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HUNT'S
MERCHANTS' MAGAZINE
AND
COMMERCIAL REVIEW.

JULY, 1848.

Art. I.—INTERNAL COMMERCE OF THE WEST:

ITS CONDITION AND WANTS, AS ILLUSTRATED BY THE COMMERCE OF MICHIGAN, PRESENT AND PROSPECTIVE.

IN the pages of this Magazine have recently appeared several articles on "Progress." The same subject is proposed in this article, but the progress of Peace, and not of Conquest—the progress and development of what we possess, and not the subjugation of all we crave. Hardly a section of our new country but stands a living and noble monument to show that

"Peace hath her victories
No less renowned than war."

The vast and incalculable prospects of the great West in their general bearings have been, from time to time, presented in these pages. Statistics, alas! too often too severe a test for many a magnificent theory, when applied to the most enthusiastic calculations relative to the commerce and growth of the Lake and Mississippi basins, exceed every hope and prophecy. These dull details of figures become romance. The arithmetician distances the poet.

It is here proposed to devote a few paragraphs to the present condition, and prospective commercial importance of a single State of the West, the new State of Michigan.

Michigan embraces two peninsulas. The Upper, lying between Lakes Superior and Michigan, embraces 20,664 square miles; the Lower, lying principally between Lakes Huron and Erie on one side, and Lake Michigan on the other, embraces 39,856 square miles—in all 60,520 square miles, or 38,732,800 acres—an extent of territory larger than England and Wales.

The history of the settlement of Michigan is more singular, in many respects, than that of any Western State. While the vast wilderness of

Ohio was unknown and unexplored, the circuit of the shores of both peninsulas of Michigan had been explored by the devoted Jesuit missionary, and the adventurous and eager fur trader, and settlements and forts been established by the French at Detroit, Mackinac, Sault St. Marie, and other minor points. Although Michigan was and is the most accessible of them all, yet three great States grew up to power and importance in the north-west, while she remained confined to these small military posts. A territorial government was established for the lower peninsula of Michigan in 1807, which had been previously embraced in the old North-western Territory as the county of Wayne. The population at various periods has been as follows :—

1810.	1820.	1830.	1834.	1840.	1845.	1848.
4,528	9,048	31,639	87,263	212,267	304,285	400,000 (est.)

It will be perceived that the settlement of Michigan did not fairly commence till about the year 1833. Up to that period the agricultural and commercial advantages of the State were almost entirely unknown. In geographies, the lower peninsula had been described as an uninhabitable morass ; and the very maps, that they might not present to the eye a perfect blank, were variegated by experimental rivers, placed at respectful distances from each other, and fanciful chains of mountains. This delusion was sustained and propagated by a report of Edward Tiffin, then Surveyor General of the North-west, to the general government, 200,000 acres having been appropriated in Michigan as military bounty lands. This report caused the location and final survey of these military lands to be made between the Illinois and Mississippi Rivers, and as this act has exercised a powerful influence over the infant fortunes of two already great States of the Union, the report is given. It is a rich treat, a valuable curiosity to any one familiar with Michigan as it now presents itself to the eye.

SURVEYOR GENERAL'S OFFICE, *Chillicothe*, Nov. 30, 1815.

The surveyors who went to survey the military lands in Michigan Territory, have been obliged to suspend their operations until the country shall be sufficiently frozen so as to bear man and beast. Knowing the desire of the government to have the lands surveyed as soon as practicable, and my earnest importunities to urge the work forward, they continued at work, suffering incredible hardships, until both man and beast were literally worn down with extreme suffering and fatigue. The frost set in early, and the ice covered nearly the whole country, but broke through at every step, and the pack-horses could not be got along with them. They were, therefore, obliged to submit to the climate and its attendant rigors, and desist for a while, intending to attack them again so soon as they think it possible to proceed. I annex a description of the country which has been sent to me, and which I am informed all the surveyors concur in. It was only yesterday I received it, and heard of their return. So soon as their health and strength is recruited, I expect to see them all, only one of them having been here yet. In the meantime I think it my duty to give you the information, believing that it is the wish of the government that the soldiers should have (as the act of Congress expresses) land fit for cultivation, and the whole of the 200,000 acres appropriated in the Territory of Michigan will not contain anything like one-hundredth part of that quantity, or is worth the expenses of surveying it. Perhaps you may think with me, that it will be proper to make this representation to the President of the United States, and he may arrest all further proceedings by directing me to pay off what has been done, and abandon the country. Congress being in session, other lands could be appropriated in lieu of these, and might be surveyed as soon as those in Michigan ; for, when the ice is sufficiently strong to bear man and beast, a deep snow would still embarrass the surveyors. I shall therefore wait to hear your answer to this communication before I proceed any further, thinking I should be unfaithful to my trust, if I had lost any time in communicating the information received.

DESCRIPTION OF THE MILITARY LANDS IN THE TERRITORY OF MICHIGAN.

The country on the Indian boundary line, from the mouth of the great Auglaize river, and running thence for about fifty miles, is (with some few exceptions) low wet land, with a thick growth of underbrush intermixed with very bad marshes, but generally very heavy timbered with beach, cotton-wood, oak, &c.; from thence continuing north, and extending from the Indian boundary line eastward, the number and extent of the swamps increases with the addition of numbers of lakes from twenty chains to two or three miles across. Many of the lakes have extensive marshes adjoining their margins, sometimes covered with a species of pine called tamarack, and other places covered with a coarse high grass, and uniformly covered from six inches to three feet (and more at times) with water. The margins of the lakes are not the only places where swamps are found, for they are interspersed throughout the whole country, and filled with water, as above stated, and varying in extent. The intermediate spaces between the swamps and lakes, which is near one-half of the country, is, with very few exceptions, a poor barren sandy land, on which scarcely any vegetation grows, except very small scrubby oaks. In many places that part which may be called dry land is composed of little short sand hills, forming a kind of deep basins, the bottom of many of which are composed of a marsh similar to those above described.

The streams are generally narrow, and very deep compared with their width, the shores and bottoms of which are, with a very few exceptions, swampy beyond description, and it is with the utmost difficulty that a place can be found over which horses can be conveyed.

A circumstance peculiar to that country is exhibited in many of the marshes, by their being thinly covered with a sward grass, by walking on which evinced the existence of water, or a very thin mud immediately under that. Their covering sinks from six to eighteen inches from the pressure of the foot at every step, and at the same time rising before and behind the person passing over. The margins of the lakes and streams are in a similar situation, and in many places are literally afloat. On approaching the eastern part of the military lands towards the private claims in the straits and lakes, the country does not contain so many swamps and lakes, but the extreme sterility and barrenness of the soil continues the same. Taking the country altogether so far as has been explored, and to all appearances, together with the information received, concurring, the balance is as bad, there would not be more than one acre out of a hundred, if there would be one out of a thousand, that would in any case admit of cultivation.

With great respect, I am your obedient servant,

EDWARD TIFFEN.

To the Hon. JOSIAH MEIGS, Commissioner of the Land Office, Washington.*

This report sealed Michigan for the present. Her settlement was retarded some twenty years. It is not too much to say, that the State would now have contained nearly a million of inhabitants, had it not been for this ludicrous and appalling report. Not content with his first geographical essay, the sharp-scented and conscientious old surveyor general thus pursued his duty on the 11th December: "I am very anxious to hear from you since my representation of Michigan went on. Subsequent accounts confirm the statements, and make the country out worse (if possible) than I had represented it to be." It has been shrewdly hinted that the old French settlers out-Yankeed the Yankee, and put a very successful and profitable joke upon the surveyors. Hospitable and kind and officious, they entertained the surveyors at the River Raisin and Detroit, and occasionally lent them guides, who led them over almost impassable marshes, through swamps and over sand knolls, till their minds were properly impressed in regard to the capabilities of Michigan. In subsequent years the secret has been slyly let out, that the fur trade, doomed to certain destruction by the inundation of settlers, was too valuable a prize to be relinquished if it could be saved a few years longer by wit or stratagem. It is true that a belt of heavy timbered, level, but very rich and fertile soil,

* The above was copied from the original copy, in the office of the Surveyor General at Detroit.

surrounds the lower peninsula. The throng of settlers who began to penetrate beyond, some dozen or fifteen years since, emerged from this belt upon the table land of the peninsula in what are called openings. Often, as far as the eye could see, the ground was covered with high grass, a few straggling trees here and there, the whole scene presenting the appearance of a cultivated park. Towards the south and west they occasionally came upon small open prairies of most remarkable beauty and fertility, perfect gems, varying in area from 40 to 40,000 acres each. Occasionally, also, they crossed dense forests, whose majestic solitudes had been undisturbed by civilized man since the fiat of the Almighty brought the universe into existence. Every county contained more than land enough of the finest description to have satisfied the military bounties.

