.
Mexico	1,017,305	867,718	807,553	455,226
New Holland	5,065	.....	2,023	6,286
Naples and Sicily	3,501,203	570,684	1,156,494	4,885,051
Prussia	2,340	24,711	20,114	19,169
Portugal, Madeira, &c.	214,799	90,931	68,037	3,037,985
Russia	13,459,894	19,486,136	20,102,315	17,321,605
Sweden and Norway	373,768	744,416	792,952	612,783
Spain	8,129	2,670	2,377	51,756
Sardinia, Tuscany, &c.	2,567,865	4,023,413	3,307,086	4,610,970
Trieste, Austrian Ports, &c.	1,759,598	1,914,775	2,282,807	1,750,094
Turkey and Levant	2,035,442	1,032,780	659,047	2,158,097
United States of America	250,539	159,730	156,024	89,844
Total	58,846,308	71,662,850	67,760,822	78,773,220

TABLE OF COTTON YARN EXPORTED FROM GREAT BRITAIN—CONTINUED.

PLACES.	1835. Pounds.	1836. Pounds.	1837. Pounds.	1838. Pounds.
Barbary and Morocco	.....	36,400	.....	.....
Brazils, Buenos Ayres, Monte Video, &c.	194,778	7,327	108,521	27,776
British West Indies	3,450	19,770	93,854	15,290
British North America	153,597	272,362	234,428	248,902
Belgium	39,986	26,162	221,336	75,970
Coast of Africa, exclusive of Cape.	1,542	2,266	76,922	233,344
Chili and Peru	7,320	5,170	.....	34,100
Cape of Good Hope	13,647	47,034	19,140	11,320
Colombia	1,200	.....	242,653	2,732
Denmark	14,800	44,621	97,856	29,700
Egypt	558,630	234,266	660,700	1,268,495
France	75,145	109,734	354,025	98,713
Foreign West Indies	.....	7,810	55,520	65,541
Gibraltar	37,944	72,523	280,114	257,374
Hanse Towns, &c.	29,306,538	31,911,358	36,104,778	38,646,576
Hanover	.....	.....	.....	188,105
Holland	14,605,020	14,016,795	17,235,896	22,733,186
India, China	5,305,212	9,006,052	9,013,319	10,969,816
Malta and Ionian Isles	417,046	241,538	371,760	743,156
Mauritius and Batavia	237,726	51,200	.....	26,800
Mexico	668,866	316,020	1,931,825	674,810
New Holland	4,060	29,288	10,016	9,865
Naples and Sicily	2,246,927	2,585,405	3,765,400	5,829,572
Prussia	10,791	2,736	4,324	15,788
Portugal, Madeira, &c.	272,717	324,651	313,364	731,136
Russia	21,478,499	18,866,308	23,910,019	18,799,716
Sweden and Norway	925,309	968,184	899,518	1,014,923
Spain	1,788	15,970	3,100	10,026
Sardinia, Tuscany, &c.	2,298,541	2,625,224	3,354,145	3,501,981
Trieste, Austrian Ports, &c.	1,777,805	1,358,760	1,999,393	2 961,894
Turkey and Levant	1,667,441	1,785,399	3,387,171	4,260,607
United States of America	131,060	205,369	357,432	265,983
Total	82,457,385	85,195,702	105,106,529	113,753,197

TABLE OF COTTON YARN EXPORTED FROM GREAT BRITAIN—CONTINUED.

PLACES.	1839. Pounds.	1840. Pounds.	1841. Pounds.	1842. Pounds.
Barbary and Morocco	600	2,400	400	.....
Brazils, Buenos Ayres, Monte Video, &c.	24,333	17,138	15,503	.....

TABLE OF COTTON YARN EXPORTED FROM GREAT BRITAIN—CONTINUED.

PLACES.	1839. Pounds.	1840. Pounds.	1841. Pounds.	1842. Pounds.
British West Indies	32,060	51,006	33,075	7,299
British North America	595,711	545,880	507,629	298,425
Belgium	54,872	39,343	40,572	101,567
Coast of Africa, exclusive of Cape	5,814	8,815	2,790	133,862
Chili and Peru	17,200	61,420	.....	.....
Cape of Good Hope	14,887	28,459	10,690	1,957
Colombia	500	200	.....	162
Denmark	29,645	73,088	196,033	343,242
Egypt	32,016	.....	654,968	289,550
France	73,093	78,252	114,716	122,316
Foreign West Indies	1,180	3,592	4,200	1,801
Gibraltar	37,810	75,403	83,233	88,995
Hanse Towns, &c	36,883,805	37,359,477	41,870,291	47,823,956
Hanover	449,596	1,136,545	1,069,117	2,325,689
Holland	20,611,240	22,021,506	16,376,618	22,041,247
India, China	8,486,915	12,806,830	15,639,562	17,706,211
Malta and Ionian Isles	264,795	383,989	667,650	1,152,342
Mauritius and Batavia	.....	.....	.....	.....
Mexico	.....	42,250	504,160	44,740
New Holland	5,416	199,509	5,934	990
Naples and Sicily	3,331,660	4,222,298	5,916,723	4,771,371
Prussia	2,120	17,577	20,924	40,300
Portugal, Madeira, &c	539,642	433,932	666,517	603,559
Russia	18,660,531	18,191,074	16,468,921	21,417,429
Sweden and Norway	1,270,708	1,281,285	2,372,899	2,428,433
Spain	10,120	4,700	194,770	15,040
Sardinia, Tuscany, &c	2,848,508	3,769,920	3,471,336	3,951,313
Trieste, Austrian Ports, &c	2,062,296	1,349,076	2,068,485	1,792,420
Turkey and Levant	2,579,009	3,008,756	6,467,694	8,987,786
United States of America	117,557	242,855	220,068	45,160
Total	99,043,639	107,456,575	115,665,478	136,537,162

TABLE OF COTTON YARN EXPORTED FROM GREAT BRITAIN—CONTINUED.

PLACES.	1843. Pounds.	1844. Pounds.	1845. Pounds.	1846. Pounds.
Barbary and Morocco	.....	.....	.....	.....
Brazils, Buenos Ayres, Monte Video, &c.	5,616	48,010	1,900	30,522
			.....	.....
British West Indies	54,270	247,605	76,533	38,877
British North America	543,389	788,908	847,064	720,876
Belgium	327,489	3,717,497	3,917,267	5,359,219
Coast of Africa, exclusive of Cape	140,192	5,572	84,897	10,355
Chili and Peru	2,039	904	118,400	.....
Cape of Good Hope	16,239	119,503	15,047	80,256
Colombia	3,460	3,220	10,696	6,180
Denmark	317,396	709,501	617,180	883,651
Egypt	424,761	326,250	85,740	756,675
France	145,765	71,938	76,786	115,997
Foreign West Indies	11,890	100	15,100	13,812
Gibraltar	116,372	65,146	65,870	903,656
Hanse Towns, &c	45,713,058	33,608,150	40,315,592	45,041,329
Hanover	1,640,410	2,313,520	3,115,338	3,248,593
Holland	25,883,712	16,768,035	21,556,043	24,662,150
India	19,531,056	17,522,841	14,116,237	20,412,228
China		3,487,334	2,402,750	4,090,680
Malta and Ionian Isles	1,998,110	795,386	1,315,474	1,709,059
Mauritius and Batavia	64,550	.....	272	1,289
Mexico	29,462	8,114	.....	.....
New Holland	46,878	16,857	43,222	17,262

TABLE OF COTTON YARN EXPORTED FROM GREAT BRITAIN—CONTINUED.

PLACES.	1843.	1844.	1845.	1846.
	Pounds.	*Pounds.*	*Pounds.*	*Pounds.*
Naples and Sicily	6,518,569	3,926,203	6,229,423	8,944,447
Prussia	77,604	206,317	140,264	615,926
Portugal, Madeira, &c.	636,084	887,605	807,080	948,674
Russia	23,283,956	24,045,209	18,167,962	15,421,035
Sweden and Norway	3,239,480	2,287,207	2,127,567	3,275,320
Spain	8,836	.....	1,460	17,090
Sardinia, Tuscany, &c.	4,312,472	3,364,337	4,482,539	5,722,063
Trieste, Austrian Ports, &c.	2,085,530	2,785,572	2,443,775	4,423,845
Turkey and Levant	11,932,573	11,935,355	8,670,950	9,577,296
United States of America	103,199	39,717	69,507	81,663
Total	149,214,417	130,101,913	131,937,935	157,130,025

COTTON THREAD EXPORTED FROM GREAT BRITAIN.

TABLE SHOWING THE QUANTITY OF COTTON THREAD, IN POUNDS, EXPORTED TO THE UNDERMENTIONED PLACES IN THE FOLLOWING YEARS.

PLACES.	1831.	1832.	1833.	1834.
	Pounds.	*Pounds.*	*Pounds.*	*Pounds.*
Barbary and Morocco	.....	.....	.....	.....
Brazils	263,116	25,093	76,425	210,199
Buenos Ayres, Monte Video, &c.	9,090	4,519	13,296	84,532
British West Indies	24,962	49,318	37,935	64,330
British North America	35,675	68,702	47,704	15,794
Belgium	.....	.....	.....	10,574
Coast of Africa, exclusive of Cape	1,086	565	1,941	2,944
Chili and Peru	24,336	11,233	17,637	120,784
Cape of Good Hope	4,814	485	2,581	5,715
Colombia	4,426	6,488	5,567	10,700
Denmark	3,248	1,576	2,200	2,514
Egypt	.....	.....	.....	.....
France	3,871	11,982	2,817	62,392
Foreign West Indies	18,964	47,812	53,679	46,980
Gibraltar	26,760	82,247	14,384	47,710
Hanse Towns, &c.	64,799	142,804	94,202	71,681
Hanover	.....	.....	.....	.....
Holland	263,416	282,249	253,355	186,429
India	65,057	8,336	23,814	165,114
China				
Malta and Ionian Isles	9,150	1,360	3,063	6,297
Mauritius and Batavia	4,595	5,321	2,594	14,772
Mexico	33,994	10,658	24,974	19,150
New Holland	5,943	7,554	1,747	4,195
Naples and Sicily	12,537	8,554	14,760	42,941
Prussia	.....	4,138	65	.....
Portugal, Madeira, &c.	57,837	17,672	31,129	145,183
Russia	2,273	14,887	7,718	1,726
Sweden and Norway	3,829	1,977	6,521	14,903
Spain	86,950	11,405	5,744	8,420
Sardinia, Tuscany, &c.	112,291	51,601	98,753	193,874
Trieste, Austrian Ports, &c.	15,149	13,422	5,149	22,134
Turkey and Levant	26,323	5,127	13,730	26,166
United States of America	304,099	144,187	324,117	373,583
Total	1,488,590	1,041,272	1,187,601	1,981,736

TABLE OF COTTON THREAD EXPORTED FROM GREAT BRITAIN—CONTINUED.

Places.	1835.	1836.	1837.	1838.
	Pounds.	*Pounds.*	*Pounds.*	*Pounds.*
Barbary and Morocco	5,850	.....	1,070	16,444
Brazils, Buenos Ayres, Monte Video, &c.	291,782	262,431	128,301	289,904
British West Indies	45,687	69,280	52,275	48,555
British North America	36,540	59,471	27,530	31,461
Belgium	51,625	59,580	37,597	63,073
Coast of Africa, exclusive of Cape.	1,614	4,691	3,718	4,979
Chili and Peru	52,260	95,524	170,102	105,397
Cape of Good Hope	18,532	12,807	8,689	5,890
Colombia	9,180	19,020	42,018	12,090
Denmark	440	200	40	.....
Egypt	.....	800	3,297	19,400
France	144,280	167,509	130,088	105,166
Foreign West Indies	91,109	71,896	55,865	268,242
Gibraltar	45,510	47,393	61,554	23,116
Hanse Towns, &c.	78,735	67,890	69,462	76,216
Hanover	.....	.....	.....	.....
Holland	106,414	89,410	117,150	108,784
India, China	23,070	77,037	302,813	70,034
Malta and Ionian Isles	9,343	4,745	7,154	7,399
Mauritius and Batavia	12,639	15,163	3,065	5,854
Mexico	16,082	9,302	58,429	19,276
New Holland	2,090	7,440	5,336	6,862
Naples and Sicily	32,566	17,761	66,319	39,255
Prussia	2,047	40	.....	.....
Portugal, Madeira, &c.	55,557	133,987	182,634	159,820
Russia	2,445	10,456	47,152	20,071
Sweden and Norway	11,726	8,190	9,282	11,756
Spain	6,193	6,736	3,260	10,155
Sardinia, Tuscany, &c.	129,915	143,485	237,256	252,791
Trieste, Austrian Ports, &c.	25,845	17,796	59,528	91,616
Turkey and Levant	36,294	59,633	16,810	38,426
United States of America	496,754	481,325	191,287	450,951
Total	1,842,124	2,020,998	2,099,081	2,362,983

TABLE OF COTTON THREAD EXPORTED FROM GREAT BRITAIN—CONTINUED.

Places.	1839.	1840.	1841.	1842.
	Pounds.	*Pounds.*	*Pounds.*	*Pounds.*
Barbary and Morocco	.....	.....	1,800	.....
Brazils, Buenos Ayres, Monte Video, &c.	316,970	251,315	308,097	144,430
British West Indies	91,455	125,692	29,862	19,084
British North America	86,623	38,876	37,504	30,993
Belgium	43,364	65,922	72,660	66,017
Coast of Africa, exclusive of Cape.	10,642	3,920	4,703	7,915
Chili and Peru	242,302	220,410	77,828	149,539
Cape of Good Hope	8,022	1,084	3,251	7,369
Colombia	41,297	45,472	14,724	19,923
Denmark	.....	.....	52	390
Egypt	300	.....	24,100	15,300
France	88,083	75,259	118,356	170,051
Foreign West Indies	74,659	94,518	109,484	104,167
Gibraltar	74,292	74,090	52,159	110,193
Hanse Towns, &c.	85,525	121,506	1,765,953	224,285
Hanover	.....	.....	.....	.....
Holland	89,202	154,400	1,226,507	84,745

TABLE OF COTTON THREAD EXPORTED FROM GREAT BRITAIN—CONTINUED.

Places.	1839. *Pounds.*	1840. *Pounds.*	1841. *Pounds.*	1842. *Pounds.*
India, China	50,862	302,194	92,079	103,757
Malta and Ionian Isles	6,921	20,380	7,476	5,456
Mauritius and Batavia	3,971	4,178	6,237	2,776
Mexico	13,355	51,310	5,085	84,021
New Holland	6,694	7,919	6,977	2,826
Naples and Sicily	56,896	267,910	35,569	21,512
Prussia	.....	.....	.....	260
Portugal, Madeira, &c	145,084	151,077	127,898	103,018
Russia	12,630	9,492	6,764	6,839
Sweden and Norway	14,192	8,119	22,462	13,821
Spain	3,547	10,385	5,076	1,035
Sardinia, Tuscany, &c	164,196	230,370	155,367	148,710
Trieste, Austrian Ports, &c	62,982	23,080	20,353	30,096
Turkey and Levant	62,022	126,256	9,726	9,598
United States of America	855,710	391,575	567,000	284,506
Total	2,711,798	2,876,709	4,915,109	1,972,632

TABLE OF COTTON THREAD EXPORTED FROM GREAT BRITAIN—CONTINUED.

Places.	1843. *Pounds.*	1844. *Pounds.*	1845. *Pounds.*	1846. *Pounds.*
Barbary and Morocco	.....	.....	.....	.....
Brazils	247,852	314,721	173,283	295,757
Buenos Ayres, Monte Video, &c.			75,701	18,872
British West Indies	41,098	50,961	53,920	48,025
British North America	80,220	127,529	53,983	96,419
Belgium	55,265	63,714	69,281	53,272
Coast of Africa, exclusive of Cape	2,689	7,252	12,635	11,434
Chili and Peru	117,834	64,046	135,670	152,203
Cape of Good Hope	7,422	11,826	7,804	7,334
Colombia	52,168	51,465	75,736	18,367
Denmark	2,351	1,000	1,882	2,357
Egypt	3,297	20,700	4,270	.....
France	97,538	106,032	86,632	67,600
Foreign West Indies	101,250	140,958	158,141	111,792
Gibraltar	200,526	128,306	150,098	107,635
Hanse Towns, &c	352,438	317,216	252,787	256,050
Hanover	1,180	200	.....	1,750
Holland	151,719	111,535	102,091	64,315
India	99,589	100,373	70,195	47,360
China		700	10,004	1,950
Malta and Ionian Isles	6,171	4,102	44,610	10,853
Mauritius and Batavia	1,950	1,242	6,978	4,671
Mexico	102,143	25,152	24,140	68,675
New Holland	9,727	14,716	11,008	6,599
Naples and Sicily	169,450	29,290	45,621	74,013
Prussia	4,838	24,313	2,599	5,421
Portugal, Madeira, &c	102,577	160,564	123,289	83,426
Russia	16,247	16,745	24,859	18,240
Sweden and Norway	9,576	18,590	23,371	23,564
Spain	8,057	440	731	.....
Sardinia, Tuscany, &c	117,160	173,059	196,336	153,065
Trieste, Austrian Ports, &c	41,622	64,891	91,304	71,912
Turkey and Levant	2,050	70,332	54,747	14,942
United States of America	388,779	509,069	423,999	422,462
Total	2,594,783	2,731,039	2,567,705	2,320,335

CALICOES, PRINTED AND DYED, EXPORTED FROM GREAT BRITAIN

TABLE SHOWING THE QUANTITY OF CALICOES, PRINTED AND DYED, IN YARDS, EXPORTED TO THE UNDERMENTIONED PLACES IN THE FOLLOWING YEARS.

PLACES.	1831. *Yards.*	1832. *Yards.*	1833. *Yards.*	1834. *Yards.*
Barbary and Morocco	.....	.....	.....	1,560
Brazils, Buenos Ayres, Monte Video, &c.	7,442,371 271,927	5,508,005 1,951,243	3,491,181 674,480	28,102,641 4,125,708
British West Indies	4,021,132	5,213,650	7,168,712	9,449,544
British North America	4,804,101	13,691,798	9,643,650	3,808,381
Belgium	.....	.....	.....	683,888
Coast of Africa, exclusive of Cape.	1,354,797	1,710,473	2,111,660	2,508,401
Chili and Peru	6,607,383	6,734,471	9,635,562	14,336,032
Cape of Good Hope	1,389,749	507,892	622,177	1,117,229
Colombia	648,942	1,551,403	2,508,417	2,039,905
Denmark	9,656	12,264	41,637	42,335
Egypt	.....	.....	.....	122,997
France	247,710	293,429	344,941	622,518
Foreign West Indies	6,141,496	9,463,859	11,223,528	10,987,376
Gibraltar	2,612,622	2,475,345	1,545,855	5,443,932
Hanse Towns, &c.	17,518,379	17,790,920	28,766,451	21,107,213
Hanover	.....	.....	.....	.....
Holland	5,359,379	6,406,351	10,159,991	10,087,226
India, China	8,754,333	5,212,198	10,738,549	9,131,602
Malta and Ionian Isles	596,801	292,837	225,344	1,952,477
Mauritius and Batavia	1,325,824	2,579,723	1,234,252	745,255
Mexico	6,127,070	4,117,645	3,553,602	4,756,076
New Holland	687,324	628,662	341,923	75,097
Naples and Sicily	2,599,247	402,614	817,918	4,010,320
Prussia	.....	17,612	.....	.....
Portugal, Madeira, &c.	5,846,837	4,835,788	6,180,081	18,887,709
Russia	14,571	15,128	24,760	55,607
Sweden and Norway	71,714	45,314	92,186	622,316
Spain	1,012,321	1,291,040	272,911	260,207
Sardinia, Tuscany, &c.	8,074,805	4,846,628	8,680,807	10,613,908
Trieste, Austrian Ports, &c.	2,179,332	3,102,336	4,733,860	3,403,888
Turkey and Levant	4,384,682	3,222,974	6,448,883	7,703,383
United States of America	27,961,642	13,599,285	12,290,631	19,713,345
Total	128,066,147	117,520,887	143,573,899	196,518,076

TABLE OF CALICOES EXPORTED FROM GREAT BRITAIN—CONTINUED.

PLACES.	1835. *Yards.*	1836. *Yards.*	1837. *Yards.*	1838. *Yards.*
Barbary and Morocco	47,540	509,318	159,654	722,139
Brazils, Buenos Ayres, Monte Video, &c.	30,522,071	37,075,225	33,826,159	47,027,844
British West Indies	13,797,167	13,363,597	11,230,772	13,377,207
British North America	5,999,697	995,168	5,717,409	5,391,859
Belgium	1,653,652	1,865,196	1,267,170	1,518,285
Coast of Africa, exclusive of Cape.	1,474,083	1,987,553	1,905,988	3,274,182
Chili and Peru	9,839,919	14,741,404	12,746,981	8,041,733
Cape of Good Hope	1,529,097	2,423,565	2,009,393	2,523,256
Colombia	1,463,754	1,369,038	1,929,626	2,826,139
Denmark	32,531	52,327	57,653	32,431
Egypt	1,384,195	1,120,163	1,364,106	1,837,199
France	1,087,315	1,774,792	999,706	1,939,093
Foreign West Indies	8,533,875	10,205,533	7,933,927	10,204,962
Gibraltar	5,723,211	7,111,935	10,281,188	5,849,816
Hanse Towns, &c.	25,887,212	24,403,316	23,928,920	24,122,075
Hanover	.....	.....	.....	30,504
Holland	8,879,375	8,286,713	11,279,880	12,118,992

TABLE OF CALICOES EXPORTED FROM GREAT BRITAIN—CONTINUED.

PLACES.	1835. Yards.	1836. Yards.	1837. Yards.	1838. Yards.
India, China	12,756,977	20,020,992	19,117,122	19,099,919
Malta and Ionian Isles	2,043,538	1,522,185	1,540,996	2,645,790
Mauritius and Batavia	1,228,987	965,212	2,039,075	3,019,848
Mexico	3,312,433	1,429,477	3,676,718	4,771,461
New Holland	614,640	745,683	996,001	2,341,393
Naples and Sicily	2,373,759	3,252,799	3,123,209	6,034,415
Prussia	2,050	.....	.....	.....
Portugal, Madeira, &c.	15,523,234	13,333,170	13,686,346	18,592,332
Russia	138,325	43,482	99,250	869,198
Sweden and Norway	250,346	260,014	278,001	239,781
Spain	307,344	779,883	631,183	860,121
Sardinia, Tuscany, &c.	7,478,978	13,619,598	12,452,701	16,577,182
Trieste, Austrian Ports, &c.	3,104,952	3,281,289	4,680,809	7,522,736
Turkey and Levant	10,558,815	18,008,461	7,990,313	19,050,738
United States of America	43,980,284	32,028,305	13,902,683	22,262,242
Total	221,529,356	236,575,393	210,852,939	264,724,872

TABLE OF CALICOES EXPORTED FROM GREAT BRITAIN—CONTINUED.

PLACES.	1839. Yards.	1840. Yards.	1841. Yards.	1842. Yards.
Barbary and Morocco	30,330	93,710	96,874	30,970
Brazils, Buenos Ayres, Monte Video, &c.	48,125,150	24,047,113	41,282,411	28,381,374
British West Indies	21,155,929	22,081,013	9,774,720	14,181,095
British North America	11,855,941	9,474,047	10,703,415	7,255,081
Belgium	1,711,132	2,039,188	2,533,519	1,934,811
Coast of Africa, exclusive of Cape	3,447,008	3,874,990	3,774,811	5,129,077
Chili and Peru	18,412,485	19,601,751	10,393,428	14,002,709
Cape of Good Hope	2,232,519	2,198,639	1,904,239	2,379,336
Colombia	3,887,146	4,736,419	2,373,619	2,292,669
Denmark	76,345	71,042	138,586	97,551
Egypt	408,309	282,427	1,942,765	719,034
France	1,492,361	1,587,125	1,805,957	1,739,325
Foreign West Indies	12,844,353	10,428,485	14,005,374	10,604,257
Gibraltar	12,024,142	8,403,838	8,552,952	10,501,607
Hanse Towns, &c.	26,488,039	27,459,065	31,348,638	22,670,851
Hanover	34,036	46,860	50,989	21,874
Holland	11,707,920	12,952,630	16,854,305	10,547,350
India, China	14,980,066	20,442,778	22,540,756	19,483,329
Malta and Ionian Isles	1,436,936	1,682,234	3,391,333	3,221,236
Mauritius and Batavia	1,182,562	2,606,797	2,596,534	1,368,350
Mexico	5,400,852	4,391,117	4,183,007	2,745,090
New Holland	3,380,901	2,086,880	997,092	1,113,395
Naples and Sicily	2,875,736	2,756,997	5,086,990	5,098,482
Prussia	1,350	.....	338	620
Portugal, Madeira, &c.	15,423,708	13,853,069	12,582,749	12,662,001
Russia	42,408	32,087	152,922	183,449
Sweden and Norway	251,211	126,906	399,606	616,895
Spain	724,708	1,507,927	206,229	344,762
Sardinia, Tuscany, &c.	10,485,191	13,726,756	15,846,168	13,688,528
Trieste, Austrian Ports, &c.	3,868,019	2,506,683	4,993,483	2,484,821
Turkey and Levant	19,638,253	20,796,963	22,209,185	23,821,288
United States of America	22,439,785	17,775,607	26,025,281	15,691,333
Total	278,064,831	253,671,143	278,748,275	236,012,550

TABLE OF CALICOES EXPORTED FROM GREAT BRITAIN—CONTINUED.

PLACES.	1843. Yards.	1844. Yards.	1845. Yards.	1846. Yards.
Barbary and Morocco	17,982	27,800	77,500	.....
Brazils	30,644,663	39,764,383	36,092,024	40,563,344
Buenos Ayres, Monte Video, &c.			6,536,732	1,140,936
British West Indies	16,861,099	14,789,016	20,729,641	17,758,418
British North America	8,291,405	12,771,979	13,362,173	11,834,914
Belgium	1,413,852	1,888,156	1,078,421	677,976
Coast of Africa, exclusive of Cape	12,026,293	4,963,491	5,454,125	5,682,956
Chili and Peru	14,135,005	14,880,965	24,841,575	17,138,571
Cape of Good Hope	3,668,432	2,461,680	3,520,302	2,666,781
Colombia	3,222,814	4,157,937	7,780,578	1,676,115
Denmark	542,665	395,803	285,064	449,836
Egypt	451,427	1,467,690	419,798	486,031
France	1,418,368	4,856,283	1,545,993	1,533,934
Foreign West Indies	9,403,226	13,021,806	22,578,110	21,302,767
Gibraltar	9,187,128	13,481,714	6,657,072	5,212,231
Hanse Towns, &c	32,278,426	30,527,177	27,520,261	25,481,739
Hanover	18,087	26,748	86,144	38,439
Holland	9,686,931	12,213,669	12,424,821	11,896,057
India	21,741,803	23,945,398	26,083,138	16,456,528
China		6,184,390	2,535,413	2,638,017
Malta and Ionian Isles	2,805,126	2,156,036	3,106,134	1,992,838
Mauritius and Batavia	1,533,822	1,893,821	1,973,939	1,107,586
Mexico	5,078,541	4,161,403	7,410,869	6,290,600
New Holland	3,077,091	2,168,956	3,850,891	3,088,766
Naples and Sicily	4,252,233	5,255,557	5,084,005	9,008,905
Prussia	851	660	5,510	478
Portugal, Madeira, &c	13,419,893	16,679,499	10,969,240	11,583,602
Russia	60,651	231,779	160,908	207,739
Sweden and Norway	603,031	585,385	519,674	451,826
Spain	155,558	11,694	90,144	32,962
Sardinia, Tuscany, &c	13,956,243	14,847,425	12,044,401	11,694,746
Trieste, Austrian Ports, &c	2,315,365	3,221,269	4,365,007	2,242,174
Turkey and Levant	27,806,642	48,063,251	28,563,239	21,190,476
United States of America	7,720,651	12,008,635	13,097,851	13,556,509
Total	257,795,304	313,111,455	310,850,697	267,084,797

COTTON YARN.

1530 Spinning-wheel invented at Brunswick, by Jurgen.
1641 Cotton yarn imported from the Levant.
1650 Indian yarn was spun as fine as 29 yards to 1 grain.
1688 1,450,000 lbs. of yarn imported into France from the Levant.
1738 Machine for spinning with rollers invented by John Whyatt, patent taken out by Lewis Paul, a foreigner.
1748 Lewis Paul's second patent.
1750 3,381,625 lbs. of yarn imported into France from the Levant.
1753 A cotton reel invented by Mr. Earnshaw.
1757 Duty of 4d. per lb. on cotton yarn imported from India.
1760 Premium offered by the Royal Society of Arts for the best invention of a machine for spinning six threads of wool, cotton, flax, or silk, at one time, and that would only require one person to work and attend it.
1763 First spinning jenny, made by Highs.
1764 Hargreaves invented a machine to spin eleven threads at once.
1767 Spinning by machinery first used, (the water frame.)
1769 Water frame for spinning patented, by Arkwright.
1770 Spinning jenny patented, by J. Hargreaves.
" Lewis Paul takes out a patent for carding.
1771 Messrs. Arkwright's mill built at Cromford.
1772 The feeder invented, by J. Lees.

1773 J. Hargreaves applied a crank, or comb, to take wool off the cards in a continuous fleece.
1775 Mule spinning invented, by S. Crompton.
1776 Mr. Arkwright took out another patent for carding, drawing, and roving.
" First cotton mill erected in Staley-bridge.
1777 " " Preston.
1783 Premium given by the Royal Society of Arts for improving several machines used in manufacturing, viz: comb pots, cards for wool and cotton, doubling and spinning wheels, &c.
" Arkwright's machinery for spinning and carding cotton by steam, first used in Manchester.
1784 First machine imported into France (from England) for spinning cotton, by M. Mortin, Amiens.
" Machinery for spinning thrown open to the trade.
" A German fined £500 for seducing operatives to Germany.
" Improved method of carding, by Arkwright.
1786 A person fined £200 for having a quantity of machinery, with a view to export it to Germany.
1787 Forty-one spinning factories in the county of Lancaster.
1788 Model of a machine for spinning cotton, &c., presented to the Royal Society of Arts, by Mr. John Barton.
" A gold medal, value £20, was awarded by the Royal Society of Arts, for the invention of a machine for carding waste silk, cotton, &c.
1789 A mule jenny constructed at Amiens with 280 spindles.
1791 First cotton mill erected in the United States.
1792 A self-acting mule invented by Mr. Kelly, of Lanark Mills.
1793 First attempt to spin yarn from 100's and upwards by power.
1799 First spinning mule erected in Saxony.
1802 Subscription of £500 raised for Mr. S. Crompton, by Mr. John Kennedy and others.
1805 Premium given by the Royal Society of Arts, to Mr. John Beard, for a machine for cutting and crooking wires for cards used in cotton and wool.
1806 Cotton manufacturing considered completely established in France.
1812 Number of spindles at work in Great Britain between 4 and 5,000,000.
" Mr. S. Crompton, inventor of the mule, rewarded by Government with £5,000.
" Parliament granted Mr. Wright £5,000 for the invention of his double mule.
1815 8 lbs. of cotton twist sent out to India on trial.
1816 Yarn trade opened with the continent.
1817 Fly frame introduced from America, patented by Mr. J. C. Dyer in 1825 to 1829.
1821 First notable exportation of cotton twist to India.
1825 104 factories in the neighborhood of Manchester.
" 40 " " Preston.
" 47 " " Stockport.
" 22 " " Staley-bridge.
" Mr. Dyer's first patent for cards.
" Mr. Roberts takes out a patent for a machine for mule spinning.
" Tube frame patented by Mr. J. C. Dyer.
1827 De Jough's self-acting mule invented.
1829 Average price of yarn sent to India, 1*s.* 3¾*d.*
1832 Capital supposed sunk in cotton mills, £10,600,000.
1834 Average price of yarn sent to India, 1*s.* 5¾*d.*
1836 113 cotton spinning mills in Saxony.
1837 152 " " Prussia.

[We have been compelled to defer three of the six tables referred to on page 154, to a future number of the Merchants' Magazine.]

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

NUMBER VII.

CITY OF CHICAGO, ILLINOIS.

Chicago, the principal commercial city of Illinois, is situated on the South-western bend of Lake Michigan, at the head of navigation on the great lakes. Its natural harbor is fully equal, if not superior, to any on the lakes—formed by a river of the same name, running in two streams from the North and South, nearly parallel with the lake shore; and, uniting about three-fourths of a mile from the lake, runs directly East into it, varying in depth from 10 to 20 feet, and separating the city into three parts. The ground upon which the city is built, is sufficiently elevated to prevent inundation, and stretches away West and South, from eight to twelve miles, almost a dead level; giving to the traveller almost invariably the idea that it must be unhealthy, which is by no means the case, at least to the extent of first impressions.

The city is regularly laid out, the streets crossing at right angles; those nearest the lake being chosen and adorned with shrubbery for residences. The principal part of the business is transacted on the South side of the main stream; and on both sides of the South branch, the bank of the river is lined by substantial docks, extending from the large warehouses which front the street, next to, and parallel with the river. Thus, while receiving cargoes from, and loading vessels on one side, they discharge freight, and receive the produce from the loaded teams on the other.

Of the early history of Chicago, a glance only must suffice. It was visited by the French as early as 1763, but the first occupancy, by our government, was 1796; a fort having been built soon after General Wayne concluded the treaty of Greenville. This fort was destroyed, and the garrison massacred by the Indians, in 1812. In 1817, it was rebuilt, and called Fort Dearborn, which still remains at the mouth of the river, and serves for a recruiting station. In 1830, General Scott visited this section, (in the trouble with Black Hawk,) and made such representations to Congress, soon after his return, seconded by others, that an appropriation was made to improve the harbor, which resulted in extending two substantial piers some distance into the lake, one of which is surmounted by a light-house. From this period, therefore, Chicago may with propriety date its beginning; with a population, including the garrison, of about two hundred. Some, however, contend that its birth was some three or four years subsequent. It received its charter at the session of 1836, '37. "The oldest inhabitants" are yet in the prime of life, and among our most enterprising business men; and look upon a city in 1847, grown up around them, of nearly or quite 17,000 inhabitants.*

The great importance of its location is readily seen by a glance at the map of the United States. The improvement in appearance is almost as rapid as its increase of population; the old buildings, thrown together in the shortest possible time, are rapidly giving way to substantial brick ed-

* It appears, from a tabular statement in the report of Jesse B. Thomas, Esq., concerning the statistics of Chicago, that the population of that city in 1840 was 4,853; in 1843, 7,580; in 1845, 12,088; in 1846, 14,199; and by the census completed on the 1st of September, 1847, in round numbers, 17,000.

ifices, more in keeping with the times. Of the public buildings of this character, there are some six very neat churches, (and preparations for more the coming year,) a medical college, three very commodious school-houses, a court-house, a merchants' exchange, etc. There are upwards of fifteen worshipping congregations; three public primary schools, occupying the buildings above-named; several select, and one classical school; two female seminaries; one Mechanics', and one Young Mens' Association, with libraries attached; together with several other societies and associations; seven weekly, four daily, and one monthly (agricultural) paper; also a Hydraulic Company, for supplying the city with water from the lake, which is distributed "*a la Croton.*"

Northern Illinois has justly been termed one of the richest and most fertile sections of our country, and all its products naturally seek a market in Chicago, which are brought to the city by teams, which come from such distances, as to make them absent from home from two to eight days, and frequently longer. The shipping is composed of steamboats, propellers, and sail vessels; of which, seventeen of the first-named form a daily line to Buffalo, and intermediate ports; and, in point of strength, comfortable accommodations, speed, and finish, will not suffer by comparison with any similar vessels in the world. There are also regular lines of each of the others to the ports on Lake Ontario, via Welland Canal, as also to Buffalo. The aggregate amount of business is sketched as follows, viz:—1847, exports (low estimate) $2,325,000. Imports for 1847, (estimate based upon consignments to owners here, not including property passing through for the interior,) $2,685,000. Amount of wheat shipped from the opening of navigation to 15th November, upwards of 2,800,000 bushels. Arrivals—steamboats, 188; other craft, (propellers and sail,) 427; total, 615. Departures—steamboats, 181; other craft, (propellers and sail,) 355; total, 536.