The tide of emigration was setting strongly over the State, when those years of infatuation, inflation, and folly came along from 1835 to 1837. No State was ever settled faster than Michigan for about three years. Her citizens and her State government were whirled along in the wild eddies. Capitalists and politicians, traders and farmers, vied with each other in appropriating her soil at government prices. Of the twenty-five millions paid into the National Treasury for public lands in 1836, five millions were paid for lands in Michigan. The mechanic who had never bought an acre of land, and the millionaire whose sagacity in anticipating the course of events in New York or Ohio had secured him a great fortune, were equally eager to secure these domains. The new State recklessly created a brood of banks, exempted by the act of incorporation from redeeming their notes in specie whenever they should be organized—an unparalleled piece of quackery. The State authorized a loan of \$5,000,000, and her bonds were sold by her Governor, acting as commissioner, in so unguarded and heedless a manner, that a large portion of their amount was never realized. Soon reverses followed. It is hard to tell whether the speculator, or the citizen, or the State suffered most. The enormous purchases of lands being blocked in together, the settlers, fearful lest they might be held for a long period, declined to settle that portion of the lands which were purchased for occupation. The State was charged with repudiation. Steamboat combinations, eager to secure their passengers for the whole route from Buffalo to Wisconsin and Illinois, were interested in practising the most gross deceptions upon immigrants and travellers. But as lands have become cleared and productive, as order and law, and more cautious legislation, have controlled affairs, public attention is again concentrating on the State, and the tide of population is again setting in with great rapidity. Everything indicates that one of those periodical inundations which visit the new States is now overflowing Michigan. As a specimen, around one nucleus, in the counties of Allegan and Ottawa, a colony of Hollanders are gathering, comprising already 2,500 souls, said to be excellent representatives of the intelligence, thrift, and industry of that people. It is but the germ of future colonization, and they expect immediately accessions who will increase this single colony to 10,000. They bring with them their mechanics and professional men, all their personal effects and property, the very Penates of their old Holland hearths. Most of the passengers by the *Phoenix*, 175 of whom were lost at the burning of that ill-fated vessel during the last fall, were bound for this colony.

The State has divested herself of her railroads, and the Michigan Central Railroad is being pushed across the State from lake to lake, through the

most densely-settled portion of the State, with great energy. It bids fair to be one of the most substantial, perfect, and profitable railroads in the United States. Staggering under the heaviest embarrassments and almost bankruptcy, her resources most recklessly managed and squandered, Michigan yet holds her head erect, and avows in every way her determination to pay her indebtedness, and to pay all that is due from her in equity or law. A burden which ground her to the dust a few years since, will press in future years with a feather's weight.

Much ignorance exists as to the public debt of Michigan. She has never repudiated, though her position has been too equivocal. The truth is briefly this. In 1838, Governor Mason sold five millions of the bonds of the State—one-quarter to the Morris Canal and Banking Company, and one-quarter to the United States Bank of Pennsylvania. He very strangely (to use no harsher term) surrendered the bonds, and contracted to receive payment in instalments of one million annually, at the rate of \$250,000 per quarter. A portion of the bonds passed into the hands of *bona fide* purchasers at par. Such bonds have been recognized, principal and interest, and to the holders tardy justice will be done. About \$3,800,000 passed into the possession of the United States Bank of Pennsylvania, on which instalments were paid to the amount of nearly \$1,000,000. At this juncture the Morris Canal Company and United States Bank had become bankrupt, and the part paid bonds of Michigan were hypothecated by Mr. Jaudon in Europe at about thirty cents to the dollar. The people of Michigan believe so, and that the bondholders are not in law innocent holders, but cognizant when the pledge was made, that a full consideration had never been received by the State. If such is the fact, the State has not only an equitable; but a legal defence against the payment of their full face. That our position is not defined, and the rights and duties of the parties determined, and the State remained so long in apparent dishonor and disgrace, is probably owing to the timidity of politicians, who are not very anxious to probe before the eyes of the people so offensive an ulcer on the body politic. The governor, in his last annual message, urges a vindication of the dignity and character of the State; and the Legislature have passed an act, tendering new bonds at the rate of about 40 per cent, for the part paid bonds, being the amount of principal and interest they admit the State to be indebted upon them. It is but just to the population to say, that the writer has never heard the doctrine of repudiation avowed or defended by a single citizen of the State. Her false position has arisen from the causes cited, and from hitherto irremediable poverty. That the exact indebtedness of the State will be ascertained, and principal and interest fully paid, there can be no doubt. The people well understand that the reproach which stains the escutcheon of the State reflects discredit on the individual citizen, and withers his name and fame; and they demand that the credit and character of the State be placed on an immutable basis, worthy of her origin, her dawning prosperity, her glowing hopes, her un-mistakeable destiny.

In 1837, large importations of breadstuffs and provisions were made from Ohio, for the sustenance of the people. From the crop of 1838, not ten years since, the first agricultural exports were made. The crops have each year, in one portion or another of the State, suffered from blight or disaster, one crop being almost entirely cut off. There have, in fact, been but two universally good grain crops in the State. All other existing

branches of industry have grown up in the same period. The following tabular statements, compiled by the Committee* of the Chicago Convention, exhibit the commerce of Michigan for the year 1847, it being premised that the collection district of Detroit comprises the whole of Michigan :—

Tonnage of 38 steamboats enrolled at the custom-house, Detroit.....	10,941	50-95
“ of 5 propellers “ “ “ “	1,211	64-95
<hr/>		
Total tons enrolled steam vessels.....	12,153	24-95
Tonnage of 120 sail vessels enrolled at the custom-house, Detroit.....	15,809	73-95
Licensed.....	750	
<hr/>		
Total tons enrolled and licensed sail vessels.....	16,559	73-95
<hr/>		
Total tonnage belonging to Detroit district.....	27,963	4-95
Tonnage of 8 steamboats building within Detroit district.....	6,582	
“ of 7 sail vessels “ “ “ “	600	
<hr/>		
	7,182	
<hr/>		
Total tons of all classes of enrolled and building vessels.....	35,145	4-95
“ valuation of the same.....	\$1,757,250	
Number of men employed.....	1,931	

AMERICAN VESSELS ENTERED AND CLEARED FROM THE PORT OF DETROIT.

Steamboats.....entered	822	Steamboats.....cleared	957
Propellers.....	111	Propellers.....	109
Brigs.....	100	Brigs.....	97
Schooners.....	243	Schooners.....	357
Sloops and Barges.....	597	Sloops and Barges.....	600
<hr/>		<hr/>	
Total entries.....	1,873	Total clearances.....	2,119

AMERICAN VESSELS ENTERED AND CLEARED, PASSING TO OTHER PORTS.

Entered.....	1,857	Cleared.....	1,822
British vessels entered.....	238	British vessels cleared.....	235
<hr/>		<hr/>	
Total entries.....	3,971		
Total clearances.....	4,226		

ABSTRACT OF EXPORTS FROM THE PORT OF DETROIT DURING THE YEAR 1847.

Ashes..... tons	935	\$66,450 00	Ham..... lbs.	23,916	2,391 60
Beef..... bbls.	329	3,290 00	Lumber..... M. ft.	5,795	57,951 20
Cranberries... bush.	4,860	4,860 00	Oats..... bush.	16,764	4,191 00
Flour..... bbls.	614,707	3,073,535 00	Pork..... bbls.	1,582	18,984 00
Fish.....	8,286	49,716 00	Staves..... M.	749	10,486 00

* J. R. Williams, Esq., the author of this article, and D. A. Noble Esq., of Detroit, composed this committee, “in pursuance of the duty assigned them by the Chicago Harbor and River Convention.” They say in a note to us, “we have compiled various information and facts to assist the general committee in preparing their memorial to Congress. Among the facts furnished, are the following tabular statements of the navigation and commerce of this State. Deeming it not indelicate in ourselves, nor embarrassing to the general committee, we furnish them for publication, as affording to the public a very gratifying evidence of the rapidly increasing wealth and prosperity of the State. It will be perceived that the statements very materially differ from those heretofore anonymously published in several papers. Perfect accuracy is impossible. It is, however, believed that they present as close an approximation to the general truth as can be obtained. We have availed ourselves of information derived from several gentlemen in various portions of the State, and are particularly indebted to S. C. Hammond, Esq., deputy collector, for his valuable aid in collecting information from the various ports, of the kinds and quantities of our imports and exports, and for the valuable abstracts relative to the tonnage of the district. We also acknowledge ourselves greatly assisted by Mr. W. S. Wood, of the Advertiser.”