Internal improvements, in progress and contemplation, as follows, viz:—1st. "The Illinois and Michigan Canal" will be completed early in 1848, connecting this point with the navigable waters of the Illinois River at Peru, 104 miles South-west. This affords easy access to the Mississippi, and also to the immense coal beds and quarries, in which that part of the State is very rich. 2d. "The Galena and Chicago Union Railroad," 250 miles North-west, to Galena. This affords easy and quick access to the mineral region of the North-west. This work is to be commenced immediately; as I am informed by one of the directors, that sufficient stock has already been subscribed, here and on the route, to build and put in operation the first section, from this to the Fox River, (thirty miles,) as rapidly as possible. Both these channels of communication afford inestimable facilities for the increase of the business of this already busy point. Other contemplated improvements, of a like character, as well as of a more local one, might be named, were time at command, but will appear more properly in a more detailed paper, should an opportunity offer for preparing one. One more, however, will be named as the third; which, though last, is by no means least, viz: the telegraph, which is now nearly completed; and a few days, or at most, weeks hence, we shall have the pleasure of a "*tête-à-tête*" with our Eastern friends.* S. N. S.

* This communication with the East has been completed, and is in the full tide of successful operation.—[Ed.]

In order to exhibit more fully the rapid growth of Chicago, it may be well to introduce in this place an extract from one of a series of letters written by an intelligent traveller, in 1837 :—

"Chicago is, without doubt, the greatest wonder in this wonderful country. Four years ago, the savage Indian there built his little wigwam—the noble stag there saw undismayed his own image reflected from the polished mirror of the glassy lake—the adventurous settler then cultivated a small portion of those fertile prairies, and was living far, far away from the comforts of civilization. Four years have rolled by, and how changed that scene! That Indian is now driven far West of the Mississippi ; he has left his native hills—his hunting grounds—the grave of his father—and now is building his home in the far West, again to be driven away by the mighty tide of emigration. That gallant stag no longer bounds secure o'er those mighty plains, but startles at the rustling of every leaf, or sighing of every wind, fearing the rifles of the numerous Nimrods who now pursue the daring chase. That adventurous settler is now surrounded by luxury and refinement; a city with a population of over six thousand souls has now arisen ; its spires glitter in the morning sun ; its wharves are crowded by the vessels of trade ; its streets are alive with the busy hum of commerce.

"The wand of the magician, or the spell of a talisman, ne'er effected changes like these ; nay, even Aladdin's lamp, in all its glory, never performed greater wonders. But the growth of the town, extraordinary as it is, bears no comparison with that of its commerce. In 1833, there were but four arrivals, or about 700 tons. In 1836, there were four hundred and fifty-six arrivals, or about 60,000 tons. Point me, if you can, to any place in this land whose trade has been increased in the like proportion. What has produced this great prosperity ? I answer—its great natural advantages, and the untiring enterprise of its citizens. Its situation is unsurpassed by any in our land.

"Lake Michigan opens to it the trade of the North and East, and the Illinois and Michigan Canal, when completed, will open the trade of the South and Southwest. But the great share of its prosperity is to be attributed to the enterprise of its citizens ; most of them are young—many there are upon whose temple the golden lock of youth is not darkened ; many who a short time since bade adieu to the fascinations of gay society, and immured themselves in the western wilderness, determining to acquire both fame and fortune. And what has been the result ? While many of their companions and former associates are now toiling and struggling in the lowly vale of life, with scarcely enough of the world's gear to drive away the cravings of actual want, the enterprising adventurer has amassed a splendid fortune—has contributed to build up a noble city, the pride of his adopted State, and has truly caused the wilderness to bloom and blossom like the rose. Such are always the rewards of ever-daring minds."

The following description of the country in the vicinity of Chicago, is from the pen of Mr Schoolcraft :—

"The country around Chicago is the most fertile and beautiful that can be imagined. It consists of an intermixture of woods and prairies, diversified with gentle slopes, sometimes attaining the elevation of hills, and irrigated with a number of clear streams and rivers, which throw their waters partly into Lake Michigan, and partly into the Mississippi River. As a farming country, it unites the fertile soil of the finest lowland prairies with an elevation which exempts it from the influence of stagnant waters, and a summer climate of delightful serenity ; while its natural meadows present all the advantages for raising stock, of the most favored part of the valley of the Mississippi. It is already the seat of several flourishing plantations, and only requires the extinguishment of the Indian title to the lands, to become one of the most attractive fields for the emigrant. To the ordinary advantages of an agricultural market-town, it must hereafter add that of a depot for the inland commerce between the Northern and Southern sections of the Union, and a great thoroughfare for strangers, merchants, and travellers.

"Along the North branch of the Chicago, and the lake shore, are extensive bodies of fine timber. Large quantities of white pine exist in the regions towards Green Bay, and about Grand River, in Michigan, from which lumber in any quantities is obtained, and conveyed by shipping to Chicago. Yellow poplar boards and plank are brought across the lake from the St. Joseph's River.

"The United States has a strip of elevated ground between the town and lake, about half a mile in width, on which Fort Dearborn and the light-house are situated, but which is now claimed as a pre-emption right, and is now in a course of judicial investigation.

"Fort Dearborn was for a considerable period occupied as a military station by the United States, and garrisoned generally by about three companies of regular troops; but the expulsion of the Indians, and the rapid increase of settlements at all parts of this region, have rendered its further occupancy as a military post unnecessary: in consequence, the troops have been recently withdrawn. It consists of a square stockade, enclosing barracks, quarters for the officers, a magazine, provision-store, etc., and is defended by bastions at the Northern and South-east angles.

"During the last war with Great Britain, this place was the scene of a most foul and bloody tragedy. In 1812, in consequence of the disgraceful surrender of General Hull at Detroit, it was determined to abandon the fort. A number of the troops, shortly after leaving it, were inhumanly murdered by the savages, who lay in ambush on the margin of the lake."

Mr. Baldwin, a civil engineer, in his report showing the cost and income of a railroad from Toledo, Ohio, to Chicago, Illinois, describes the geographical position of Chicago for a city as most auspicious—

"With rich prairies extending to the South-west, West, and North-west, across the country to the Mississippi River; important as a point where many long lines of intercommunication must unavoidably converge, coming in from all points of the compass, bearing the rich products of forests, mines, and agriculture; and it is quite apparent, at the present time, that what was prognosticated at its birth, is actually taking place. We have here the termination of the great Illinois and Michigan Canal, projected upwards of twenty years ago, but now on the eve of completion. This canal is one of the largest class, and extends 95½ or 100 miles, to the head of steamboat navigation on the Illinois River; it opens a water communication, 1,700 miles, to the Gulf of Mexico, and completes an inland navigation of 3,200 miles to the Gulf of St. Lawrence, by way of the lakes, Canada Canals, and St. Lawrence River; and, by way of the lakes, the Erie Canal, and Hudson River, to the city of New York, a distance of 3,100 miles.

"We have, also, at Chicago, the projected Galena and Chicago Union Railroad, which is, in effect, but a continuation of the Buffalo and Mississippi Railroad, extending to Galena. The charter is broad in its terms, and will, by the influence of the citizens of Chicago, be soon carried into effect, if operations have not been already arranged. Under a clause in the charter, permitting lateral lines to be built, it is conceded that that part of our line which lies in Illinois, and which, for the sake of simplicity, has been considered as a part of the Buffalo and Mississippi Railroad, would be built. The charter to the company grants the privilege of connecting the road with the Central Railroad in its course to Galena, should they prefer it to a more direct route. The distance, by the direct route, would be 160 miles, supposing it no greater than the present stage-route. If it diverges to the Central Railroad, passing by way of Dixonville, on Rock River, the distance from Chicago to Galena would be 170 miles—supposing, as before, the line to be of the length of the stage-road. The charter allows a capital of $2,000,000.

"The appropriations by government for improving the harbor of Chicago have been great, and further extensive improvements, I am informed, are contemplated. Some of the early appropriations were as follows:—In 1833, $25,000; in 1834, $32,801; in 1835, $32,800; and in 1836, $68,350 was demanded by the estimates for completing the work agreeably to a plan proposed at that time, which,

if carried out, would have made the cost of the work $205,561. In 1837, a further appropriation of $40,000 was granted; and, in January, 1838, it was stated all the appropriations amounted, up to that time, to $162,601.

The subjoined tabular statements of exports and imports, exhibit the extent and importance of the trade and commerce of Chicago :—

TABLE OF EXPORTS AND IMPORTS.

Years.	EXPORTS. Value.	Years.	IMPORTS. Value.
1836	$1,000 64	1836	$325,203 90
1837	11,065 00	1837	373,667 12
1838	16,044 75	1838	579,174 61
1839	33,843 00	1839	630,980 26
1840	228,635 74	1840	562,106 20
1841	348,362 24	1841	564,347 88
1842	659,305 20	1842	664,347 88
1843	682,210 85	1843	971,849 75
1844	785,504 23	1844	1,686,416 00
1845	1,543,519 85	1845	2,043,445 73
1846	1,813,468 00	1846	2,027,150 00
1847	2,296,299 00	1847	2,641,852 52

EXPORTS OF LEADING ARTICLES FROM 1842 TO 1846, INCLUSIVE.

Years.	Wheat. *Bushels.*	Flour. *Barrels.*	Beef and Pork. *Barrels.*	Wool. *Pounds.*
1842	586,907	2,920	16,209	1,500
1843	628,967	10,786	21,492	22,050
1844	891,894	6,320	14,938	96,635
1845	956,860	13,752	13,268	216,616
1846	1,459,594	23,045	31,224	281,222
1847	1,974,303	32,538	48,920	411,488

EXHIBIT OF THE EXPORTS AND IMPORTS FROM THE YEARS 1842 TO 1845, INCLUSIVE, TAKEN FROM THE CHICAGO DIRECTORIES AND OTHER SOURCES.

EXPORTS.

ARTICLES.	1842.	1843.	1844.	1845.
Wheat.....bush.	586,907	628,967	891,894	956,860
Corn	35,358	2,443	.....	.....
Oats	53,486	3,767	.....	.....
Peas	484	.....	.....	.....
Barley	1,090	.....	.....	.....
Flaxseed	750	1,920	.....	.....
Flour.....bbls.	2,920	10,786	5,320	13,752
Beef	762	10,380	7,889	.....
Pork and ham	15,447	11,112	7,049	.....
Fish	915	.....	.....	.....
Lard	.....	2,823	1,630	.....
" .....lbs.	376,200	.....	.....	.....
Lard oil.....bbls.	.....	.....	55	.....
Potash	.....	.....	36	.....
Neats' oil	.....	.....	8	.....
Cranberries	.....	.....	31	.....
Grass seed	.....	.....	72	.....
Hemp seed	.....	.....	16	.....
Hides.....No.	6,947	14,536	11,042	.....
Brooms	5,587	2,160	.....	.....
Calf skins	.....	.....	1,246	.....
Deer skins	.....	.....	5,194	.....
Furs.....lbs.	.....	.....	8,000	.....
Stuffed birds.....boxes	.....	.....	.....	20
Furs and peltries.....pks.	446	393	158	.....
Maple sugar.....lbs.	4,500	.....	.....	.....
Lead	59,990	360,000	.....	.....
Feathers	2,409	.....	.....	7,332
Tallow	151,300	1,133	34,899	.....
Mustard seed	.....	.....	.....	2,182

TABLE OF EXPORTS—CONTINUED.

Articles.	1842.	1843.	1844.	1845.
Soap	2,400	5,300	74,465	.....
Candles	500	4,900		.....
Tobacco	3,000	74,900	526,536	61,125
Butter	24,200	.....	.....	.....
Rags	.....	.....	.....	7,446
Wool	1,500	22,050	96,635	216,616
Beeswax	.....	.....	5,410	.....
Buffalo robes, bales	.....	.....	51	.....
Horns, casks	.....	.....	29	32
Hemp, lbs.	.....	.....	.....	2,800
Hay, tons	.....	.....	.....	227

IMPORTS.

Articles.	1842.	1843.	1844.	1845.
Merchandise, tons	.....	2,012	say 4,673	.....
Packages, pkgs.	.....	101,470	.....	.....
Salt, bbls.	.....	27,038	27,462	.....
Whiskey	.....	2,585	.....	.....
Lumber, feet	.....	7,545,142	19,160,407	21,026,508
Shingles, No.	.....	4,117,025	12,285,000	15,883,000
Timber, feet	.....	16,600	66,478	67,484
Staves, No.	.....	157,000	137,000	.....
Bark, cords	.....	430	.....	.....
Laths, No.	.....	.....	.....	1,397,000
Coals, tons	.....	.....	2,008	6,000

The amounts of exports and imports entered in the above table, under the year 1845, show only a few items. A considerable portion of the exports, not included in any of the statistics, go to the lumber region around Green Bay, Northern Michigan, &c., in return for lumber. In the region alluded to, there are about one hundred saw-mills, employing about two thousand men—half of them with families. The mills are capable of producing fifty millions of lumber, two-thirds of which is sent to Chicago, having a value, after delivery, of some $165,000. It is believed two-thirds of this amount, $110,000, is paid for in beef, flour, dry-goods, groceries, iron, nails, and mill-castings.

The value of imports for 1846 was $3,027,150, besides articles of considerable amount not included. From October 1st, 1845, to October 1st, 1846, the importation of lumber was 24,424,299 feet. The following is a table of exports for 1846 :—

Wheat, bush.	1,459,594	Brooms, dozen	896
Oats	52,113	Flour, bbls.	29,045
Corn	11,047	Tongues, lbs.	100½
Hemp, lbs.	4,517	Oil, galls.	3,600
Tobacco	28,287	Hay, tons	130
Wool	281,222	Beeswax, lbs.	3,560
Bacon and hams	238,216	Ginseng	6,800
Dried beef	11,000	Lead	10,895
Beef and pork, bbls.	31,224	Cranberries, bbls.	529
Lard and tallow	1,835	Fish	322
Butter, lbs.	3,905	Hides and leather, value	$24,685
Candles, boxes	810	Furniture	9,000
Raw furs, lbs.	37,514		

The amount of land offered for sale in the Chicago district was, acres	3,624,535
Sales to 1846, inclusive	2,682,670
Lands unsold January 1st, 1847	996,475

Since the foregoing table was in type, we have received the report of Jesse B. Thomas, as a member of the executive committee appointed by the Chicago Harbor and River Convention, of the statistics of Chicago, from which we derive more recent statements of the trade of that city. The following table exhibits the amount of goods, wares, and merchandise received at Chicago, from the opening of navigation in the spring of 1847, to November 1st, near the close of navigation, 1847; not including goods landed there and taken to the interior; compiled from the original invoices of merchants:—

Dry-goods	$837,451 22	Liquors	$86,334 67
Groceries	506,027 56	Tobacco and cigars	3,716 00
Hardware	148,811 50	Ship chandlery	23,000 00
Iron and nails	88,275 00	Tools and hardware	15,000 00
Stoves and hollow-ware	68,612 00	Furniture trimming	5,564 07
Crockery	30,505 00	Glass	8,949 24
Boots and shoes	94,275 00	Scales	4,044 55
Hats, caps, and furs	68,200 00	Coaches, &c.	1,500 00
Jewelry, &c.	51,000 00	Looking glasses, &c.	2,500 00
Books and stationery	43,580 00	Marble	800 00
Printing paper	7,284 11	Oysters	2,500 00
Presses, type, and printing materials	7,432 50	Sportsman's articles	2,000 00
		Musical instruments	6,426 00
Drugs and medicines	92,081 41	Machinery, &c.	30,000 00
Paints and oils	25,460 00		
Total value of imports of merchandise			$2,259,309 83

TABLE OF IMPORTS OF MISCELLANEOUS ARTICLES.

Salt, bbls.	24,817	Coal, tons	15,782
Salt, sacks	5,537	Water lime, bush.	1,618
Value	$117,210 29		

And numerous other articles not here enumerated, such as pig-iron, white fish and trout, fruit, grindstones, cider, &c.

TABLE SHOWING THE AMOUNT OF LUMBER, ETC., RECEIVED AT CHICAGO FROM THE OPENING OF NAVIGATION TO NOVEMBER 1ST, 1847.

Plank, boards, &c. feet	32,118,225	Shingle bolts, cords	328
Shingles, M.	12,148,500	Tanners' bark	600
Lath	5,655,700	Staves	50,000
Square timber, feet	24,000	Spokes	100,000
Total value	$265,332 50		

TABLE EXHIBITING THE EXPORTS FROM THE PORT OF CHICAGO FROM THE OPENING OF NAVIGATION, 1847, TO NOVEMBER 1ST, 1847.

Wheat, bush.	1,974,304	Flax seed, bush.	2,262
Flour, bbls.	32,598	Mustard seed	520
Corn, bush.	67,315	Timothy seed	536
Oats	38,892	Hay, tons	415
Beef, bbls.	26,504	Cranberries, bush.	250
Pork	22,416	Buffalo robes, bales	60
Hams and shoulders, lbs.	47,248	Dry hides	8,774
Tallow	208,435	Deer skins, lbs.	28,259
Butter	47,536	Sheep pelts	1,133
Beans, bush.	430	Furs, pkgs.	278
Wool, lbs.	411,088	Ginseng, lbs.	3,625
Tobacco	28,243	Ashes, bbls.	16
Lard	139,069	Bristles, lbs.	4,548
Leather	2,740	Glue	2,480
Beeswax	5,490	Brooms	3,168
Oil, galls.	8,793	White fish, bbls.	1,229
Lead, lbs.	10,254	Barley, bush.	400
Hemp	6,521		
Value	$2,296,299		

Besides, a large amount of merchandise, produce, provisions, grain, horses, cattle, salt, and supplies of all kinds sent to the lumber and mining regions, and different ports on the upper and lower lakes.

The following is the shipping list of Chicago :—

Shipping List of Chicago, 1846.	No. of vessels.	Arrivals.	Entries.	Clearances.	Departures.	Tonnage.	No. of vess. employed.
Steamboats.....	19	352	160	158	358	14,351	380
Propellers.....	17	111	111	82	109	5,170	204
Brigs.....	36	94	94	62	94	8,781	324
Schooners.....	120	837	157	134	835	16,443	720
Total.....	192	1,394	522	436	1,396	44,745	1,628

It may not be irrelevant to give here a catalogue of the different kinds of business, trades, &c., for the close of the year 1845; carefully ascertained by Mr. Norris, for insertion in his "Directory of Chicago, for 1846." The list embraces only those trades considered most worthy of notice :—

6 auction and commission stores.
7 bankers and brokers.
8 boot, shoe, and leather stores.
6 botanical vegetable gardens.
12 cabinet and chair manufactories.
11 ready-made clothing stores.
2 colleges.
7 drug stores.
8 dry-goods and fancy stores.
64 wholesale and retail dry grocery stores.
8 or 10 commission stores.
14 forwarding commission stores.
4 foundries.
1 French burr mill-stone manufactory.
63 retail grocery stores.
17 hardware stores.
4 hat, cap, and fur stores.
23 hotels and taverns.
9 bakers.
40 practical lawyers.
53 learned lawyers.
5 book stores.
3 crockery stores.
12 or 15 insurance agencies.
2 leather stores.
15 lumber dealers.
2 marble factories.
15 private market-houses.
2 steam-mills } 3 of them flour and 1 saw.
2 wind-mills }
1 museum.
10 newspapers (3 daily and 7 weekly.)
8 oil, soap, and candle manufactories.
6 packing-houses for beef and pork.
2 steam planing-mills.
1 pottery.
8 printing houses (job and book.)
8 saddle and harness makers.
2 ship builders.
2 ship chandlers.
13 wagon makers.
12 blacksmiths.
25 boot and shoe makers.
3 breweries.
13 coopers.
4 door and sash blind factories.

The vessels trading with Chicago, in 1844, numbered 194; of which 18 were steamboats; 10 propellers; 26 brigs; 136 schooners; 1 bark, and 4 sloops. Their total tonnage amounted to 35,919 tons.

The table below shows the number of arrivals and departures for recent years :—

1842.....	Arrived...	705—	Cleared...	705—	Total...	1,410—	Ag. tonnage...	117,711
1843.....	"	756	"	691	"	1,447	"	289,852
1844.....	"	1,243	"	1,243?	"	2,486	"	459,910
1845.....	"	1,159?	"	1,159	"	2,318	"	?

The arrivals and departures for 1845, here given, do not include coasting vessels, or the mail steamer running to St. Joseph, Michigan.

Art. V.—SHIPS, MODELS, SHIP-BUILDING, etc.*

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

In the Merchants' Magazine of May, 1847, and in previous numbers, I noticed some interesting remarks upon ships—as they were, as they are, and as they should be. They taught me much; but the arguments of the author, intended to give an impression that science and mathematical calculations are more necessary and important to the modeller and planner of a vessel than anything else, strengthened a previously formed contrary opinion of mine.

In an American paper, speaking of a ship built by Mr. Samuel Hall, East Boston, but modelled by Mr. Pook, naval constructor at the Charlestown navy-yard, the writer says—"She is built on purely scientific principles; there is no *guess-work* about her, and she must succeed." Mr. Hall has built, without Mr. Pook's help, the Akbar, Coquette, Antelope, Massachusetts, Edith, Samoset, Peterhof, Iosco, and other well-known vessels, which have succeeded, and will succeed.

By English papers, it would seem that in Parliament, the past and present administrations have been violently attacked for allowing Sir William Simonds to model nearly all the modern English naval vessels, because it is said he is usually guided by guess-work and experience. Some honorable gentlemen want the vessels to be modelled by purely scientific men, who will do it entirely by purely mathematical and scientific rules; and they blame very much the abolishment of the School of Naval Architecture at Portsmouth, as its scholars would, no doubt, have in time produced the most perfect vessels in the world. It existed many years—long enough to prove that it could not accomplish its expected result.

Science and mathematics must be of very great use to the modeller and planner of a vessel; but, alone, they would no more produce a good vessel, than hearing a lecture on swimming, and practising the given rules on a feather-bed, would make a good swimmer. When the winds and waves, and their various influences on a vessel, can be calculated on correctly by a man who never saw salt water, or a large body of fresh water, then, and then only, can science alone build a fine vessel. Now the freaks of wind and wave are so varied and numerous, that the oldest sailor often sees one new and strange, how many must the youngest sailor see? and how many would a purely scientific man see when subjected to their influence for the first time? He would learn much from a few sea-voyages—how, then, can he be perfect without once going?

A first-rate ship-builder, according to the usual application of that term, will turn out a very fair vessel without any science—more mathematical knowledge than enough to calculate dollars and cents—any of the information of the sailor or merchant. Many such exist, and laugh at those who talk of building by drafting, laying down, &c. They can do well enough

* The author of the following communication says, in a note to the editor, "My grandfather, as a merchant, built very fast ships; my father, as a ship-master and merchant, understands them; so I naturally have a taste for them. Two years as passenger or supercargo at sea; eight years in South America; five years visiting ship-yards from New Orleans to Portland, and always in boats or about wharves or ship-yards; occasionally building a boat, and once superintending a small vessel, have given me some knowledge upon what I have written."

by the eye—they care nothing for a sailor's or a merchant's opinion—they learn enough about water within ten miles of shore for their purpose. Their vessels sometimes prove exceedingly fast and good; no one can tell why. It appears to be an accidental combination of peculiarities, not, separately or combined, generally considered as good; but one fault neutralizes another, and only good results are left. It would be strange, as most vessels are built thus, that some of them should not prove remarkably good, and many of them very good. Give this builder science and mathematical knowledge, and it would, no doubt, improve him in many particulars, but it would also lead him into many errors. Let him obtain the knowledge of a sailor and a merchant of the action of the winds and waves, and various kinds of cargo on a vessel; the operation of various peculiarities of build on different vessels; comparing one vessel with another on the ocean, in all weathers, and variously loaded; have plenty of intelligence and common sense to apply this knowledge, and it will help him more than mere science and mathematical knowledge.

Many a vessel, having but one important fault, is by that made a poor vessel for general purposes. Too heavy a top, too narrow, too low a stern, not enough body forward or aft, so as to plunge or drop much; too much or too little of any one thing, may spoil the vessel, and neutralize her many perfections—so equally must everything be proportioned to the rest. Science and mathematics cannot determine these proportions, and adapt these peculiarities to each other; and proportioning and adapting properly are more important than anything else. Experience, judgment and talent are requisite.

There are men in the United States who combine all, or nearly all, the above requisites. They can view each peculiarity of a model as shipbuilders, sailors, and merchants, and no doubt have much science and mathematical skill to help them. The Howqua, Coquette, Crusader, Valparaiso, Paul Jones, and other ships, were not built by mere science and mathematics; and yet few vessels built at navy-yards equal them.

The following are but opinions, though now believed correct—a year hence, they may change. Few successful builders use a model twice—most consider it perfect when the vessel is commenced; and when she is done, they see much to alter. Now I think these opinions correct, and may state them as facts, for the sake of brevity. Many have different, and, I doubt not, in many particulars, more correct views; but they have not put them in print—at least, I can find little worth notice in print upon modern ship-building, except articles in the Boston Post and other papers, describing new vessels; and they rarely mention peculiarities of model particularly. I hope more may soon appear, if it be only to correct my mistakes, and suggest perfections and peculiarities to me new. This attempt may be of some use in causing a few to adopt the good opinions, or avoid the bad ones given, if it does not cause better ones to be made public.

Not having scientific phrases at command, I must use, as well as I can, the terms applied by some ship-builders and sailors to different parts, peculiarities, and principles of vessels.

Once, each section of the United States built vessels so differently, that any one could tell at a glance, if tolerably conversant with nautical matters, where a vessel was built. Now, it is more difficult; and the best judges are frequently puzzled. Is it not because all are improving?—becoming less fond of their sectional peculiarities, and willing to adopt good

wherever it comes from? I think it is so in ship-building, as well as in religion and politics. A clipper need not be built in Baltimore now, more than one sect in religion may be tolerated; and a republic is allowed to have many good points. The Essex fishing schooner, the Chesapeake Bay schooner, the Down-East lumber schooner or brig, the Hudson River sloop, the Long Island Sound sloop, the Newport boats, and the Massachusetts Bay dory, still preserve their various peculiarities as marked as many years ago; but among them are found, each year, a greater proportion of differing craft—some differing much, and others little; the latter usually improvements.

Steamboats have caused many sharp vessels to be built since they began their ocean voyages, and would have caused many more, were it not that the last ten years have proved that a vessel not very sharp may sail very fast. In a few years, Loper's hoisting propeller, enabling a vessel to sail or steam at pleasure, will, in long voyages, puzzle both sailing clipper and mere steamer. The two, combined, will beat either. Why they will beat, would cause too lengthy an explanation for the present.

Buttocks aft, much more draught aft than forward, extreme rake to stem, rake to stern-post, hollow water-lines, and dead-wood forward and aft, were once frequently to be all seen in a new vessel. Now, they are rarely combined; though most vessels lately built have one or two of them. A great difference in draught, and much rake to stern-post, are now rarely seen in a new vessel. Buttocks, extreme rake to stem, hollow water-lines, and dead-wood, are still common. All are faults—they never do good, unless by neutralizing another fault. Hollow water-lines (and, when extreme, they form dead-wood,) make buttocks necessary to support the vessel aft, and a full harping to support her forward. Give her floor, body, and round lines below, forward and aft, and they will support her. So, then, full harping would only serve to make trouble in opening water, and buttocks would only make trouble aft, and drag water; thus diminishing the speed of the vessel very much. Many vessels push quite a sea before them, and abreast the fore-chains, and I have seen vessels dragging clothes, &c., after them, by suction; and, in one case, a sixteen-feet long-boat was dragged most of the time by suction, in Delaware River, by a coal-loaded schooner. Too low a stern, or a buttock aft, is the most common fault in vessels. I know many vessels made a knot slower by that buttock alone. I have been in several, that are rather fast vessels, that dragged much water after them—otherwise, they would have been much faster. Great difference of draught is a poor way of increasing a vessel's hold on the water—it is much better to get that hold by a long and deep keel. Extreme rake to stem will make a vessel tack quicker in smooth water, and that is its only advantage. Extreme rake to stern-post has no advantages. The disadvantages of either are, that the vessel will not tack so quickly in rough water; will be more apt to miss-stay always; will not hold her way so well in stays, nor steer as steadily; have less hold on the water, to keep from making leeway; make the lower water-lines fuller; will shorten the floor, taking away buoyancy and stability from below, forward or aft; so, last, fifteen or twenty feet of the vessel, having nothing below to support it, hangs on the rest of the vessel, which, of course, must cause a tendency to pitch, drop, and hog. A stem must have some rake, or the chain will cut copper or lead from fore-foot, and the anchor would catch under end of keel. With much flare to the bow,

three feet would be enough rake for the stem of a vessel of 200 tons—stern-post should have no rake. Hollow water-lines and dead-wood have the same effect to a plumb-stemmed and stern-posted vessel that a great rake would have, except that the latter would not have the gripe, forward and aft, of the former; so a plumb vessel, with dead-wood, would be a little better than if that dead-wood were cut off, and she was left a raking-stemmed and stern-posted vessel, but would be better still if, for dead-wood, floor was put, and for hollow lines rounding ones; or, for concave, put convex lines—the floor would increase her buoyancy at ends, &c. A hollow water-line is always bad—always makes trouble. Water always hangs in it; is pushed forward of a vessel in it, or pushed under a vessel in it, or is dragged after a vessel in it, or comes from surface by way of the bottom of the vessel just abaft the rudder, as a chip often proves, when a vessel runs over it. A perfectly modelled vessel would push a chip round her at surface, or one, two, three, or six feet below the surface, if it struck her on stem; so it would leave stern-post without being dragged at all, at same distance below surface as when it touched the stem—vessel supposed to have plumb ends, long floor, wide floor, convex and perfectly curved water-lines, and going six knots in smooth water, with a fair wind. A straight line would be better than a convex one were it not that when side line joined lines forming ends, a corner would occur; and water does not like to go round corners. A straight line would be nearer than a concave for the same bulk, and a little nearer than a convex; and the shorter the distance the water travels, the less the friction. A vessel may be modelled to run over anything striking the stem at surface of water, or a little below it. A raking stem, and very hollow water-lines forward, will do it. Water will also follow shape of after-body of vessel, and rise as the floor rises. The water-lines should be nearly straight the first few feet and last few, to open, and leave the water cleanly; then an easy, true curve, to nearly the greatest beam. The side line should never be perfectly straight, but slightly increasing or diminishing to greatest beam, and from it. No two frames in vessels should be alike. Some vessels are the same size, thirty or forty feet; and sailors sometimes say such "are built by the mile down East." Quick curves to water-lines should be avoided, and particularly aft, where they so frequently form a buttock. Hollow water-lines necessarily form a quicker curve than straight, and straight quicker than convex. A vessel on the water-lines, even the deep-load one, should be sharper 5, 10, 15, 20, and 25 feet from stern-post than stem; but the difference at deep-load line, light-load line, and line along bilge, should be very slight. The lines aft should be of same character as those forward, but a trifle sharper, so that lower part of stern will appear the bow of a smaller, sharper vessel, on the same principles as the real bow, carrying the floor and bilge aft as well as forward—greatest beam at bilge in a vessel being 5 feet forward of amidships, and on deck 20 a 25 feet from stem at deck, for 100 feet deck, and in that proportion. In smooth water, a little more body is required forward than aft, as all propelling power has a tendency to bury forward, as steamboats and row-boats prove, but sails more than any other means of propelling. When driving into a head sea, more body is required forward, in proportion to body aft, than in smooth water; and the beam, getting gradually forward, from the bilge up, will have the desired effect. Besides, with no buttocks

behind, for the sea to raise the after part of vessel by, she will not be apt to plunge, if but little fuller forward than aft.

Keel and shoe should be as deep as strength will allow, and the same depth forward, aft, and amidships, with as much gripe forward and aft as possible; it steadies a vessel, and thus makes her faster, makes her steer much better, more sure to stay, keeps her headway longer, and, of course, makes her hold on better when on the wind. Shoe should be coppered; as worms in many places cut it to pieces, and in others it becomes covered with shells, grass, &c. Forward part of stem (cutwater) and after part of stern-post should be no thicker than necessary; the thinner they are, the better they open and leave the water. A hollow floor-timber has only one advantage—it permits part of keel to be made of the garboard streak and floor-timber, and so permits a deeper keel than in any other way. A round floor-timber may be a little stronger than a straight one, but the latter can be made strong enough. A straight floor-timber is the simplest to make a model for, and get out timber for; and, therefore, I think, the best, on the whole. I like a quick bilge; but it must never be too quick for strength, or easily to get timber for; and it must not be too quick in a very wide vessel, lest it should cause masts to be jerked out, and rigging to wear out very quickly. Its good qualities are, giving buoyancy and stability, so that a vessel does not load deep; and when light, will be, compared with her dimensions, and other peculiarities, stiff. It does not make a vessel too stiff when deep, as then it is buoyancy below water, and having a tendency to raise, eases the vessel's motions; buoyancy it becomes when ten or more feet under water, though near surface it is stability. Not only is a long floor good, but a wide floor is good also for speed. Stiffness is altogether a question of dimensions; but a long and wide-floored deep vessel wants more beam on their account, while a shoal vessel would want less beam in consequence of great floor. To give a long floor, carry bilge well forward and aft, and let dead rise be but a few inches more forward and aft than it is amidships at quarter floor. At quarter and half floor, greatest beam should be amidships.

Nothing makes a vessel so fast, in all winds, so steady, so dry, so buoyant, and so safe, as a long floor, and plenty of body near ends of keel. The floor in a long-floored vessel must be parallel with the water's edge, or she will strive to make it so by burying forward or dropping aft. The secret in getting a vessel's trim, is to get floor as nearly parallel to water's edge as possible; the force used to make them parallel, when a vessel is going eight knots, might, if they were parallel, make her go ten. In making a vessel draw more water aft than forward, the extra draught aft should be all dead-wood; if it be body, it will be always dragging up hill, and stop the vessel materially. A long-floored vessel cuts through a small sea without minding it; but a large sea alters level of water, and she alters her position, keeping the level of the sea as nearly parallel with her floor as possible—thus, when motion is necessary, giving just enough, and in an easy, graceful way; when a short-floored vessel would be plunging and dropping most uncomfortably, and much to the injury of her speed. A rounding side, or swell to the side, makes a better appearance than a straight or wall side; is a trifle stronger, and slightly diminishes the register tonnage; allows the chain plates to be more nearly in a line with shrouds, and I believe there is no objection to it. The stern should be

very high, oval in shape, and its surface convex every way; the centre of the transom and name-board should be dropped one to three feet lower than ends, to give a larger appearance to stern, an oval shape, and take off the flat surface under counters, so apt to slap heavily into a sea. Stern should be widest and deepest across the centre. The counter should rake much more than stern, be just large enough in centre for rudder-post to go through, and tapering quickly to nothing at the ends. The stern may thus appear large enough for symmetry, and yet ends of transom be so high up as never to be heeled into water, as is now frequently done by deeply-loaded vessels. Much flare to bow is desirable; it throws catheads out, and, of course, anchor clear of vessel; keeps water and wind off sailors forward, looks well, helps a vessel in a very heavy sea when burying, and does no harm. The same flare should be on stem as at cathead, preventing the square look across the bow so often seen in vessels having much flare, and keeps much water coming in between bowsprit and cathead. Shear makes a vessel stronger, drier, and a better sea-boat; much of the appearance of it may be taken off by the monkey-rail. Crown to the deck makes a vessel stronger, and makes water run to scuppers freely. Channels in a large vessel, and chain plates in a small one, should be as snug and high up as possible; they often heel in when a vessel is deep, make much fuss, and stop the vessel very much; they must (chain plates) be outside the main rail and planking; if not, when mast should be carried away, the rail would go, plank-shear split, and planking, perhaps, tear off, and the vessel be opened to the waters. Large scuppers, and three or more of a side, (in a small vessel a piece of leather nailed on the forward side of each,) will keep water from running into them. The simplest and best way to notice trim of vessel at sea, is to mark where water stands in lee scuppers. Every vessel should have in her log-book a place to note draught forward and aft each commencement and end of voyage, and cargo in barrels, feet, and tons of 2,240 lbs. Lower board of bulwarks, on hinges, is good to let water off decks. A port amidships is often useful in passing cargo out or in. Plank-shear should slant out and inboard, to keep water from standing about feet of bulwark stancheons, and rotting oakum.

Keel, kelson, stem, stern-post, floor-timbers, and bilge of a vessel, should be very strong; top sides and deck-frame as light and of as light woods as necessary strength will permit; also, as light above the deck as possible—no waste weight of rigging, iron-work, or bulwarks, &c., as thus some beam may be saved, or ability to carry sail gained; and the smaller the section to be driven through the water, the better, compared with a certain amount of canvass. Every vessel should have partner beams to support the masts, (in a very shoal vessel they may form part of the deck-frame,) as then deck is not apt to be strained, and rot at heel of mast is not so dangerous. Hanging knees to deck are not necessary to a vessel under four hundred tons, and they cost money, and take room. Many fine Baltimore vessels, about three hundred tons, have carried heavy cargoes well, many years, without them, and some without lodging knees. But I think a vessel, to be strong, should have lodging knees; as, without them, fastening being in extreme ends of deck-beams only, might allow side of vessel and deck to separate, should the vessel be thrown on her beam-ends; with knees, the deck-beams are partly held by fastening two or three feet from ends. A vessel should have plenty and thick bilge streaks, thick streaks, clamps, and stringers—a board will not easily bend

edgeways. Ceiling should be caulked; timbers to fit neatly, but not water-tight; room must be left for water or liquid cargo to run down. An inch between the timbers composing frame should be left for ventilation, and chocks to keep water from running freely, and blowing, but not so tight as to keep water from running slowly; should be two of a side between each frame, one just above, and the other just below the bilge. The three deck-plank next the water-way should be an inch or more thicker than rest of deck, let into deck-frame, well spiked to deck-beams, and all bolted to water-way and frame of vessel. Salt and ventilation are very important, particularly about stem and transoms; a valuable vessel should have brass ventilators opening on deck—besides preserving the vessel, they would be of service to cargoes of fruit, coffee, &c. New vessels often leak at scarfs of keel, other scarfs, water-closet pipes, holes bored for fastening, and not filled, scuppers, naval-pieces, hawse-holes, bowsprit, and side-lights to cabin. All butts should be water-stopped. Water-casks, as a general thing, are a nuisance. An iron water-tank, five feet by five, by seven, holding thirty-five barrels, would take but little room in a house on deck; and water-tanks under the forecastle and cabin would carry enough water for all purposes. A long-boat is also usually useless, and takes much room on deck; it rarely leaves its place on deck once a year, and often in five years is rotten, without once leaving the deck; its form is usually so bad as to make it worth less than a good large quarter-boat in case of shipwreck, or distress of any kind at sea. One large quarter-boat, fit to carry out an anchor; another for captain's gig, and a galvanized iron life-boat, as made at Novelty Works, lighter than wood, and about the same cost as wood, are enough for a vessel of three hundred tons; they should hoist high out of water to iron quarter-davits, or go on top of the houses on deck. A small, light iron boat is handy in port, as one man can pull it; and if a man be overboard, two men can toss it to him from the quarter-deck. A good and large winch is very useful to hoist cargo, move vessel, or get a purchase for anything, much better than a capstan, I think. In a large vessel, the forecastle below makes a capital place for sails, &c., sailors being in the house on deck amidships, with a larboard and starboard door. It is rarely good policy to put iron fastening into the bottom of a vessel; the prejudice consequent against her, when a few years old, more than balances the difference in cost between copper, or composition, and iron; besides, it is difficult and expensive to copper the bottom of an iron-fastened vessel. All metal about a vessel, not necessarily iron, should be copper, or composition, as tropical sea air rusts iron astonishingly. There should be plenty of eyebolts and ringbolts about the deck and stancheons. Top-gallant forecastle makes a capital pin-rail, paint-locker, tool-locker, water-closet, and bathing-room.

The best possible spars, iron work, blocks, boats, windlass, winch, pumps, and steering gear, are cheapest at the end of five years. Robinson's or Reed's (Boston) patent screw (not cog-wheels) iron steering gear is the best I know; cog-wheels are usually noisy—and as they grow old, become very noisy; besides, a screw is steadier, more simple, and more easily repaired. Forbes' (Boston) binnacle, is a very simple and useful plan. It is bad to have weight of chains in eyes of vessel, therefore would have chain-boxes at mainmast, and think in a stiff vessel it would be a good plan to have chains, each in a box, on deck, on rollers, to trim vessel;

still keeping ready below a place for them. A cast iron pin-rail round the masts, lately brought in use at Baltimore, is a very good thing. A large bell forward to answer the small one aft, to show watch is awake, can do no harm, and costs little. A lantern at end of bowsprit, to throw light abeam and ahead, may often prevent a collision. Stools on deck, made life-preservers by a tin-pan fast to bottom, may save the life of a man overboard. Arm-chairs are very comfortable on board ship, on deck or below, particularly if their bottoms are fast, and their backs will slew to leeward. A porch to entrance of cabin is a nice place to smoke, or skulk, when captain or passengers want to, in bad weather. There should be plenty of side-lights, air-ports, and, in a small vessel, glasses in the cabin stern-window; dead-lights, and light and air in the water-closets; a rack swinging in cabin for glasses, water and bottles, with a lamp at each end, so cabin may be safely well-lighted in bad weather. A groove in after part of rudder, from water's edge down, it is said, will prevent its jarring, when a vessel is going very fast. A cabin below is uncomfortable, except in a vessel of over 1,000 tons; one all on deck ugly always, and inconvenient. One half below and half on deck, coming up to the main-rail, suits me best in any vessel under 800 tons, unless she be very deep, and can have it all below well enough; and that is rarely the case. Plenty of chocks and cleets about are handy, and they should not be sham ones, as is frequently the case, being of poor wood, and spiked carelessly on. Munt's (English) and H. N. Hooper's (Boston) yellow metal, are about the same, and most who have lately tried them, prefer either to copper for the bottoms of vessels. The patent pump, protected from choking with grain or other substances, by a wire strainer at sides and bottom, is a good invention. Great care should be taken to strengthen vessel where the cabin cuts off the deck—many vessels work there first.

Bowsprit should be long and strong; jib-boom the same; flying jib-boom in a separate piece, as in many places it is by law required to be rigged in; too short bowsprits and jib-booms are common, and generally too much steve is given them. Thus jibs which are lifting and driving sails, are too small; 2½ a 3 inches steve to foot, is enough for a vessel with a good body below forward, to keep her from pitching badly. Fore and main-masts the same diameter, and foremast only 3 or 4 feet shorter than main; that is enough to keep yards from locking. All masts above lower masts, and all yards on fore and main, to be of same length, so that sails may be easily shifted. Masts should be stout and strong, so rigging may be light and slack. American vessels often beat in sailing, on account of stout masts, and light slack rigging, giving the masts some play. Many foreign vessels have light spars overloaded with rigging, and tied up by it, so masts have no play. Long lower masts, as large courses, drive well; all canvass drives better in one piece than in two; topmasts a trifle short in proportion, as topsails are particularly storm sails; topgallant-masts and yards long, for India or South American passages, for which, studding-sails and stay-sails should be large and plenty; a large topgallant-sail is rarely objectionable, and may often be set to advantage in lulls during squally weather, over single-reefed topsails; topgallant-backstays, spread by whiskers from topmast-cross-trees, enable topgallant-sails to be carried long along lower and topsail-yards, to spread as much low sail as possible; storm stay-sails, and storm-spencers are good sails; long mast-heads give strength, and long yard-arms look well, and support studding-sail-booms.

R. B. Forbes' (Boston) rig, as in bark Samoset, having two topsails, one setting on head of lower mast, and other as usual on topmast, many captains, mates, sailors, and the writer, like very much. Masts should never rake less than one inch to foot, and never more than $1\frac{3}{4}$. All masts should rake alike; if there must be a difference, I would prefer the foremast to rake the most, as, on the wind, the rake to foremast does good in lifting vessel over the head sea, and rake to mainmast then has little effect. Before the wind, the mainmast does most good; and then the rake, being more than $\frac{1}{2}$ inch to foot, is an injury, particularly in light winds, when sails are apt to flap in to the mast and throw the wind out of them; and great rake to masts is always an objection in very light winds. Topmasts, etc., should rake the same as lower masts. A hermaphrodite brig rig appears to be fastest and best on the average. I dislike a full-rigged brig, and would prefer bark rig, on account of main-braces leading in a bark to the mizzenmast, supporting the mainmast, and allowing topgallant-sails and studding-sails to be carried longer than in a brig; also, the mainmast in a bark can be placed nearer centre of vessel than in a brig. I prefer cotton canvass to any other; it is now made soft enough and good enough for anything; it holds wind better, so keeps full better in light winds, (partly on account of its lightness,) and on average makes a vessel $\frac{1}{2}$ knot faster than linen; it is cheap, and lasts long enough—some suits three years—but when it begins to go, it is useless to patch it; old cotton is always rotten. If care is taken, it will not mildew much.

Rigging of American dew-rotted hemp, is stronger at first than that of Russian hemp; some say it is more apt to rot, and all know it is very rough in appearance, and dark in color. American water-rotted hemp is the best in the world.

Dimensions depend upon the purpose for which the vessel is to be used, and also upon the peculiarities of model. Some vessels sixteen feet deep, and twenty-three wide, are stiff; others, sixteen deep, and twenty-six wide, are crank; others, twelve deep and twenty-three wide, are stiff; and others, twelve deep and twenty-six wide, are rather crank; some want a long vessel, some a wide one, and some a shoal one, and *vice versa*—each trade demands its peculiarities of model. The only objection to length is, that in a sea-way, it requires additional strength. Of course, a long vessel has more seas to contend with, at the same time, than a short one; length helps speed, steadiness, capacity, and allows easier and truer water-lines. To depth, the only limits are, the draught of water wanted, (loaded vessels, on the average, draw about as many feet as they are deep in the hold, amidships,) and other particulars of model. Generally, beam enough to stand in harbor, without ballast, and go to sea with little ballast, are necessary; that will enable them to carry sail well in heavy weather, and carry a deck-load in case of need; to give a shoal draught, add to length rather than to beam; too much beam makes a vessel roll quickly and uneasily, wearing out rigging, risking loss of spars, causes more nominal increase of tonnage, than real increase of capacity, and a greater sectional displacement, which is much against speed; it is better to give greater body to ends of vessel, than to give it amidships, on that account.

No rule will apply to placing of masts, so much depends on shape of vessel and rig; the foremast is frequently too far forward—it would be well to crowd masts into centre of vessel, were it not that it would cause sails to be too high. Giving great length to a vessel, will enable masts to

be placed far from the ends, and yet masts will not be too near together for long yards.

For general freighting purposes, according to foregoing opinions expressed, a 13 feet hold vessel should be 26 feet beam, 120 feet keel, and 125 a 128 feet deck, 4 feet rake to stem, no rake to stern-post, about 390 tons register, and carry about 4,500 bbls.; have 10 inches dead rise to half floor, 24 inches keel, clear of copper, and 6 inches shoe; stern 21 a 22 feet wide across centre, the widest place; 24 inches shear forward, and 20 aft; deck laying on the upper transom ends, centre of transom and name-board dropped 2 feet; bowsprit to steve $2\frac{1}{2}$ inches to foot. If bark rigged, foremast 59 feet long, 23 inches diameter, and centre of it on deck 27 feet from forward part of stem; mainmast, 62 feet 23 inches, and centre of it 43 feet from centre of foremast; mizzenmast, 57 feet 19 inches diameter, 31 feet from centre of mainmast, and 24 feet from after part of stern-post on deck, if deck be 125 feet long. All masts to rake $1\frac{1}{4}$ inches to foot. Lower yards 56 feet long. Such a vessel would carry a very large cargo for her depth; load light, be very buoyant, lively, stiff, dry, safe, easy, fast; be a good sea-boat, lay in harbor without ballast, go to sea with little ballast, carry a deck load in case of need, and be on the whole a very desirable vessel of her depth and dead rise.

Give a foot more beam, 8 inches more dead rise, $1\frac{1}{2}$ inches rake to masts, and she would be so fast that few vessels would sail as fast, and she would still carry well. End should be a little sharper, too, than in a vessel of less dead rise; and beam and rake to masts, as proportions must always be observed. J. E. G.

Massachusetts, Dec. 28th, 1847.

Art. VI.—REPORT OF THE SECRETARY OF THE TREASURY.

The late report of the Secretary of the Treasury has received from the administration papers more than the ordinary portion of eulogy bestowed on such documents, and it must be admitted that it exhibits ingenuity and talent, as well as indefatigable labor. But it unfortunately happens that in these annual expositions from the executive departments, the writers, not content with a mere statement of facts for the information of the people, also seek to defend the policy of the administrations; to laud the measures which they themselves have recommended, and to vaunt the ability and success with which their particular department has been conducted. These cabinet manifestoes must therefore be read with the same cautious and searching scrutiny with which we would examine the pleadings of a professed advocate.

It is the purpose of the following remarks to notice some of the positions of Mr. Walker, which appear to have been written under this bias; and to separate from what it contains of sound principles and just reasoning doctrines, those that are at once fallacious and pernicious.

One of the most striking fallacies in this report is, in ascribing to the measures of public policy what is due wholly and solely to the high price of grain in Europe, concurring with an unusually large crop in the United States. This state of things immediately brought prosperity to that large class of our agriculturists who are engaged in raising provisions; gave

a stimulus to every branch of trade in our great cities; immensely increased the profits of the shipping interest; and, our exports being thus suddenly augmented in quantity and value, were followed by an unprecedented influx of specie.

In consequence of this extraordinary accession of gold and silver, the mint was able to coin to an amount never reached before; the government to collect its dues at the custom-house without inconvenience, as well as to remit the millions it required for the Mexican war; and the banks, notwithstanding this incessant drain of specie, had more than an average amount in their vaults.

Now this state of things would have been precisely the same, though the sub-treasury scheme had not been adopted. The government would have had the same means of converting foreign into American coin, or of sending specie to Mexico, and the banks would not have had a dollar more or less in their coffers. Their paper would have been equally sound, and not a whit more extended than at present. A very slight examination will show that the benefits attributed by Mr. Walker to what is commonly known as the sub-treasury system, are altogether illusory; and it will be but charitable to suppose that he himself, not purposely intending to mislead the public, has fallen under the common delusion of believing what he wished to be true.

Under the new system, the revenues of the government, instead of being received as formerly, chiefly in bank paper, and deposited in the banks, are now received in specie, and deposited in the local sub-treasuries. This can manifestly make not a shadow of difference in the amount of specie in the country, in the amount at the disposal of the government, or, (supposing the money wanted by the government, as has been the case ever since the new system went into operation,) in the power and means of the banks. The only points of difference are, that the present scheme requires more time and labor, which is performed by an additional set of officers in the pay of the government; and the money which was entrusted to wealthy corporations, is now confided to less responsible individuals. The first diversity is of no other importance than that it increases the expenses of the treasury and the patronage of the executive; but the effect of the second, time only can determine. It is too soon to judge of it in one, or perhaps in ten years; but, on the other hand, long before they have elapsed, the frauds and peculations of the new keepers of the public treasure may compel a return to the former system, which the experience of half a century had shown was as safe as it was cheap. Circumstanced, then, as we were, the new and the old system would have had precisely the same results, saving the expense of the sub-treasury.

If, however, the Mexican war had not existed, or had not required so heavy a drain of specie, and the gold and silver brought into the country had been deposited in the banks, as they would have been under the old system, then, indeed, they would, in all probability, have enlarged their discounts, and proportionately distended the circulation. But it must be recollected that, in the supposed state of things, the same amount of specie would not have been imported, but merchandise to a larger amount would have taken its place. It was because the occasions of the government required so much specie, and were constantly diminishing its quantity, that so much was imported; and it is not improbable that the total amount of specie in the country, and in the banks, would not have been

materially greater than it was, had we remained in a state of peace; and that the equilibrium between us and foreign countries would have been maintained by a larger consumption of their commodities, and by a larger amount of credits given abroad. If, however, there had been an increase of specie, and, with it, of paper circulation, the increase of both being *pari passu*, there would have been no danger in such enlargement. It is the natural, the legitimate, and the safe consequence of an increase of prosperity. From the chance of this evil of a distended currency, whatever it may be, we were indeed saved, not by the "constitutional treasury," but by the Mexican war; yet, to congratulate ourselves on this insignificant contingent benefit, compared with its enormous cost, is pretty much the same as that offered to Mr. Jefferson by one of his slaves, when his house was burnt—"But, master, we have saved the fiddle."

Nothing is more common than for men to think that, when two events occur in immediate succession, they stand in the relation of cause and effect. On the general suspension of specie payments by the banks, soon after Mr. Van Buren's election, one old farmer, and probably hundreds of others, remarked that, "as long as General Jackson was president, the banks paid specie, but he had not quitted office two months, before they all stopped payment." Mr. Walker profits largely by this copious source of popular error; and his reasoning, though more plausible, is not better founded than that of the sage I have cited.

The advantages of the decimal system of computation and measures, convenient as they are admitted to be, are greatly overrated by Mr. Walker. The French have long possessed this system in far greater perfection than ours, as the decimal divisions of their coins exactly corresponds to the decimal divisions of their weights; yet they have not only failed to induce other nations to follow their example, but they find it very difficult to induce the people to lay aside the binary system in their weights and measures—such is the force of established habits, especially when they are founded on the suggestions of nature. But how does it happen that Mr. Walker estimates so highly the saving of time and trouble, by the introduction of the decimal system of coins, when he rates so lightly the saving of time, trouble, and *expense*, too, by the substitution of paper for gold and silver? The answer is to be found in the fact that party anathemas have denounced the one, but have been silent as to the other.

Mr. Walker, referring to his report of July, 1846, says that he had therein estimated the annual value of the products of the United States at *three thousand millions* of dollars. As this was nearly three times as much as they were estimated but six years before, and about double the amount supposed to be produced by each inhabitant of Great Britain, the richest country on the globe, the report of July, 1846, was inspected; when it was found that Mr. Walker, on loose and conjectural data, had there estimated the annual product at *two thousand millions*. This error of a thousand millions of dollars, is well calculated to lessen our confidence in Mr. Walker's accuracy of judgment, as well as of memory; for, taking out the women and children, it supposes the average production of each man to be about *six hundred dollars;* or, deducting only the children, the average product of each male and female above the age of sixteen, to be *three hundred dollars*—a result which he ought to have known was physically and morally impossible. In truth, after making a liberal allowance for the increased quantity of our annual products since 1840, as well as the advance in the

price of provisions, no one familiar with the principles of political arithmetic would estimate them in July, 1846, at more than from sixteen to seventeen hundred millions of dollars.

The paragraph which contains the above monstrous error, is otherwise obnoxious to criticism. I know of no rule by which it can be inferred that our products will be "quadrupled" in twenty-three years. Money, indeed, at 6 per cent compound interest, will, as he says, be quadrupled in that time, but there is no sort of analogy between this increase and that of the national income. The latter depends upon the excess of annual production over annual consumption—which may be nothing, whatever is the interest of money; and, while our population increases at something less than 3 per cent a year, I have seen no estimate of our annual increase of wealth which rated it at more than a very small fraction above 4 per cent. This, too, is probably unequalled by any other country, except, perhaps, by the English settlements in New Holland, and by Brazil.

Nor is it seen how a comparison between the twenty-one millions of people in the United States, and the one thousand millions on the globe, can furnish any basis for computing the probable or practicable extension of our foreign commerce. Four-fifths of those thousand millions, and perhaps nine-tenths, are as far beyond the reach of that commerce as if they inhabited another planet. They are either inaccessible by situation, or have nothing to sell that we would choose to buy. It is probable that China, supposed to contain four hundred millions of inhabitants, would not, but for the single article of tea, afford trade for the employment of more than four or five ships.

It is not my purpose, in the preceding remarks, to undervalue the benefits of free trade, (to which I am as great a friend as Mr. Walker,) or the extension of which it is really susceptible, if the unwise restrictions which now fetter it were abolished. But, in seeking the enlargement of our foreign commerce, let us not depreciate that which is carried on between State and State, and which is entitled to our first favor, both because it is less precarious than the other, and more profitable for its extent. If, for example, the trade between New York and Liverpool be supposed to amount to ten millions of dollars, the profits, both of buying and selling, may be presumed to be equally divided between the English and the American merchants; but if the trade between New York and New Orleans be only five millions, then, as the whole profits centre in the United States, the trade of these five millions is of equal importance, in a national point of view, with the ten millions employed in the trade with England.

That our commerce with Great Britain will be augmented by the repeal of her corn laws, and the reduction of duties here, cannot be doubted; but it will probably be found that the results have been overrated in both countries. In ordinary years, the supply of grain which Great Britain will require, in consequence of her poorest lands, now cultivated, being thrown out of cultivation when deprived of their former protection, she will get from Dantzic and Odessa, at lower prices than it could be procured from this country; and it will only be in extraordinary seasons, like the last, that she will afford us a market for our breadstuffs, at a good price. The immense trade which is carried on between this country and Great Britain, is owing to our being able to furnish her with raw produce on better terms than she can purchase it elsewhere, and to the greater cheapness of her manufactures. The last cause is every year diminishing. But

the trade between State and State, growing out of physical diversities, has a permanent foundation. In twenty years, or less, our coasting and lake tonnage will be double of that which we shall have on the ocean; and, in time, it will probably exceed the shipping of all Europe.

In like manner, our manufactures, rapidly improving as they are, will soon be able to carry on as successful a competition with their foreign rivals, under the reduced protection, as they did when that competition was higher. The profits of capital may diminish, and wages may somewhat decline; but manufactures will continue to advance—precisely as the southern planters continue to make cotton, sugar, and tobacco, as well after the prices are low, as they did when they were high. As a general rule there is but one rate of profit, and one rate of wages, in the same place, at the same time; but there may be very different rates of both in the same place at different times.

The expedient which Mr. Walker suggests, for securing higher rewards to manufacturing labor, is altogether inadequate to its purpose, and savors somewhat of the philosophy of Laputa. He thinks that the operative should be a sharer in the profits of the capital employed in manufactures; and supposes, that because the whaling business is carried on in this way, and even manufactures in some special cases, it ought to become the general practice. It ought, however, to have occurred to Mr. Walker, that if this mode of paying manufacturing labor has been adopted only in a few special cases, it is because it does not suit the parties concerned; and we can see ample reason why it does not, and ought not to prevail generally. If the operative is to receive a part of the profits, he will, on that account, receive less wages, or no wages. He will then incur a risk of losing his labor, which he cannot afford; for, in the vicissitudes of the market, manufactories sometimes make no profits—and a loss, or suspension, which the capitalist would scarcely feel, may ruin the mere laborer. Besides, if the workmen are interested in the profits, it may cause in them a captious and intermeddling spirit, and often give rise to complaints and discontent. It will increase the responsibility and the trouble of the master manufacturer, without increasing his profits.

It is true that there may be some successful examples of this species of partnership in manufactures in New England, as we know there are in whaling ships, and sometimes in other vessels; but that which may be suited to the character and circumstances of this remarkable people, may fail everywhere else. It is, moreover, contrary to the ordinary progress of population and manufactures, which tends to separate employments previously conjoined, rather than to unite them.

If such a system as Mr. Walker proposes was good in manufactures, it should also be good in commerce, mining, and agriculture. Overseers in the Southern States are often paid, indeed, by a share of the crop; but on the best managed estates they have standing wages. We know, too, that the *métayer* system of France, in which the crop is shared between the laborer and the proprietor, is far less productive than that of hired laborers, which prevails in England, and in the best cultivated parts of France itself.

In these strictures on Mr. Walker's report, the writer has been actuated by no unfriendly feelings. In much of the report, he entirely coincides with the Secretary; and a part of it he highly approves. But, as papers of this character generally aim, and sometimes unconsciously, to give false glosses to measures of public policy, and there is a strong disposition in

the community to take their statements on trust, it becomes the duty of every citizen to expose any errors of fact or false reasoning he may discover in them; and in fulfilment of this duty, the author of these remarks has ventured to contribute his mite.

MERCANTILE LAW CASES.

INSURANCE AGAINST PERILS OF THE SEA COVERS LOSSES BY COLLISION AT SEA.

In the U. S. Circuit Court, Southern District of New York, before Judges Nelson and Betts. Ebenezer B. Sherwood *vs.* the Mutual Insurance Company. Case on demurrer to the plaintiff's declaration.

A policy of insurance against *perils of the sea* covers losses received by collision at sea, although the collision is produced by the unskilfulness, negligence, or misconduct of those navigating the insured vessel, the misconduct not being *barratrous*.

So, also, the *colliding* vessel is protected by such policy against liabilities to which she is subjected, and payments made by her, by reason of injuries inflicted by her in the collision on the other vessel, although occasioned by her own mismanagement and fault.

The peril insured against, is the *proximate cause* of loss in such case, and not the decree or judgment of Court imposing damages on the insured vessel for account of the collision.

Betts, District Judge, delivered the opinion of the Court:—

The declaration in this case is very special, setting forth all the facts upon which the action is grounded, or which might probably be brought out on the defence. The ship Emily, owned by the libellants, was underwritten by the defendants, amongst other risks, against the perils of the sea. Before the termination of the voyage, and at sea, off the port of New York, she came in collision with the brig Virginia, by which the latter vessel was sunk, and vessel and cargo totally lost.

A suit *in rem.* was prosecuted in the District Court of this District, by the owners of the Virginia, against the Emily, to recover the damages sustained by occasion of the collision.

The Court held that there was negligence and misconduct in the management and navigation of the Emily, and decreed against her $6,000 for damages sustained by the Virginia, besides costs of suit. This decree was affirmed on appeal to the Circuit Court, and the present action, on the policy of insurance, seeks to recover from the defendants the amount so decreed against the Emily, and which the libellant avers he has paid and satisfied.

The respondents demur to the first and second counts of the declaration, which detail these facts; and the issues at law presented upon the pleadings are—1. Whether a policy against *perils of the sea*, comprehends the damages paid by the insured vessel to another in consequence of a collision between them at sea. 2. Whether the underwriters on such policy are liable, when the collision is produced through negligence and misconduct on the part of the insured vessel.

These points have been argued with great fulness and ability, and with a critical examination of the principles recognized in the American and English Courts, and the maritime codes of Europe on the subject.

We think both questions are embraced within decisions rendered by the Supreme Court, and that they are not now open for consideration by this Court on general principles; and, accordingly, we shall restrict the discussion in this opinion to a very concise statement of our views of the effect and bearing of the cases decided by the Supreme Court.

In the first place, we understand it to be explicitly settled in the case of *Peters* vs. *The Warren Ins. Co.*, (14 Peters' R., 99,) that a vessel insured against perils of the sea is entitled to be remunerated, under the policy, the contributions she

has been obliged to make for injuries to another vessel in consequence of a collision at sea between the two.

That is the general doctrine. The Court also determined that the policy covered not only the immediate damages occasioned by the collision, but the costs and expenses incurred in enforcing the contribution.

That case also disposed of another point, supposed, on the part of the defendants in this case, to merit great consideration. It was emphatically declared, that the proximate cause of loss *was the collision*, and not the adjudication of the tribunal attaching the loss to the insured vessel, or the *lex loci* establishing her liability.

The objection, raised on the argument before us, that the loss was not within the perils insured against, because it was imposed upon the Emily immediately, by the decrees of the District and Circuit Court, condemning her in damages and costs, and that her exposure to litigation, on the event of such litigation, could not be deemed a peril of the sea, is, therefore, precisely met and answered by that case.

We accordingly regard the first proposition raised by the demurrer as fully covered by the decision of the Supreme Court, and to be no longer a subject of discussion.

The point most relied upon by the defendants, however, is, that, by the commercial law of the United States and the Continental States of Europe, the underwriters on a marine policy are not liable for a loss produced by the carelessness, ignorance, or misconduct of the assured; and that the later English cases, which have declared a different rule, are in opposition to the better settled principles of the law of that kingdom, also.

It is conceded that the case of *Hall* vs. *The Washington Insurance Company*, (2 Story's R., 176,) is in consonance with the recent decisions in England, and applies the case of *Peters* vs. *The Warren Insurance Company* (14 Peters, 99,) to a class of facts entirely analogous to those stated in the declaration in this case, and by the demurrer admitted to be true; but it has been most strenuously insisted that the decision of the Supreme Court no way sanctions the principle adopted by Judge Story, and claimed by the libellant in this suit. It is true, the case before the Supreme Court arose out of a collision from accident or mutual fault. That circumstance was recognized by the Hamburgh tribunal as the ground for compelling a mutual contribution by the colliding vessels, (14 Peters, 99.) But the judgment of the Supreme Court was in no respect governed by that circumstance. It is placed upon a broader consideration—one which may be fairly regarded as embracing every loss not barratrous. It adjudges the damages sustained by the injured vessel to be the direct and immediate consequence of the collision, and no less so in being imposed by judgment of law on the insured vessel, than if they had accrued to her bodily by the collision.

The case did not demand the judgment of the Court upon the particular here relied upon by the defence, and no direct opinion was expressed in respect to the influence or effect of proving negligent or blameable conduct in those managing the insured vessel; but it is manifest that the fact, if it existed, would have no way influenced the decision, because the Court express their dissatisfaction with the decision of the Queen's Bench, in England, in *De Vaux* vs. *Salvador*, (2 Adolf. & Ell., 420,) *in toto*, and a prominent ingredient in that case was one of *fault* on both sides.

The distinction would not have escaped notice, had the Supreme Court considered the absence or presence of negligence or fault tending to produce the loss, as varying at all the principle adopted and adjudged in the case.

We accordingly think the spirit of the decision in *Peters* vs. *The Warren Ins. Co.*, well warranted the conclusion drawn from it and applied in *Hall* vs. *The Washington Ins. Co.*, and that full authority is furnished by these cases to support the present action. But, furthermore, we regard the point in effect determined by the Supreme Court, by repeated decisions antecedent to the case of *Peters* vs. *The Warren Ins. Co.*, and that accordingly the case in 14 Peters, 99,

proceeded upon a principle which had become the settled law of the Court. The rule, after the most ample examination of American and European authorities, had been deliberately declared and established, that underwriters are liable for a loss arising directly out of a peril insured against, although the negligence or misconduct of persons in charge of the property insured, may have increased or occasioned the loss. (*The Patapsco Ins. Co.* vs. *Coulter*, 3 Peters' R., 222.) That was a marine policy. The same doctrine was reiterated in *Columbia Ins. Co. of Alexandria* vs. *Lawrence*, (10 Peters, 508,) which was a fire policy on real property. The principle is repeated with renewed emphasis in *Waters* vs. *The Merchants' Louisville Ins. Co.*, (11 Peters, 213.)

These principles have now become incorporated in the jurisprudence of many of the individual States. *Henderson* vs. *The Western Marine and Fire Ins. Co.*, (10 Rob., Loud's R., 164.) *Copeland* vs. *The New England Marine Ins. Co.*, (2 Metcalf, 432.) *Perrin* vs. *The Protection Ins. Co.*, (11 Ohio R., 147,) and, in the two last cases, the Courts have retracted or qualified the doctrine, previously governing their decisions, in order to conform to the judgment of the Supreme Court, and render a principle of law of such extensive and important influence uniform throughout the United States, and corresponding with the rule now definitively established in England. (2 Barn. & Ald., 72; 5 Barn. & Ald., 174; 7 Barn. & Cres., 219; Ibid., 798; 5 Mason & Welsb., 405; 8 Ibid., S. C., 895.)

The counsel for the defendants contend that the principles settled by these strong cases, at least in the United States Courts, have relation to fire policies, and that policies covering sea-risks are to be construed and enforced on different considerations. It is sufficient to observe that the cases in no instance note that fact as affording a different liability or right, or calling for a different rule of interpretation. On the contrary, it would seem that the liability of assurers, notwithstanding the loss was occasioned by the fault or negligence of the assured, was first established in cases of sea-risks proper, and was subsequently applied, because of its justness and the plain purpose of the contract, to fire-risks at sea and on land. (2 Metc. R., 432; 2 Barn. & Ald., 73; 10 Peters, 517; 11 Peters, 221.)

In our opinion it is, therefore, incontrovertibly established by the authority of the highest Court of the land, that the defendants would be liable, under this policy, on the facts stated in the declaration, for the damage directly received by the Emily in the collision, although produced by the negligence or misconduct of her crew.

It would be one of that class of losses which the ship-owner would have most reason to apprehend; and, accordingly, seek first to be guaranteed against. The inattention, the carelessness, and faults of mariners, must invariably, more or less, enter into every damage and loss sustained by a ship on her voyage.

In the present case, the blameable absence of the look-out for a few moments, a mistaken manœuvre of the vessel insured, or a wrong order given by an officer on deck, produced the collision, and were the causes for which the colliding ship was charged with the damages inflicted on another. And most assuredly, these facts could not affect her right to protection by the underwriters against the direct injury received by her also, by the act of collision. It would be taking away from a policy all its essential properties of an indemnity against perils of the sea, if such circumstances connected with a peril discharged the assurer from liability to the assured.

The Courts, in the opinions pronounced, have adverted to this consequence of that doctrine, and strongly repudiated it.

The primary responsibility of the underwriter, for the direct injury to the Emily, being then unquestionable, the case (14 Peters, 99) supplies all the authority required for including, within the indemnity, as part and parcel of the loss, the damages decreed against the insured vessel, and which she was compelled to bear, because of such collision.

A decree must accordingly be entered overruling the demurrer, and for the libellant on the two first articles or counts of the libel.

LIBEL—SEIZURE OF A VESSEL FOR BEING ENGAGED IN A TRADE OTHER THAN THAT FOR WHICH SHE WAS LICENSED.

In the District Court of the United States, Maine District, December Term, 1847. The United States *vs.* the Palo Alto.

A remission of a forfeiture by the Secretary of the Treasury, under the act of March 3, 1797, ch. 13, granted before a libel or information has been filed, operates directly to revest the right of property and possession in the petitioner; and the collector, on his presenting the warrant of remission, is bound to restore it.

But, after the filing of a libel or information, the property is in the custody of the law, and the collector is the keeper of the Court. The remititur being filed in Court, it is a bar to further proceedings to enforce the forfeiture, and the Court will direct the suit to be dismissed and issue a precept to restore the property; but, the property being in the custody of the Court, the collector cannot restore the possession without an order of the Court.

If the remission is on the payment of costs, this is a condition precedent, and the remission is inoperative until the costs are paid.

A tender of the costs, after a reasonable time allowed for taxing them, is equivalent to actual payment to revest the right of property and possession. A neglect of the collector seasonably to furnish the attorney with the cost of seizure and custody, will not defeat or suspend the right of the claimant to the possession of the property.

The Secretary has the power, after a remititur has been granted and communicated to the claimant, to revoke the warrant.

If the remission is *free and unconditional*, the power of revocation continues after the remititur is filed, and an order of restoration passed, until the precept is finally executed by a delivery of the property into the possession of the claimant. United States *vs.* Morris, 10 Wheat.

The order of restoration made by the Court is not properly a judicial but a ministerial act. It is the remission of the Secretary that restores the right of property and possession, and the order of the Court carrying that into effect may be demanded by the claimant *ex debito justitiæ*.

If the remission be conditional, the Secretary has no power to revoke it after the condition has been performed, whether the possession of the goods has been delivered to the claimant or not.

After the revocation has been made known to the claimant, if the Secretary revokes it, the revocation is inoperative until the knowledge of it is brought home to the claimant; and, if the condition has been performed before he has knowledge of the revocation, the rights of the claimant become fixed, and the remission irrevocable.

In all engagements formed *inter absentes* by letters or messengers, an offer by one party is made in law at the time when it is received by the other. Before it is received, it may be revoked. So the revocation in law is made when that is received, and has no legal existence before. If the party to whom the offer is made accepts and acts on the offer, the engagement will be binding on both parties, though before it is accepted another letter or messenger may be despatched to revoke it.

The exception to this rule, established by the jurisprudence of the Courts, is, that if the party making the offer dies or becomes insane before it is received and accepted, the offer is then a nullity, though accepted before his death is known.

The manner in which this case came before the Court will appear by a brief recapitulation of the antecedent facts. The Palo Alto, a small vessel of 20 12-95 tons burthen, built and licensed for the fisheries, was seized July 15, 1847, by the Collector of Wiscasset, and libelled for being engaged, while under a fishing license, in a trade other than that for which she was licensed, in violation of the act of February 18, 1792, chap. 8, sec. 32, for Licensing and Enrolling Vessels, 1 Statutes at Large, p. 305. On the 21st of July, a claim was interposed by C. F. Barnes, and on the 23d he filed a petition, confessing and praying for a remission of the forfeiture. On this petition, a summary inquiry was had into the circumstances of the case, according to the provision of the act of March 3, 1797, ch. 13, sec. 1, 1 Statutes at Large, p. 506. A number of witnesses were examined, and the following statement of facts made out and transmitted to the Secretary of the Treasury, together with a copy of the libel and petition:—

"SPECIAL DISTRICT COURT, PORTLAND, September 11, 1847.

"And now, on a summary examination into the facts of the case, (notice having been given to the Attorney of the United States and the Collector who made the seizure,) it has been proved, to my satisfaction, that the said Barnes purchased said schooner Palo Alto, June 4th, 1847, of about twenty tons burthen, built and intended for a fishing vessel; that his intention was to sell her again, but that he made a conditional agreement to let her for the fishing business if he did not succeed in effecting a sale; that in the early part of July he went in her to Portland, for the purpose of making a sale; that he advertised her for sale, and made attempts to sell her; but, failing in making a sale, he purchased the goods named in the bill of parcels (which was annexed to the petition) at Portland, and returned with them to Wiscasset. Most of the goods purchased are such as are

used in fitting out fishermen, but the quantity was much greater than would be required for fitting out a single vessel of her size. He returned in the vessel to Wiscasset, and arrived at a wharf near the custom-house between 11 and 12 o'clock in the forenoon, making no attempt to conceal what cargo he had on board from the custom-house officers. The goods which he carried all belonged to himself, and he had none for other persons. It was in proof that the Collector told him when he sailed from Portland, that he could not take goods under a fishing license. Barnes is, by trade, a sail-maker, and has heretofore been interested in two vessels which were engaged in coasting. He has, also, bought and sold small fishing vessels and pleasure boats. It was in proof that fishermen which came to Portland were in the habit of taking their outfits there."