Wheat.....bush.	203,055	203,055	00	Rakes.....No.	960	96	00
Wool.....lbs.	760,616	167,335	52	Pork barrels.....	536	536	00
Chairs.....No.	659	495	00	Castings.....lbs.	18,308	732	32
Rags.....lbs.	98,281	2,948	43	Feathers.....	200	50	00
Candles.....boxes	430	2,687	50	Buckw't flour..bbls.	40	100	00
Soap.....	210	525	00	Peas.....bush.	201	201	00
Oil.....bbls.	122	2,562	00	Brooms.....No.	14,898	1,489	80
Furs.....lbs.	79,738	40,895	20	Straw hats.....	30,000	12,000	00
Deer skins..packs.	183	1,830	00	Apples.....bbls.	41	41	00
Beeswax.....lbs.	6,454	1,807	12	Dried apples..bush.	718	502	60
Corn.....bush.	14,088	5,635	20	Sheep pelts..bundle	298	1,480	00
Grass seed...bbls.	648	3,402	00	Mustard seed..lbs.	600	60	00
Corn meal.....	4,030	10,075	00	Flax seed....bbls.	6	48	00
Butter.....lbs.	50,571	5,057	10	Hay.....tons	10	100	00
Hides.....	144,657	7,232	85	Eggs.....doz.	2,400	240	00
Lard.....	29,118	2,038	26	Saleratus....casks	29	725	00
Leather.....	18,229	2,822	90	Oil cake.....	232	696	00
Shingles.....M.	2,452	6,130	00	Scrap iron....lbs.	25,013	250	00
Beans.....bbls.	844	2,532	00	Merchandise	85,929	8,592	00
Highwines...casks	1,608	19,296	00	Peppermint oil.....	8,348	15,272	00
Tubs.....No.	105	105	00	Hogs.....No.	200	600	00
Pails.....No.	643	\$128	60	Glass.....boxes	200	400	00
Potatoes.....bush.	464	232	00	Beer.....bbls.	9,000	45,000	00
Grindstones...lbs.	60,206	301	03	Clover seed.....	5	45	00
Starch.....	89,500	4,475	00				
Whiskey.....bbls.	1,151	8,632	50	Total.....		\$3,883,318	63

IMPORTS AT THE PORT OF DETROIT FOR THE YEAR 1847.

Merchd.....lbs.	31,609,698	\$3,951,212	25	Water lime..cks.	281	\$843	00
Coal.....tons	2,831	14,155	00	Salt.....bags	2,324	588	50
Salt.....bbls.	22,743	28,428	00	Empty fish bbls.	2,354	1,177	00
Apples.....	2,392	2,392	00	Pork.....bbls.	632	6,320	00
Grindst'es..tons	20	1,954	00	Dried fruit.....	116	576	00
Plaster.....	328	3,280	00				
Whiskey...bbls.	1,129	9,034	00	Total.....		\$4,020,559	75
Cider.....	300	600	00				

EXPORTS FROM THE PORT OF MONROE DURING THE YEAR 1847.

Flour.....bbls.	156,829	\$784,145	00	Wool.....lbs.	153,400	\$33,748	00
Wheat.....bush.	222,596	222,596	00	Rags.....	25,800	774	00
Corn.....	2,973	1,486	50	Straw hats...No.	2,400	480	00
Oats.....	2,983	765	75	Furs.....packs	20	2,000	00
Rye.....	180	112	00	Skins.....bundles	252	5,040	00
Beans.....casks	84	210	50	Hides.....No.	3,812	11,436	00
Beef.....bbls.	1,000	8,000	00	Shorts.....tons	49	245	00
Pork.....	1,197	14,364	00	Furniture...lbs.	28,529	6,426	45
Butter.....lbs.	27,668	2,766	80	Merchandise	28,670	4,279	35
Lard.....	13,031	1,142	48	Ginseng.....	1,800	540	00
Tallow.....	2,630	263	00	Starch.....bbls.	90	1,080	00
Ashes.....tons	420 $\frac{1}{2}$	31,518	75	Cider.....	20	60	00
Highwines..casks	328	3,936	00				
Cranberries..bbls.	414	1,242	00	Total.....		\$1,139,476	58
Timothy seed...	182	819	00				

IMPORTS AT THE PORT OF MONROE IN THE YEAR 1847.

Merchandise...lbs.	5,975,627	\$746,953	37	Wagons.....No.	24	\$1,440	00
Furniture.....lbs.	138,938	6,946	90	Threshing mach's..	3	750	00
Iron and steel.....	471,599	23,579	95	Oakum.....bales	112	560	00
Stoves and castings.	165,363	6,614	76	Salt.....bbls.	9,237	13,853	50
Leather.....	41,287	6,193	05	Apples.....	627	1,254	00
Mill & grindstones.	29,000	290	00	Nails.....lbs.	78,100	3,124	00
Coal.....tons	130	520	00	Cider.....bbls.	62	124	00
Pig iron.....	23	690	00	Beer.....	269	1,614	00
Marble.....		2,000	00				
Stone ware....galls.	6,316	505	28	Total.....		\$817,012	81

Internal Commerce of the West :

EXPORTS FROM THE PORT OF TRENTON DURING THE YEAR 1847.

Fire-wood.....cords	1,600	\$1,600 00	Barley.....bush.	300	100 00
Lumber.....feet	312,000	3,120 00	Oats.....	500	125 00
Dry hides.....No.	170	510 00			
Wool.....lbs.	1,000	220 00	Total.....		\$8,425 00
Flour.....bbls.	500	2,750 00			

IMPORTS AT THE PORT OF TRENTON DURING THE YEAR 1847.

Merchandise.....	\$6,000 00
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EXPORTS FROM THE PORT OF BREST DURING THE YEAR 1847.

Black walnut.....M. feet	400	\$4,800 00
W. I. staves.....M.	200	3,600 00
Oak timber.....M. cubic feet.	25	3,600 00
Total.....		\$12,000 00

LIST OF EXPORTS FROM ST. JOSEPH, MICHIGAN, IN THE YEAR 1847.

Flour.....bbls.	135,843	\$606,293 50	Maple Sugar.....lbs.	1,150	\$92 00
Wheat.....bush.	150,617	112,962 75	Wool.....	15,400	2,080 00
Corn.....	5,948	1,843 88	Rags.....sacks	15	120 00
Oats.....	1,970	492 50	Empty barrels....No.	250	250 00
Corn meal.....bbls.	3,930	7,860 00	Dry hides.....	723	2,349 75
Bulk, sundries.....	941	1,832 00	Furs.....packs	59	2,360 00
Pork.....	2,068	24,696 00	Pig iron.....tons	226	6,780 00
Highwines.....casks	3,177	31,770 00	Ploughs.....No.	157	1,033 50
Pot and pearl ashes...	186	3,255 00	Lumber.....M. feet	1,355	9,483 00
Linseed oil.....	20	500 00	Shingles.....M.	470	1,175 00
Lard.....	23	276 00	Hoop poles.....	8	48 00
Cranberries.....bbls.	27	81 00	Staves.....	15	90 00
Butter.....firkins	66	660 00	Fire-wood.....cords	5,851	8,776 50
Peaches.....bbls.	481	2,405 00	Supplies furn. ves....		2,500 00
Tobacco.....hhds.	12	480 00			
Potatoes.....bush.	1,280	320 00	Total.....		\$833,917 38

IMPORTS AT THE PORT OF ST. JOSEPH, MICHIGAN, IN THE YEAR 1847.

Merchandise of all kinds.....lbs.	3,670,765	\$504,076 50	Water lime.....	103	309 00
Salt.....bbls.	4,748	7,122 00	Household eff...bbls.	801	4,005 00
Coal.....tons.	193	1,544 00	Total.....		\$517,056 00

EXPORTS FROM THE PORT OF GRAND HAVEN IN THE YEAR 1847.

Lumber.....feet	23,798,000	\$148,788 00	Flour.....bbls.	5,800	\$29,000 00
Shingles.....M.	12,782	25,544 00	Wheat.....bush.	25,400	22,225 00
Wood.....cords	450	675 00	Beans.....	140	140 00
Shingles bolts....	460	3,680 00	Paper rags.....tons	5	150 00
Pins spars.....	44	1,320 00	Pork.....bbls.	41	491 00
Sqrd. timber.M. ft.	120	6,200 00	Plaster.....	2,200	3,300 00
Staves.....M.	220	1,760 00	Wool.....lbs.	1,600	480 00
Cedar posts.....	4,500	270 00	Smok'd deer skins.	300	600 00
Hem. bark.....cords.	330	1,650 00	Saleratus.....	1,000	100 00
Laths.....bundles	4,000	1,200 00	Leather.....	20,000	6,000 00
Maple sugar .bbls.	31	775 00	Grass seed....bbls.	9	45 00
Furs.....packs	53	8,000 00	Potatoes.....bush.	500	187 00
Pot ashes.....tons	17	1,428 00			
Pails.....doz.	350	1,050 00	Total.....		\$265,058 00

IMPORTS AT THE PORT OF GRAND HAVEN, 1847.