On the 13th of September the Secretary remitted the forfeiture on the payment of costs, and the warrant of remission was transmitted to the Attorney on the 20th. This having been filed in Court, on the 30th an order was made for the restoration of the property to the claimant, and a precept issued to the Marshal to carry it into execution. The Deputy Marshal, in his return on the back of the precept, stated that he called on the 5th of October and demanded of the Deputy Collector the property; but, the Collector being absent, he refused to deliver it; and on the 30th he called on the Collector at the custom-house, and again demanded the property, and he refused to deliver it, and he returned the writ in no part satisfied.

Upon the 29th of September the Secretary wrote to the Attorney, requesting him to return the warrant of remission. The Attorney in reply informed him that it having been filed in Court and become a part of the record, it was not in his power to return it; and, on the 4th of October, the Secretary again wrote to the Attorney, stating that he had requested the warrant to be returned "for the purpose of revoking it, as, on a full examination of the case, relief ought not to be granted to Mr. Barnes." On the 7th of October, the Attorney filed a motion for an order to the Marshal to stay the execution of the writ of restoration, and to return it unexecuted. The Circuit Court being then in session, and remaining so until the last of the month, the parties were heard on the motion on the 4th of November.

Haines, District Attorney, for the United States, and Gen. Fessenden for the claimant.

PRINCIPAL AND AGENT.

Where an agent, having a sum of money in his hands belonging to the principal, is directed to remit it by purchasing and forwarding a bill of exchange, he should purchase the bill with such money, and not by using his own credit.—*Hays* v. *Stone and others.*

2. The law will not permit an agent to violate his instructions with impunity, nor to use the property of the principal for his own profit. *Per* BEARDSLEY, J.—*Ib.*

3. Otherwise, had S. purchased the bill with the money of H.; or had H., after receiving the bill, and with full knowledge of the manner in which it had been purchased, chosen to adopt the transaction and treat the bill as his own. *Per* BEARDSLEY, J.—*Ib.*

PRINCIPAL AND SURETY.

A. executed a covenant, by which he undertook to become surety for the faithful performance of B.'s covenant to pay rent. *Held*, that A.'s covenant was valid, though the covenant of B. was void for coverture.—*Kimball* v. *Newell*, 116.

2. Accordingly, where time is given to the principal debtor, without the assent of the surety, though but for a day, he is discharged.—*Ib.*

COMMERCIAL CHRONICLE AND REVIEW.

VIEW OF FINANCIAL AFFAIRS—FAILURES OF MERCHANTS AND BANKERS IN ENGLAND AND OTHER PARTS OF EUROPE—EXPORTS OF SPECIE FROM NEW YORK AND BOSTON—EXPORTS AND IMPORTS OF PORT OF NEW YORK—UNITED STATES EXPORTS—VESSELS BUILT IN THE UNITED STATES FROM 1840 TO 1847, INCLUSIVE—RATES OF FREIGHT TO LIVERPOOL—TONNAGE CLEARED, AND GOODS EXPORTED FROM THE UNITED STATES, FROM 1841 TO 1847—IMPORTS INTO GREAT BRITAIN—COST OF BREADSTUFFS IMPORTED INTO GREAT BRITAIN—AMOUNT OF RAILWAY CALLS—CONDITION OF THE BANK OF ENGLAND—LEADING FEATURES OF THE BANKS OF BOSTON, NEW YORK, BALTIMORE, AND NEW ORLEANS—QUOTATIONS FOR GOVERNMENT AND STATE STOCKS IN THE NEW YORK MARKET, ETC., ETC.

THE state of financial affairs has remained very unsatisfactory during the month. Several packets have arrived from Europe; but, although they bring tidings of the gathering of the elements for a gradual reconstruction of commercial credits, the distrust of bills generally was by no means allayed, nor was there any relaxation of the pressure upon mercantile firms generally. Each packet has been looked for with uneasiness, and successive news has only awakened new anxiety for the succeeding one. In our last number we gave the list of suspensions down to the 19th November—we now give them to January 1st, 1848, as follows :—

FAILURES OF MERCHANTS AND BANKERS IN ENGLAND AND OTHER PARTS OF EUROPE FROM NOVEMBER 19 TO DECEMBER 4.

Abbott, William, Stock Exchange, London.
Ashburner, ——, leather factor, Liverpool.
Bonaffe and Co., merchants, Havre.
Boydell and Roper, iron merchants, Birmingham.
Brownrigg and Co., East India merchants, Liverpool.
Buchanan, Robert, broker, Glasgow.
Byrne, A. E., Liverpool.
Campbell, Harvey, and Co., silk merchants, Glasgow.
Defosse, C., and Noete, bankers, Brussels.
De Wolf de Portemont, seed crusher, Alost.
Downie, A. and J., drysalters, Glasgow.
Edwards, J., and Co., wool brokers, Liverpool.
Eykin, William, Stock Exchange, London.
Farthing, Son, and Co., merchants, Hull.
Fergusson, Watson, and Co., silk merch'ts, Glasgow.
Forrester, Robert, warehouseman, Glasgow.
Gales, Thomas, ship builder, Sunderland.
Grosjean Nephews, bankers, Brussels.
Hawkins, J. H., Stock Exchange, London.
Hennikine and Briart, bankers, Mons.
Imreay, Robert, alkali manufacturer, Newcastle.
Leaf, Barnett, Scotson, and Co., wareh'm'n, London.
Levett, Norrison, merchant, Hull.
Lackersteen and Co., E. India merchants, London.
Pacifico, Salvador, merchant, Trieste.
Pemberton, W., and Co., Canadian merch., London.
Rankin, Andrew, West India merchant, Glasgow.
Reay, J. and H., wine merchants, London.
Ricarby and Harding, Liverpool.
Riewit and Saugevelt, merchants, Rotterdam.
Rouffaer, B., and Sons, merchants, Rotterdam.
Sargant, Gordon, and Co., colonial brokers, London.
Secretan and Capper, Stock Exchange, London.
Sigart, Tercelin, banker, Mons.
Tanner and Ward, leather factors, London.
Trueman, C., and Co., Mediterranean trade, London.
Turner, H., Stock Exchange, London.
Union Bank, Madrid.
Vanzeller, J., and Co., merchants, Hamburgh.
Walker, Mark, flax spinner, Leeds.
Whitmore, Henry, Stock Exchange, London.
Williams, John, Stock Exchange, London.
Young, Charles, Stock Exchange, London.

FAILURES FROM DECEMBER 4 TO DECEMBER 19.

Baillie, Honeyman, and Co., merchants, Glasgow.
Blain and Son, corn dealers, Liverpool.
Bruyn, C., and Sons, sugar refiners, Amsterdam.
Dervieu, sen., and Co., corn merchants, Marseilles.
Dervieu, Brothers, corn merchants, Oran, Algeria.
Gates, Coates, Bartlett, and Co., cal. print., London.
Gibson and Sturt, bankers, St. Albans.
Hamilton, W. S., and Co., W. I. merchants, Dublin.
Hargreaves, George, E. India merchant, Liverpool.
Henry, Messrs., calico printers, Dublin.
Lysaght, Smithett, and Co., E. India agents, London.
Marsland, John, cotton spinner, Manchester.
Paranque and Sons, bankers, Marseilles.
Portuguese Agency, London.
Richter and Co., merchants, Prague.
Willans, William and Thomas, merchants, Dublin.

FAILURES FROM DECEMBER 19 TO JANUARY 1, 1848.

Blain and Son, corn merchants, Liverpool.
Cotesworth, Powell, and Pryor, S. American trade, London.
Deaves Brothers, merchants, Cork.
Froske and Co., shipowners, Liverpool.
Hartley, B., and Co., manufacturers, Halifax.
Mitchell and Co., Canadian merchants, Glasgow.
Oakes and Jones, Ketley Ironworks, Kingswinford.
Rankine and Co., warehousemen, Glasgow.
Sanders, May, Fordyce, and Co., merch'ts, Calcutta.
Sands, T. and J., merchants, Liverpool.
Wright, J., and Co., Russian merchants, London.

There was nothing in these accounts calculated to restore confidence in bills, and the efflux of specie continues. The exports of specie for the month of De-

cember, from the port of New York, were $1,788,867, and from Boston $662,986 —making, together, $2,541,853. The Hibernia sailed from New York on the 1st of January, instead of from Boston, and carried $413,000 of specie. Other packets carried sums which raised the amount to $744,000, in the first week of January; and the steamer of the 16th took $203,000. It is not alone in the export of specie that the distrust of bills affects the markets, but in checking exports through the unavailability of bills drawn against shipments. For the month of December, for four years, the exports were as follows:—

EXPORTS FROM THE PORT OF NEW YORK.

Years.	Specie.	Free goods.	Dutiable.	Domestic.	Total.
1844.....	$645,915	$20,498	$344,042	$1,468,632	$2,479,087
1845.....	133,786	43,822	101,973	2,516,733	2,796,314
1846.....	.....	65,876	188,345	4,211,300	4,465,521
1847.....	1,788,867	29,178	97,923	1,944,694	3,860,662

In this table, we have the fact that domestic exports were, for the month, $2,266,606 less than in the same month of the previous year. This is a very important decline in the means of paying for importations, which are larger, in proportion to last year, than are the exports. The imports at New York for December, including the first seven days of January, were as follows:—

IMPORTS INTO THE PORT OF NEW YORK FROM DECEMBER 1 TO JANUARY 8.

Years.	Specie.	Free goods.	Dutiable.	Total.	Duties.
1845.....	$88,621	$781,185	$4,093,660	$4,963,466	$1,574,869
1846.....	76,122	807,612	5,422,609	6,306,343	1,436,810
1847.....	43,132	215,243	4,231,628	4,489,903	1,068,859

In the month of December, at the port of New York there was $2,266,606 less produce exported, and only $1,389,213 less goods imported. This process is giving effect to the discredit, and producing a real scarcity of bills where, before, there was a sufficient supply, and only unavailable through want of confidence. In this state of affairs, the prospect is far less favorable than it was. England was our best customer, and as long as her large expenditure kept up, we were profitably disposing of our produce. When, in order to preserve the convertibility of her currency, she stopped industry, paralyzed trade, and suspended railways, a large market for our produce was destroyed. During the fiscal year 1847, the exports of the United States were as follows:—

UNITED STATES EXPORTS.

		DOMESTIC.			FOREIGN.		
Years.	Specie.	Provisions.	Breadstuffs.	Total domestic.	Specie.	Goods.	Grand total.
1846.....	$423,851	$4,946,971	$19,627,020	$102,141,893	$3,481,417	$7,865,206	$113,488,516
1847.....	62,620	8,372,612	57,553,661	150,637,464	1,845,119	6,166,039	158,648,622

There was here a large excess of exports in 1847, mostly of breadstuffs; and the close of the fiscal year left apparently a large balance in favor of the country. There is no doubt but that a considerably larger portion than usual went forward on foreign account; and that, therefore, the export value more nearly represented the actual amount realized to the country than usual. The large earnings of the shipping must also have materially added to the amount due the country. The exports of produce would doubtless have been much larger than actually was the case, had there been a sufficiency of freight to transport the quantities waiting for shipment. The exorbitant freights that were demanded and obtained for portions of the year, were a great stimulus to ship-building; and the official returns show a considerable increase in the number of vessels built, with their tonnage, as follows:—

NUMBER AND CLASS OF VESSELS BUILT IN THE UNITED STATES FROM 1840 TO 1847, INCLUSIVE.

Years.	Ships.	Brigs.	Schooners.	Sloops and canal boats.	Steamers.	Total.	Total tonnage.
1840.....	97	109	378	224	64	872	118,309
1841.....	114	101	312	157	78	762	118,883
1842.....	116	91	273	404	137	1,021	129,083
1843.....	58	34	138	173	79	482	63,617
1844.....	73	47	204	279	163	766	103,537
1845.....	124	87	322	342	163	1,038	146,018
1846.....	100	164	576	355	225	1,420	188,202
1847.....	181	168	689	392	198	1,598	243,732

The largest proportion of this increase of 55,531 tons was in sea-going ships. The sloops and canal-boats employed in internal navigation progressed less considerably, but the whole increase is sufficient materially to affect freights under less active shipments. Accordingly, the rates are now, to Liverpool, as compared with the highest point of last spring, as follows :—

	Flour.	Cotton.	Heavy goods.	Beef.	Grain.
	s. *s.*	*d.* *d.*	*s.* *s.*	*s.* *s.*	*d.* *d.*
March 1, 1847.....	8.9 a 9.0	$\frac{3}{4}$ a $\frac{7}{8}$	85 a 90	13 a 14	29 a 30
January 16, 1848.....	1.3 a 2.0	. a $\frac{1}{8}$	20 a 25	... a 3	... a 6
Decrease.....	7.6 a 7.0	. a $\frac{3}{4}$	65 a 65	... a 13	29 a 24

These figures show a very material difference in the cost of the transportation of produce to England. The proportion of foreign tonnage cleared, and the goods carried, is seen in the following table :—

TONNAGE CLEARED, AND GOODS EXPORTED FROM THE UNITED STATES.

	Foreign Vessels.		American Vessels.	
Years.	Tons.	Produce.	Tons.	Produce.
1841.....	736,849	$23,813,333	1,634,156	$82,569,389
1842.....	740,497	21,502,363	1,536,451	71,467,634
1843.....	523,949	17,685,964	1,268,083	60,107,964
1844.....	906,814	30,008,804	2,010,924	69,706,375
1845.....	930,275	23,816,653	2,033,977	75,483,123
1846.....	959,739	23,507,483	2,221,028	78,634,410
1847.....	1,176,605	52,796,192	2,202,393	97,514,672

The increase of freights in foreign bottoms was $28,988,709, or 130 per cent, and in the requisite tonnage 216,866, in the same time that American tonnage shows a decline, although the freights increased $18,880,062. The rates of freights show, however, that American tonnage was taxed to its utmost capacity ; and, but for the influx of foreign vessels, attracted by those high freights, and made available by the suspension of the British navigation act, we should have lost the sale of at least $30,000,000 worth of produce.

The supply of produce is very ample, and the means of laying it down in Liverpool exist to an almost unexampled extent ; but it is also the case that the supply in England is better, and the consumption, by reason of the restrictive operation of the banks, will be far less than last year. We have, in former numbers, repeatedly called attention to the fact that the consumption of food in England was, during the whole of last year, vastly enhanced, by the railroad expenditure, beyond what it otherwise would have been. This is evident in the official returns showing the imports into England from January 1st down to October 10, the moment of the most severe pressure, when the crisis was reached, and the recent improvement commenced. Those returns give the following figures :—

IMPORTS INTO GREAT BRITAIN FROM JANUARY 1 TO OCTOBER 10.

Animals.....No.	20,581	85,042	172,345
Bacon.....cwt.	4,540	1,513	72,995
Beef.....	1,841	363	2,597
Butter.....	189,056	177,165	243,140
Cheese.....	183,891	216,191	243,601
Hams	4,543	8,094	17,331
Pork.....	32,713	42,685	212,540
Rice.....	392,205	541,520	1,046,083
Sugar	4,411,782	4,469,299	6,509,131
Molasses.....	437,284	414,222	756,584
Total.....cwt.	5,657,855	5,871,052	9,104,052
" ditto in lbs.....	636,508,687	660,493,350	1,049,205,850
Cocoa.....lbs.	3,016,301	1,938,665	9,764,333
Coffee.....	32,166,932	35,099,814	35,769,744
Tea.....	36,825,461	41,432,749	44,912,880
Total lbs.....	708,517,381	738,964,578	1,139,652,807
Grain.....qrs.	1,169,446	2,249,249	7,445,502
Flour.....cwt.	394,908	2,631,329	7,900,065

Of the grain imported in 1847, about one-half was corn, and may be set down to the effect of the Irish famine; also of the flour, 2,000,000 cwt. was meal, for the same destination. A large portion of the remaining importation of food was to supply the extra demand which railroad expenditure excited, as well for bread, as the long list of luxuries, which make up an increase of 400,000,000 lbs., or 60 per cent increase in all other edible imports. This was the chief cause of the demand for American produce, as it was of the financial revulsion which ensued. That revulsion, by ruining some four hundred merchants, has broken the machinery through which the importation was carried on, while it has forced the railroads to cease their expenditure, and, therefore, to curtail the consumption of produce. The cost of the breadstuffs imported into Great Britain was stated, by the Chancellor of the Exchequer, as follows:—

June, 1846, to January, 1847.....	£5,139,000
January, 1847, to July, 1847.....	14,180,000
June, 1847, to October, 1847.....	14,240,000
Total 15 months.....	£33,559,000

The railway calls had been as follows:—

For the year 1842–3.....		£4,500,000
" 1846.....		36,400,000
January, 1847, to July, 1847.....	£25,770,000	
July, 1847, to December, 1847.....	38,000,000	
		63,700,000

The large import of corn was caused by this enormous railway expenditure; and by removing that active agent, the demand must be materially curtailed. The suspension of the railways seems, however, to be only temporary, to be renewed the instant money can be obtained on reasonable terms. The apparent recovery which financial affairs had undergone, seems to have resulted more from the cessation of demand for money, than by reason of any increased supply of it. The Bank of England had steadily increased its bullion, and been enabled, on the 27th of November, to reduce the rate of discount to 6 per cent, and on the 2d of December to 5½, and on the 23d to 5 per cent; but this was only for very choice bills—no diminution of distrust for other bills was perceptible. The return of the

bank, October 23d, when the crisis in its affairs took place, was, as compared with the return of December 11, as follows:—

BANK OF ENGLAND.

	Securities.	Deposits. Private.	Public.	Nett circulation.	Notes on hand.	Bullion.	Interest.
October 23.....	£19,467,128	£8,588,509	£4,766,394	£20,317,175	£1,547,270	£8,312,691	8 a 9
December 11....	17,630,931	8,437,376	8,229,759	18,320,905	6,448,780	11,426,176	5½a 6
December 24....	16,979,060	8,243,203	9,235,978	18,822,895	7,786,180	12,236,526	5 a 5½
Decrease.....	£2,488,068	£345,306	.....	£2,494,280	.....	.....	3 a 3½
Increase.....	.....	.....	£4,469,584	.....	£6,238,890	£3,923,835	....

This is a remarkable table, showing that the paper in the hands of the public had diminished £2,500,000, or 10 per cent, and the loans had been curtailed to the same extent, while the value of money had fallen 3½ per cent. The bullion had increased to a considerable extent from abroad; £1,000,000 had been received direct from St. Petersburgh, on account of the Russian government; and the remainder was wrung from the commercial world, by refusing to pay bills drawn on England. Under these circumstances, it would appear that a revival of business was alone requisite to bring on another revulsion, of which four have been experienced in a year.

It has resulted from the large exports of the past year, and the moderate importation of goods, that the country, or agricultural interests, are richest; that is to say, that cities are more in debt to the country, at the close of the year, than usual—as thus, the nett imports of foreign goods, compared with exports, were as follows:—

Years.	Nett imports. Specie.	Goods.	Export. Produce.
1846.....	$3,296,315	$110,048,859	$101,718,042
1847.....	22,276,170	116,258,310	150,574,844
Increase.....	$21,979,875	$6,209,471	$48,856,802

From the figures, it is apparent that, while there has been exported of the produce of the interior an increased value equal to $48,856,802, the interior has purchased from the Atlantic cities but $6,209,471 more goods than last year. The quantity of domestic manufactures sold the country has been larger, but not in the same proportion. If we compare these figures with the years 1835–'36, we shall perceive a great difference, as follows:—

Years.	Nett imports. Specie.	Goods.	Export. Produce.
1835.....	$6,653,672	$129,391,247	$100,460,481
1836.....	9,076,645	188,233,675	106,570,942
Increase.....	$2,322,973	$58,842,428	$6,110,461

This was precisely the reverse of what has taken place this year. Then, a revulsion prostrated the whole country, because the interior or agricultural interests were largely in debt for goods—they had consumed, and could not pay; this year, the country has large credits on the Atlantic in its favor. The commercial capital of the Atlantic cities has been paralyzed, because it has been invested in produce, and locked up, for a time, through the discredit of English merchants, who are usually consignees. Hence, the balances of the city banks are largely in favor of the country. At four commercial cities, for November, the leading features of the banks were as follows:—

	Loans.	Specie.	Circulation.	Deposits.
Boston.....	$34,158,402	$3,286,015	$7,207,833	$7,217,796
New York.....	43,733,010	8,103,499	7,606,581	25,757,061
Baltimore.....	10,157,546	1,832,910	2,104,713	3,123,875
New Orleans...	11,619,788	7,252,003	3,514,535	9,808,998
Total 1847...	$99,668,746	$20,474,426	$20,433,652	$45,907,730
" 1846...	87,435,555	17,989,640	17,892,520	40,294,468
" 1845...	91,899,671	18,915,376	16,759,798	46,469,994

These figures show a general increase in the movement, more particularly in the loans, which were much higher than last year, but which have since been greatly curtailed. The process of curtailment has borne with great severity upon the commercial interests, and good mercantile paper has been sold as high as 1½ a 2 per cent per month freely. It would seem to be the case that this pressure has been produced by the locking up of commercial capital in unavailable produce, more than by any positive increase of obligations over the means of payment. In 1836–7, when the banks suspended, the country had ceased, to a very great extent, to send down produce; but, on the credits of expanding banks, bought very largely of goods imported. For those goods, the sea-board was indebted to Europe, and the agricultural interests were in debt to the sea-board; but those debts could not be paid, and the country banks suspended, until, as Mr. Biddle expressed it, "the next crop." This failure to collect from the country, compelled the sea-board to suspend. This is now not the case—the interior has multiplied its exports to the sea-board, and pays easily its debts. Not so, however, with the cities, which, owing the interior, are also exposed to a foreign demand for specie; because the produce for which they owe the interior, has not been promptly applicable to the payment of what they owe abroad. The operation of the war expenditures, it would appear, have, in some degree, facilitated this specie drain; as thus, during the year, according to the quarter-master's report, some $7,000,000 of bills have been drawn upon the assistant treasurers of the Atlantic cities. These have been presented for payment at depositories, where previously specie had been accumulated from customs' receipts. In some cases, the drafts were purchased in Mexico by persons having specie, the produce of mines, to remit to England; and eagerly exchanged that specie for a United States draft, both to save expense and the export tax. The United States disbursing officers are by law permitted to sell drafts for specie—so far, the interests of both parties were served. Most of the specie received at the custom-house for government dues during the year was English gold. This, to a very considerable extent, had been coined at the mint; and, when drafts from Mexico were presented at the treasury, they were paid in American gold. This is a shape in which it is not profitable to ship it to England, and the holder would prefer a good bill at 111½ rather than to send it. Hence, whenever there is a reasonable supply of good bills, the operation of the Mexican drafts is to draw specie out of the government vaults, and put it into the market for bills. By this means, the foreign gold which was in the banks, and drawn thence for the payment of duties, is coined in the hands of the department, and re-drawn into the market, whence it returns to the banks. The difference between shipping heavy sovereigns and American gold to England, is fully 1¼ per cent. Hence, when the gold here is mostly American, or, if that held by the banks is of United States coinage, it never will be shipped to England, until the price of bills in a healthy market is more than 111½. When bills

cannot be trusted, the cost of shipment ceases to be an item in the account of comparative values. Last March, the price of bills in New York was 3 per cent, and this year it will be nearer 111, by reason of the discredit attached to a large portion of the supply. Were the market in a healthy state, consequent upon the recovery of England from the revulsion which overtook her, specie would not be shipped on account of drafts drawn from Mexico, but the proceeds would be invested in bills. The wants of the government for the coming year, as announced officially, will be fully $20,000,000; and, as under existing laws this amount must be subscribed in specie, some little uneasiness is manifest as to the effect it may have upon the market at a period when money is not abundant. These fears have aided in producing an adverse influence upon the value of stocks, which close somewhat heavier than last year's prices. The rates have been as follows on the 1st of each month:—

QUOTATIONS FOR GOVERNMENT AND STATE STOCKS IN THE NEW YORK MARKET.

Stocks.	Jan. 1.	Feb. 1.	Mar. 1.	Apl. 1.	May 1.	June 1.	July 1.	Aug. 1.	Sept. 1.	Oct. 1.	Nov. 1.	Dec. 1.	Jan. 1.
U. States 6's, 1862.	100⅜	103½	103½	103½	104⅜	107⅛	106½	105⅛	105½	105½	103½	102½	98½
" 5's, 1853.	91½	91½	92	94	94	98	98	98	98	97	97	94	91
U. S. Tr. Notes, 6's	99½	100	101	101½	103½	106	106	106⅛	104	104⅛	101	100	99½
N. York 7's, 1849.	100⅜	100¾	100¾	101½	102	103	104	103⅜	103½	103⅝	101½	102	100
" 6's.....	103	102	100	103	104½	107	107½	107	106½	106½	103	102¾	100½
" 5½'s.....	99¼	99⅜	..	101	102⅜	104	104⅛	104	104	104	102	102	99
" 5's.....	95	97½	96	96	98½	101	101½	101	100¾	100⅜	100½	97	92
" 4½'s.....	94	94	..	94	96	98½	98½	98½	98	97½	97	96	90
" City 7's..	103	101½	102	107	108	109	109	109	109	109	107½	..	103
" " 5's..	91½	91	92	93½	93	96½	97	97	97	94	87½	..	88
Ohio 6's.....	91⅜	91⅜	95¼	95¼	98	101	100	99½	100½	99½	98¾	99½	95½
" 7's.....	100¼	100½	101	102	103	103½	104	103½	103⅝	104	102	101	100
" 5's.....	84	85	87	88	89	93	93	93	93	92	90	90	88
Kentucky 6's.....	101	101	99¾	98	100	102¾	104⅜	101	100½	100½	100	99	99
" 5's.....	80	80	82	83	83	83	83	83	82	83	81	77	74
Illinois 6's.....	33	40	40½	39½	39½	42¾	48	47½	46¾	46½	40½	38⅜	41⅛
Indiana 5's.....	33	40	40½	38	39	42	46	45½	43	43½	40	36	50
Arkansas 6's.....	31	31	32	40	35	40	39	39	39	38	35	..	31
Alabama 5's.....	65	64	65	60	65	62	61	61	62	61	60	..	61
Pennsylvania 5's...	69½	71	70¾	70½	73	77¾	80¾	80	78½	78½	74	..	71
Tennessee 6's.....	98	98	99	100	100	100	100	100½	100½	100	100	..	98

The price of Treasury notes is now about the same as at the same period last year, when, as now, a loan of $22,000,000 was announced by the government. In April, some $18,000,000 were put upon the market by the department, and the rate rose steadily under it to 106½ in August. The receipts and disbursements of the government were, for the year, on all accounts, $96,000,000 in specie. This large operation produced no pressure upon the markets, nor in any way restrained the free action of the banks. The Independent Treasury law allows the department to pay out Treasury notes instead of specie, provided the creditor assents. When the notes are at a discount, it would therefore result that the receipts would be altogether in that medium; while no one would willingly receive them. Inasmuch, however, as that they, by virtue of their availability for dues, and convertibility into 6 per cent stock, twenty years to run, will always be near par in active seasons of the year, they may always be available at par for specie in Mexico, as a means of remittance. If there are no funds in the Atlantic cities on which to draw, the disbursing officer in Mexico may dispose of Treasury notes, which will be remitted and sold in this market. This is the more likely, when we reflect that Treasury notes sold in Mexico as high as 8 per cent premium, when they were but little over par here. Through these operations, which come within the strictest provisions of the Treasury law, the principle of which is never to exchange the credits of the government for the credits of individuals, but to ex-

change them for specie, when desirable for the public convenience—under these circumstances, taking into consideration the daily improving condition of Mexico in respect to security of property and increase of trade, it is not to be apprehended that any very serious evils to commerce will grow out of the war expenditure. The pressure which the market is now undergoing will probably curtail the imports for the coming season, and, by so doing, operate such a fall in exchange, as that it will be more profitable to purchase bills for remittances from Mexico to England through the United States. There must be a large quantity of property in Mexico in the hands of wealthy persons, who, heretofore, having no means of investing it profitably and safely, may put prejudice aside, and prefer to purchase good United States 6 per cent securities, rather than to have their funds longer unemployed, or dangerously exposed. The Mexican Congress, since 1827, when the leading merchants and most active men were banished, has almost annually issued some absurd edict or threat against foreigners; as a consequence of which, no enterprise could be undertaken calculated to develop the resources of the country. A state of things that would seem to hold out greater security than has been enjoyed for the last twenty years, would lead to the speedy development of an immense amount of wealth.

JOURNAL OF BANKING, CURRENCY AND FINANCE.

PROGRESS OF THE BANK OF ENGLAND FROM 1778 TO 1844.

Date.	Liabilities.		Assets.		
	Circulation.	Deposits.	Securities.	Bullion.	Rest.
	Pounds.	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*
1778, February 28.....	7,440,000	4,662,000	11,221,000	2,011,000	1,129,000
1779, " 28.....	9,013,000	4,358,000	10,936,000	3,711,000	1,276,000
1780, " 29.....	8,411,000	4,724,000	10,901,000	3,581,000	1,347,000
1781, " 28.....	7,092,000	5,797,000	11,186,000	3,280,000	1,577,000
1782, " 28.....	8,029,000	6,130,000	13,794,000	2,158,000	1,793,000
1783, " 28.....	7,675,000	4,465,000	12,796,000	1,321,000	1,977,000
1784, " 28.....	6,203,000	3,904,000	11,619,000	6,556,100	2,168,000
1785, " 28.....	5,923,000	6,669,000	12,173,000	2,740,000	2,321,000
1786, " 28.....	7,582,000	6,152,000	10,353,000	5,979,000	2,599,000
1787, " 28.....	8,330,000	5,902,000	11,359,000	5,627,000	2,754,000
1788, " 29.....	9,561,000	5,177,000	11,865,000	5,743,000	2,870,000
1789, " 28.....	9,807,000	5,537,000	10,961,000	7,229,000	2,845,000
1790, " 28.....	10,041,000	6,223,000	10,332,000	8,633,000	2,701,000
1791, " 28.....	11,439,000	6,365,000	12,603,000	7,869,000	2,668,000
1792, " 29.....	11,307,000	5,523,000	13,069,000	6,468,000	2,706,000
1793, " 28.....	11,889,000	5,346,000	16,005,000	4,011,000	2,781,000
1794, " 28.....	10,744,000	7,892,000	14,525,000	6,987,000	2,876,000
1795, " 28.....	14,018,000	5,973,000	16,811,000	6,127,000	2,949,000
1796, " 29.....	10,730,000	5,702,000	17,140,000	2,539,000	3,248,000
1797, " 28.....	9,675,000	4,892,000	16,838,000	1,086,000	3,358,000
1798, " 28.....	13,096,000	6,149,000	16,800,000	5,829,000	3,384,000
1799, " 28.....	12,960,000	8,132,000	17,039,000	7,564,000	3,511,000
1800, " 28.....	16,844,000	7,063,000	21,424,000	6,144,000	3,661,000
1801, " 28.....	16,213,000	10,746,000	26,425,000	4,640,000	4,106,000
1802, " 28.....	15,187,000	6,858,000	21,960,000	4,153,000	4,068,000
1803, " 28.....	15,320,000	8,050,000	23,915,000	3,777,000	4,321,000
1804, " 28.....	17,078,000	8,677,000	26,999,000	3,372,000	4,616,000
1805, " 28.....	17,871,000	12,084,000	28,661,000	5,884,000	4,590,000
1806, " 28.....	17,730,000	9,981,000	26,591,000	5,987,000	4,867,000
1807, " 28.....	16,951,000	11,829,000	27,408,000	6,143,000	4,771,000

PROGRESS OF THE BANK OF ENGLAND—CONTINUED.

Date.	Liabilities. Circulation. *Pounds.*	Liabilities. Deposits. *Pounds.*	Assets. Securities. *Pounds.*	Assets. Bullion. *Pounds.*	Assets. Rest. *Pounds.*
1808, February 28.....	18,189,000	11,962,000	27,384,000	7,855,000	5,089,000
1809, " 28.....	18,543,000	9,983,000	29,118,000	4,489,000	5,081,000
1810, " 28.....	21,020,000	12,457,000	35,379,000	3,501,000	5,403,000
1811, " 28.....	23,360,000	11,446,000	37,122,000	3,350,000	5,667,000
1812, " 29.....	23,408,000	11,595,000	38,026,000	2,983,000	6,006,000
1813, " 27.....	23,211,000	11,268,000	37,931,000	2,884,000	6,336,000
1814, " 28.....	24,801,000	12,455,000	41,990,000	2,204,000	6,937,000
1815, " 28	27,262,000	11,702,000	44,558,000	2,037,000	7,632,000
1816, " 29.....	27,013,000	12,389,000	43,401,000	4,641,000	8,640,000
1817, " 28.....	27,398,000	10,826,000	34,279,000	9,681,000	5,736,000
1818, " 28	27,771,000	7,998,000	30,905,000	10,055,460	5,192,000
1819, " 27.....	25,127,000	6,413,000	31,455,000	4,185,000	4,100,000
1820, " 29.....	23,484,000	4,094,000	26,187,000	4,911,000	3,521,000
1821, " 28.....	23,885,000	5,623,000	20,796,000	11,870,000	3,158,000
1822, " 28.....	18,665,000	4,690,000	15,973,000	11,057,000	3,675,000
1823, " 28.....	18,392,000	7,181,000	18,320,000	10,384,000	3,131,000
1824, " 28.....	19,737,000	10,098,000	18,872,000	13,810,000	2,847,000
1825, " 28.....	20,754,000	10,169,000	24,951,000	8,779,000	2,808,000
1826, " 28.....	25,468,000	6,936,000	32,919,000	2,460,000	2,974,000
1827, " 28.....	21,891,000	8,802,000	23,530,000	10,159,000	2,996,000
1828, " 29.....	21,981,000	9,198,000	23,581,000	10,347,000	2,750,000
1829, " 28.....	19,871,000	9,554,000	25,385,000	6,835,000	2,795,000
1830, " 27.....	20,051,000	10,763,000	24,204,000	9,171,000	2,562,000
1831, " 28	19,600,000	11,214,000	25,209,000	8,217,000	2,612,000
1832, " 29.....	18,052,000	8,937,000	24,333,000	5,293,000	2,638,000
1833, " 26.....	19,372,000	12,455,000	23,850,000	10,205,000	2,228,000
1834, " 25	19,050,000	13,087,000	25,212,000	9,225,000	2,300,000
1835, " 24.....	18,510,000	10,071,000	24,895,000	6,289,000	2,603,000
1836, March 1.....	18,195,000	13,985,000	27,208,000	7,918,000	2,946,000
1837, February 28.....	18,165,000	10,007,000	27,297,000	4,077,000	3,202,000
1838, " 27.....	18,975,000	10,825,000	21,958,000	10,471,000	2,628,000
1839, " 26	18,098,000	7,739,000	21,741,000	6,773,000	2,677,000
1840, " 25.....	16,504,000	6,556,000	21,611,000	4,311,000	2,862,000
1841, March 30.....	16,537,000	7,212,000	22,328,000	4,339,000	2,918,000
1842, " 29.....	16,952,000	8,657,000	22,586,000	6,125,000	3,102,000
1843, " 25.....	20,093,000	12,003,000	23,830,000	11,054,000	2,788,000
1844, " 23.....	21,122,000	13,972,000	22,479,000	15,784,000	3,169,000

THE BANKS OF THE STATES OF THE UNION.

J. Homans Smith, Esq., the editor of the "Bankers' Magazine," has published a complete list of all the banks in the United States, from which we derive the following summary view:—

The returns of all the New England States, New York, Ohio, New Orleans, Georgia, South Carolina, Tennessee, Mobile, Virginia, are from reports within the last ninety days. They are *complete* with the exceptions of Georgia and South Carolina. There are a few instances of country banks in these two States whose reports we have not seen.

The returns of the Missouri, Indiana, New Jersey, and Baltimore banks, are twelve months old.

It is to be regretted that there is not a general system of bank reports throughout the States, by which, at a certain period, the exact amount of capital, circulation, and coin could be ascertained. The banks of South Carolina, North Carolina, Georgia, Virginia, Delaware, Tennessee, and the interior of Maryland, do not uniformly publish their statements; and we cannot, at present, arrive at a correct estimate of their circulation and specie.