Merchandise.....	\$180,000 00
Household effects and family implements.....	40,000 00
Total.....	\$220,000 00

EXPORTS FROM THE KALAMAZOO AND BLACK RIVERS FOR THE YEAR 1847.

Lumber.....feet	6,000,000	\$36,000 00
Shingles.....	1,000,000	2,000 00
Staves.....	500,000	2,000 00
Laths.....	1,000,000	2,000 00
Timber.....	100,000	700 00
Wood.....cords	1,150	1,437 50
Bark.....	400	1,600 00
Flour.....lbs.	4,000	18,000 00
Leather—to Chicago and Milwaukee.....	150,000	30,000 00
White fish.....bbls.	100	500 00
Maple sugar, Indian goods, Cranberries, furs, masts.....	.....	6,500 00
Total.....	.....	\$100,737 50

IMPORTS AT THE KALAMAZOO AND BLACK RIVERS FOR 1847.

Merchandise and hides, principally from Chicago and Milwaukee.....	\$60,000 00
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EXPORTS FROM ALL PORTS AND LANDINGS BETWEEN GRAND HAVEN AND MACKINAW, AND FROM LITTLE BAY DE NOQUET.

Lumber.....feet	5,000,000	\$36,000 00
Shingles.....	1,000,000	2,000 00
Wood.....cords	10,500	15,750 00
Furs and peltries.....	.....	10,500 00
Total.....	.....	\$58,250 00

IMPORTS AT ALL PORTS AND LANDINGS BETWEEN GRAND HAVEN AND MACKINAW, AND LITTLE BAY DE NOQUET.

Merchandise, principally from Milwaukee and Chicago.....	\$45,000 00
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EXPORTS FROM THE PORT OF SAGINAW IN THE YEAR 1847.

Furs.....packs	98	\$9,800 00	Flour.....bbls.	500	2,500 00
Fish.....bbls.	1,000	4,500 00	Pork.....	18	186 00
Smoked fur skins, packs.	6	300 00	Shingles.....M.	1,150	2,318 00
Corn.....bush.	2,494	935 00	Lumber.....	3,500	24,615 00
Rye.....	74	37 00	Pot ash.....tons	2	150 00
Cranberries.....	269	273 75	Total.....	.....	\$46,702 75
Maple sugar....mocoeks	22	88 00			

IMPORTS AT THE PORT OF SAGINAW IN THE YEAR 1847.

Merchandise.....lbs.	15,000	\$15,000 00
Household effects and implements of agriculture.....	.....	3,000 00
Total.....	.....	\$18,000 00

EXPORTS FROM MACKINAW AND ST. MARIE DURING THE YEAR 1847.

Fish.....bbls.	22,500	\$112,700 00	Copper ore.....lbs.	1,784,805	\$178,200 00
Maple sugar....lbs.	48,857	3,000 00	Total.....	.....	\$338,424 00
Wood.....cords	14,200	32,000 00			
Furs.....	.....	12,524 00			

IMPORTS AT MACKINAW AND ST. MARIE, 1847.

Merchandise.....	.....	\$275,000 00
Salt.....bbls.	6,000	10,000 00
Total.....	.....	\$285,000 00

Note.—Large importations are made from Detroit and other ports into the copper regions which do not appear in this statement.

EXPORTS FROM PORT HURON AND LEXINGTON IN THE YEAR 1847.

Lumber.....M. feet	13,500	\$108,000 00	Shingle bolts..cords	300	\$1,500 00
Laths.....M.	2,300	6,900 00	Lumber.....feet	500	4,000 00
Saw logs.....feet	5,000,000	25,000 00	Total.....	.....	\$159,400 00
Shingles.....M.	7,000	14,000 00			

Internal Commerce of the West:

IMPORTS AT PORT HURON AND LEXINGTON IN THE YEAR 1847.

Merchandise of all grades..... \$100,000 00

EXPORTS FROM PORT ST. CLAIR DURING THE YEAR.

Pine lumber.....M. feet	6,500	\$53,200 00
Shingles.....M.	770	1,540 00
Laths.....M.	300	900 00
Leather.....	.....	2,000 00
Tin, manufactures of.....	.....	300 00
Wool.....lbs.	6,000	1,380 00
Total.....		\$59,320 00

IMPORTS AT PORT ST. CLAIR IN THE YEAR 1847.

Merchandise..... \$30,000 00

EXPORTS FROM THE PORT OF NEWPORT DURING THE YEAR 1847.

Lumber.....M. feet	1,145	\$9,160 00	Oats.....bush.	750	187 00
Laths.....M.	75	375 00	Corn.....	75	30 00
Fire-wood.....cords	2,041	3,061 50	Fish.....bbls.	25	150 00
Furs and peltries.....	.....	1,000 00	Wool.....lbs.	400	88 00
Leather.....	.....	600 00	Total.....		\$14,772 00
Pressed hay.....tons	10	120 00			

IMPORTS AT THE PORT OF NEWPORT IN THE YEAR 1847.

Merchandise..... \$20,000 00

EXPORTS FROM THE PORT OF ALGONAC DURING THE YEAR 1847.

Lumber.....M. feet	4,157	\$35,695 00
Fire-wood.....cords	1,300	1,625 00
Total.....		\$37,320 00

IMPORTS AT THE PORT OF ALGONAC DURING THE YEAR 1847.

Merchandise..... \$15,000 00

EXPORTS FROM MT. CLEMENS DURING THE YEAR 1847.

Flour.....bbls.	15,000	\$75,000 00	Rough staves.....	1,450,000	\$20,300 00
Corn meal.....	2,000	4,200 00	Pine lumber.....feet	980,000	9,800 00
Corn.....	3,000	1,200 00	Oak, white wood &		
Oats.....	3,000	800 00	ash lumber.....	150,000	1,050 00
Pearl ashes.....casks	425	12,750 00	Square timber.....	100,000	600 00
Whiskey.....bbls.	300	1,800 00	Wood.....cords	2,000	2,000 00
Wool.....lbs.	30,000	7,500 00	Grass seed.....bbls.	20	75 00
Butter.....	10,000	1,100 00	Apples.....	80	100 00
Glass.....boxes	2,194	4,936 00	Patent pumps...No.	800	8,000 00
Straw hats.....No.	10,000	2,500 00	Total.....		\$163,711 00
Sawed staves.....	400,000	10,000 00			

IMPORTS AT MT. CLEMENS DURING THE YEAR 1847.

Merchandise.....	lbs.	1,210,000	\$121,000 00
Salt.....	bbls.	800	1,400 00
Plaster.....		400	800 00

Total..... \$123,200 00

RECAPITULATION.

Places.	Exports	Imports.
Detroit.....	\$3,883,318 63	\$4,020,559 75
Monroe.....	1,139,476 58	817,012 81
Trenton.....	8,425 00	6,000 00
Brest.....	12,000 00	.....
St. Joseph.....	833,917 38	517,056 50
Grand Haven.....	265,058 00	220,000 00
Kalamazoo and Black Rivers.....	100,737 50	60,000 00

Ports north of Grand Haven.....	58,250 00	45,000 00
Saginaw.....	46,702 75	18,000 00
Mackinaw and St. Marie.....	338,421 00	285,000 00
Port Huron and Lexington.....	159,400 00	100,000 00
St. Clair.....	59,320 00	30,000 00
Newport.....	14,772 00	20,000 00
Algonac.....	37,320 00	15,000 00
Mt. Clemens.....	163,711 00	123,200 00

Total..... \$7,119,832 84 \$5,276,829 06

Iron and stock imported for the railroads; specie of immigrants, and valuable goods and property brought in as baggage, and by express.... 1,000,000 00

Grand total..... \$7,276,829 06

Exports..... \$7,119,832 84

Imports..... 7,276,829 06

Aggregate commerce..... 14,396,661 90

VALUE AND QUANTITIES OF EXPORTS OF THE PRODUCTS OF MICHIGAN, EXPORTED FROM THE STATE FOR THE YEAR 1847.