The capital of the Ohio banks is set down at $5,706,563, according to their last quarterly statement. To this should be added the amount of State bonds deposited by the banks with the comptroller, viz:—$1,417,541, which is in fact a part of their *bona fide* capital.

Various rumors have been afloat within the last few weeks, injurious to several banks of the interior of New York, New Jersey, and Pennsylvania. The rumors, we believe, *have no foundation* whatever, and are got up for purposes of speculation only. The authors and publishers of such dangerous reports should be visited with the most severe punishment.

"The directors of the State Bank at Elizabeth are constrained, from the wanton and groundless attacks of the *New York Sun*, to state to the stockholders and the public, that there is no cause whatever for distrust or alarm in regard to this institution; it is perfectly sound, as the forthcoming and former annual statements of its officers will show. The bank has done a prosperous business, has always redeemed its notes, and has never failed paying a semi-annual dividend to its stockholders. The bill-holders can exchange the notes for specie, or New York notes, at the Merchants' Bank, in Wall-street, where they have been redeemed for the last twenty years.

"The notes of the denomination of five dollars and upwards are received on deposit by all the banks in the city, and those of a less denomination are taken by the brokers at the usual rates for notes of the solvent banks of New Jersey."

RECAPITULATION.

States.	Population 1840.	No. of Banks.	Capital.	Circulation.	Specie.
New York, Country....	2,429,000	144	$19,356,000	$19,270,000	$2,533,000
" City.....		25	24,003,000	6,967,000	6,574,000
Massachusetts, Country	738,000	83	13,249,000	10,988,000	658,000
Boston, City.....		26	18,863,000	7,208,000	3,286,000
Pennsylvania, Country.	1,724,000	34	7,866,000	6,400,000	1,800,000
Philadelphia.....		14	9,222,000	4,200,000	3,900,000
Louisiana.....	353,000	6	17,663,000	3,514,000	7,252,000
South Carolina.....	595,000	14	11,431,000	2,442,000	681,000
Virginia.....	1,240,000	36	10,502,000	7,600,000	2,566,000
Rhode Island.....	109,000	62	11,023,000	2,842,000	325,000
Ohio.....	1,520,000	48	5,706,000	8,321,000	2,604,000
Maryland, Country....	470,000	12	1,927,000	*	*
Baltimore.....		11	6,974,000	1,990,000	1,800,000
Tennessee.....	830,000	20	8,056,000	3,000,000	*
Connecticut.....	310,000	33	8,705,000	4,437,000	462,000
Kentucky.....	780,000	16	7,020,000	5,710,000	2,600,000
Georgia.....	691,000	20	5,109,000	3,200,000	1,448,000
New Jersey.....	373,000	25	3,672,000	2,400,000	600,000
North Carolina.....	753,000	18	3,425,000	3,070,000	1,290,000
Maine.....	501,000	32	2,859,000	2,536,000	260,000
Indiana.....	686,000	13	2,087,000	3,500,000	1,003,000
New Hampshire.....	285,000	20	1,800,000	1,512,000	144,000
Alabama.....	590,000	1	1,500,000	2,311,000	1,097,000
Delaware.....	78,000	8	1,390,000	*	*
District of Columbia.....	43,000	4	1,338,000	*	*
Missouri.....	384,000	6	1,201,000	1,920,000	1,554,000
Vermont.....	292,000	18	1,297,000	1,400,000	296,000
Michigan.....	212,000	3	660,000	*	*
Wisconsin.....	31,000	1	222,000	*	*
Total.....	17,063,000	753	$208,216,000	$116,738,000	$44,733,000

BONUSES ON BANK OF ENGLAND STOCK FROM 1799 TO 1847.

1799.....	£10	per cent on the capital.	In Navy 5 per cents.
1801.....	5	" "	" "
1802.....	2½	" "	" "
1804.....	5	" "	In money.
1805.....	5	" "	"
1806.....	5	" "	"
1816.....	25	" "	In Bank Stock.
1847.....	1	" "	In money.

* No returns.

HIGHEST AND LOWEST PRICE OF BANK OF ENGLAND STOCK.

THE HIGHEST AND LOWEST PRICE OF BANK STOCK IN EACH YEAR FROM 1732 TO 1846.

Years.	Highest.	Lowest.	Years.	Highest.	Lowest.	Years.	Highest.	Lowest.
1732.....	152	109	1771.....	155	134	1809.....	288	235
1733.....	151	130	1772.....	153	144	1810.....	276	273
1734.....	140	132	1773.....	143	139	1811.....	251	229
1735.....	146	138	1774.....	146	139	1812.....	232	212
1736.....	151	148	1775.....	146	141	1813.....	242	211
1737.....	151	142	1776.....	143	134	1814.....	266	234
1738.....	145	140	1777.....	138	128	1815.....	260	219
1739.....	144	115	1778.....	120	107	1816.....	262	215
1740.....	144	138	1779.....	118	106	1817.....	294	220
1741.....	143	135	1780.....	116	109	1818.....	292	207
1742.....	143	136	1781.....	119	105	1819.....	267	210
1743.....	148	145	1782.....	124	109	1820.....	226	215
1744.....	148	116	1783.....	135	112	1821.....	240	221
1745.....	147	133	1784.....	118	110	1822	252	235
1746.....	136	125	1785.....	142	111	1823.....	246	204
1747.....	129	119	1786.....	158	138	1824.....	245	227
1748.....	129	117	1787.....	160	145	1825.....	299	196
1749.....	140	128	1788.....	178	158	1826.....	223	193
1750.....	136	131	1789.....	191	169	1827.....	217	200
1751.....	142	135	1790.....	188	164	1828.....	215	203
1752.....	149	141	1791.....	204	178	1829.....	218	208
1753.....	144	135	1792.....	219	171	1830.....	203	194
1754.....	135	130	1793.....	180	161	1831.....	204	189
1755.....	162	119	1794.....	169	153	1832.....	208	185
1756.....	121	114	1795.....	180	152	1833.....	213	190
1757.....	120	115	1796.....	180	142	1834.....	225	211
1758	123	116	1797.....	146	115	1835.....	225	208
1759.....	123	109	1798.....	138	118	1836.....	219	199
1760.....	114	101	1799.....	176	134	1837.....	212	203
1761.....	116	98	1800.....	175	154	1838.....	208	201
1762.....	119	91	1801.....	190	148	1839.....	206	177
1763.....	131	111	1802.....	207	178	1840.....	179	156
1764.....	127	112	1803.....	193	136	1841.....	173	157
1765.....	136	126	1804.....	169	146	1842.....	173	165
1766.....	139	135	1805	197	167	1843.....	185	172
1767.....	159	142	1806.....	223	191	1844.....	211	185
1768.....	170	158	1807.....	235	208	1845.....	215	199
1769.....	175	149	1808.....	240	224	1846.....	211	199
1770.....	153	105						

HISTORY OF A £30,000 NOTE OF THE BANK OF ENGLAND.

We find the following anecdote of an extraordinary affair which happened to a £30,000 note of the Bank of England, in Francis' history of that institution, a work recently published in London:—

"In 1740, one of the directors of the Bank of England, a very rich man, had occasion for £30,000, which he was to pay as the price of an estate which he had just bought. To facilitate the matter, he carried the sum with him to the bank, and obtained for it a bank-note. On his return home, he was suddenly called out upon particular business; he threw the note carelessly on the chimney, but when he came back a few minutes afterwards, to lock it up, it was not to be found. No one had entered the room; he could not, therefore, suspect any person. At last, after much ineffectual search, he was persuaded that it had fallen from the chimney into the fire. The director went to acquaint his colleagues with the misfortune that had happened to him; as he was known to be a perfectly honorable man, he was readily believed. It was only about twenty-four hours from the time that he had deposited his money; they thought it would be hard to refuse his request for a second bill. He received it on giving an obligation to restore the first bill, if it ever should be found, or to pay the money himself if it ever should be presented by a stranger. About thirty years afterwards, (the director having been dead, and his heirs in

possession of his fortune,) an unknown individual presented the lost bill at the bank, and demanded payment. It was in vain that they mentioned to this person the transaction by which this bill was annulled; he would not listen to it—he maintained that it came to him from abroad, and insisted on immediate payment. The note was payable to bearer; and the £30,000 were paid him. The heirs of the director would not listen to any demands of restitution, and the bank was obliged to sustain the loss. It was discovered afterwards, that an architect having purchased the director's house, had taken it down, in order to build another on the same spot, had found the note in a crevice of the chimney, and made his discovery an engine for robbing the bank."

BOSTON IMPORTS AND EXPORTS OF SPECIE.

The following statement of bullion and specie imported and exported at the port of Boston for the last twenty years, that is, from January 1, 1828, to December 25, 1847, derived from the custom-house books, originally appeared in the "Boston Morning Post:"—

Years.	Imported.	Exported.	Excess of imports.	Excess of exports.
1828	$231,656	$1,435,047	.....	$1,203,391
1829	294,690	991,544	.....	696,854
1830	445,500	544,618	.....	99,118
1831	272,025	1,307,673	.....	1,035,648
1832	204,137	1,191,327	.....	987,190
1833	360,329	857,153	.....	496,824
1834	391,483	802,576	.....	471,093
1835	210,387	1,769,692	.....	1,559,305
1836	201,654	1,098,614	.....	896,960
1837	343,030	877,304	.....	534,274
1838	319,425	935,853	.....	616,429
1839	279,563	1,308,727	.....	1,029,164
1840	331,213	990,947	.....	659,734
1841	421,350	1,493,832	.....	1,072,482
1842	1,327,815	600,469	$727,346	.....
1843	7,473,589	851,827	6,621,762	.....
1844	897,898	1,193,118	.....	295,220
1845	496,450	603,838	.....	107,388
1846	742,766	273,699	469,067	.....
1847*	12,650,585	2,049,907	10,600,678	.....
Total	$27,895,544	$21,237,765	$18,418,853	$11,761,074

Excess of imports on the whole period, $6,657,778.

FINANCES OF THE STATE OF NEW JERSEY.

The State of New Jersey, as stated in the last Annual Message of the Governor, is not only free from debt, but is in possession of such sources of permanent revenue as to render taxation for State purposes unnecessary.

The receipts in the Treasury have been	$184,711 84
Disbursements	172,397 06
Balance in the Treasury	$12,314 78
Loaned during the year	$42,000 00
Of which have been paid	5,000 00
Showing present indebtedness	$37,000 00
To pay this there is in the Treasury, without resorting to permanent funds	33,885 66
Leaving a balance of only	$3,114 34

* Less six days.

FINANCES OF THE STATE OF OHIO.

The last Annual Message of the Governor of Ohio exhibits the finances of that State as follows:—

RECEIPTS.

General revenue received from taxes levied on the grand list and incidental items	$1,202,528 47
Tolls and dividends received upon canals, turnpikes, and public works	827,641 85
Tax upon banks, insurance and bridge companies	41,748 52
Surplus revenue, principal repaid by the counties	101,835 48
Interest upon surplus revenue	86,379 06
Receipts for canal lands sold, &c.	53,942 40
Total payments into the Treasury	$2,314,075 78

DISBURSEMENTS.

Paid for the support of State government and State institutions	$210,050 42	
Paid for the support of common schools	201,319 31	
Interest upon State debt	1,175,117 51	
Repairs and contingent expenses upon public works	317,568 13	
Amount of payments		1,904,255 37
Balance, being surplus applicable to the payment of the temporary and funded debt of the State		$409,820 41

In addition to the above, there has been paid into the Treasury, on account of school lands and other trust funds, and proceeds of loans and bonds issued, the sum of	$237,145 26
Payments have been made from these funds to the amount of	118,341 01
Leaving the balance of the receipts of trust funds over disbursements	$118,804 25

Domestic bonds to the amount of $119,883 73 have been redeemed, during 1847, at the Treasury.

FINANCES OF MASSACHUSETTS.

The following summary of the Finances of Massachusetts is derived from the Governor's Message.—

The receipts of the year, including $8,658 57 in the Treasury on the 1st of January, 1847, amount to	$508,990 40
The expenditures to	478,755 63
Leaving a balance of receipts over the expenditures of	$30,234 77

Independent of the amount for which the State has heretofore lent its credit to certain railroad corporations,—for which ample security has been given, and upon which there is no probability the State will ever be called on to pay anything,—the debt of the Commonwealth, at this time, amounts to $1,147,300. The items of this debt are—

State subscriptions to Western Railroad stock	$995,000
Due Western Railroad Corporation for 1,323 shares	132,300
Temporary loan to pay balance of 441 shares	20,000
Total debt of Massachusetts	$1,147,300

The available means of the State are—

11,764 shares in Western Railroad Corporation, at par	$1,176,400
5 per cent for present value of this stock	58,820
Western Railroad Sinking Fund	446,400
A house in Hancock-street	12,500
Half of ten shares in South Boston Association	1,500
Total	$1,695,620

FINANCES OF PENNSYLVANIA.

From authentic sources, we learn that the comparative condition of the revenue of the Commonwealth for the last three years, ending respectively on the 30th of November, is as follows:—

RECEIPTS.

1845.	1846.	1847.
$3,010,062 34	$3,529,057 28	$3,977,025 89

Adding to which the balances on hand on the first day of December in each year from the preceding year, namely—

1844.	1845.	1846.
$663,851 88	$384,886 09	$384,678 70

the totals are for

1845.	1846.	1847.
$3,673,914 22	$3,913,943 37	$4,361,704 59

thus showing for the present year a very marked and gratifying increase in the sums paid into the public treasury. This increase has been derived from various sources, two of the most prominent being the tolls on the public works, and the tax on bank dividends, which stand thus:—

	1845.	1846.	1847.
Tolls	$1,154,591 55	$1,357,203 17	$1,587,995 61
Dividends	86,675 88	75,384 82	128,307 13

The balance in the treasury on the 1st of December, 1847, was $680,890 85—nearly $300,000 more than at the corresponding period of 1846. The ability of Pennsylvania to meet her February interest is put beyond all question; and there will be no necessity for special loans, or other stringent legislation in regard to the moneyed affairs of the Commonwealth.

PAYMENTS INTO THE TREASURY OF THE UNITED STATES.

A COMPARATIVE STATEMENT, SHOWING THE AMOUNT OF RECEIPTS FROM CUSTOMS DURING SEVERAL PERIODS FROM 1ST DECEMBER, 1845, TO 1ST DECEMBER, 1847.

1st.	From 1st December, 1845, to 1st December, 1846	$22,971,403 10
	" " 1846, " 1847	31,500,000 00
2d.	For quarter ending 30th September, 1846	6,153,826 58
	" " " 1847	11,106,257 41
3d.	For months of October and November, 1846	1,688,480 32
	" " " 1847	4,400,000 00
4th.	From 1st December, 1846, to 30th June, 1847	15,905,557 76

RE-IMBURSEMENT OF TREASURY NOTES, MONTHLY, FROM THE 1ST OF DECEMBER, 1846, TO THE 1ST OF DECEMBER, 1847.

December	$487,350	June	$702,750
January	176,950	July	1,078,128
February	378,750	August	1,053,850
March	1,753,797	September	139,050
April	735,250	October	1,067,100
May	704,565	November	694,150
	$4,236,762		$4,735,028
			4,236,762
Total			$8,971,790

DANIEL GRAHAM, *Register.*

FINANCES OF TENNESSEE.

The Report of the Comptroller, recently laid before the Legislature, shows—

That the total liabilities of the State, drawing interest on the first Monday of October last, were	$3,337,857 66
Total productive stocks of the State drawing interest at the same time.	4,837,430 64
Balance of assets over liabilities is	1,499,573 98
The total receipts into the treasury of the State during the last two years, including the balance on hand at the commencement of the period named, were	819,596 05
The disbursements in the same time amounted to	642,314 42
Leaving a balance in the treasury of	177,261 73

NAUTICAL INTELLIGENCE.

BUXEY SAND.

THE Corporation of Trinity House having caused an Iron Beacon to be placed on, and two Black Buoys to be laid near, the Buxey Sand, namely, one Buoy on the North, and the other on the South side thereof, for the safety of vessels navigating in that vicinity, notice thereof is hereby given; and that the Beacon, distinguished by a Cross, is placed on the North-western part of the Sand, which is dry at low water spring tides, and with the following Compass Bearings, viz:—

Tillingham Preventive Station Staff.....W. by S.
West Buxey Buoy.....S. W. ¼ S.
Maplin Light-house.....S. ½ W.
North Buxey Buoy.....N. E. by E. ½ E.
Ray Sand Beacon.....W. S. W.

The Buoy on the North side, marked "North Buxey," is laid in 4 fathoms at low water spring tides, with the following Marks and Compass Bearings, viz:—

A large Brick-built House, just in sight to the Southward of the Black Preventive Station on Foulness Island.....S. W. by W. ¾ W.
Wivenhoe Mill, just open to the Eastward of the Easternmost Trees on Mersea Island, N. ¾ E.
Buxey Beacon.....S. W. by W. ½ W.

The Buoy on the South side, marked "South Buxey," is laid in 2½ fathoms at low water spring tides, with the following Marks and Compass Bearings, viz:—

Brightlingsea Church, just open to the Eastward of two remarkable round-topped trees, at the West end of Brightlingsea Wood.....N. ¾ E.
Whitaker Buoy.....S. E. by E. ½ E.
Whitaker Ride Buoy.....W. ½ S.

SWIN SPITWAY.

The Black Buoy marked "Swin Spitway" having been moved about 1½ cables' length to the Eastward, now lies in 3 fathoms at low water spring tides, with the following Marks and Compass Bearings, viz:—

A White Cottage between St. Osyth and the Beach, in line with the body of St. Osyth's Church.....North.
A White House on the Cliff, in line with Great Clackton Church.....N. N. E. ½ E.
Wallet Spitway Buoy.....N. ½ W.
Whitaker Buoy.....S. W.

The Red Beacon Buoy marked "Wallet Spitway" has also been moved about 2½ cables' lengths to the Eastward, and now lies in 4 fathoms at low water spring tides, with the following Marks and Compass Bearings, viz:—

A White Cottage between St. Osyth and the Beach, in a line with the Chancel of St. Osyth's Church.....North.
The Naze Tower, half the length of the Tower on the Cork Land.....N. E. by E. ¼ E.
Eagle Buoy.....N. W. ¾ W.

FIXED SIDERAL LIGHT AT SPOTSBJERG.

At Spotsbjerg, on the East side of the entrance to Isefiord, in 55° 58′ 35″ North Latitude, and 11° 51′ 50″ East Longitude, a fixed Sideral Light will be exhibited, placed in a light-house 10 feet from the ground, and 120 feet above the level of the sea.

This new light, which appeared for the first time on the 1st November, 1847, will continue to burn the same time as the other lights of the kingdom, will be visible at sea at the distance of two Danish miles, and will also light the Isefiord in the direction of about S. W. by S.

In consequence of the establishment of this new light, the lanthern on Spotsbjerg, which the fishermen have hitherto been allowed to exhibit there from the 1st of September to the 1st of November, will be discontinued in future.

GOODWIN SAND.

The Beacon upon the South Calliper of the Goodwin Sand having disappeared in the storm of the 23d October, 1847, notice is hereby given, that, instead thereof, a "Large Nun Buoy," surmounted by a Staff and Cage, and painted black and white, in horizontal stripes, has been moored off that part of the Sand, in 13 fathoms at low water spring tides, and with the following Marks and Compass Bearings, viz:—

Waldershare Monument, in line with the Centre of the low Cliff North of Kingsdown, W. by N. ¼ N.
Thanet Mill midway between Ramsgate Church and the Obelisk on the pier, N. by W. ½ W.
S. E. Goodwin Buoy.....S. W. ¾ W.
South Sand Head Light Vessel.....W. by S.
Swatchway Beacon.....N. E. ¼ N.
Goodwin Light Vessel.....N. E. by N.

COMMERCIAL STATISTICS.

IMPORTS, EXPORTS, AND NETT REVENUE OF THE UNITED STATES:

IN EACH YEAR FOR THE LAST FIFTY-SEVEN YEARS.

We are indebted to a distinguished member of Congress, from Massachusetts, for the following tabular statement of the imports and exports of the United States from the year 1791 to 1847, inclusive; together with the excess of the imports or exports for each year, and the nett revenue accruing from imports during the same period. In comparing the table of "nett revenue," as compiled by our correspondent, with a Report of the Secretary of the Treasury on the State of the Finances, &c., (House Doc. No. 6, 29th Congress, 1st Session, p. 957,) we find a considerable discrepancy in the statements. The "nett revenue," as given in the Treasurer's Report for the years 1843, 1844, and 1845, compared with our correspondent, is as follows:—

Years.	Our Correspondent.	Years.	Treasury Report.
1843	$6,132,272	1843	$5,602,033
1844	26,183,570	1844	25,758,406
1845	27,528,112	1845	26,666,374

A TABLE OF IMPORTS AND EXPORTS OF THE UNITED STATES FROM THE YEAR 1791 TO 1847, INCLUSIVE; TOGETHER WITH THE EXCESS OF IMPORTS OR EXPORTS FOR EACH YEAR, AND THE NETT REVENUE ACCRUING FROM IMPORTS DURING THE SAME PERIOD.

Years.	Imports.	Exports.	Excess of imports.	Excess of exports.	Nett revenue from imports.
1791	$52,000,000	$19,012,041	$32,987,959	.....	$4,399,473
1792	31,500,000	20,753,098	10,746,902	.....	3,443,070
1793	31,100,000	25,109,572	4,990,428	.....	4,255,306
1794	34,600,000	33,026,233	1,573,767	.....	4,801,065
1795	69,756,268	47,989,472	21,766,796	.....	5,588,461
1796	81,436,164	67,064,097	14,372,067	.....	6,567,987

IMPORTS AND EXPORTS OF THE UNITED STATES—CONTINUED.

Years.	Imports.	Exports.	Excess of imports.	Excess of exports.	Nett revenue from imports.
1797	$75,379,406	$56,850,206	$18,529,200	.....	$7,549,649
1798	68,551,700	61,527,097	7,024,603	.....	7,100,061
1799	79,068,148	78,665,522	402,626	.....	6,610,449
1800	91,252,768	70,971,780	280,988	.....	8,080,932
1801	111,363,511	94,115,225	17,247,586	.....	10,750,779
1802	76,333,333	72,483,160	3,850,173	.....	12,438,235
1803	64,666,666	55,800,033	8,866,633	.....	10,479,417
1804	85,000,000	77,699,074	7,300,926	.....	11,098,565
1805	120,000,000	95,566,021	24,433,979	.....	12,936,487
1806	129,000,000	101,536,963	27,463,037	.....	14,667,698
1807	138,000,000	108,343,150	29,656,850	.....	15,845,521
1808	56,990,000	22,430,960	34,559,040	.....	16,363,550
1809	59,400,000	52,203,231	7,196,769	.....	7,296,020
1810	85,400,000	66,757,974	18,642,046	.....	8,583,309
1811	53,400,000	61,316,831	.....	$7,916,831	13,313,222
1812	77,030,000	38,527,236	38,502,764	.....	8,958,777
1813	22,005,000	27,855,997	.....	5,850,997	13,224,623
1814	12,965,000	6,927,441	6,037,553	.....	5,998,772
1815	113,041,274	52,557,753	60,483,521	.....	7,282,942
1816	147,103,000	81,920,452	65,182,548	.....	36,306,874
1817	99,250,000	87,671,569	11,578,431	.....	26,283,348
1818	121,750,000	93,281,133	28,468,867	.....	17,176,385
1819	87,125,000	70,142,521	16,982,479	.....	20,283,608
1820	74,450,000	69,691,669	4,758,331	.....	15,005,612
1821	62,585,724	64,974,382	.....	2,389,658	15,155,418
1822	82,241,541	72,160,281	10,081,260	.....	21,219,116
1823	77,579,267	74,699,030	2,880,237	.....	17,717,830
1824	80,549,007	75,986,657	4,562,350	.....	20,215,059
1825	96,340,075	99,535,388	.....	3,195,313	25,387,904
1826	84,974,477	77,595,322	7,379,155	.....	18,997,478
1827	79,484,068	82,324,827	.....	2,840,759	22,378,056
1828	88,509,824	72,264,686	16,245,138	.....	24,890,337
1829	74,492,227	72,358,671	2,133,850	.....	22,296,512
1830	70,876,920	73,849,508	.....	2,992,588	22,883,573
1831	103,191,124	81,310,583	21,880,541	.....	30,312,851
1832	101,029,266	87,176,943	3,852,323	.....	21,488,896
1833	108,181,311	90,140,433	18,040,778	.....	14,797,782
1834	126,521,332	104,336,972	22,184,360	.....	13,458,111
1835	149,895,742	121,693,577	28,202,165	.....	21,552,272
1836	189,980,035	128,663,040	61,316,995	.....	26,325,839
1837	140,989,217	117,419,376	23,469,841	.....	13,315,129
1838	113,717,404	108,486,616	5,230,788	.....	15,373,238
1839	162,092,132	121,028,416	41,063,716	.....	20,560,439
1840	107,141,519	132,085,946	.....	24,944,427	10,159,339
1841	127,946,477	121,851,803	6,094,674	.....	15,516,589
1842	100,162,087	104,691,534	.....	4,529,447	12,780,173
1843*	64,763,799	84,446,480	.....	19,582,681	6,132,272
1844	108,435,035	111,200,046	.....	2,715,001	26,183,570
1845	117,254,569	114,646,606	.....	2,607,958	27,528,112
1846	121,691,797	113,488,616	8,203,181	.....	26,712,667
1847	146,545,636	158,648,622	.....	12,102,986	23,747,864

* The commercial year 1843 consisted of only nine months, and the fiscal year of only six months. This will account for the diminished imports and exports of that year. It is also worthy of remark, that the fiscal year 1843 not only consisted of but six months, but of those six months in which the imports are generally the least; and hence the great falling off of the revenue. The facts above stated arose from the change of the commercial and fiscal year. The increased export of 1847 arises from the famine in Europe.

CONSUMPTION, ETC., OF TEA IN THE UNITED STATES.

The following statement, exhibiting the quantity and value of teas consumed annually from 1821 to 1847, and the amount of duty which accrued on the same from 1821 to 1832, together with the average rate of duty per pound, and its equivalent ad valorem, during the years in which the article was subjected to duty on importation, is derived from the Treasury Department, Register's Office, December 7, 1847:—

Years ending September 30,	Quantity. *Pounds.*	Value. *Dollars.*	Years ending September 30,	Quantity. *Pounds.*	Value. *Dollars.*
1821	4,586,223	1,080,264	1835	12,331,636	3,594,293
1822	5,305,588	1,160,579	1836	14,484,784	4,472,342
1823	6,474,934	1,547,695	1837	14,465,722	5,003,401
1824	7,771,619	2,224,203	1838	11,978,744	2,559,246
1825	7,173,740	2,246,794	1839	7,748,028	1,781,824
1826	8,482,483	2,443,587	1840	16,860,784	4,059,545
1827	3,070,885	942,439	1841	10,772,087	3,075,332
1828	6,289,581	1,771,993	1842	13,482,645	3,567,745
1829	5,602,795	1,531,460	1843*	12,785,748	3,405,627
1830	6,873,091	1,532,211	1844†	13,054,327	3,152,225
1831	4,654,681	1,057,528	1845†	17,162,550	4,809,621
1832	8,627,144	2,081,339	1846†	16,891,020	3,983,337
1833	12,927,643	4,775,081	1847†	14,221,910	3,200,056
1834	13,193,553	5,122,275			

Years ending Septemb'r 30,	Duties. *Dollars.*	Average rate of duties. *Cents.*	Equivalent ad valorem duties. *Per cent.*	Years ending Septemb'r 30,	Duties. *Dollars.*	Average rate of duties. *Cents.*	Equivalent ad valorem duties. *Per cent.*
1821	1,442,367 13	31.45	133.52	1827	1,029,360 65	33.52	109.22
1822	1,637,835 02	30.87	141.12	1828	2,138,457 54	34.00	120.68
1823	2,000,754 60	30.09	129.27	1829	1,889,822 75	33.73	123.40
1824	2,587,949 13	33.03	116.35	1830	2,287,364 68	32.28	149.28
1825	2,405,355 02	33.53	107.05	1831	1,478,496 22	31.75	139.80
1826	2,911,188 17	34.32	119.13	1832	1,216,427 30	14.01	58.44

EXPORT OF CORN AND CORN MEAL FROM THE UNITED STATES.

The following table exhibits the quantity of corn and corn meal exported from the United States for fifty-seven years, commencing in 1791 and closing in 1847:—

TOTAL EXPORTS OF CORN AND CORN MEAL FROM THE UNITED STATES FROM 1791 TO 1847.

Years.	Corn. *Bushels.*	Corn meal. *Barrels.*	Years.	Corn. *Bushels.*	Corn meal. *Barrels.*	Years.	Corn. *Bushels.*	Corn meal. *Barrels.*
1791.	1,713,214	351,695	1810.	1,054,252	86,744	1829.	897,656	173,775
1792.	1,964,973	263,405	1811.	2,790,850	86,744	1830.	444,109	154,301
1793.	1,233,768	189,715	1812.	2,039,999	147,426	1831.	571,312	207,604
1794.	1,505,977	241,570	1813.	1,486,970	90,810	1832.	451,230	146,710
1795.	1,935,345	512,445	1814.	61,284	52,521	1833.	437,174	146,678
1796.	1,173,552	540,286	1815.	830,516	26,438	1834.	303,449	149,609
1797.	804,922	254,799	1816.	1,077,614	72,634	1835.	755,781	166,782
1798.	1,218,231	211,694	1817.	387,454	89,119	1836.	124,791	140,917
1799.	1,200,492	231,226	1818.	1,075,190	106,763	1837.	151,276	159,435
1800.	1,694,327	338,108	1819.	1,086,762	120,029	1838.	172,321	171,843
1801.	1,768,162	919,353	1820.	533,741	135,271	1839.	162,306	165,672
1802.	1,633,283	266,816	1821.	607,277	146,318	1840.	574,279	206,063
1803.	2,079,608	133,606	1822.	509,098	131,669	1841.	535,727	232,284
1804.	1,944,873	111,327	1823.	749,034	148,228	1842.	600,308	209,190
1805.	861,501	116,131	1824.	779,297	141,501	1843.	672,608	174,254
1806.	1,064,263	108,342	1825.	869,644	172,723	1844.	825,282	247,882
1807.	1,018,721	136,460	1826.	505,381	187,225	1845.	840,184	269,030
1808.	249,538	30,818	1827.	978,664	158,652	1846.	1,826,068	298,790
1809.	522,049	57,260	1828.	70,492	131,041	1847.	17,272,815	945,039

* Nine months, ending June 30. † Years ending June 30.

NAVIGATION OF THE PORT OF NEW YORK IN 1847.

We publish below the annual statement of Colonel Thorn, of the United States Revenue Department, of the arrivals of vessels at the port of New York from foreign countries from January 1st, 1847, to January 1st, 1848:—

COUNTRIES.	Ships.	Barks.	Brigs.	Schooners.	Sloops.	Galliots.	St'ms'ps.	Total.
American	555	362	683	344	...	...	2	1,946
British	84	155	361	152	...	...	7	736
Bremen	16	45	29	1	...	1	...	92
Swedish	2	18	43	....	...	...	...	62
Hamburgh	9	19	5	1	...	...	...	34
French	18	22	9	....	...	...	8	57
Dutch	10	23	4	1	...	4	...	42
Belgian	3	13	6	....	...	...	...	22
Norwegian	1	12	14	1	...	...	...	28
Danish	3	5	18	3	1	...	...	30
Prussian	1	8	9	....	...	...	...	18
Spanish	....	4	11	1	...	...	...	16
Austrian	1	2	....	....	...	...	...	3
Sicilian	1	1	2	1	...	...	...	5
Russian	....	2	....	....	...	...	...	2
Neapolitan	....	2	....	....	...	...	...	2
Sardinian	....	....	4	....	...	...	...	4
Genoese	....	....	2	....	...	...	...	2
Portuguese	1	1	7	4	...	...	...	13
New Granada	....	3	....	3	...	...	...	6
Brazilian	....	1	6	1	...	...	...	8
Chilian	....	....	1	....	...	...	...	1
Oldenburgh	....	....	3	1	...	...	...	4
Mecklenburgh	....	1	....	....	...	...	...	1
Venezuelian	....	....	1	....	...	...	...	1
Lubec	....	....	2	....	...	...	...	2
Colombian	....	....	2	....	...	...	...	2
Monte Videan	....	1	....	....	...	...	...	1
Kniphausen	....	1	....	....	...	...	...	1
Buenos Ayrean	....	1	....	....	...	...	...	1
Chinese Junk	....	....	....	....	...	...	...	1
Total	705	702	1,222	514	1	5	17	3,147

Passengers arrived in the same period, 166,110.

COMPARATIVE VIEW.

The annexed schedule shows the number of vessels and passengers arrived at the port of New York in each year since 1834:—

Years.	No. of Arrivals.	No. of Passengers.	Years.	No. of Arrivals.	No. of Passengers.
1835	2,094	35,303	1842	1,960	74,949
1836	2,291	60,541	1843	1,832	46,302
1837	2,071	57,975	1844	2,208	61,002
1838	1,790	25,581	1845	2,044	82,960
1839	2,159	48,152	1846	2,293	115,230
1840	1,953	62,797	1847	3,147	166,110
1841	2,118	57,337			

Hence it appears that the number of arrivals in 1847 was 854 greater than in any previous year, and the number of passengers 40,880 greater than in 1846, and more than double that of any year previous to 1846. Of the increase of arrivals compared with the previous year, 326 were American, 356 British, 25 Bremen, 21 Swedish, 8 Hamburgh, 42 French, 22 Dutch, 18 Belgian, 7 Norwegian, 14 Danish, 6 Prussian, 12 Spanish, &c.

COASTWISE ARRIVALS AT NEW YORK IN 1847.

Months.	Steamships.	Ships.	Barks.	Brigs.	Schooners.	Total.
January	.	17	15	34	232	298
February	1	14	15	60	251	341
March	2	18	17	69	399	505
April	2	19	12	36	317	386
May	3	17	5	35	299	359
June	3	25	11	33	333	405
July	3	27	14	70	371	485
August	2	22	11	54	346	435
September	3	19	12	44	393	471
October	4	18	10	50	337	419
November	4	16	16	63	302	401
December	5	14	16	51	273	359

Whole number as above	4,864
Which added to the foreign	3,147
Makes a total for the year of	8,011
Whole number last year	6,952
Increase	1,559

In the above table there are no sloops included, which, if added to the many schooners from Virginia and Philadelphia, with wood and coal, which discharge their cargoes at Brooklyn, Williamsburgh, Jersey City, and the adjacent towns on the Hudson, and are not boarded, owing to the remoteness of those points for general business, would make the number much greater. We estimate the schooners that arrive at the above places, and are not reported, at six per day, which we think a small estimate;—this would give for the year 2,190 additional schooners to be added to the coasting trade, making the whole number of coastwise arrivals for 1847, 7,054.

TOBACCO INSPECTIONS AT NEW YORK.

Below is a correct statement of the Inspections of Leaf Tobacco at the port of New York from 1834, the time of the establishment of the Inspection Warehouse in this city, to the close of 1847, inclusive, and the Stocks at the warehouse at the beginning of each month for eleven years, compiled by the inspector, Mr. Nathaniel Pearce, from the records of his office, and for which we are indebted to Messrs. William Agnew and Sons:—

INSPECTIONS.

Years.	Kentucky.	Virginia & N.Carolina	Ohio	Maryland.	Total.	Years.	Kentucky.	Virginia & N.Carolina	Ohio.	Maryland.	Total.
1834	3,657	1,754	413	85	5,909	1841	9,955	2,026	87	...	10,068
1835	11,278	2,130	1,131	190	14,729	1842	8,236	1,123	61	...	9,420
1836	10,495	87	2,509	16	13,107	1843	11,729	254	68	...	12,051
1837	6,047	683	409	10	7,149	1844	6,052	544	2	36	6,334
1838	7,599	360	71	...	8,030	1845	7,387	180	48	45	7,660
1839	6,630	972	24	121	7,747	1846	5,701	1,785	102	81	7,669
1840	10,263	3,502	63	2	13,830	1847	8,217	3,893	90	4	12,204

STOCKS.

Months.	1837.	1838.	1839.	1840.	1841.	1842.	1843.	1844.	1845.	1846.	1847.	1848.
January.	3,478	1,722	1,767	1,090	3,744	2,497	2,419	6,219	4,121	3,355	2,901	5,200
Febr'ry..	3,206	1,623	1,286	1,210	3,433	2,417	2,400	6,236	3,990	3,325	2,612	.....
March..	3,124	1,562	1,204	1,123	2,700	2,724	2,055	5,970	3,860	3,109	2,456	.....
April....	2,873	1,108	2,070	1,381	3,035	2,396	2,209	5,895	3,668	2,850	2,348	.....
May....	2,318	913	2,391	1,034	3,376	2,188	2,622	5,809	3,463	2,536	2,506	.....
June....	1,636	1,433	2,704	1,983	3,772	1,787	3,517	5,631	3,765	2,536	2,425	.....
July....	1,441	1,904	3,101	2,544	4,565	2,314	4,164	6,210	3,427	2,438	2,831	.....
August.	1,149	2,141	2,639	3,176	4,174	2,943	4,222	5,818	3,486	2,901	2,934	.....
Septem..	1,393	2,464	3,391	4,531	3,575	3,543	5,580	5,746	3,747	3,326	3,854	.....
October.	1,182	2,877	3,086	4,465	3,430	2,934	6,784	5,336	4,396	3,996	5,187	.....
Novem'r	840	2,198	2,234	4,281	3,072	2,817	6,441	4,624	3,594	3,974	6,136	.....
Decem'r.	838	1,603	1,455	3,552	2,326	2,343	6,326	3,875	3,072	2,914	5,093	.....

IMPORT OF VIRGINIA TOBACCO INTO NEW YORK.

IMPORT OF MANUFACTURED TOBACCO AT THIS PORT FROM 1ST JANUARY TO 31ST DECEMBER, 1847, INCLUSIVE; COLLECTED AND ARRANGED BY CHAS. M. CONNOLLY FOR THE MERCHANTS' MAGAZINE.

IMPORT—	Number of packages.	Same time last year.	Probable stock now on hand.	Same time last year.
From Richmond	75,817	61,600	.....	.....
" Petersburgh	53,586	47,209	.....	.....
" Norfolk	730	424	.....	.....
" Other places	7,918	2,885	.....	.....
Total packages	138,051	112,118	36,000	30,000

RECEIPTS IN FORMER YEARS.

From 1st January to 31st December,			1839.....packages	51,579
"	"	"	1840	63,805
"	"	"	1841	84,779
"	"	"	1842	62,366
"	"	"	1843	61,676
"	"	"	1844	97,536
"	"	"	1845	105,689
"	"	"	1846	112,118

Stock on hand 31st December, 1846, was.....packages		30,000
Receipts past year from all ports		138,051
Total		168,051
From which deduct as follows:—		
Stock on hand this day estimated	36,000	
This quantity received past year and included in above receipts, being for re-shipment to other ports	9,654	
		45,654
The estimated number of packages sold last year		122,397
Against this number sold through 1846		107,670

NEW YORK IMPORT AND EXPORT OF HIDES

FROM THE 1ST OF JANUARY TO THE 31ST OF DECEMBER, 1847.

FROM—	No.	Bales.	FROM—	No.	Bales.
Africa	30,816	.....	Monte Video	86,677	.....
Angostura	98,986	.....	Maranham	43,097	.....
Antwerp	12,786	.....	Para	4,236	.....
Buenos Ayres	27,229	.....	Rio Janeiro	80,820	.....
Calcutta	2,237	379	Rio Grande	113,448	.....
Carthagena	33,541	.....	West Indies	18,866	.....
Central America	30,953	.....	Southern States	91,770	144
Curacoa	5,253	.....	Texas	34,202	2
Chili	1,781	.....	Coastwise	10,407	4
Havre	846	.....	To Dealers, chiefly purchases made in neighboring cities	184,180	422
Honduras	915	.....			
Laguayra & Porto Cabello	9,290	.....			
Liverpool	2,648	.....			
London	7,873	27	Total 1847	990,305	978
Maracaibo	22,702	.....	" 1846	565,383	712
Mexico	34,746	.....			

EXPORT OF HIDES FOR THE YEARS

1840.	1841.	1842.	1843.	1844.	1845.	1846.	1847.
31,325	4,245	31,286	53,633	45,615	46,396	55,924	15,236

BOSTON ARRIVALS AND CLEARANCES IN 1847.

ARRIVALS.

	Ships.	Barks.	Brigs.	Schooners.	Sloops.	Total.
Coastwise	127	290	1,022	5,551	135	7,125
Foreign	182	262	698	1,613	1	2,756
Total	309	552	1,720	7,164	136	9,881

Of the foreign arrivals, 4 ships, 17 barks, 222 brigs, 1,268 schooners, and 1 sloop, were British; 3 ships and 2 brigs, Danish; 1 brig, Bremen; 4 brigs, French; 1 bark, Russian; 1 bark and 6 brigs, Swedish; 2 brigs, Spanish; 1 bark, 1 brig, and 1 schooner, Dutch; 3 brigs, Brazilian; 1 brig, Belgian: Total, 1,539 foreign vessels.

CLEARANCES.

	Ships.	Barks.	Brigs.	Schooners.	Sloops.	Total.
Coastwise	203	315	733	1,883	64	3,198
Foreign	116	228	626	1,556	...	2,526
Total	319	543	1,359	3,439	64	5,724

Of the foreign clearances, 3 ships, 17 barks, 219 brigs, and 1,274 schooners were British; 3 ships and 2 brigs, Danish; 1 brig, Bremen; 4 brigs, French; 1 bark, Russian; 1 bark and 6 brigs, Swedish; 2 brigs, Spanish; 1 bark, 1 brig, and 1 schooner, Dutch; 3 brigs, Brazilian; 1 brig, Belgian: Total, 1,540 foreign vessels.

It will appear, by the above statement, that there are about 3,927 more arrivals coastwise than clearances, which is caused by many vessels sailing under coasting license, and do not clear at the custom-house, unless carrying goods entitled to debenture. The arrivals and clearances of the British Royal Mail Steamers are not included in the above report. The same is the case with eastern packet steamers. There are 1,920 more arrivals this than last year, viz: 426 foreign, and 1,494 coastwise.

FOREIGN COMMERCE OF BOSTON.

The following statistics of the foreign commerce of the port of Boston are strictly accurate, having been made up with much care from the books of the Custom-house for the "Morning Post." In publishing them the Post remarks:—

"One fact they render strikingly apparent. We mean the gratifying fact that, within a period of ten years, the foreign commerce of Boston has more than doubled in amount; the number of foreign arrivals having increased from 1,313, with a tonnage of 208,891, in 1838, to 2,739 in 1847, with an aggregate tonnage of 375,572; the tonnage cleared, from 162,884 to 326,708; the number of men employed in foreign bound ships, from 7,964 to 16,824; the value of imports, from $13,463,465 to $46,110,761; of exports, purely the products of American industry, from $4,440,891 to $8,837,776; and the amount of revenue collected, from $2,548,398 40 to $5,414,223 39. Nor does this latter sum give the full amount of revenue which accrued at the port during the year which has just closed, the public warehouses now being full of goods which have not yet paid duty. The goods warehoused during the year were subject to a duty of $878,328 56, and this sum must be added to the revenue of the year, making the total of $6,292,551 93, almost three times as much as the revenue of 1838.

STATEMENT OF THE VALUE OF IMPORTS TO, AND EXPORTS FROM FOREIGN PORTS, AT THE PORT OF BOSTON, WITH THE REVENUE RECEIVED AT THE CUSTOM-HOUSE, FROM 1838 TO 1847.

Years.	IMPORTS. Value.	EXPORTS. Foreign Merch.	EXPORTS. Domestic Products.	Revenue.
1838	$13,463,465	$2,595,987	$4,440,891	$2,548,398 40
1839	18,409,186	3,495,720	4,507,816	3,294,827 65
1840	14,123,308	3,268,535	5,135,779	2,456,926 22
1841	18,908,242	3,499,580	5,892,672	3,226,441 47
1842	16,027,450	2,475,233	4,750,851	2,780,186 04
1843	20,662,567	3,453,660	5,081,704	3,491,019 82
1844	22,141,788	2,351,495	5,843,231	5,934,945 14
1845	21,591,877	2,534,557	6,736,273	5,249,634 00
1846	21,284,800	1,764,022	6,481,802	4,872,570 16
1847	47,110,761	1,675,366	8,837,766	5,414,223 39
Total	$213,723,444	$27,114,155	$57,708,785	$39,269,172 29

STATEMENT SHOWING THE NUMBER OF ARRIVALS FROM FOREIGN PORTS AT THE PORT OF BOSTON, IN EACH YEAR FROM 1838 TO 1847, INCLUSIVE.

Years.	No. of Arrivals.	Years.	No. of Arrivals.	Years.	No. of Arrivals.
1838.....	1,313	1842.....	1,738	1845.....	2,305
1839.....	1,552	1843.....	1,716	1846.....	2,000
1840.....	1,628	1844.....	2,174	1847.....	2,739
1841.....	1,790				

STATEMENT SHOWING THE TONNAGE OF VESSELS ENGAGED IN THE FOREIGN TRADE OF THE PORT OF BOSTON, AND NUMBER OF MEN EMPLOYED DURING THE TEN YEARS INCLUDED IN THE FOREGOING STATEMENT.

	INWARD.		OUTWARD.			INWARD.		OUTWARD.	
Years.	Tonnage entered.	Tonnage cleared.	Men employed.	No. of clear.	Years.	Tonnage entered.	Tonnage cleared.	Men employed.	No. of clear.
1838.	208,891	162,884	7,964	1,632	1843.	247,215	221,411	10,647	1,628
1839.	227,422	196,036	9,758	1,389	1844.	311,529	242,340	13,298	2,000
1840.	257,143	189,687	9,850	1,362	1845.	316,026	309,565	13,981	2,209
1841.	286,812	236,464	12,066	1,581	1846.	302,901	271,272	12,787	1,998
1842.	270,711	217,829	11,465	1,540	1847.	375,572	326,708	16,824	2,537

FOREIGN COMMERCE OF PHILADELPHIA.

COMMERCE OF PHILADELPHIA FOR THE YEARS 1845, 1846, AND 1847, COMPARED.

	1845.	1846.	1847.
Value of imports.....	$7,494,497 00	$8,308,615 00	$12,145,937 00
Duties received.....	2,370,517 71	2,420,661 78	2,904,748 97

VALUE OF EXPORTS TO FOREIGN PORTS, ANNUALLY, FROM 1843 TO 1847.

	1843.	1844.	1845.	1846.	1847.
Domestic articles...	$2,837,646	$3,326,673	$3,413,928	$4,596,744	$7,936,087
Foreign.....	221,525	338,023	502,905	521,310	643,178
Total.....	$3,059,171	$3,664,696	$3,916,833	$5,118,054	$8,579,265

TONNAGE ENTERED FROM FOREIGN PORTS.

	1845.	1846.	1847.
American vessels.....tons	73,705	87,146	107,927
Foreign "	10,794	12,483	40,144
Total.....	84,499	99,629	148,071
Arrivals from foreign ports.....	387	459	657
Coastwise.....	8,029	6,018	17,083
Total.....	8,416	*6,477	17,740
Clearances for foreign ports.....	400	458	598

PHILADELPHIA GRAIN, ETC., MEASURERS' REPORT.

The following table, derived from the "Commercial List," shows the measurement of grain, seeds, salt, and coal, annually, for the last ten years:—

Years.	Wheat.	Corn.	Rye.	Barley.	Oats.	Seeds.	Beans.	Coal, Bit.	Salt.
1838.... *Bush.*	319,513	593,296	163,085	48,162½	272,104½	22,944½	1,401½	138,712	356,407⅞
1839.....	449,980⅛	455,370⅜	115,933⅞	48,152½	302,274½	11,503½	327½	86,452	291,568
1840.....	770,205	602,858¼	133,891⅜	36,542½	298,473½	18,248⅛	698½	165,740	257,143
1841.....	467,243¾	781,278⅝	51,371¼	44,336	167,508½	19,704⅜	3,040⅞	118,108	326,132
1842.....	462,770	492,951	36,334	35,978½	194,908	25,198⅜	1,616½	9,068	151,250
1843.....	484,384½	518,671¼	68,013½	20,012	372,713½	27,773⅛	1,580½	131,909	174,134⅝
1844.....	526,667⅜	640,459	95,227½	58,600	375,578⅞	42,358	1,402⅜	97,000	217,815⅛
1845.....	792,502½	768,486¾	85,357¼	46,630½	357,677½	31,434	3,930⅝	261,838	146,451
1846.....	983,923	665,178	30,829	40,339	350,942	15,864	3,895	348,261	237,463
1847.....	947,598	1,093,264	78,972	38,210	369,171	7,528	676	268,760	246,438

* Some of the smaller craft heretofore entered are omitted this year.

TRADE AND COMMERCE OF PHILADELPHIA.

We are indebted to J. H. Bell, Esq., of Philadelphia, for the following tabular statements of the trade and commerce of that city:—

COMPARATIVE STATEMENT OF THE GROSS AMOUNT OF WEIGHABLE FOREIGN MERCHANDISE IMPORTED INTO THE PORT OF PHILADELPHIA FROM JANUARY 1ST TO DECEMBER 31ST, DURING THE YEARS 1846 AND 1847.

Articles.	1846. Tons.	Cwt.	Qrs.	Lbs.	1847. Tons.	Cwt.	Qrs.	Lbs.
Iron, Railroad	73	14	3	21	.....	...	...	...
Rolled bar	2,244	17	1	14	2,736	1	3	0
Hammered, sheet, rod, and hoop	499	6	3	8	1,686	12	2	23
Pig	226	3	0	7	440	18	2	0
Old and scrap	26	11	1	25	52	11	3	7
Castings	94	17	1	11	54	4	2	16
Chain cables and anchors	8	10	0	3	152	4	2	15
Steel	287	16	1	21	272	17	2	0
Anvils	85	16	3	15	68	12	3	9
Nails and spikes	22	3	3	1	23	7	0	16
Hammers and sledges	2	19	1	8	1	1	3	19
Iron wire	2	3	0	26	3	3	3	5
Lead, pig and old	...	12	0	19	1	0	0	7
Hemp	7	4	0	7	.....	...	...	...
Cordage	...	...	...	...	.....	...	...	...
Tallow	...	...	...	...	.....	...	...	...
Glassware	0	1	0	0	.....	...	...	...
Sugar of lead, paints, &c.	44	1	3	23	25	0	0	24
Bristles	...	...	...	...	0	4	1	15
Glue	...	...	...	...	.....	...	...	...
Wool	110	19	0	0	76	17	3	0
Fish, smoked and dried	39	16	2	7	391	11	1	10
Cheese	...	2	3	19	0	13	0	23
Chocolate	0	3	1	2	0	2	2	13
Paper and books	7	7	3	25	25	18	0	23
Cotton	...	...	...	...	0	1	0	3
Twine	16	1	2	11	0	15	1	20
Hams	0	14	2	0	0	9	2	12
Pork	...	...	...	...	.....	...	...	...
Sugar	8,752	5	0	7	24,445	10	2	23
Coffee	7,570	9	1	22	4,420	1	3	11
Tea, Green	...	...	...	...	0	5	2	9
Black	...	...	...	...	0	3	2	7
Cassia	...	...	...	...	.....	...	...	...
Cocoa	75	0	2	20	0	6	3	12
Pimento	31	16	0	6	81	8	1	22
Indigo	58	10	3	14	57	7	2	2
Raisins, prunes, and figs	832	1	2	27	343	12	1	10
Nutmegs, mace, and cloves	0	1	0	20	6	14	1	18
Ginger	4	0	3	15	7	14	2	26
Almonds	19	4	2	8	87	13	3	0
Pepper	2	18	1	14	7	7	2	0
Rags	218	4	2	7	.....	...	...	...
Bleaching powders	49	5	1	13	97	19	0	24
Sulphate of Barytes	271	6	0	10	5	3	3	16
Saltpetre, refined	45	16	3	11	.....	...	...	...
Walnuts and filberts	37	8	2	4	46	6	3	1
Drugs	10	12	0	11	102	12	3	22
Soda ash	1,571	3	1	24	2,535	17	2	24
Tobacco	84	17	1	4	287	8	1	24
Currants	171	19	3	16	0	1	3	0
Alum	...	...	...	27	.....	...	...	...
Wax	1	7	1	18	2	11	3	8

COMPARATIVE STATEMENT OF THE QUANTITY OF COFFEE IMPORTED INTO THE PORT OF PHILADELPHIA DURING THE YEARS 1845, 1846, AND 1847.

From	1845. Bags.	1846. Bags.	1847. Bags.	From	1845. Bags.	1846. Bags.	1847. Bags.
Laguayra	29,561	48,288	34,890	Europe	.....	.....	.....
Rio de Janeiro	26,894	51,257	19,669	Port au Prince and Cape Haytien	2,834	9,284	6,519
St. Domingo	.....	1,175	.....	Havana	10	6	164
Cuba	401	4,752	356	Other places	1	294	.....
Porto Rico	5,494	5	.....				
Java	.....	.....	450	Total Bags	72,105	126,607	73,504
Maracaibo	6,903	11,539	10,445	" Hogsh'ds.	.....	.....	.....
Jamaica	.....	.....	.....	" Tierces	.....	.....	4
Matanzas and St. Thomas	7	7	11	" Barrels	.....	116	18

NAVIGATION OF PHILADELPHIA.

ARRIVALS ANNUALLY AT THE PORT OF PHILADELPHIA IN EACH YEAR FROM 1787 TO 1847, INCLUSIVE.

The following statement of the arrivals of vessels at the port of Philadelphia from January 1st, 1787, to January 1st, 1847, embracing a period of sixty-one years, was prepared personally by Colonel Childs, the editor of the Philadelphia "Commercial List," from the records kept at the custom-house, and originally published in that journal. This table cost Mr. Childs no little labor. Since 1837, the returns have been annually obtained at the custom-house. This table shows, at a glance, the comparative foreign and coastwise arrivals at that city from the adoption of the Federal Constitution down to the present period.

Years.	Foreign.	Coastwise.	Total.	Years.	Foreign.	Coastwise.	Total.
1787	596	390	986	1818	576	1,101	1,677
1788	411	490	901	1819	450	1,046	1,496
1789*	324	376	700	1820	479	877	1,356
1790†	639	715	1,354	1821	441	913	1,354
1791	595	853	1,448	1822	494	1,212	1,706
1792†	....	.....	.....	1823	482	1,018	1,500
1793‡	....	.....	.....	1824	501	981	1,482
1794	618	1,250	1,868	1825	484	1,195	1,679
1795	779	1,228	2,007	1826	482	1,195	1,679
1796	858	1,011	1,869	1827	469	1,320	1,789
1797	641	929	1,570	1828	450	1,247	1,697
1798	459	1,002	1,461	1829	374	2,210	2,584
1799	443	825	1,286	1830	415	3,287	3,702
1800	536	1,051	1,587	1831	396	3,262	3,658
1801	667	1,125	1,792	1832	428	2,849	3,277
1802	653	1,106	1,759	1833	474	2,573	3,047
1803	611	1,064	1,675	1834	430	2,686	3,116
1804	498	1,292	1,790	1835	429	3,573	4,002
1805	547	1,196	1,716	1836	421	3,764	4,185
1806	690	1,232	1,922	1837	409	7,476	8,185
1807	699	1,269	1,968	1838	464	10,860	11,324
1808	298	1,951	2,219	1839	521	11,188	11,709
1809	351	1,683	2,034	1840	456	9,706	10,162
1810	405	1,477	1,882	1841	504	9,246	9,750
1811	500	1,425	1,925	1842	454	7,973	8,427
1812	323	1,549	1,872	1843	372	7,659	8,031
1813§	74	319	393	1844	472	7,717	8,189
1814§	43	583	626	1845	387	8,029	8,416
1815	487	1,113	1,600	1846	459	6,018	6,477
1816‖	538	1,101	1,639	1847	668	14,583	15,351
1817	532	1,238	1,770				

* From the 1st of August to the 31st of December—no Records for the early part of the year. † The Books of these years are mislaid. ‡ Embargo. § War with Great Britain. ‖ Opening of the Chesapeake and Delaware Canal.

EAST INDIA AND PACIFIC TRADE.

The "Boston Traveller" furnishes rather an interesting table of the extent of our trade with China and the islands in the Pacific. The whole number of arrivals in the United States, for the year ending December 31, 1847, were—

At Boston	60	At Baltimore	5
New York	50	New Bedford	1
Salem	6		
Total			122

The whole number of vessels which cleared for ports in the Pacific and the East Indies, from different ports in the United States, was 181, viz:—

From Boston	89	From Baltimore	7	From New Bedford	1
" New York	70	" Philadelphia	2	" Newburyport	1
" Salem	9	" Norfolk	2		

In 1846, the number of arrivals of vessels engaged in the above trade were 140, so that it will be seen that there has been a decrease the past year of 18. The same year the clearances were 139, showing an increase of 42.

BRITISH TRADE WITH MEXICO.

EXPORT OF BRITISH MANUFACTURES TO MEXICO.

Articles.	January 1 to July 1 — 1844.	1845.	1846.	1847.
Cotton yarn, No. 1 lbs.	8,114	.....	.....	.....
" 2	15,050	12,720	27,452	3,500
Cambrics and muslins yds.	5,148	44,886	17,116	.....
Calicoes, plain	184,413	1,286,893	534,329	123,276
Cotton and linen, mixed	2,760	20,755	3,674	5,829
Cords, velveteens, velvets, &c	.....	9,509	.....	.....
Calicoes, printed and dyed	1,404,684	3,275,922	3,131,206	246,395
Hosiery doz.	323	836	1,328	.....
Shawls and handkerchiefs	100	1,601	34,725	3,401
Lace, &c yds.	5,796	76,948	43,167	.....
Unenumerated cotton goods value	£304	£446	£98	.....

LUMBER TRADE OF QUEBEC.

We give below a comparative statement of the timber measured at Quebec to the 22d of November in each of the three years 1845, 1846, 1847:—

	1845.	1846.	1847.
White pine feet	19,111,455	24,504,375	12,026,294
Red pine	4,444,515	5,247,754	6,516,922
Oak	1,800,446	2,429,582	2,484,569
Elm	1,566,915	3,455,122	2,035,541
Ash	412,096	260,088	122,715
Basswood	37,086	82,798	12,693
Butternut	9,664	20,782	6,618
Tamarac	199,933	593,584	590,619
Birch and maple	160,007	240,787	92,337

COFFEE EXPORTED FROM CEYLON.

Years.	Quantity.	Years.	Quantity.	Years.	Quantity.
1837 cwt.	43,164	1841 cwt.	80,584	1845 cwt.	178,603
1838	49,541	1842	119,805	1846	173,892
1839	41,863	1843	94,847	1847 (est'd quant.)	240,003
1840	63,162	1844	133,957		

COMMERCIAL REGULATIONS.

PASSENGERS ARRIVING AT PORTS OF ENTRY IN NEW YORK.

THE following act concerning passengers arriving at the ports of entry and landings in the State of New York, passed the Senate and Assembly of this State, December 10th, 1847:—

Sec. 1. Within twenty-four hours after the arrival of any ship or vessel at any port of entry or landing-place in this State, situated northerly of the city of Albany, and including those upon the river St. Lawrence, Lake Ontario, the Niagara River, and Lake Erie, from any of the United States, other than this State, or from any country out of the United States, the master or commander of any such ship or vessel shall make a report in writing, on oath or affirmation, to the President of the Board of Trustees of the village in which such port may be, or, in case of his absence or other inability to serve, to either of the trustees of said village, or if such port be within the jurisdiction of an incorporated city, then such report shall be made to the mayor of such city, or, in case of his absence to one of the aldermen thereof, or if such port or landing be without the jurisdiction of any incorporated city or village, then such report shall be made to one of the overseers of the poor of the town in which such port or landing may be; which report shall state the name, place of birth, last legal residence, age and occupation of every person or passenger emigrating to the said State, arriving in such ship or vessel on her last voyage to said port, not being a citizen of the United States, emigrating to the United States, and who shall not have paid the commutation money mentioned in the next section of this act. In case any such master or commander shall omit or neglect to report as aforesaid any such person or passenger, with the particulars aforesaid, or shall make any false report or statement in respect to any such person or passenger, in all or any of the particulars hereinbefore specified, such master or commander shall forfeit the sum of $75 for every such person or passenger, in regard to whom any such omission or neglect shall have occurred, or any such false report or statement shall be made, for which the owner or owners of every such ship or vessel shall also be liable, jointly and severally, and which may be sued for and recovered, as hereinafter provided.

Sec. 2. It shall be the duty of the officer to whom such report shall be made, by an endorsement to be made on the said report, to require the master or commander of such ship or vessel to pay to the treasurer of the said village or city, or to the overseer of the poor, as the case may be, the sum of one dollar for every person or passenger reported by such master or commander as aforesaid, which sum shall be paid as aforesaid, within twenty-four hours after the arrival of such ship or vessel at the said port or landing.

Sec. 3. The treasurer of each of such cities and villages shall, within five days after his election to office, and before he shall perform any duties under this act, execute a bond, with two sureties, to the superintendents of the poor of the county in which such village or city is situated, to be approved by the President of the Board of Trustees of such village, or by the mayor of such city, conditioned for the faithful performance of his duties under this act, and shall, on or before the first Tuesday of the months of February, May, August, and November, in every year, report to and pay over to the superintendents of the poor of the county in which such city or village is situated, the amount of money received by him since his last previous report, for commutation as aforesaid.

Sec. 4. The superintendents of said counties respectively shall audit the accounts of the officers of such cities, or villages, or towns, for services rendered by them under the provisions of this act, and pay the same out of the commutation money received by them as aforesaid, and shall annually, on or before the fifteenth day of February of each year, report to the legislature the amount of money received, under the provisions of this act, during the preceding year, and the manner in which the same has been appropriated particularly.

Sec. 5. It shall be the duty of the said superintendents to provide for the maintenance and support of such of the persons for whom commutation money shall have been paid as aforesaid, and shall appropriate the moneys aforesaid for that purpose, in such manner as to indemnify, as far as may be, the several cities, towns, and counties of this State, for any expense or charge which may be incurred for the maintenance and support of the persons aforesaid; such appropriations shall be in proportion to the expenses incurred by said cities, towns, and counties severally, for such maintenance and support.

Sec. 6. In case any such person for whom commutation money has been paid as aforesaid, shall at any time, within three years from the payment of such money, become chargeable upon any city, town, or county within this State, it shall be the duty of the said superintendents to provide for the payment of any expenses incurred by any such city, town, or county, for the maintenance and support of any such person, out of the commutation to be paid as aforesaid, so far as the same will enable them to do so. The said superintendents shall prescribe such rules and regulations as they shall deem proper, for the purpose of ascertaining the right, and the amount of the claim of any city, town, or county, to indemnity under this and the preceding section of this act.

Sec. 7. If any master or commander, as aforesaid, shall neglect or refuse to pay over to the said treasurer such sum of money as is hereinbefore required for commutation money, for each and every such person, within twenty-four hours after the arrival of such vessel at such port or landing, every such commander, and the owner or owners of such ship or vessel, severally and respectively, shall be subject to a penalty of $75 for each and every person or passenger on whose account such commutation money may have been required, to be sued for in the manner hereinafter provided.

Sec. 8. The penalties and forfeitures prescribed by this act, may be sued for and recovered, with costs of suit, by either of the overseers of the poor of the city or town where such money ought to be paid, in the name of the superintendents of the poor of the said county, in any court having cognizance thereof; and, when recovered, shall be applied to the purpose specified in this act.

Sec. 9. Any ship or vessel whose master or commander, owner or owners, shall have incurred any penalty or forfeiture under the provisions of this act, shall be liable for such penalties or forfeitures, which shall be a lien upon such ship or vessel, and may be enforced and collected by warrant of attachment in the same manner as is provided in title eight of chapter eight, of the third part of the Revised Statutes—all the provisions of which title shall apply to the forfeitures and penalties imposed by this act; and the said superintendents shall, for the purposes of such attachment, be deemed creditors of such ship or vessel, and of her master or commander, and owner or owners respectively.

Sec. 10. This act shall take effect immediately.

QUARANTINE REGULATIONS AT NAPLES.

F. Engle, commander of the United States ship Princeton, in a letter to the Hon. John Y. Mason, Secretary of the Navy, dated October 15th, 1847, says:—

"Merchantmen from our ports should always get a certificate of health from the consul of the nation for which they sail. When I was at Gibraltar, a vessel arrived from Boston, and was not only refused *pratique*, but was ordered off because she was at New Orleans on a former voyage. These vessels go to Malta or Barcelona, and are at once admitted, and return to Gibraltar."

We subjoin a letter from Alexander Hammett, Esq., United States Consul, addressed to F. Engle, Esq., of the Princeton, transmitted to the Secretary of the Navy by the commander of that ship:—

UNITED STATES CONSULATE, NAPLES, October 22, 1847.

DEAR SIR:—Having applied to the health office for the information asked for in your letter of the 21st inst., I have received for answer, that from the ports of the Archipelago there is free *pratique;* but that, from the 15th of November next, a certificate from a consul of His Majesty will be required that there has been no case of cholera. From the ports of the Adriatic, twenty-one days, and for merchandise susceptible of contagion, twenty-one days in the Lazaretto of Nisita; from Tunis, fourteen days for vessels, and fourteen days for merchandise; Tangier, seven days, and fourteen days for merchandise susceptible; Algiers, free *pratique;* the Empire of Morocco, fourteen days for vessels, and twenty-one days for articles of merchandise susceptible of contagion. It will always be necessary to have a certificate from the Neapolitan Consul of the good health of the port. From the ports of the United States there is no quarantine fixed, though *pratique* has been suspended. Every case of an arrival will need a report of the circumstances to be decided on by the Board. The cholera is in the Southern ports of Russia, and in the Black Sea, and vessels from hence are refused.

ALEXANDER HAMMETT.

F. ENGLE, Esq., Commanding United States Steamer Princeton.

All vessels from New Orleans, or from ports in the vicinity, are refused. Cotton from there has to go through the same process as if from Havana or Vera Cruz—that is, exposed at the Lazaretto to air. F. ENGLE.

Hon. J. Y. MASON, Secretary of the Navy.

TARE OF THE GERMAN CUSTOMS UNION

UPON TOBACCO, RICE, COFFEE, ETC.

The following extract of a letter, dated Schwerin, Germany, October 20th, 1847, received at the Department of State, was originally published in the Washington Union:—

"I should acquaint you with the existing tare established by the German Customs Union upon tobacco imported in hogsheads, and rice in tierces, as I ascertained it to be upon the frontiers of the Duchy of Brunswick, when journeying to this place a few days ago.

"The tare on a hogshead of tobacco is 12 per cent. If the hogshead should weigh over 12 per cent for the quantity of tobacco contained in it, the additional weight pays duty at the rate of 5½ Prussian thalers per roll centner—equal to about $3 33 per 100 lbs. Hogsheads which contain 1,000 lbs. tobacco, weigh, in the aggregate, I have been told—some more, and some much less—200 lbs.; consequently, 80 lbs. of wood, or of hogshead, pays tobacco duty amounting to $2 68 40-100 cents.

"This extra tax upon their staple product the planters may avoid, by making their hogsheads uniformly of the same size—not to exceed in weight, if they are to hold 1,000 lbs. of tobacco, 120 lbs. This, if they would be good, would insure sufficient strength.

"The Zoll-Verein imported, during the year 1846, 29,000 hogsheads of tobacco and stems. If, therefore, a duty of 20 per cent, instead of 12 per cent, was realized for tare, our staple was taxed unnecessarily $77,731 75.

"The tare allowed on rice, in tierces, entering the States of the Zoll-Verein, is 13 per cent. It is to the interest of the producers of rice in the United States, to be careful that there should be no excess of tare beyond this, inasmuch as they have a formidable competitor in Holland in the German markets. The Java rice is all imported in bags, upon which a tare of 4 per cent is allowed in the Zoll-Verein. This, the Dutch, with their habitual good economy, avoid exceeding."

MODIFICATION OF THE MEXICAN TARIFF.

By a circular from the United States Treasury Department, the following modifications, in some of its details, have been approved by the President of the United States; and the Secretary of War and the Secretary of the Navy have been directed to carry them into effect:—

"That the duty on silk, flax, hemp or grass, cotton, wool, worsted, or any manufactures of the same, or of either, or mixtures thereof; coffee, teas, sugar, molasses, tobacco, and all manufactures thereof, including cigars and cigaritos; glass, china, and stone ware, iron and steel, and all manufactures of either, not prohibited, be 30 per cent, ad valorem. On copper, and all manufactures thereof; tallow, tallow-candles, soap, fish, beef, pork, hams, bacon, tongues, butter, lard, cheese, rice, Indian corn and meal, potatoes, wheat, rye, oats, and all other grain, rye meal, and oat meal, flour, whale and sperm oil, clocks, boots and shoes, pumps, bootees and slippers, bonnets, hats, caps, beer, ale, porter, cider, timber, boards, planks, scantling, shingles, laths, pitch, tar, rosin, turpentine, spirits of turpentine, vinegar, apples, ship bread, hides, leather, and manufactures thereof, and paper of all kinds, 20 per cent ad valorem; and these reduced rates shall also apply to all goods, on which the duties are not paid, remaining not exceeding ninety days in deposit in the Mexican ports, introduced under previous regulations enforcing military contributions."

POSTAL REGULATIONS BETWEEN ENGLAND AND THE U. STATES.

The Postmaster-General of the United States publishes, under date November 5th, 1847, the following circular:—

"The British government having seen fit to charge with full postage across the Atlantic the mail matter which was actually conveyed across it by the United States mail steamer

Washington, it becomes necessary, as a measure of self-protection, that this government should take the steps therein authorized for terminating the subsisting arrangement between the two countries—in relation as well to British mails in transit through this country for their colonial possessions on this continent, as the ordinary mail intercourse between those possessions and the United States. This was accordingly done; and those arrangements will, in consequence, terminate on the 16th day of November, 1847.

"The necessary result will be, that, on and after the 16th inst., no mail matter, destined for any of the British possessions on this continent, will be permitted to leave the United States, unless the United States postage thereon is previously fully paid.

CAVE JOHNSON, *Postmaster-General.*"

RAILROAD, CANAL, AND STEAMBOAT STATISTICS.

BALTIMORE AND SUSQUEHANNAH RAILROAD.

THIS road, opened in 1838, extends from Baltimore to Columbia, a distance of 71 miles. It cost, including Westminster Branch, $3,370,000. The number of shares is 9,000, and the par value $50. The heavy T rail is used, weighing 60 pounds to the yard. The following table exhibits the distances, rates of fare, &c., on this road:—

PLACES.	Miles.	Fares.	PLACES.	Miles.	Fares.
Baltimore	...	.....	Parkton	28	$0 75
Woodbury Factory	3	$0 12	Summit	36	1 00
Washington Factory	6	0 15	Strasburgh	38	1 05
Relay House	7	0 20	Heathcote's Factory	41	1 10
New Texas	13	0 35	Smyser's	46	1 20
Cockeysville	14½	0 40	York	57	1 50
Ashland Furnace	15½	0 45	Wrightsville	70	2 00
Phenix Factory	17	0 50	Columbia	71	2 12
Monkton	23	0 60			

The rates of freight on this road are, for coal, $1 37½ per ton; iron, $1 84 per ton; lumber, $1 75 per 1,000 feet; corn and grain, $2 20 per ton; salt and butter, $2 per ton; groceries, sugar, dry-goods, and light and bulky merchandise, $2 per ton, *through*. Parcels are charged 25 cents each; horses, $3 75 each to York or Columbia; two and four-wheeled carriages, $3 37, *through*.

From the Twelfth Annual Report of the President and Directors of the Baltimore and Susquehannah Railroad Company for the year ending the 30th of September, 1847, we gather the following particulars:—

The gross receipts of the Company from the transportation of passengers and merchandise between Baltimore and Columbia, during the past year, amount to $256,913 58, being an increase of $46,278 39 over those of the preceding twelve months. The expenses of the transportation department during the same period have been $171,901 49, or an increase of $17,475 26 over those of the preceding year. These statements exhibit a gain of receipts from transportation of 22 per cent over those of the previous year, and an increase of expenditure of a fraction over 10 per cent.

The number of passengers carried between Baltimore and York during the past year, is 92,686—an increase of 29,851, or nearly 50 per cent. The number carried on the Wrightsville road during the same period, is 22,665—an increase of 2,865 over the number carried in the year ending September 30, 1846. The freight passing over the road during the past and preceding year, was as follows:—

	1846.	1847.
Between Baltimore and York.....lbs.	274,724,581	323,578,603
On the Wrightsville road.....	135,726,191	156,556,537

This statement exhibits an increase of tonnage on the road between Baltimore and York of 48,854,022 lbs., and on the Wrightsville road of 20,830,346.

The nett receipts of the Company from transportation during the past year, are $77,012 09; being an increase over the nett receipts from the same source during the

previous year of $28,863 03. The debts of the Company, (exclusive of interest on loans for the construction of the road,) as shown by the last annual report, amounted, on the 10th of October, 1846, to the sum of $35,073 85. The indebtedness of the Company had been reduced, on the 7th October, 1847, to $2,801 25; showing a payment, during the past year, of $32,272 60 of pre-existing debts, exclusive of a payment of $43,000, made to the State of Maryland on account of arrears of interest due.