Articles.	Quantity.	Value.
Flour.....bbls.	933,479	\$4,691,223 00
Wheat.....bush.	601,668	559,738 75
Corn meal.....bbls.	10,060	33,135 00
Corn, oats, rye and barley.....bush.	55,300	17,950 00
Copper ore.....lbs.	1,783,805	178,200 00
Lumber.....feet	73,842,000	520,864 00
Shingles.....M.	26,633,000	55,707 00
Staves, timber, laths, spars, &c.....		125,000 00
Wood.....cords	43,042	69,463 00
Patent pumps.....No.	800	8,000 00
Wool.....lbs.	968,416	213,851 50
Furs.....lbs.	241,015	92,119 20
Leather.....	225,562	41,422 90
Hides.....	426,957	21,528 60
Ashes—pots and pearls.....tons	1,625	128,301 75
Fish.....bbls.	31,911	172,066 00
Pork.....	4,896	58,721 00
Beef.....	1,329	11,290 00
Highwines and whiskey.....casks	6,564	65,434 00
Beer.....	9,000	45,000 00
Peppermint oil.....lbs.	8,348	15,272 00
Straw hats.....No.	42,898	14,980 00
Butter.....lbs.	94,839	9,583 90
Starch, glass, lard, linseed oil, grass seed, plaster, and all other articles.....		81,881 24
Total.....		\$7,119,832 84

It will be perceived that the condition and progress of Michigan can be ascertained annually with more certainty than that of any State in the Union, as the trade of her whole territory must radiate almost exclusively through her own ports, mingling but slightly with that of other States, at two ports, at which the relative trade of Michigan can be determined. The Board of Trade at Detroit could institute a concert of action that would enable them to place annually on their own records and before the public, a full and complete exhibit of the commerce of the State. Their attention is respectfully called to the subject.

It will be perceived that the export of wheat and flour reduced to barrels was 1,066,000, more than double the average annual export to all foreign countries from the United States from the establishment of the

Federal Government to this time—an amount nearly ten times as large as all the exports of wheat and flour through the Erie Canal from all the country west of Buffalo in 1835—the export through Buffalo being that year, in flour 86,233 barrels, in wheat 98,071 bushels, equal to 108,026 barrels. In the south-western part of Michigan is the county of St. Joseph, a territory which furnished in 1811 the grim warriors who fought the battle of Tippecanoe. It is not eight years since the aboriginal possessors entirely abandoned the soil ; yet in 1847 this county exported, mostly by the circuitous route of the Straits of Mackinac, 110,000 barrels flour, a quantity exceeding all similar exports of all the west by the way of Buffalo in 1835. This is but one small county, a mere dot upon the map of the west, isolated and inaccessible, embracing one-thirtieth part only of the present limited population of the State, and but $\frac{1}{12}$ th part of the area of Michigan, and but $\frac{1}{40}$ th part of the area which finds the only eastern *débouché* of its commerce at Buffalo.

In examination of the above tabular statements, one is struck only with the illustration it affords of the agricultural capacities of the State. The counties so far settled lie at the southern end or base of the lower peninsula, in the very centre of the cereal zone of the earth, the very latitude most favorable to the production of breadstuffs. An analysis of the soil shows that it contains the precise elements most essential to the nutriment of the growing grain. It is not strange, therefore, that this infant State should present to her older sisters her agricultural phase ; but none of the north-western States possess so fortunate a combination of capacities for a great commercial and manufacturing State, which will be sure of development as markets widen, population clusters, and capital concentrates.

It will be perceived that one of the most prominent articles of export is lumber, wood in all its shapes, staves, masts, timber, shingles, lath, &c. &c. Including ashes, it amounts to nearly a million of dollars. In the early settlement and development of the State, being surrounded with water, her lands producing the finest descriptions of pine, oak, black walnut, cherry, maple, and whitewood lumber, all of which finds a ready market in the other States bordering on the lakes, this LUMBER TRADE must indefinitely increase. Generations will cease to live before this will cease to be a branch of commerce, a vast resource. The trade already employs hundreds of mills, some thirty vessels, and several hundred men. In process of time the State might be stripped, by the unlicensed sale of the product of her forests, and impoverished, had nature not bountifully provided her with a safeguard against exhaustion, in a vast COAL FIELD, covering the northern part of the lower peninsula. One of the great coal fields of America is the substratum of a large portion of her soil, and is supposed to be inexhaustible.

THE FISHERIES, as a commercial pursuit, are but in embryo. The whole shore of Michigan, on both sides of both peninsulas, a distance, following the general line of the coast, of two thousand miles, abounds in fisheries. The fish most prized are the Siskawit, Mackinac trout, White fish, and Muskalonge. Fishing has already become the exclusive employment of numerous small craft, and some hundreds of people. The export as appears amounts to \$172,000, though this estimate is probably much too low. By the necessity of the case, every State bordering upon or connected with Michigan must afford a constantly increasing market for this product of her industry. While the fisheries are exhaustless and hardly

broached, the ultimate markets are illimitable. This trade, also, entirely internal, thus admits of vast expansion, and must afford as limitless a resource as the trade in lumber, with this difference, that its exhaustion is impossible.

The WOOL TRADE, prosecuted so far under great disadvantages, is already respectable, and is destined to a great increase. The climate has proved favorable to the growth and health of sheep. No two agricultural pursuits can be more favorably combined than wheat culture and sheep growing, and the increase of sheep for the last four or five years has been wonderfully rapid, in some vicinities doubling in two years. Wool is sure to be another article of export, and another prolific resource. The export of 1847, as will be seen, was about \$214,000.

The COPPER TRADE, prosecuted so far by only a few companies practically and with success, must prove the grave of many an extravagant expectation, but the ultimate source of a vast trade, and great wealth to the State. So far many of the companies, whose name is Legion, have been mere experiments upon the gullibility of the ever gullible public, destined to result not even in successful gambling on the part of their authors. At the same time science, energy, skill and enterprise are enlisted in the business. The great value of the mines, and the feasibility of mining, are incontestably proved. The following table, kindly furnished by the United States Mineral Agency at Sault St. Marie, exhibits the quantity of ore raised and shipped up to 30th of September, 1847, and since that time considerable shipments have been made:—

MASS COPPER AND ORES.

	Pounds raised.	Pounds shipped.	Value shipped.
1845.....	1,157,322	42,208	\$3,798 72
1846.....	5,656,010	845,031	76,052 79
1847.....	3,430,868	925,204	83,268 36
Total.....	10,244,200	1,812,443	163,119 87

The Pittsburgh and Boston Company have raised of the above 2,276,501 pounds, and exported 835,332 pounds, of the value of \$75,175 88. This is but the initiative, the first symptom of the trade. The estimate of the export for 1848 is placed by intelligent men at \$300,000, and the strong probability is that the value of ore exhumed on the shores of Lake Superior at the close of navigation this year will be half a million of dollars. While the work so far has been done by a very few of the numerous companies organized, several other companies will commence practical operations as soon as smelting furnaces are erected, three of which, at least, are expected to be in operation during this season. The purity of the ore, the incredible quantity and extent of the mines, their accessibility, render these mines, beyond all question, the most valuable and attractive that were ever opened to the enterprise of man. The truth is almost too marvellous to be told. The writer of this has seen numerous masses of copper lying on the same dock at Sault St. Marie weighing from one to two tons each, from every portion of which boys were cutting with chisels pieces of apparently pure copper. Judging by such an inspection, the estimate of 50 per cent pure copper from the ore is very low. It should be remembered that what makes this yield so high is, that a large proportion of the ore came from the Cliff Mine, out of whose veins the copper is cut in solid masses. When we remember that the mines of Corn-

wall have been worked for centuries in the bowels of the earth, one-third of a mile below its surface, and kept free by huge steam-engines, that they cover but a few square miles in extent, and yield but 9 to 10 per cent of ore, while the average of ours for years will probably be 25 per cent, besides being highly impregnated with silver, we can perceive by the comparison how vast a source, not of local but national wealth, our mines are destined to prove, growing more and more valuable if the anticipations are realized from the recently discovered method of smelting.

But a whole generation, with a few brilliant exceptions, will be doomed to anxiety, embarrassment, and perhaps bankruptcy. Such has been the unfortunate fate of the pioneers of some of the agricultural regions of our country that now bloom like a garden. How much more certain must such be the fate of many of the pioneers in a business which often originates in a gambling disposition.

In regard to the mining district, our government has pursued a singularly unjust course. In the first place, Permits were given by the Secretary at War to select tracts of given dimensions, with a proviso that a certain per centage of copper should be paid to the government. The legality of this whole proceeding is questionable; its expediency still more doubtful. It is against the genius of our institutions to take tithes of the citizen. It is contrary to every dictate of justice to suffer one citizen to exclude another for an hour from land unoccupied and unimproved. At the same time the recent law opening these lands to the competition of purchasers at \$5 per acre when surveyed, while the minimum value of farming lands is \$1 25 per acre, is calculated to exert a paralyzing influence on future settlement and occupation. The lands embraced by Permits of the Secretary at War can yet be entered at \$2 50 per acre; other surveyed mining lands at \$5 per acre. While such is the policy of our government, the British on the Canada shore, this side of the Falls of Saint Marie, in a more accessible situation, have opened their mining lands to foreigners and citizens alike, on the following terms:—Any applicant can select a tract two miles by five in extent at 4s. Halifax currency per acre, exacting a payment of £150 in advance, and leaving it optional with the purchaser to forfeit and abandon at any time. No per centage is exacted by the government. The Bruce Mine has already made considerable exports, and some twelve or fifteen other companies are ready to proceed with their operations. Our own citizens embrace the inducements offered by the British government, and are interested largely in British mines in preference to our own. There is a call of the Upper Canada Mining Company at this time, in a Detroit paper, calling for instalments, signed by one of our citizens as superintendent. As a simple act of justice, therefore, as well as to prevent the diversion of American capital and enterprise to British soil by every legitimate means, it is advisable to throw all the mining lands into market on the same terms as other lands, the minimum price of \$1 25 per acre.

Among the other natural productions of Michigan are **SALT** and **PLASTER OF PARIS**. Salt springs are found in several positions in the northern part of the lower peninsula, and have been successfully worked at Grand Rapids. There are several locations of plaster, and considerable quantities have been prepared and sold at Grand Rapids.

Iron ore of various descriptions is found all over the southern peninsula; but the source of future wealth and manufactures and commerce, now the

least known, is the IRON of the upper peninsula, in what is sometimes designated as "the iron region," lying principally between the Little Bay de Noquet, the northern extremity of Green Bay, and the nearest waters of Lake Superior. Large deposits of ore of the most valuable description are found within a few miles of the waters of either side of the peninsula. The government surveyors, on the section lines of their surveys running along the sides of each mile square, have already discovered many cliffs and deposits of iron. The indications are numerous that but a fraction of the iron is discovered. The cliffs of ore are of great extent, the iron of great purity. A government surveyor, when asked how much iron there was in the upper peninsula, replied, "Enough for the consumption of the world in all time to come." The Jackson Iron Company is in successful operation about 8 miles inland from Lake Superior, near the mouth of the Carp River. They have invested \$20,000 in furnaces and fixtures, and are in successful operation. They employ from 30 to 40 men, and expected to have ready for shipment at this time 300 tons of bar iron, and hereafter the company intend to produce 50 tons per week. But the representations respecting the ore are the most remarkable. It is alleged that they possess an iron mountain 300 feet high, covering a square mile of territory. The ore lies in strata, is easily quarried, is remarkably free from foreign substances and impurities, yielding 70 per cent of pure iron. The iron is malleable, and represented equal to Russia. Edge tools and razors have been manufactured from it, and used among the workmen. The beds of ore in this vicinity seem inexhaustible, and extend over the limits of a township. Two other companies, the New York Company and the Michigan and Cleveland Company, are about commencing operations in this vicinity.

Such are the natural resources of these two peninsulas, the primary material elements of boundless wealth. Breadstuffs and provisions in profuse abundance; IRON, COPPER, COAL, FISHERIES, and LUMBER, perfectly inexhaustible; salt and plaster, and every necessary of life produced in the same latitudes enough to satisfy the wants of man; such are the material elements of our Poland, Wales, and Cornwall, concentrated in one State. To educe, to transform, to collate, to manufacture, to distribute and exchange these materials among the neighboring States, and with different parts of its own dis severed territory, will create manufactures and commerce, the future extent of which who shall dare estimate!

In the foregoing pages it is shown that Michigan exported, in 1847, more than a million barrels of flour. This all sought eastern markets. The year was the year of Irish famine, when the foreign demand for our breadstuffs was more than three times larger than it had ever been before, and seven times greater than the average of thirty years. Suppose, at this juncture, the million barrels of Michigan flour had been struck out of existence, would not the food of every consumer in the United States have cost more? Would not every barrel of flour throughout the length and breadth of the nation, during the summer of 1847, have risen more than a dollar per barrel? Thus this trade alone assumes the front of a national object. It becomes a truly national affair to cheapen and facilitate the transportation of all that each new State produces.

An import has been made of seven millions of dollars, which has made its exactions alike on the whaleman as he pursues his game on the re-

mote Pacific, on the sugar-planter of Louisiana, the iron and glass manufacturer of Pittsburgh, and on every factory and shoemaker's shop in the Atlantic States. Strike out at once the consumption of this one new State, and would it not produce a nervous sensation throughout the trade of the land? The growth of a new State conduces no less to the prosperity of eastern cities than of their own towns. Lowell and Lynn are thriving as lustily as Detroit or Buffalo from the trade of Michigan. These are practical views, well worth the notice of legislators who would compel every locality to take care of itself.

Several peculiarities should be noted in the appreciation of the commerce of a new State. In old countries, where land has approached its maximum value, where population is so dense that pauperism hangs an eternal incubus on the national energies, there, a small per centage only of the gross earnings is saved, and added to accumulated national wealth. Indeed, oftentimes, after the lapse of many a census, a nation finds itself receding in wealth. At the same time most of the external evidences of comfort and prosperity greet the eye. In a new country the whole matter is reversed. The country in its early progress plunges deeply in debt, and if distressed by a succession of bad seasons, almost bankrupt, as far as payment of obligations is concerned. But each year the single farm and the aggregate territory is enhanced in value. Oftentimes, where the farmer's whole production would hardly support him, the steady swing of his axe has constantly enhanced the value of his homestead, and a rapid increase in the value of his possessions goes on, while disease, discomfort, and pecuniary embarrassment stare him in the face. Hence the magical transformation of the superficies of a new State, and a real creation of national wealth in the face of distressing obstacles that would be entirely fatal to the progress of older communities.

Again, the prosperity of a new State cannot be measured by a comparison of imports and exports for any single year. The greater the accretions of population, the more grasping their enterprise, the greater their wants. By the necessity of the case, a poor emigrant must import and live this year, and export and pay the next. It is a general truth, admitting of but rare exceptions, that a new country is always one year in debt. If the exports of a new State are two millions less than the imports for 1848, still, if the exports of 1849 shall balance the imports of the previous year, the expectations of the people are realized, the country is in a thrifty condition, and their aggregate debt at any moment sinks to insignificance compared with the vast improvements that have grappled their roots over the land, or the fleets which float upon the surface of the waters.

How extensive the commerce of Michigan will become must depend on the population of contiguous States. Should the whole of the north-western States increase for fifty years according to the most prudent calculations, and Michigan keep pace with the rest, it will be the trade of her two millions with ten millions of neighbors. On her an immense population will entirely depend for copper. Of her they will demand vast quantities of lumber and iron. On her fisheries there will be an eternal demand. How great the trade in salt and plaster may become, remains a problem. It has been supposed that the upper peninsula must be inaccessible. But the isthmus between Little Bay de Noquet, the northern extremity of Green Bay, can be crossed to the waters of

Lake Superior, at one place, by a railroad span of thirty-five miles, and other eligible places by a railroad of 50 to 70 miles in length; and the fine fisheries and copper regions of Lake Superior can be connected with the iron regions of the southern side of the upper peninsula, and all the accumulations of the fisheries and the copper and iron trade brought within two days' transportation of Chicago, and thus connected with the regions of abundant and cheap breadstuffs, even with the tropical regions. The sugar-planter of Louisiana, and the miner of Lake Superior, can exchange productions in less time, and at far cheaper cost, than could the settler of Oneida county with the city of New York thirty years ago. When the quarrel existed between Michigan and Ohio relative to the ten mile strip on the southern border of Michigan, resulting in the memorable Toledo war, and it pleased the politicians at Washington, irrespective of the justice of the case, to side with Ohio, and to give to Michigan the upper peninsula as a sop, the people of Michigan almost spurned the concession, intended as a bribe. They little dreamed of its incalculable value. Even the trade between the upper and lower peninsula must be large in itself, and constantly increase. Vast numbers must be engaged in lumbering, fishing, mining, and manufacturing the crude materials; other thousands must be exclusively engaged in transporting; and all these fishermen, miners, manufacturers and transporters must be fed, and fed principally by the farmers at no remote distance. Thus at home will exist the best of all markets for agriculture; and so far as this consumption goes, no sacrifice of 40 or 50 cents per bushel need be made on wheat to get it to market and to the mouth of the consumer.

It is proper to remark, that the agricultural capacities of the upper peninsula are fully equal to New England, and its climate equal, if not superior; that the vallies of the rivers afford the best of land, and some portions abound in the finest description of timber. The unsettled part also of the lower peninsula is, in the main, good land.