TOLLS ADOPTED BY THE SCHUYLKILL NAVIGATION COMPANY.

The Board of Managers have adopted the following rates of toll, to be charged on their works during the year 1848:—

ANTHRACITE COAL

To be charged per ton of 2,240 lbs., the weight to be ascertained by such means as may be adopted to secure accuracy, and 5 per cent allowance to be made therefrom for loss by wasteage. The toll to be computed from Mount Carbon for all coal coming from above that point, and to be charged proportionately for all distances carried on the canal.

For the months of	March, April, and May	40 cents per ton.
"	June and July	50 "
"	August, September, October, November, December,	65 "

MISCELLANEOUS ARTICLES

To be charged per ton of 2,240 pounds.

First Class.—Limestone, iron ore, quarry spalls, rough stone, unwrought marble, sand, clay, gravel, rails, bark, and manure, 1½ cents per ton per mile; but no charge will be made for any distance carried beyond 25 miles. Maximum toll on such articles for any distance, 37½ cents per ton.

Second Class.—Gypsum, cordwood, timber, lumber, hoop poles, hay and straw in bales, bricks and bituminous coal—

Between	Philadelphia and	Mount Carbon	75 cents per ton.
"	"	Schuylkill Haven	72 "
"	"	Port Clinton	65 "

Way trade, three-fourths of a cent per ton per mile; but no charge shall be made exceeding 75 cents per ton.

Third Class.—Merchandise generally, such as dry-goods, earthenware, salt, iron in pigs, bars, or any stage of manufacture beyond the ore, nails, flour, grain, and all other articles not specifically enumerated in classes first and second, 2 cents per ton per mile for the first twenty miles carried, and three-fourths of a cent per ton per mile for any additional distance carried beyond twenty miles.

Note.—In all cases where one or more locks are passed, and the distance carried shall be less than two miles, the charge for toll shall be for two miles, according to the class to which the articles carried may belong; and in all cases where the foregoing rates shall exceed 6¼ cents per ton on the ascertained tonnage of the vessel for any lock passed below Reading, or 4 cents per ton above Reading, the toll shall be charged at the mentioned rates on all articles.

TOLL ON EMPTY BOATS.

Boats intended to be run regularly in the trade on the line of the canal will be licensed to pass the whole, or any part of the line empty, by the payment of ten dollars. The licenses will be issued by any collector, and will continue in force during the year 1848, provided the boat so licensed shall pay a sum in tolls equal to ten dollars per month. Boats not so licensed will be charged 5 cents per mile, unless they carry cargo which has paid five dollars in tolls.

Any boats not licensed as aforesaid, and running up a single level of the works, shall pay for each lock they may at any time pass, 4 cents per ton on the ascertained tonnage thereof above Reading, and 6¼ cents per ton below Reading.

CARS, BOATS, AND LANDINGS.

The Company will furnish cars, boats, and landings, and afford every facility for transporting coal to market at the most reasonable rates; and they are prepared to make contracts with operators, and others engaged in the coal trade, and with those who will build and run boats on the canal, on liberal terms. Applications on these subjects are to be made to the President of the Company, and they will receive prompt attention.

VOYAGES OF THE BRITISH MAIL STEAMERS.

STATEMENT OF THE VOYAGES MADE BY THE BRITISH ROYAL MAIL STEAMERS DURING THE YEAR 1847, SHOWING THE DATE OF ARRIVAL, LENGTH OF PASSAGE, PASSENGERS BROUGHT, ETC.

Names.	Time of arrival.	Length of passage.	Passengers from Liverpool.	Passengers from Halifax.	Left at Halifax.	Time of departure.	Passengers to Liverpool.	Passengers to Halifax.
	1846.					1847.		
Cambria...	Dec. 16	....	...	...	...	Jan. 1	79	2
	1847.							
Hibernia...	Jan. 25	19½	98	10	9	Feb. 1	37	10
Cambria....	Feb. 20	16	99	15	5	Mar. 1	66	16
Hibernia...	Mar. 20	16	71	17	8	April 1	114	6
Cambria...	April 20	16	75	9	50	May 1	104	8
Caledonia.	May 6	15½	91	15	6	" 16	84	8
Britannia..	" 17	12	70	15	16	June 1	96	8
Hibernia...	June 3	14½	88	9	15	" 16	109	10
Cambria....	" 17	12½	87	12	14	July 1	116	21
Caledonia.	July 4	14½	93	13	11	" 16	86	16
Britannia..	" 17	13	83	14	15	Aug. 1	81	18
Hibernia...	Aug. 2	13	108	7	11	" 16	58	17
Cambria...	" 18	14	106	18	5	Sept. 1	78	4
Caledonia.	Sept. 2	13½	117	15	10	" 16	44	28
Britannia..	" 19	14½	91	19	15	Oct. 1	70	16
Hibernia...	Oct. 3	14	106	13	18	" 16	80	10
Cambria....	" 19	13½	117	8	7	Nov. 1	70	18
Caledonia..	Nov. 5	17	110	12	2	" 16	20	4
Acadia	" 20	16	67	13	13	Dec. 1	58	16
Britannia..	Dec. 8	19	51	9	10	" 16	34	7
Hibernia...	" 25	20½	76	4	9	" 27	...	...
Total....	.....	....	1,804	247	249	.....	1,484	253

NEW YORK RAILROAD COMPANIES AUTHORIZED TO BORROW MONEY.

The following "Act to authorize certain railroad companies to issue stock, or to borrow money to lay a second track," passed the Senate and Assembly of the State of New York, November 27th, 1847, and is now in force:—

Sec. 1. Each railroad company, embraced within the provisions of the first section of chapter two hundred and seventy-two, of the laws of 1847, is hereby authorized to increase its capital stock, or to borrow money on the security of its railroad appurtenances and franchises, as the directors of such company may determine, subject, however, to all previous encumbrances and debts in favor of this State and of individuals, to such an amount, subject to the limitation hereinafter expressed, as may be sufficient for the purpose of putting so much of its railroad, as such directors shall deem expedient, in a proper condition to receive a second track, of procuring iron for such track, and of laying the same with an iron rail, weighing not less than fifty-six pounds to the lineal yard; but nothing herein contained shall be construed to authorize such an increase of stock or borrowing of money by such company, for any other than the aforesaid purpose, nor shall such money or stock be used for, or applied to any other purpose, nor shall the increase of stock or the money borrowed, by virtue of this section, exceed, in the aggregate, the sum of $10,000 for each mile of the railroad of such company, which it shall so put in a condition to receive such second track, for which it shall procure the iron for such track, and on which it shall lay such second track with a heavy rail as aforesaid.

CLOSING OF THE HUDSON RIVER.

Years.	Months.	Years.	Months.	Years.	Months.
1830.....	December 23	1836.....	December 7	1842.....	November 28
1831.....	" 5	1837.....	" 14	1843.....	December 10
1832.....	" 21	1838.....	November 25	1844.....	" 17
1833.....	" 13	1839.....	December 18	1845.....	" 3
1834.....	" 15	1840.....	" 5	1846.....	" 15
1835.....	November 30	1841.....	" 19	1847.....	" 25

BREADSTUFFS PASSING THE NEW YORK CANALS:

IN EACH YEAR FROM 1834 TO 1847, INCLUSIVE.

A correspondent of the "*Detroit Free Press*," while on a visit to Albany, visited the Canal Department in that city, and copied the following statistics of Breadstuffs, &c.:—

FLOUR ARRIVED AT HUDSON RIVER FROM 1834 TO 1847.

Years.	*Barrels.*	*Value.*	Years.	*Barrels.*	*Value.*
1834.....	1,057,870	$4,897,006	1841.....	1,779,329	$9,267,142
1835.....	1,097,050	6,494,312	1842.....	1,703,800	8,282,163
1836.....	1,001,300	8,535,044	1843.....	2,239,600	9,456,108
1837.....	987,300	8,456,082	1844.....	2,685,350	10,097,508
1838.....	1,165,320	8,901,758	1845.....	1,521,992	14,021,081
1839.....	1,072,010	6,451,919	1846.....	3,003,636	15,345,377
1840.....	1,980,670	8,803,003	1847.....	3,944,818	24,776,206

The above estimate of value is made by an officer of the Canal Department, who averages prices for each month during the navigation. The value at Albany is given. The price for this season is averaged at $6 25 per barrel. A gain of near $10,000,000 value to the States west of Buffalo, over 1846, is thus shown. This is highly gratifying. Next comes—

WHEAT ARRIVED AT HUDSON RIVER FROM 1834 TO 1847.

Years.	*Barrels.*	*Value.*	Years.	*Barrels.*	*Value.*
1834.....	813,945	$822,195	1841.....	773,994	$889,213
1835.....	671,455	901,227	1842.....	818,833	1,002,615
1836.....	816,690	1,443,495	1843.....	830,660	827,343
1837.....	588,112	1,181,074	1844.....	1,269,611	1,211,759
1838.....	546,084	981,820	1845.....	1,620,033	1,941,869
1839.....	500,496	765,922	1846.....	2,294,243	3,665,141
1840.....	1,519,905	1,559,859	1847.....	3,944,818	5,980,615

CORN.—But a very limited quantity passed from the West previous to the last three years. The high rate of tolls precluded it. They were reduced last season. That, together with high prices, has augmented the increase greater than any other article freighted. Unless there should be a foreign demand, it is doubted whether the quantity passing the canal will be equalled next season. The new Canal Board will take the matter into consideration. The prospect is, that the tolls will be still further reduced.

OPENING AND CLOSING OF THE NEW YORK CANALS.

Years.	Opened.	Closed.	Days open.	Years.	Opened.	Closed.	Days open.
1824.....	April 30	December 4	218	1836.....	April 25	November 26	216
1825.....	" 12	" 4	238	1837.....	" 20	December 9	234
1826.....	" 20	" 18	243	1838.....	" 12	November 25	228
1827.....	" 22	" 18	241	1839.....	" 20	December 16	228
1828.....	March 27	" 20	269	1840.....	" 20	" 3	227
1829.....	May 2	" 17	230	1841.....	" 25	November 26	218
1830.....	April 20	" 17	242	1842.....	" 20	" 23	218
1831.....	" 16	" 1	230	1843.....	May 1	December 1	214
1832.....	" 25	" 21	241	1844.....	April 18	November 26	223
1833.....	" 19	" 12	238	1845.....	" 15	" 29	228
1834.....	" 17	" 12	240	1846.....	" 16	" 25	224
1835.....	" 15	November 30	230	1847.....	May 1	" 30	213

BRITISH INVESTMENTS IN RAILWAYS.

The Chancellor of the Exchequer, Sir Charles Wood, recently made a clear statement to the House of Parliament of the amounts expended and to be expended on railroads already authorized by acts. Thus there have been already spent, in—

1841.....	£1,470,000	1844.....	£6,100,000	1847 (first half)	£25,700,000
1842.....	2,980,000	1845.....	17,600,000		
1843.....	4,435,000	1846.....	38,485,000	Total.....	£96,770,000

There is authorized to be spent, in—

1848.....	£78,000,000	1849.....	£47,000,000	1850.....	£10,000,000

STATISTICS OF THE COLUMBIA RAILROAD.

The Columbia Railroad extends from Philadelphia to Columbia, in the State of Pennsylvania, a distance of 82 miles. The following is a table of distances, fares, &c., on this road:—

Places.	Miles.	Fares.	Places.	Miles.	Fares.
Philadelphia	...	.....	Parksburgh	45	$1 75
Schuylkill Plain	4	$0 12	Kinzer's	55	2 00
Morgan's Corner	14	0 50	Lancaster	70	2 50
Paoli	21	0 75	Columbia	82	2 88
Dunningstown	33	1 25			

The following statement of the articles shipped eastward from Lancaster, and the amount of tolls received by the Columbia Railroad during the fiscal year ending September 30th, 1847, is derived from the Lancaster Tribune:—

Agricult. prod. (not specified) lbs.	575,985	Copper.....lbs.	12,942
Flour.....bbls.	149,079	Iron—Pigs	639,522
Corn.....bush.	234,084	Castings	66,000
Cotton.....lbs.	20,397	Blooms	1,424,066
Hemp	12,320	Bar and sheet	593,419
Oats.....bush.	16,152	Nails and spikes	391,898
Potatoes	413	Steel	92,323
Seed	8,909	Bacon	47,011
Wheat	10,069	Beef and pork	32,783
Leaf tobacco.....lbs.	194,370	Butter	843,020
Buffalo skins	13,000	Cheese	34,375
Feathers	79,029	Lard and lard oil	119,910
Hides	32,120	Oysters	5,700
Leather	775,393	Tallow	28,088
Wool	191,416	Mill-stones	31,200
Bark (ground)	17,653	Agricultural implements	22,150
Lumber.....feet	63,550	Furniture	176,280
Shingles.....No.	6,000	Paper	56,430
Mdze. and brown sheeting....lbs.	264,604	Rags	154,923
Earthenware	5,240	Straw paper	750,284
Glassware	13,425	Sundries	1,033,070
Hardware	96,120	Live stock	2,306,824
Ropes	14,000	Number of cars cleared	13,009
Whiskey.....gals.	195,533		

Amount of toll collected for the year ending November 30, 1847.....	$54,890 88
" " " " 1846.....	40,749 59
Increase in favor of 1847.....	$14,141 29

Fifty pounds luggage is allowed on this road, and seventy-five cents is charged for every additional hundred pounds.

TOLLS ON THE NEW YORK STATE CANALS.

AMOUNT OF TOLLS COLLECTED ON THE NEW YORK STATE CANALS DURING THE SEASON OF NAVIGATION IN EACH YEAR SINCE 1820.

Years.	Amount.	Years.	Amount.	Years.	Amount.	Years.	Amount.
1820.....	$5,437	1827.....	$859,058	1834.....	$1,339,799	1841.....	$2,034,882
1821.....	14,388	1828.....	838,444	1835.....	1,548,972	1842.....	1,749,204
1822.....	64,072	1829.....	813,137	1836.....	1,614,680	1843.....	2,081,585
1823.....	152,958	1830.....	1,056,922	1837.....	1,293,130	1844.....	2,446,375
1824.....	340,761	1831.....	1,223,802	1838.....	1,588,848	1845.....	2,646,181
1825*....	566,113	1832.....	1,229,483	1839.....	1,616,382	1846.....	2,756,121
1826.....	762,003	1833.....	1,463,715	1840.....	1,775,747	1847.....	3,650,000

* Erie Canal opened from Lake Erie to the Hudson river, October, 1825.

JOURNAL OF MINING AND MANUFACTURES.

MINERALS AND MINES IN MISSOURI AND ILLINOIS.

BY DR. LEWIS FEUCHTWANGER.

To the Editor of the Merchants' Magazine and Commercial Review :—

HAVING travelled through a part of the above States, I am becoming more and more impressed with their mineral wealth. In Missouri, the metallic and non-metallic minerals are daily developing themselves. On the Maramec River, in Franklin county, in the South-eastern section of the State, lead, copper, iron, zinc, and cobalt ores, may be seen, to a very great extent. Copper and iron veins, (the former seven feet thick, and sixty feet wide, and the latter twenty-five feet thick,) may be detected. Much lead, of a superior quality, has been smelted there; large quantities of the sulphuret and carbonate of zinc are heaped up in piles; and any reflecting man may foresee the time when the State of Missouri will be able to furnish the whole United States with the above metals. Nothing is required but energy to erect suitable smelting furnaces; for she can challenge the whole world to produce better materials, or a more abundant supply. The iron ore on the Maramec River makes the best bloom and the best steel, and yields from 60 to 80 per cent. The copper ore is mostly the yellow sulphuret and green carbonate, and yields from 30 to 40 per cent. The lead occurs in sulphuret or galena and carbonate, or dry-bone, and is in great abundance. Not only the metallic, and also the non-metallic minerals are found there, but, owing to the omnipotent foresight of Providence, all the materials requisite for the reduction of the ores, and for building the furnaces, hearths, &c., are close at hand. The following mineral substances are found in great abundance in a small district sixty miles from St. Louis, on navigable streams, and may be delivered in New Orleans at a trifling expense; and will, no doubt, ere long, be exported to the Eastern States and to Europe :—

1. Lead—galena and dry-bone; 2. Copper—yellow sulphuret, the carbonate, the black oxyde, and the blue carbonate; 3. Iron—the hematite, the porous bog ore, the ochrey oxyde, the micaceous, and the red oxyde; 4. Zinc—the sulphuret, the carbonate, and the silicate; 5. Cobalt—the black oxyde and the sulphuret; 6. Yellow ochre; 7. Argillaceous red oxyde of iron, resembling Spanish brown; 8. Manganese; 9. Manganesian garnet; 10. Fine white magnesite; 11. Cliff limestone; 12. Dalonite; 13. Crystallized carbonate lime; 14. Fine white sandstone; 15. Blue clay; 16. Beautiful white clay; 17. Hydraulic cement; 18. Lithographic stone; 19. Breccia of limestone and iron; 20. Splendid white barytes.

Of these twenty mineral substances, almost every one has its beneficial use; for to smelt iron, it requires a good material for fluxing, and a hearth to melt it on; and the limestone, hydraulic cement, and blue clay, as well as the beautiful sandstone, are the indispensable ingredients. The quantity of the metals has no limit, either in production or consumption; yet it is a singular fact that the production of lead is diminishing annually. The cause can only be traced to two sources—first, the few miners who had hired out, preferred the martial to the mining field; and, secondly, that the prospecting of mineral has not proved so prolific a resource as formerly, and the disappointed miner has put his strength to the plough, by which he earns a better harvest.

Illinois has likewise great mineral resources, which are mostly very accessible. It produces the greatest quantity of lead; and bituminous coal, and limestone, in its various forms, are to be found in every part of the State. The fluor-spar, which bids fair to be very valuable in smelting all ores, (particularly the copper ore, making it melt like butter,) abounds in the Southern section. Near the Ohio River, on an immense hill, nearly 150 feet in height, the whole rock is composed of the most beautiful purple fluor-spar, surpassing the far-famed Derbyshire spar of England. I have brought with me some interesting cabinet specimens of this mineral, not to be seen in any other collection—they are really magnificent. The crystals are from one and a half to two inches in diameter. On one specimen is attached a most beautiful crystal of dog-tooth spar, and on another the quartz crystals are attached on the top of the fluor-spar. They therefore assumed the crystal form after the crystals of the fluor-spar were cooled and formed. The same was the case with the lime crystal, which was perfectly terminated on both ends, and appeared to have been blown on it. But a small part of it is attached to the fluor-spar, having been found in a cavity of the rock.

PENNSYLVANIA ANTHRACITE COAL TRADE.

In the MERCHANTS' MAGAZINE for February, 1847, (vol. xvi., p. 206,) we published a tabular account embracing the business from each region, annually, from the commencement of the trade in 1820 to 1846 inclusive, prepared from official returns. We now proceed to lay before our readers a similar table for the year 1847. Those of our readers who desire to compare the receipts from the various mines, &c., for 1847 with previous years, from the opening of the trade in 1820, are referred to the above-mentioned table.

RECEIPTS FROM THE VARIOUS MINES, AND TOTAL SUPPLY OF COAL FOR THE YEAR 1847.

Schuylkill.....tons	106,800	Lehigh.....tons	334,929
Little Schuylkill.....	1,572,723	Beaver Meadow.....	109,110
Lackawana.....	388,000	Hazleton.....	105,639
Pine Grove.....	61,233	Buck Mountain.....	50,847
Shamokin.....	14,904	Summit.....	43,087
Wyoming.....	289,898		
		Total Lehigh.....	643,612
Total.....	2,433,558		2,433,558
Total supply.....			3,077,170

The increase over any former year amounts to 637,169 tons.

In publishing the tabular statement of the coal trade from its commencement, the "Commercial List" of Philadelphia makes the following remarks:—

"To every Pennsylvanian, it must be gratifying to look back to the commencement of the coal trade in 1820, when it amounted to three hundred and sixty-five tons, and trace its gradual but rapid increase until it has reached nearly three millions of tons in 1847—worth at tide-water twelve millions of dollars. Nearly all this large sum is paid for labor, the coal in the earth not being worth more than forty cents per ton. This fact will at once explain the rapid increase in the population of this State in the coal regions.

"The coal trade is now the most important nursery for seamen in this country, and the tonnage employed in transporting it to the various markets along our extended coast, from Bangor to New Orleans, furnishes employment to upwards of 400,000 tons of tonnage—more than all the tonnage arriving at New York from foreign ports.

"In 1845, the total number of arrivals at New York from foreign ports was 2,044 vessels, of all descriptions, whose aggregate tonnage amounted to 577,386 tons. In 1846, there were 2,289 arrivals from foreign ports, consisting of 571 ships, 425 barks, 901 brigs, 882 schooners, 7 steamers, and 3 galliots, whose aggregate tonnage was 627,579 tons. During the year 1846, there were cleared from Philadelphia, laden with coal, 1 ship, 25 barks, 475 brigs, 4,774 schooners, 1,113 sloops, 1,114 barges, 17 steamboats, 1,150 boats and 282 vessels, class not specified; total, 8,953 vessels, carrying 1,065,228 tons of coal, in addition to the quantity shipped in boats from the Lehigh mines to New York and other points—showing an excess of 437,648 tons of coal shipped over the total tonnage arriving at New York from foreign ports.

"During the year 1847, the number and class of vessels that arrived at the spacious wharves of the Reading Railroad Company at Richmond, laden with coal, have been as follows:—

MONTHS.	Ships.	Barks.	Brigs.	Schooners.	Sloops.	Boats.	Totals.
January.....	.	.	2	60	20	94	176
February.....	.	.	12	66	22	144	244
March.....	.	.	14	164	57	218	453
April.....	.	2	33	322	51	295	703
May.....	.	.	26	353	76	378	833
June.....	.	4	30	616	105	588	1,343
July.....	1	8	56	690	89	547	1,391
August.....	1	5	108	629	61	648	1,452
September.....	.	8	146	608	104	591	1,457
October.....	.	4	109	510	70	673	1,361
November.....	.	3	68	451	74	774	1,370
December.....	.	2	57	302	45	250	656
Total.....	2	36	661	4,771	774	5,200	11,439

"Not having received all our returns, we are unable to furnish to-day the total number and class of vessels which have cleared, and the quantity of coal shipped from this port in 1847. From the Reading Company's wharves, the comparative amount has been—

In 1846..... 883,489 tons. | In 1847..... 964,521 tons.

"The quantity of coal which passed from the Delaware river, eastward, through the Delaware and Raritan Canal, to New York, Albany, and other places, in 1847, was as follows:—

From Richmond, in boats and barges.....tons	205,988½
" " sailing vessels.....	100,003½
" the Schuylkill, in boats and barges.....	98,341
" " sailing vessels.....	1,200
" Bristol, in boats and barges.....	107,196½
" " sailing vessels.....	27,471
Total tons.....	540,200½
In 1846, the quantity of coal which passed the canal was.....tons	339,923
1845, " "	372,072
1844, " "	267,496

PROGRESS OF MANUFACTURES IN SOUTH CAROLINA.

It affords us pleasure to chronicle in the pages of the *Merchants' Magazine* the introduction of new branches of productive industry in the Southern States; as its influence on the destiny not only of that region, but of the great republic, cannot fail of working out the best results in a moral, political, and social point of view. The "*Commercial Bulletin*," published at New Orleans, in noticing the same subject, remarks:—

"We buy, in New Orleans, negro cotton goods manufactured from one bale of cotton, for about the same sum that we receive for five bales of raw cotton; the other four bales being for the labor and profits, which are divided between the ship-owner, Northern or English operatives, mill proprietors, agents, and commission merchants; all of which would be retained at home, for the benefit of our own citizens, had we cotton-mills established here."

But our object, at this time, was merely to introduce in this place a list of cotton manufactures and iron-works now in operation in the single State of South Carolina, as we found it recorded in the "Columbia (S. C.) Telegraph."

COTTON FACTORIES.

1. The De Kalb cotton factory, near Camden—doing a fine business.

2. The Bivingsville cotton factory, near Spartansburg Court-house, now the property of G. & E. C. Leitner—doing well.

3. A new establishment now being erected by Dr. Bivings, on a large scale; not yet in full operation, but, from the intelligence and energy of the proprietor, we have no doubt of his success.

4. The Saluda factory, near Columbia, which has been undergoing repairs during the summer, but now again in operation, has been doing a fine business for the last three years.

5. The Vaucluse factory, near Hamburg, under the management of General James Jones, we understand is doing well.

6. The Graniteville factory, near Aiken, lately established, and under the management of that intelligent and patriotic citizen, Wm. Gregg, Esq. His name alone is a guaranty of the success of the establishment.

7. The Fulton factory, near Stateburg, under the management of Colonel Dyson, an enterprising and meritorious gentleman, is doing well.

8. The Mount Dearborn factory, on the Catawba, lately put in operation, under the management of its enterprising proprietor, D. M'Culloch, Esq., is bound to succeed.

9. The Marlborough yarn factory, owned by Messrs. Townsend & McQueen, and now leased to an enterprising and practical manufacturer from the North. In this factory, we understand, none but white operatives are employed; but we have not been informed of its success since it has fallen into the hands of its present lessee. For several years previous, under the management of M. Townsend, Esq., we believe it was doing well. The yarn manufactured at this establishment has been heretofore mostly contracted for at the North, and shipped and sold at a profit.

10. There is also a small factory at Society Hill, owned by Col. Williams, from which he supplies his own plantation, and those of the surrounding neighborhood, with a very superior article of cotton bagging. He also ships yarn to a Northern market.

11. There is, besides, an extensive establishment of this kind now in progress of construction, near Charleston, from which we have reason to expect the best results; and several minor establishments in the back country, where water-power equal to any in the world abounds.

IRON-WORKS.

1. The Cherokee iron-works, on Broad River, in Spartansburg district, very extensive; under the management of Maj. Thomas T. Twiss—doing a fine business.

2. The South Carolina iron-works, on Paceolet, in Spartansburg district—doing an extensive business.

3. The King's Mountain iron-works, on Broad River, in York district—doing, according to a late report of their board of directors, a very fine business.

Besides, some minor establishments, all of which appear to be getting on successfully.

LAKE SUPERIOR COPPER MINES.

In the Merchants' Magazine for December, 1847, under our usual "*Journal of Mining and Manufactures*," we gave, from the report of Colonel D. R. McNair, the returns of ores and minerals raised, and shipments out of the district for smelting, from the commencement of operations to the 30th of September, 1847. We here subjoin some additional particulars, derived from the "Detroit Free Press," from which it appears that the Boston and Pittsburgh Company have shipped, this season, as follows:—

Per schooner Iena, in the spring...tons	44	Per schooner Iena.....tons	44
" propeller Goliath.....	180	And the Champion will bring.....	50
" " Chicago.....	120		
" steamboat Samuel Ward.....	52	Making, in all, the amount of..tons	490

The Press says: "This is native copper, and averages over 80 per cent, and is sold, in Boston, at 16½ cents per pound of copper, the purchaser smelting it at his own expense. The nett proceeds of this ore will amount to about $115,000, and the expenses of working the mine for a year are about $50,000; leaving for dividend, this year, $65,000. We understand that an application will be made, this winter, for a charter; and it would seem that their efforts to develop this mining region, their large annual expenditure for work and provisions, in our State, would justify some protection. We trust that the Legislature will see that the policy of our State, in regard to the mining interest, should be very liberal, or all our means will be transferred to Canada, where every inducement is held out by the government to foreign capitalists and enterprise."

INVENTION FOR FILE-CUTTING BY MACHINERY.

Most of the files now in this country are imported; and they form no inconsiderable item (a twelfth part, at least,) of the five million dollars' worth of manufactured steel and iron annually imported. As these files are all cut by hand, they necessarily require great labor, and a corresponding advance on the value of the stock, according to fineness. The twelve-inch flat files now in use vary in the retail price, according to fineness, from 30 cents to $1 80; showing a difference of about a dollar and a half made by labor on a single file. Every effort made in England to cut files by machinery has been without success; and the tedious process of making every cut with a hammer and chisel, producing from one to a dozen files per day, is yet followed.

The editor of the Portsmouth (New Hampshire) Journal has seen the operation of a machine for cutting files, invented and patented by Mr. Richard Walker, an ingenious machinist of Portsmouth, after nearly two years labor. It appears, from the Journal, that Mr. W. has disposed of his right to Mr. Rufus McIntire, the present proprietor, also a good machinist. Mr. McIntire is the maker of the machine. This new and important invention bids fair to produce a new era in the manufacture of files, and, if not introduced into Europe, will, ere long, make files an article of export instead of import. The machine is about five feet long, two wide, and three high, and can be operated as easily as the turning of a common grindstone. The blank intended to be made a file, is placed in a central position, the chisels strike both sides of the blank at the same time, making, in

common speed, between two and three hundred cuts per minute. The gearing is so adjusted that the chisels accommodate themselves to the thickness of the file, so that the cut is equal in depth throughout; and the regular progression of the file insures perfect regularity in the distance of the cuts. A ten-inch file of medium fineness is cut on both sides in three minutes—in three minutes more the traverse cuts are made, and it is again passed through to cut the sides. Thus, three machines, which will not cost over $300 each, and can be tended by one man, can complete 20 common files in an hour, or 200 in a day. A steam-engine of five horse-power can put, at least, 50 of these machines in operation. We saw a file made which had 124 cuts to the inch in each process—the teeth were perfectly regular in distance and elevation, and the closest scrutiny could not discover any difference whatever between the teeth of this and the hand-cut file.

DIAMOND CONVERTED TO COKE.

The American Journal of Science gives the following interesting experiment by Professor Faraday, recorded in the proceedings of the British Association, 1847, in which he exhibited some diamonds, which he had received from M. Dumas, which had, by the action of intense heat, been converted into coke. In one case, the heat of the flame of oxyde of carbon and oxygen had been used; in another, the oxyhydrogen flame—and in the third, the galvanic arc of flame from a Bunsen battery of 100 pairs. In the last case, the diamond was perfectly converted into a piece of coke, and in the others, the fusion and carbonaceous formation were evident. Specimens, in which the character of graphite was taken by the diamond, were also shown. The electrical characters of these diamonds were stated also to have been changed—the diamond being an insulator, while coke is a conductor.

MERCANTILE MISCELLANIES.

MERCANTILE LIBRARY COMPANY OF PHILADELPHIA.

The annual meeting of this association was held at their new and beautiful hall, on the 11th January, 1848. The reports of the directors and treasurer present a gratifying view of the manner in which the affairs of the company have been conducted during the past year. The report of the directors is a brief, unambitious, but sensible document; and no one will complain of the friends of the institution, if "they should dwell with complacency on its past history and present attitude, or look forward to its future career as fraught with inestimable blessings for those for whose advantage it was established." We give, in the following paragraphs, the substance of the report:—

"The universally-admitted axiom that there is, or ought to be, an indissoluble connection between intelligence and virtue, is destined, we trust, to find its exemplification in those whose minds shall be strengthened, and hearts fortified, by the lessons which may be gleaned so abundantly from the beautiful works in which the shelves of the association abound. How pleasant in their flight, and delightful in retrospection, are those evenings, or other hours of leisure, which the young devote to the perusal of virtuous books! And in the young man intended for the active pursuits of life, how creditable it is to shun the allurements in which honor is endangered and peace of mind impaired, for the ever-soothing and ever-refining influence of literature! Our country needs, and has a right to demand, that all its citizens shall be good men and true. Especially does it require that all who have business relations with society, shall be governed by a spirit of probity in their dealings. Mercantile morality should aspire to the highest standard of Christian morality, and mercantile intelligence to the highest standard of human intelligence. The men whose goodly ships carry civilization to every corner of the globe, and whose noble enterprise proclaims the existence of our glorious republic to every nation of the earth, should be distinguished both by elevated principles and intellectual power.

"Such men, it is the design of this, and similar institutions, to enrich our country with; and we trust and believe, that in promoting such a result, this association, at least, will be true to its mission. It is gratifying to notice the constant increase of readers at the rooms of the library. The large number of 22,312 volumes has been taken out for home perusal

during the year, being nearly double what it was a few years since. The whole number of volumes at present in the library, is 11,425.

"The directors, without attempting to increase the library by forced or injudicious expenditures, have, nevertheless, endeavored to supply all the floating literature of the day that seemed unexceptionable in its character, and to procure such other works as appeared to them of enduring value. They would invite the particular attention of the members to the periodical and biographical portions of the library. The whole number of volumes, of every kind, purchased during the year, is 637; and the number of daily, weekly, monthly, and other periodicals, subscribed for, and constantly receiving, is forty-three.

"A beginning has been made in lessening the encumbrances against the property, by a payment of the sum of one thousand dollars to the Philadelphia Dispensary—an incident pleasing in itself, and foreshadowing also the certain extinguishment, in the course of a very few years, of the entire indebtedness of the company. When this shall be accomplished, then will exist, for all time, for the purposes of the society, their beautiful edifice, so appropriate in arrangement, and so admirable in location, and for which posterity may well be grateful to its patrons and projectors."

The following gentlemen compose the new board:—

Directors—Thomas P. Cope, Isaac Barton, Charles S. Wood, Joseph Patterson, Robert F. Walsh, J. J. Thompson, J. L. Erringer, William L. Schaffer, William E. Bowen, Marmaduke Moore, William Ashbridge, W. C. Patterson, Joseph C. Grubb. *Treasurer*—John Fausset.

BALTIMORE MERCANTILE LIBRARY ASSOCIATION.

We have received the eighth annual report of this well-managed institution for the year ending November 11th, 1847. From it we learn that the library, in November, 1846, contained 5,510 volumes; that additions made to it during the present year by purchase, amounted to 450 volumes, and by donation 4 volumes; making an aggregate of 5,954 volumes. The number of periodicals received at the reading-room is 11 monthly, 5 quarterly, and 4 weekly—total, 20. The number of active members, as per the seventh report, (1846) was 488. Deducting those who discontinued their subscriptions, and adding those who joined during the past year, we have at the present time 495 members. The number of annual honorary members in this year is 181, exceeding by 52 the list of last year; 120 honorary, and 351 active members, have used the library during the year just closed, and drawn from it an aggregate of 9,000 volumes—a considerable increase over the number drawn last year. At the close of 1841, there was a balance of $131 93. The revenue of 1847, from all sources, amounted to $2,205 78; of which there was expended for the library $759 91; other expenses, $967 09; leaving a balance in the Treasury of $610 71. The increase of 1847 exceeds, by the sum of about $200, that of any previous year. The report reflects the highest credit on the intelligence and energy of the accomplished President, C. Bradenbaugh, who has, it would seem, retired from the office. That his services have been appreciated, will be readily inferred from the fact that, at the annual meeting, which took place on the evening of November 11th, 1847, a resolution offered by Mr. R. D. Brown, the Vice-President, acknowledging its obligations to Mr. Bradenbaugh, for "his efficient management of its affairs, during the six years that he has been at its head—a management which has mainly contributed to place it in its present honorable and useful position," was carried unanimously. The following gentlemen were elected officers of the association for 1848, viz:—W. H. Dorsey, President; H. M. Warfield, Vice-President; Samuel C. Donaldson, Corresponding Secretary; E. M. Needles, Recording Secretary; R. C. Warford, Treasurer; and C. Bradenbaugh, B. F. Hillard, George B. Coale, Alfred Poor, W. Kent Hall, Alexander Sellman, and W. D. Townsend, Directors. We close this brief notice of the association with the closing paragraphs of Mr. Bradenbaugh's business-like report.

"There being nothing in the business of the year calling for extended comment, the Directors here close the volume of its transactions, and render back the trust with which

they have been honored. Associated, many of them for a long period, with the active management of the affairs of the institution, they have watched with pride and gladness the stream of its influence widening and deepening with each successive year. Whilst acknowledging with becoming gratitude the assistance it received in its infancy, they also remember that it has long since ceased to ask any aid from abroad for which it does not render an ample equivalent. Strong though it may be in the favor of the public, it, nevertheless, has always derived its main support from the most reliable of all sources—itself. Its growth has been urged forward by an inherent and organic force, more powerful than any external stimulant that could be applied to it. In its career there has been no retrogression. What ground it has gained, it has kept; and, whenever the recurrence of this occasion has rendered necessary the annual examination into its progress and condition, it has always been found stronger in revenue, position and resources, than at any former period. From the day of our origin until the present moment, neither discord, nor faction, nor party dissension, nor personal jealousy, have once arisen among us—hopeful, united and fortunate, we have gone forward, successful beyond example and beyond hope.

"We rest upon this—the past is safe. We look back upon it with unmingled satisfaction. The future may be committed to others; we look forward to it with confidence, and expect from it many and great things. If it shall be the fortune of those who shall follow us, to cause the past and its actors to be forgotten in the successes of the coming time, we shall be content and happy to rest without an epitaph."