Cast your eye over the map of Michigan, and it will be perceived that no spot of its territory is ninety miles from one of the great lakes. As intimated before, the lower peninsula will soon be crossed by the Michigan Central Railroad. The corporation is erecting one of the most capacious depots in the United States at Detroit. The structure of the road is to be of the most permanent character. Its rates of transportation are to be reasonable or low, and it will afford the most rapid ingress and egress at the cheapest rates. The Michigan Southern Railroad, the Pontiac Railroad, and the Erie and Kalamazoo Railroad, penetrate the State already.

If the reader will take the map, and starting from Monroe, at the south-east corner of Michigan, trace the shores of the lower peninsula around by the Straits of Mackinac to New Buffalo, and then, transporting himself to the mouth of the Menominee River, on Green Bay, trace again the shores of the upper peninsula by the same Straits of Mackinac and the Straits of St. Marie to the mouth of the Montreal river, he will have followed a maritime coast of two thousand miles—a coast nearly as long as the Atlantic shore of the old thirteen States, all within the limits of a single State, which stretches itself along the tortuous course of our great American Baltic. Along this whole coast he will find that rivers occasionally *débouché*, the mouths of which are capable of being made good

harbors. From the mouth of the St. Joseph River to Mackinac, on Lake Michigan, a distance of more than five hundred miles, there is but a single harbor for refuge or shelter. Yet in all the great gales of the spring and fall, of whose frightful ravages we have periodical details, this is a lee shore to the navigation of the lakes. The navigation of all the lakes in 1847, as appears from a well-digested article in the Buffalo Commercial Advertiser, consisted of—

	Number.	Tons.
Steamers.....	103	36,506
Propellers.....	35	11,453
Barques.....	4	1,304
Brigs.....	82	18,369
Schooners.....	495	62,802
Sloops and scows.....	23	1,026
Total.....	742	131,460
To which add estimate of those building.....	....	20,000
Total.....	....	151,460

Its value must be some seven millions of dollars, while some seven thousand sailors must be employed. Yet two-thirds of all this property and these lives are annually exposed to a lee shore of 500 miles on a single reach of coast, as inhospitable and pitiless, nearly as bare of protections or beacons, as when the little steamboat *Walk-in-the-Water* and a few crazy schooners represented the whole lake navigation. The writer of this article, supposing it possible that it might be an iron coast, and perfectly inaccessible, procured from the proper offices diagrams of the mouths of the rivers and inlets along the western coast of Michigan. They lie at convenient distances. The mouths of several widen into lakes; and, to use the words of an intelligent gentleman, harbors could be made at a slight expense, of capacity enough "to shelter the navies of Great Britain." A single shallop could now hardly find refuge. All these harbors are shut up by bars and obstructions which could be opened and cleared by very moderate appropriations. In answer to inquiries relative to the mouth of the Galien River at New Buffalo, before its improvement was commenced by the Michigan Central Railroad Company, a gentleman wrote as follows:—"We have no commerce, because we have no harbor." This is the whole matter—"the Iliad in a nutshell." This neglect is not only criminal on the part of the government, but it is suicidal. "It is worse than a crime—it is a blunder." Vast quantities of government land are excluded from market, unsaleable and unoccupied, because not rendered accessible. While it is the constitutional duty of the government "to promote the common defence and general welfare," and "regulate commerce among the States," and while the Constitution dots light-houses so thickly along the Atlantic shores that a dozen can be seen from some single positions, yet there are men and legislators and cabinets so mole-eyed, that they recognize no right nor duty to enhance the value of a vast public domain, nor to save the shores of these lakes from being annually strewed with the wrecks of our inland fleets, and the dead bodies of our fellow-citizens.

There has been a silly doctrine propagated, that a river running through two States is a fit subject for national expenditure, while a river entirely within a single State is not. Let us apply this doctrine to Michigan. The river St. Joseph runs through two States, Michigan and Indiana, yet

its commerce is entirely local, belonging exclusively to half a dozen counties. At the same time the flats of the St. Clair, if improved, must be improved within the bounds of the single State of Michigan. They are daily crossed by a navigation national in its character and importance. The formidable obstacle these flats present will be best understood from the fact that twenty vessels are often delayed at a time, that a material difference is made in the cost of freight from the upper lakes by their existence, and that owners and ship-builders are obliged to construct their vessels with reference to this nuisance. A practical business man, living near the spot, estimates the loss and expenses annually accruing as follows :—

Three steamers for towing, &c., seven months in the year, at \$75 per day	\$47,250
Four lighters, at \$15 per day.....	12,600
Detention of eight brigs and schooners at \$30 per day each.....	46,400
“ one upper lake steamer, at \$150 per day continually.....	21,500
Loss of time of 300 passengers at \$1 per day.....	43,000
Total.....	\$170,750

Suppose this an over estimate, and suppose the expense \$100,000 only, such is the tribute paid by the farmer and mariner, emigrant and consumer of the northern States of the Union. At the Chicago Convention, one of the speakers excluded this obstruction from the purview of the Constitution because lying within a single State—though the energies of the whole west were cramped and paralyzed, and merchants and mariners alike the victims of every storm. The same speaker, soaring in imagination, stretched the flights of his eagles, and unfolded our banner from Labrador to Panama. While his imagination was revelling in the acquisition of vast territories, he did not seem to remember that he could not find a single sentence, a single word, a single letter in the Constitution that sanctioned the acquisition of a foot of new soil. The Constitution could grasp new territories, but could not protect or foster them. The Constitution could seize new empires without a power, but could not save the life of a citizen in the exercise of expressly granted powers. In such unfortunate positions do politicians sometimes place themselves, who now stretch and now narrow the Constitution; now amplify and now blot out its provisions to suit their caprices and theories, or interested purposes.

Language cannot express the stupidity and blindness with which the whole of the public interests have been treated on Lake Superior. Before treating of this subject, it may be well to exhibit the navigation of that lake, as it is to show how utterly inadequate it is to perform the duties required. The following are the names and tonnage of vessels in employment on Lake Superior during the summer of 1847 :—

Steam-packet Julia Palmer.....tons	300	Schooner Siskawit.....tons	40
Propeller Independence.....	261		
Schooner Napoleon.....	185	Total.....	1,074
“ Swallow.....	88		
“ Algonquin.....	56	Schooner White Fish (British).....	45
“ Fur Trader.....	52	Yacht Argyle (British).....	10
“ Florence (seized).....	52		
“ Chippewa.....	20	Total.....	55
“ Ocean.....	20		

The following vessels have been hauled around the falls at the respective dates :—

1840	Schooner	Algonquin.....	57 tons.	1845	Schooner	Ocean.....	20 tons.
"	"	Mary Elizabeth..	40 "	"	"	Propeller Independence...	261 "
1845	"	Chippewa.....	20 "	1846	"	Steam-p'ket Julia Palmer.	300 "
"	"	Fur Trader.....	52 "	"	"	Schooner Florence.....	52 "
"	"	Swallow.....	88 "	"	"	Yacht Argyle (British)....	... "
"	"	Uncle Tom.....	115 "	1847	"	Schooner Rob. Ried.....	12 "
"	"	Merchant.....	65 "				

The following list of vessels lost, or that have run the Sault, taken in connection with the foregoing tables, will give an exhibit of the whole navigation of Lake Superior to this time. For this detail, and much valuable information relative to Lake Superior, the reader is indebted to the late lamented Col. Wm. F. P. Taylor, of Buffalo :—

BRITISH.			
Otter }	Small vessels.....	Worn out before the war.	
Beaver }	"	Worn out.	
Achabasca.....	Large vessel.....	Lost in 1816.	
Invincible.....	120 tons.....	Run the Sault.	
Recovery.....	40 "	"	and captured in 1814.
Mink.....	60 "	"	
.....			
AMERICAN.			
Brig Astor.....	112 tons.....	Wrecked in 1835.	
Schooner Madeline.....		Lost in 1839.	
" William Brewster..	73 "	Run the Sault.	
" Mary Elizabeth....	40 "	Wrecked in 1840.	
" Uncle Tom.....	115 "	Run the Sault in 1846.	
" Merchant.....	65 "	Lost with all hands in 1847.	
" Rob. Ried.....	12 "	Run the Sault.	