MERCANTILE LIBRARY ASSOCIATION OF BOSTON.

We take great pleasure in being able to state that this useful institution is now enjoying a period of great prosperity.

New, spacious, and convenient apartments have recently been leased, situated at the corner of Broomfield and Province-streets. The suit of rooms consists of three connected rooms, on the second floor of the building. Two of these apartments are used for the library, and the other one is a conversation room, where the members can meet, and pass a friendly hour. This room contains the cabinet of curiosities belonging to the association, and also the extensive and rare collection of the Boston Marine Society, which is kindly loaned by that society, and which greatly adds to the other attractions of the room.

The other accommodations consist of an elegant and commodious hall in the third story, with anti-rooms connected. The hall will comfortably seat five hundred persons. This room answers the double purpose of a place for the literary and business meetings of the association, and also as a reading-room. The magazines and periodicals of the day are arranged on tables, while the files of newspapers are placed on racks at the sides of the hall, in the manner most convenient to the reader. The whole arrangements and furniture of the rooms are in a neat style of simple elegance, and the apartments cannot fail of being very attractive to young men.

On the evening of January 3d, these halls were opened to the public, and dedicated to the purposes of the association. The exercises consisted of a prayer, by the Rev. F. D. Huntington, an address by Mr. Daniel N. Haskell, and a poem by Mr. S. A. Dix; both members of the association. By a vote of the board of directors, the address and poem are both to be published; and we hope in our next number to be able to make extracts from these productions, which have been highly spoken of by the press.

We believe this institution has one feature which is peculiar, and not generally adopted by similar associations in this country. We refer to its weekly literary exercises, consisting of debates, and evenings devoted to declamation, and the reading of compositions. These meetings serve to interest the members, and to create intimacies and friendships; and some participation in them is requisite in a candidate for office. We are gratified to state, that the high character of these exercises is fully sustained this season, and that the other attractions of the society do not cast a shade over these important meetings. The course of public lectures held in the Tremont Temple this season, have been attended by immense audiences; and the elevated character of these lectures has been fully sustained.

We would venture one word of advice to our young friends; and that would be, now that they have secured ample accommodations, in no way can they be of so much service to their association, as by uniting all their energies to increase their library. We trust the suggestion will commend itself to the good sense and active co-operation of every member. Success to every association of young men! May their usefulness keep pace with their attractions, their age, and their extension!

MERCANTILE LIBRARY ASSOCIATION OF NEW YORK.

The twenty-seventh annual report of the Board of Direction of the Mercantile Library Association, exhibits the affairs of that institution in a very favorable light. The privileges offered to clerks by membership have continued to be appreciated the past season, evinced by greater accessions to the members than in any year since 1839. The general prosperity of the institution gives promise of its still wider and more extensive influence among those for whose benefit it was especially established. The number of members at the close of the year 1846, as stated in the last annual report, was 2,443; the withdrawals amounting to 369. The new members added, during the year 1847, have been 637, showing a total number of members on the 1st of January, 1848, of 2,761, and a nett gain over 1846 of 318. Of these, 2,588 pay $2 per annum, and 173, merchants and others, are subscribers, at $5 per annum. The total number of honorary members is 113. By reference to the report of the Treasurer, we find that the balance on hand, 31st of December, 1846, was $774 31. The receipts from various sources in 1847, amounted to $5,915 90. The expenditures for the same period were $6,325 11; leaving a balance on hand of $365 10. The number of volumes added to the library in 1847, by purchase and donation, amount to 2,258 volumes. The number of volumes on the 1st of January, 1847, was 24,523; and, on the 1st of January, 1848, they have been increased to 26,881 volumes. The works added to the library the past year are thus classed in the report of the Direction, viz: of Science and Art, 289; of General Literature, 1,554; of Fiction, 415; being 375 more than the additions of any previous year, and a greater number than has been obtained in any year since 1839. The expenditure for books and periodicals, amounts for the year to $3,311 95; which is a greater amount than has been laid out in any one of the last eight years for this purpose. The cost of the novels for 1847, is about $234, including $50 for binding; the cheaper form of these publications, in comparison with other works, enabling a full supply at comparatively small cost.

For the information of persons desirous of availing themselves of the advantages of this noble institution, we give an extract from the constitution of the association, touching the terms of membership: —

"Chap. I.—Art. 3. Any person engaged in mercantile pursuits as a clerk, may become a member of this association, if approved by the Board of Direction, when he shall have subscribed to the constitution, paid an initiation fee of $1 00, and $1 00 for the first six months. His further regular dues shall be, thereafter, 50 cents, quarterly, in advance.

"Chap. I.—Art. 4. Any member of this association, commencing business on his own account, may continue his membership upon the payment of $1 00, semi-annually, in advance. Merchants, also, may become members by paying $5 00 annually; but no merchant shall be entitled to a vote, or eligible to any office. Persons not engaged in mercantile pursuits may, if approved by the Board of Direction, be admitted to the use of the library and reading-rooms, upon the same terms as merchants."

BANVARD'S PANORAMA OF THE MISSISSIPPI RIVER.

This exhibition, when we consider the object which it portrays, and the mode in which the painting is executed, is of great interest. It depicts the Mississippi river, with the scenery upon its banks, from the city of New Orleans to St. Louis, with all the accompa-

nying incidents of the trade and navigation which are prosecuted upon that great channel of western commerce. The painting itself, being displayed upon illuminated canvass, does not, of course, admit of that delicate contrast of color, light, and shade, which can be expressed upon an ordinary picture; for, in its general character, it is like the scenic decorations of the stage. It is, however, executed, in this respect, sufficiently well to give us a vivid sketch of all points of the passing landscape; and many of the scenes are certainly very beautiful. In the first place, we are presented with a view of New Orleans, the principal city upon the western waters, and also of the shipping in the harbor. Passing by the numerous intervening villages scattered along the shore of the river, and the region of the sugar and cotton plantation, as well as the "cane-brake," we finally reach St. Louis, the terminus of the voyage. Among the scenes peculiarly striking, we would designate the high hills containing lead mines, upon the part of the river which is near that improving city. We, moreover, have a view of the character of the commerce which is prosecuted upon the waters of the Mississippi; and also of the numerous steamboats, flat, keel-boats, and other strange vessels, which are employed in its navigation. One essential point in the value of a work of this character, is its accuracy; and we have the written evidence of individuals, who are said to be familiar with that part of the territory, that it is a faithful copy of the original. To those who are interested in the character of the scenery, and the modes of life which prevail along the shores of the great river of the West, this painting is worthy of examination.

ON THE ADULTERATION OF WHEAT FLOUR.

M. Martens, of the "L'Institut," of Feb. 17, 1847, gives the following as the means of detecting adulteration in wheat flour, with the flour of potatoes and beans:—

It is known that potato starch is entirely insoluble in cold water when it has not been rubbed to a powder, so that the grains have remained entire; but if they are crushed in an agate or glass mortar, and water is then added, this dissolves a little of the starchy matter; and on filtering the mixture, after a few minutes' maceration in the cold, a clear liquid is obtained, which is colored blue by the addition of the tincture of iodine: if pure wheat flour be treated in the same manner, the color of the liquor is not altered, according to M. Martens, by the addition of iodized water, undoubtedly because the granules of wheaten starch are far more minute, and are enveloped in a coating of elastic gluten; they thus escape being crushed by the pestle so as to expose the central portion, which is capable of dissolving in cold water. M. Martens has found that a mixture of 5 per cent of starch may be detected, if the flour be strongly rubbed for five or ten minutes, with the precaution of triturating a little at a time.

Another adulteration, which is tolerably frequent, consists in mixing bean flour with wheaten flour. M. Martens' process for detecting this fraud is based upon the presence of legumine in bean flour. The suspected flour is mixed with twice its volume of water, and allowed to macerate at a temperature of 68° to 86°, stirring from time to time; the whole is then poured into a filter, and washed with a little water to extract the whole of the legumine. If the filtered liquor contains any legumine, it becomes turbid and milky when a little acetic acid is very gradually added to it. It is also precipitated by the third hydrate of phosphoric acid. This process, which is very easily executed, enables us to detect the flour of beans, or any other leguminous plant, in that of wheat, even when the amount does not exceed 5 per cent.

A FRAUDULENT BANKRUPT IN HAMBURGH.

Hamburgh witnessed a curious proceeding on the 8th of November, 1847, as we find it stated in the "London Sun." The scaffold was erected, as for an execution, before the principal front of the Exchange, and at noon a large furnace filled with resinous wood was placed on it. The wood having been set on fire, the bell of the Town Hall was rung violently, as is usual during the execution of decrees inflicting infamous penalties. At the hour at which merchants are assembled on the Exchange, the public executioner ascended the scaffold, and, after having caused a drum to be beat, proclaimed, in a loud voice, the name of a merchant who had been declared guilty of a fraudulent bankruptcy, and who had taken to flight. He then displayed to the spectators an enormous placard, bearing the name of the culprit in gigantic letters. He next caused the drum to be beat a second time, after which he tossed the placard in the flames.

THE BOOK TRADE.

1.—*The Middle Kingdom; a Survey of the Geography, Government, Education, Social Life, Arts, Religion, &c., of the Chinese Empire and its Inhabitants.* With a New Map of the Empire, and Illustrations, principally engraved by J. W. Orr. By S. Wells Williams, author of "Easy Lessons in Chinese," "English and Chinese Vocabulary," etc. 2 vols., pp. 590–614. New York and London: Wiley & Putnam.

This work exhibits a very full and minute description of that singular country—the Chinese empire. The author, who visited that territory under the auspices of the American Board of Foreign Missions, and who remained during the period of twelve years in Canton and Macao, speaking the Chinese language, and examining their books, has collected a vast body of information upon the subject, in all its relations. He has given us a general view of the geographical features of the empire; its population and statistics; its natural history and laws; its education, language, and literature; the characteristic features of its social life, science, history, productions and commerce, and indeed of all those circumstances which mark the character of the people. Since the valuable works upon the same topic, which have heretofore been published, much information respecting the various parts of the territory has been obtained. The opening of the five ports to foreign commerce has likewise increased the interest in the subject; and, from the improved commercial policy of that country, the present volume will doubtless be received with favor. The value of the work is, moreover, enhanced by an excellent map of the kingdom, and the engraved illustrations which it contains, throwing light upon the manners and customs of the Chinese, and the actual condition of the population. It is probably the most full, as it is certainly the most recent work on the subject.

2.—*The Poetical Works of John Milton; with a Memoir, and Critical Remarks on his Genius and Writings.* By James Montgomery; and One Hundred and Twenty Engravings, from Drawings by William Harvey. 2 vols., 12mo., pp. 882. New York: Harper & Brothers.

We do not, of course, quote the title of these volumes for the purpose of criticising the poems of Milton—that has long since been done, by competent hands. But the appearance of a new and really beautiful edition of one so celebrated in the world's literature, is deserving of notice. The designs are well conceived, and the engraver has done justice in the execution. The edition, in all that pertains to its typography, is as elegant and beautiful as could be expected, even in the present improved state of the art of bookmaking. Of Milton, it may not be amiss, in this place, to remark, in the language of Montgomery, whose interesting memoir prefaces the present edition, that his poetry will be forever read by the few, and praised by the many. "The weakest capacity may be offended by its faults, but it would require a genius superior to his own to comprehend, enjoy, and unfold all its merits."

3.—*A Narrative of an Exploratory Visit to each of the Consular Cities of China, and to the Islands of Hong-Kong and Chusan, in behalf of the Church Missionary Society, in the years* 1844, 1845, 1846. By Rev. George Smith, A. M., of Magdalen Hall, Oxford, and late Missionary in China. New York: Harper & Brothers.

The chief object of the reverend author's mission to China was to explore the ground, and to prepare the way for other missionaries of the Church of England, by collecting facts, recording general observations, and furnishing detailed data for rightly estimating the moral, social, and political condition of that "peculiar people"—the Chinese. It is not, therefore, as would, perhaps, be inferred from its title, a mere narrative of missionary proceedings; but embodies a fund of information, touching the institutions and character of the Chinese, of interest to the general reader.

4.—*The Three Dialogues of M. T. Cicero, on the Orator.* Translated into English, by W. Guthrie. Revised and Corrected, with Notes. Second American edition. 18mo. Harper & Brothers' "Classical Library."

De Oratore, of which this volume is a translation, was, we are told, regarded by the friends of Cicero as his most finished production. It was written during a season of retirement from those troubles, by which the latter years of its author were embittered, although the dialogue on which it purports to be based, must have occurred thirty years before the composition of this book.

5.—*History of Architecture, from the Earliest Times; its Present Condition in Europe and the United States; with a Biography of Eminent Architects, and a Glossary of Architectural Terms.* By Mrs. L. C. TUTHILL. With numerous illustrations. 8vo., pp. 426. Philadelphia: Lindsay & Blackstone.

Many of our readers have, doubtless, been instructed and amused by the moral and truthful tales of this intellectual, accomplished, and gifted woman. These lighter productions of her pen, and the present volume, furnish to our mind the most satisfactory evidence that she possesses intellectual and moral qualities of no mean order—not the least of which is a lofty perception of the Good, the Beautiful, and the True, in Nature and Art. In the work before us, Mrs. Tuthill furnishes the reader with a clear and comprehensive history of the origin and progress of the art in all time, and among all nations—from the most barbarous to the most cultivated. The Egyptian, the Hindoo, the Persian, the Jewish, the Chinese, the Aboriginal, or American, the Cyclopean and Etruscan, the Grecian, and the Roman, in all their varieties, are chronicled and described, clearly and succinctly, in the eleven first chapters of the work. A chapter is devoted to the architecture of the middle ages; another to the revival of the Grecian and Roman architecture, in the fifteenth century; two chapters to the principles of architecture, and the qualifications of the artist; three chapters to its history, the present state, and the causes which have retarded the progress of the art in the United States; two more to the materials for building and domestic architecture in the United States. In a word, Mrs. T. seems to have embraced in her comprehensive plan the subject of architecture, in all its relations to man and society; and her work is at once historical, scientific, and practical. It is profusely illustrated with plans and existing specimens of almost every species of public or domestic architecture, and the work is produced in a style of elegance alike creditable to the liberality of the publishers, and the progress of the typographic art in America. In this respect, it will vie with many of the annuals, produced rather for show, than for their intrinsic or enduring value.

6.—*Ellen Herbert; or, Family Changes.* With six illustrations. New York: Harper & Brothers.

A simple story, written for very young people, and designed, like all of the series, to afford innocent amusement, and at the same time inculcate lessons of virtue and religion. The beautiful typography, the well-executed engravings, and the tasty binding, all add a charm to "Harpers' Fireside Library," that will be duly appreciated by the "little folks," for whom this excellent series of books is so well adapted.

7.—*Life of Jeremy Belknap, D. D., the Historian of New Jersey. With Selections from his Correspondence and other Writings. Collected and Arranged by his Grand-Daughter.* 18mo., pp. 253. New York: Harper & Brothers.

This volume consists principally of extracts from the diary, letters, and other manuscripts of Dr. Belknap, an eminent Congregational divine, the compiler of a devotional hymn-book, and the author of a history of New Hampshire.

8.—*A Rhyme of the North Countrie.* By A. M. GLEEMAN. 12mo., pp. 143. Cincinnati: J. A. & U. P. James. New York: J. S. Redfield.

The author of these poems, as we learn from his poetical preface, is an exile from the "North countrie," who has chosen a home amid "the green forests of the leafy West." In the longer poem, there are many fine passages; and, as a whole, it furnishes a favorable specimen of poetic inspiration, alike creditable to the genius of the "North countrie," and the free, magnificent West. The shorter poems are so full of pure and elevated sentiments, that we cannot find it in our heart to point out, were we competent, any slight blemishes that occasionally mar the many excellencies of the longer poem.

9.—*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, &c. 12mo., pp. 330. New York: Stanford & Swords.

The labors of Mrs. Fry, who acquired by her labors in the cause of humanity the well-earned fame of the "Female Howard," are too well known to all whose sympathies are enlisted in the same field of Christian love, to require notice in this place. The present memoir, besides giving some account of her early and private life and character, furnishes a satisfactory account of her labors and efforts for the female prisoners in Newgate, Scotland, Ireland, and other countries, and of her labors for British seamen; closing with an account of her last illness and death. She was truly a noble woman, and well and faithfully has she fulfilled her mission to the unfortunate portion of the race, leaving an example for her sisters worthy of all imitation.

10.—*A Treatise on the Office and Duty of a Justice of the Peace, Sheriff, Coroner, Constable, and of Executors, Administrators, and Guardians; in which are particularly laid down the Rules for conducting an Action in the Court for the Trial of Small Causes. With New and Approved Forms.* By JAMES EWING, Esq., late one of the Judges of the Court of Common Pleas in the County of Hunterdon. Fourth edition. Revised and Corrected in accordance with Statutes; with Additional Notes and References. 8vo., pp. 598. New York: Banks, Gould & Co.

The nature and objects of this work are succinctly described in the title-page quoted above, and more fully in the preface to each edition. It is well known that the Legislature of New Jersey, in the recent revision of the laws of that State, made many important changes—circumstances which render the former editions of this, and other works of a similar character, unsafe guides on the subjects of which they treat. This edition, of course, embodies these changes—besides, new forms and new titles have been added; which renders the present edition eminently better adapted to its design than those which have preceded it. It is quite unnecessary, in this place, to remind the legal profession of New Jersey, and the contiguous States, of the utility of such a work; as, to those of the former, it is indispensable, and to those of the latter it will be found valuable in proportion as their practice extends beyond the limits of their own State. The legal acquirements of Judge Ewing, as well as his experience in the capacity of justice and judge, are a sufficient guarantee for the accuracy of the work. The arrangement is at once clear and comprehensive; but the popularity of former editions renders further criticism altogether unnecessary. We cannot, however, conclude this notice, without expressing our approbation of the substantial and even beautiful style in which Messrs. Gould, Banks & Co. have published this, as well as all the law-books emanating from their well-established house.

11.—*Appleton's Library Manual; Containing a Catalogue Raisonne of upwards of Twelve Thousand of the Most Important Works in Every Department of Knowledge, in all Modern Languages.* 8vo., pp. 434. New York: D. Appleton & Co. Philadelphia: G. S. Appleton.

The object of the publishers, as stated in the preface to this volume, has been to present, in a collected form, indications of the most important works in every department of literature, arranged in such manner as admits of the most easy reference. It is divided into two parts. Part I. consists of subjects alphabetically arranged, with the exception of mathematics, medicine, and theology, all the subjects of these divisions being collected under these general heads. Part II. comprises select biography, classics, collected works, and an index of authors whose works appear in the first part. The work has evidently been prepared with great care and industry, by a gentleman possessing rare qualifications for such an undertaking, and will unquestionably be found exceedingly useful to persons engaged in selecting and making up either a public or private library. The most glaring fault—at least, that which is the most apparent to us—is the omission, under the head of "Commerce," of any mention of the sixteen volumes of the "Merchants' Magazine and Commercial Review," which, we may be pardoned for saying, includes more commercial statistics, etc., than have ever been embodied in a single work.

12.—*A Plea for Amusements.* By FREDERIC W. SAWYER. 18mo., pp. 320. New York: D. Appleton & Co.

The author of the present treatise does not belong, we should infer, to the ascetic school of religionists or philosophers. On the contrary, he believes, with many good men, in the propriety of enjoying the bounties of Providence, and the natural luxuries and delights of nature, created by an All-wise and beneficent Being, and strewed in the path of man, not to pamper, but to feed his natural appetite, and make him healthier, happier, and better. Dancing and theatrical amusements, not as at present, however, managed, he conceives innocent, and even beneficial in their tendency. But few, we imagine, will dissent from the views of Mr. Sawyer, and we hope his work will obtain a wide circulation, as it is well calculated to correct many false notions on the subject.

13.—*The Poetical Lacon; or, Aphorisms from the Poets. A Collection of Laconic and Beautiful Sentiments from Ancient and Modern Poetry.* By BENJAMIN CASSIDY. New York: D. Appleton & Co. Philadelphia: G. S. Appleton.

This handsome little "pocket-book" contains several hundred selections from poets, ancient and modern, of well established reputation. It is divided into two parts. The first contains brief extracts on love, friendship, beauty, and woman; and the second is devoted to monetary, moral, comiques, and miscellaneous extracts. The letter-writer will find in this little volume appropriate extracts, which he can quote at leisure, without burthening his memory for an appropriate sentiment.

14.—*Teaching, a Science: The Teacher an Artist.* By Rev. Bayard R. Hall, A. M., Principal of the Classical and Mathematical Institute, Newburgh, and author of "Something for Everybody," etc. 12mo., pp. 305. New York: Baker & Scribner.

This book, we are told by the author, is not an experiment, but an experience; a statement that our readers will not, we think, doubt, when we inform them that twenty-five years of the author's life has been devoted to teaching. In the transition from boyhood, as a private tutor in a gentleman's family; and in early manhood, as principal of a State institution; and then as a professor in a college; since then, in schools various in character, some incorporated, some independent and private—in a word, he has taught everything, and pupils of various nations, and both sexes. We have been particular to state these facts, as they certainly give him a claim upon the attention of those of less experience. He dignifies his office, and makes it honorable, as he certainly has a right to do—and justly, as we judge; as, in his title-page, he pronounces "Teaching a Science, and the Teacher an Artist;" which he satisfactorily illustrates in the volume before us. The first chapter is devoted to the Teacher as an Artist; the second discourses of the science, or end of teaching; and the succeeding chapters are devoted to a consideration of the tools and instruments, the arrangement and management of the materials; schools in their kinds, sorts, and varieties; persons most suitable for teachers; common schools, etc. The subject is treated in a masterly manner, and is deserving of a wide circulation. We commend it to all those who teach, and those who would be taught—masters, parents, and pupils.

15.—*Practical Grammar*, &c. By S. W. Clark, A. M. New York: A. S. Barnes & Co.

The method of illustrating the offices of words, in the analysis of sentences, by diagrams, and the system of diagrams used in this work, is both new and admirable, and we see no reason why the system here advanced is not pre-eminently the true one. It is simple—philosophical—*practical.* Neither do we see any reason why it may not be of great utility to both teacher and learner. The latter is taught to map out his sentences; and the former, without a word, may indicate the entire construction of a passage in a sort of living picture. These diagrams are to Grammar—hitherto an unillustrated science—what figures are to Arithmetic, and maps to Geography—*they appeal to the eye;* and when we recollect how uninteresting this study has uniformly been to the young, we think this feature of the book alone must do much towards brightening the faces, and lightening the hearts of the boys and girls that are *going to study* grammar.

16.—*An Illustration and Defence of Universalism as an Idea, in a Series of Philosophical and Scriptural Discourses.* By S. B. Britain. 12mo., pp. 188. Albany: C. Killmer.

The present work, consisting of twelve discourses, originally prepared for the pulpit, "is designed to elucidate the one great idea—that which comprehends the immortal destiny of the human spirit." Mr. Britain draws his illustrations and arguments from nature and the constitution of things, as well as from the Scriptures; believing this to be the only sure way to commend the truth to every man's conscience. The subjects discussed in these discourses are—the Divine Attributes; the Works of Nature; the Philosophy of Good and Evil; the Constitution of Man; the Divine Paternity; the Mission of Christ; the Philosophy of Punishment; Scripture Evidences, etc. A casual reading of portions of the work has given us a very favorable opinion of the intelligence of its author, whose sincerity in enforcing what he conceives to be truth, we cannot for a moment doubt. He writes with clearness, and enforces his positions with a cogency of argument that will require something more powerful than naked assumptions to refute. It is, moreover, written in a truly catholic spirit; perfectly free from the dogmatic asperities too common with all sects of religionists, and of late quite manifest in that with which Mr. Britain is, we believe, connected.

17.—*Ocean Scenes; or, The Perils and Beauties of the Deep: Being Interesting, Instructive, and Graphic Accounts of the Most Popular Voyages on Record, Remarkable Shipwrecks, Hair-Breadth Escapes, Naval Adventures, the Whale Fishery, etc.* Illustrated by five engravings. 12mo., pp. 492. New York: Leavitt, Trow & Co.

The object of the present volume is to afford a series of brief and interesting sketches, both useful and attractive to seamen, as a convenient pastime for their leisure moments. No definite arrangement of materials is attempted; but the different articles are thrown together, so that the reader may choose and digest according to his own inclination and capacity. It will interest the seaman, and the transient passenger across the deep; and serve, perhaps, to amuse the latter in the tedium of a voyage—and to all it will be found to present an ample and genuine representation of the habits and excitements, the pleasures and perils of a mariner's life.

18.—*A Compendium of English Literature, Chronologically Arranged, from Sir John Mandeville to William Cowper; consisting of Biographical Sketches of the Authors, Choice Selections from their Works, with Notes, Explanatory and Illustrative, and directing to the Best Editions, and to Various Criticisms. Designed as a Text-Book for the Highest Classes in Schools and Academies, as well as for Private Reading.* By CHARLES DEXTER CLEVELAND. 12mo., pp. 702. Philadelphia: E. C. & J. Biddle.

We like a title-page that indicates clearly and comprehensively what follows; and such is the character of the one we have quoted above. It describes the contents and design of the volume with commendable precision, and entire truthfulness. It will probably strike others, as it did us, on taking up the work, that the compiler had taken the hint of it from "Chambers' Cyclopedia of English Literature," recently republished in this country by Gould, Kendall & Lincoln. But this is not the case; as the author assures us, in his preface, that, years before that work was published, he had matured the plan, and was gathering materials for it. Besides, as Mr. Cleveland justly remarks, the "Cyclopedia" is on a plan different from this, and is far too voluminous for the object for which the "Compendium" is intended. The two, "so far from conflicting with each other, may be mutual aids," and doubtless give "the reader a greater zest to extend his inquiries into the same most interesting subject—a subject so rich in everything that can refine the taste, enlarge the understanding, and inspire the heart." It is one of the most comprehensive works that we are acquainted with; furnishing, as it does, choice specimens from the works of almost every author, in every department of literature, of any celebrity, from Sir John Mandeville down to William Cowper, with brief notices of the lives and writings of each. We have seldom, if ever, seen a work better adapted to its design, viz: that of "a text-book for the highest classes in schools and academies, as well as for private reading."

19.—*Is it a Small Thing? or, Individual Reform.* By Mrs. N. T. MUNROE. 18mo., pp. 146. Boston: Abel Tompkins.

The title of this story indicates its character, or design. We once heard a reformer say, that he had labored hard to reform his fellow-men, but had neglected the individual man—himself. Those who have had defective constitutions through transmission—bad education and bad examples to repair and overcome—will appreciate the efforts of "individual reform," and pay a higher tribute to the personal than the public reformer. This little story happily illustrates, by familiar examples, not how small a thing it is, but how morally great it is to govern ourselves.

20.—*The Flowers Personified; or, "Les Fleurs Animees."* By TAXILE DELORD. Translated by N. CLEVELAND. Illustrated with steel engravings, beautifully colored, from designs by the celebrated J. J. GRANDVILLE. New York: R. Martin.

The thirteenth number of this beautiful work, contains two exquisite engravings, with appropriate illustrations. The great French work, of which this is a translation, has, we believe, furnished the material for most of the works illustrative of the language of flowers, heretofore published in the English language.

21.—*Lectures to Young Men, on Various Important Subjects.* By HENRY WARD BEECHER, Indianapolis, Indiana. 12mo., pp. 251. Boston: John P. Jewett & Co.

It would seem almost a work of supererogation to notice, at this late day, a work that had, since its first publication, in 1844, passed through thirteen editions, of one thousand copies each, besides receiving the almost unqualified commendation of the press throughout the country, as well as of some of the most prominent divines of the different denominations. The titles of the seven lectures which the volume contains, are—Industry and Idleness, Twelve Causes of Dishonesty, Six Warnings, The Portrait Gallery, Gamblers and Gambling, The Strange Woman, and Popular Amusements.

22.—*Chambers' Miscellany of Useful and Entertaining Knowledge.* Edited by WILLIAM CHAMBERS. Boston: Gould, Kendall & Lincoln. New York: Berford & Co.

Number IX. of this popular reprint contains—The Sister of Rembrandt; Anecdotes of the Cat; a Temperance Tale, by Mrs. Hall; Curiosities of Vegetation; Toussaint L'Ouverture, and the Republic of Hayti, and The Ancient Mariner, and other Poems, by Coleridge. This is emphatically a Library for the People; blending amusement and instruction in the most agreeable form.

23.—*Articles from the "London Times," signed "A 'States' Man," with others from the "New York Courier and Enquirer," under the same Signature.* 18mo., pp. 94. Boston: William D. Ticknor & Co.

If John Bull will only read this manly defence of Brother Jonathan, we think it will greatly improve his digestive organs—that's all.

24.—*Journal of an Exploring Tour beyond the Rocky Mountains, under the Directions of the A. B. C. F. M.; containing a Description of the Geography, Geology, Climate, Productions of the Country, and the Numbers, Manners and Customs of the Natives. With a Map of Oregon Territory.* By the Rev. SAMUEL PARKER, A. M. Fifth edition. 12mo., pp. 422. Auburn: J. C. Derby & Co.

It is nearly ten years since this work was first published, and it would seem rather late in the day to refer to a work which has already acquired a deservedly high reputation as an authentic narrative of facts, as well as a faithful delineation of the region it describes; but as, since the settlement of the Oregon question, the attention of emigrants is directed towards it, and as it is the only work published by any person, if we except, perhaps, Mr. Farnham's, who has been over the country, generally, in *all seasons* of the year, for the express purpose of learning the physical condition of the country, and the natural and moral state of the Indian inhabitant, any apology for introducing it to the notice of the public may well be deemed unnecessary. Most of the works published since are mere compilations; and no work has been more largely consulted, for that purpose, than this, the most original and authentic of them all. It embraces a vast amount of valuable information touching a part of the American continent before very imperfectly explored. This is the fifth edition of the work that has been published, since its first appearance.

25.—*The Life of General Andrew Jackson, Seventh President of the United States; with an Appendix, containing the Most Important of his State Papers.* By JOHN S. JENKINS, A. M., author of "The Clerk's Assistant," "Political History of New York," etc. Auburn: J. C. Derby & Co.

This work, although first published in the early part of last year, has already passed through three large editions. Few names, since the American Revolution, are more intimately connected with the history of the Great Republic; and, "whatever may be the views entertained in regard to his merits as a warrior, or his abilities as a statesman, his conduct in both capacities was such as must necessarily command attention." Mr. Jenkins, availing himself of the very ample materials which the subject afforded, has condensed them into a continuous history, not only of the life of General Jackson, but of the events with which he was connected. It is, on the whole, a well-written, and apparently impartial account of the life of this remarkable man.

26.—*The Children's Gem.* By MARY HOWITT. With four plates, from Original Designs, by ANNA MARY HOWITT. Philadelphia: Lea & Blanchard.

Mrs. Howitt possesses the happy talent of entering into the feelings and reasonings of the child, and looking at things, as it were, from the child's point of view rather than from her own; and to this talent may her success in this department of literature be mainly attributed. This little volume is "the result of the experiment of keeping, for one whole year, an exact chronicle, as it were, of the voluntary occupations and pleasures, and of the sentiments and feelings," as far as she could gain accurate knowledge of them, of her two youngest children; and everything which it contains, she assures us, is strictly true.

27.—*A Tour to the River Saguenay, in Lower Canada.* By CHARLES LANMAN, author of "A Summer in the Wilderness." 12mo., pp. 231. Philadelphia: Carey & Hart.

Mr. Lanman informs us, in a dedicatory note, the only preface to the volume, that, relinquishing his editorial labors for a time, he performed a pilgrimage, which resulted in the production of the present work. It contains a record of adventures in the valleys of the Hudson, St. Lawrence, and St. John's, and along some of the rivers in New England, written in a graceful and pleasing style.

28.—*Diseases of the Eye Treated Homœopathically.* From the German. By A. C. BECKER, M. D. 18mo., pp. 77. New York: William Radde.

29.—*Consumption Treated Homœopathically.* From the German. By A. C. BECKER, M. D. 18mo., pp. 86. New York: William Radde.

The rapid growth of the new school, large as it is, does not seem to keep pace with the demand for the practice. The present works, on Diseases of the Eye and Consumption, are in high repute with the homœopathic physicians.

30.—*Directions for Daily Communion with God; Showing how to Begin, how to Spend, and how to Close Every Day with God.* By the Rev. MATTHEW HENRY. 18mo., pp. 163. New York: Robert Carter.

The reputation of this author among the "orthodox" or "evangelical" sects, is too well known and appreciated to be increased by anything that we could offer. The importance of carrying religion into the ordinary affairs of life, is sadly neglected; and, if these directions should have that effect, the more widely the volume is circulated, and the more generally read, the better.

31.—*Lives of the Queens of England, from the Norman Conquest, with Anecdotes of their Courts. Now first published, from Official Records and other Authentic Documents, Private as well as Public.* By AGNES STRICKLAND. Vol. XI. 12mo., pp. 286. Philadelphia: Lea & Blanchard.

The present volume, the eleventh of the series, embraces a memoir of the life and times of Mary, Queen Regnant of Great Britain and Ireland, continued from her life as Princess of Orange, in the previous volume, and of Anne, Queen Regnant of Great Britain and Ireland, as Princess in the reign of William III. The facilities enjoyed by the writer of these memoirs, of a public and private nature, are of a character that cannot fail of imparting great reliability to her researches. Few works of a historical character can lay claim to greater authenticity on the score of original data.

32.—*Midsummer Eve: a Fairy Tale of Love.* By Mrs. S. C. HALL. 12mo., pp. 249. New York: Charles S. Francis.

The light reading of the day, the novels and romances, are now generally issued in a cheap form, on poor paper, and small type; which, we presume, answers the purpose of a single reading, as few of this class of works are worth preserving. Now and then, however, we meet with a work of fiction which deserves a better fate; and we think that the publishers have acted wisely in presenting this really interesting tale in a style that cannot fail of securing for it what it deserves—a place in the family library of all who indulge in light reading.

33.—*The Rural Cemeteries of America; Illustrated in a Series of Picturesque and Monumental Views, in Highly Finished Line Engraving.* By JAMES SMILLIE, Esq. With Descriptive Notices by N. CLEAVELAND. New York: R. Martin.

We are gratified to perceive that Mr. Martin finds sufficient encouragement to continue with so much spirit his laudable enterprise of illustrating these hallowed and beautiful spots, consecrated to the ashes of the departed. The present, the fourth part, devoted to "Mount Auburn," near Boston, embraces views of "The Chapel," "The Bowditch Monument," and "Gossler's Monument"—views selected with taste, and executed in a style in keeping with the progress of art in America.

34.—*Fame and Glory: an Address before the Literary Societies of Amherst College, at their Anniversary, August* 11, 1847. By CHARLES SUMNER. 8vo., pp. 51. Boston: William D. Ticknor & Co.

The three questions that presented themselves to the consideration of Mr. Sumner, on the occasion which called forth this address, were—"First. What, according to common acceptance, are Fame and Glory? Second. To what extent, if any, are they proper or commendable motives of conduct, or objects of regard?—and, Third. What are True Fame and Glory, and who are the men most worthy of Honor?" In the course of the discussion, the orator passes "in review scenes and characters memorable in history." Those who are acquainted with the intellectual and moral features of the distinguished author, will readily infer how these questions are answered—to those who are not, we would say, that his conclusions are such as will commend themselves to the purest reason, and are, therefore, in accordance with the divine spirit of Christianity. By this, we mean the Christianity of Christ, and not that or any Church that carries the Bible in one hand, and the sword in the other. It is in the attributes of God that Mr. Sumner finds the elements of true greatness. "Man is great by the god-like qualities of Justice, Benevolence, Knowledge, and Power; and as Justice and Benevolence are higher than Knowledge and Power, so are the just and benevolent higher than those who are intelligent and powerful, only." The address is well-timed, and we commend it to those misguided men who profess to "go for their country, right or wrong," and rush into a sanguinary war, and acquire "fame and glory" by imbruing their hands in a brother's blood.

35.—*Making Haste to be Rich; or, The Temptation and Fall.* By T. S. ARTHUR, author of "Keeping up Appearances," "Riches have Wings," "Rising in the World," etc. 18mo., pp. 170. New York: Baker & Scribner.

To those who have read the previous volumes of Mr. Arthur's "Tales for the Rich and Poor," the mere announcement of the present publication will be all that is necessary to secure their attention. We not only consider the whole series unexceptionable, but positively good in their tendency. There are few, if any, better books for family reading.

36.—*The Bankers' Magazine, and State Financial Register.* Baltimore: J. S. Homans.

The January number of this repository of banks, finance, and banking, embraces a list of all the banks in the United States, the names of the presidents, cashiers, and amount of capital of each. The number also contains copious extracts from the report of the Secretary of the Treasury, and a great variety of bank statistics.