These details are given particularly to show how pitiful is the commerce, and how cruelly severed are the people of the rest of the northern States from the richest mines and finest fisheries in the world. The President, by the law of 1847, which throws the mineral lands into market at four times the value of farming lands, is enjoined to give a brief description of the facilities for transporting the products to a market. He might, in his next advertisement of sales, add an N. B. to this effect :—"Half a million of dollars' worth of ore lies exhumed on Lake Superior because the miners must haul their vessels over a portage of nearly a mile in length." In 1839, when the authorities of the State of Michigan attempted to break ground for a canal for which appropriations had been made, the workmen were driven off by the United States soldiery. Despairing of ever obtaining an appropriation from the general government, the Legislature of Michigan, during the past winter, have passed a law incorporating a private company with adequate powers for the construction of a canal. Fortunately, the rights of the government to purchase at any future time are reserved. But is this strait to be an eternal Catagat, where all passers are to pay tribute ?

The most singular fact, in connection with the navigation of this magnificent basin, is, that it is navigated almost exclusively by the guidance of a chart prepared by Lieut. Bayfield, R. N., in prosecution of the British admiralty surveys. It would probably be as wise and statesmanlike to call home the expedition sent to Asia to survey the Dead Sea, and order it upon similar long-neglected duties on our own great unknown but living sea. It would probably be full as much within the purview of the strict and conscientious construction of the Constitution, in which our present Ex-

ecutive delights. At the same time, the neck of land over which our vessels are dragged at St. Marie, are fully as worthy of attention at home, as the Isthmus of Tehuantepec is worthy of negotiation abroad. The genius of our Constitution, the fair lady to whom all political haranguers delight to appeal, scours the whole world to find objects of her favor, while she utterly neglects and despises the homely affairs of her own country. She reminds one of the Hoosier lady whom we once saw, who flaunted her ribbons and protected her head with a gaudy parasol, while she tramped out on a pleasure walk barefooted.

The destructive influence of the niggardly policy of the government beyond the Falls of St. Marie can hardly be estimated. Here are millions of acres of land, a fraction only of which can be sold while shut out from connection with the commerce of the lower lakes. It is impossible to tell how many enterprises among fishermen and lumbermen are abandoned because of the difficulties of pursuing their calling. It is beyond dispute, that a large number of both copper and iron companies would pursue their business with energy, aided by an adequate amount of capitol, if the Falls of St. Marie, and the obstruction in Lake George, between Lake Huron and the Sault, could be overcome. Half a million of dollars would make a channel navigable for all the craft that navigates the lakes, from the lower lakes to Lake Superior. They would not cost the interest of the additional money which would come into the national treasury within five years after their completion, as a direct consequence.

In Lake George, six miles below St. Marie, is a bar of indurated clay, which precludes all craft whose draught is over 6 and $6\frac{1}{2}$ feet. It is 100 yards wide, and competent judges declare it could be cut out for \$10,000. The estimate of Col. Abert, United States Topographical Engineer, for a ship canal at St. Marie one mile in length, 100 feet wide, and 12 feet deep, was \$454,107 66.

It is hardly competent for the government to refuse an appropriation, after the lavish grants already made in various forms designed expressly to add value to our domains, and bring them into market, by creating roads and canals.

The improvements at the St. Clair flats and the Falls of St. Marie, then, are most emphatically national objects, in neither of which are the people of Michigan themselves more interested than in the enlargement of Buffalo Harbor. The whole nation corporate is interested for the value of the public domain; and, as a matter of self-preservation, in case of war, the merchant is interested for his property, the mariner for his life—the consumer of every barrel of flour and of every pound of iron and copper in the United States for his personal comfort. To our apprehension it is perfectly clear, that to the vast internal trade of our country, now in its infancy, a generous and liberal conduct of the government, under express provisions of the Constitution, is not a boon, a favor, a concession, but an act of the plainest common sense and simple justice.

These considerations have run on "*currente calamo*," to show by illustration from a single State how gigantic internal commerce was becoming, and how vital an element it has already become in the general prosperity. That Michigan should in 1830 commence with a population of a little more than 30,000, and in 1850 encroach close upon half a million, is a matter of astonishment. She has already outgrown all the New England States but two, and in twenty years more will probably outstrip them all, including the revered mother of States, Massachusetts herself. At this

moment but a small part of the territory of Michigan is settled. When the whole shall be settled with the density of Massachusetts, she will contain six millions of inhabitants. Not looking to the average population of Great Britain, 223 to the square mile, or of France, 165 to the square mile, but the average population only of the best of agricultural Europe, 110 to the square mile, then Michigan will contain a population of six and a half million souls. This calculation is followed out to exhibit in prospect the probable destiny of one small fraction of our boundless empire. The imagination reels to contemplate the mighty fabric of power, opulence, and population, which the calculation unfolds when applied to the whole of our territories capable of development. It almost makes one shudder to think of their fate, and believe that the wisdom of man is too limited to frame and maintain a government capable of embracing and fostering the mighty population and their myriad interests.

The increase of the commerce of Michigan has been as magical as that of her population, starting at zero ten years since and rolling up to fifteen millions, and all this while oppressed with horrible embarrassments. As prejudice wears away, and the credit of her people and government are restored, population, instead of being retarded, must increase with accelerated rapidity. But commerce always increases in a far more rapid ratio than population. By the necessity of position, Michigan must become *the* great fishing, lumber, and mining State of the north-west. Having unrivalled facilities for manufacturing, whenever the two ultimate conditions shall exist on which manufactures thrive well—density of population, and surplus capital—then she must become a manufacturing State also.

To the historian and political economist, such a growth and development seem a miracle. Gazing at the result, it rivals the wildest vagaries that ever entered into the head of the enthusiast. We look upon it as an acted poem. We are proud of it as a triumph of the Anglo-Norman race in one of the paths of its selection. But to the actor in these scenes of conquest and progress, the picture has its dreary phases. When the experiment is so far perfected as it is in Michigan, and some twenty years only has rolled round, a whole generation of pioneers has been exhausted and worn out, too many of them, alas! sleeping in premature graves. Disease has made its ravages. Labor and toil of a few years has exhausted many a buoyant and bold spirit before the soberest calculations are realized. In fact, one generation has been worn out in preparing homes for the next. The silk-worm perishes in its chrysalis state that the inheritor of its toils may be robed in elegance. An empire growing up in twenty years is a fit subject of wonder and surprise; yet twenty years is adequate to the waste of a generation of men. Let no young dreamer imagine that the fate and fortune of the individual resembles the history of the State. It is too often the reverse. Yet each and every one of the population of a new country, whatever his fate—whether in poverty his eyes are closed in a strange land by strange hands, or whether a kindly fate awaits him—participates in all those bold conceptions and that glowing enthusiasm, which the laying out and founding a great empire is calculated to inspire. He is a fortunate patriarch who, resisting all diseases and hazards, shall survive to tell the tale. His fate is like that of the aged mariner or soldier, who, surviving for half a century his early associates, thinks only in age of his perils and romantic adventures, his pleasures and enjoyments, and forgets entirely the far wider and gloomier picture of his toils, anxieties, and sufferings.

Art. II.—THE MERCHANT. GERMAN PROSE WRITERS.*

THOSE who are not acquainted with German Prose Literature, can desire no better introduction to it than the volume of select translations from the Prose Writers of Germany, just published, in a beautiful and substantial octavo, by Messrs. Carey & Hart. Nor can they have a better friend to introduce them than the Rev. Frederic H. Hedge, the translator and editor. We say this, of course, on the supposition that they have not the time or courage to undertake the original, of which these translations present inviting specimens. It certainly takes time to learn the German, with any accuracy; and it certainly requires courage to attempt the ruggedness and intricacies of German prose, above all, (if we may speak from hearsay, without personal experience,) of the prose Metaphysics. Unlike the French and Italian, the prose of which is much easier for the student than the poetry, German poetry is far more manageable and tractable than the Teutonic *Musa pedestris*. And hence, to our mind, this work derives a peculiar value, serving, as it does, as a guide to the most intricate and least approachable parts of German Literature.

We have hinted at the superior style in which this work has been got up. Before making a remark or two, which we propose to offer, on the value and richness of German Literature, and, in particular, on its interest and importance in a mercantile and even national point of view, we must be allowed to speak of another excellent feature, in what we hardly know whether to call the mechanical, or literary part of the work. The gallery of portraits which has been added, present a series of truly remarkable faces, familiar and home-like, yet different from our Anglo-Saxon lineaments, *alter et idem*, full of genius, even in the engraving. Here, accompanying the selections from each, we have portraits of Luther, Lessing, Goethe, Richter, Schiller, Mendelssohn and others.

The design of Mr. Hedge, in this work, has been, not so much to give extracts from every German, even of celebrity, who has written prose—not a collection, but such a selection from the leading writers—from Luther, who died in 1546, to Von Chamisso, who died in 1839, and of pieces of such a length, as give an idea and furnish a fair estimate of German Prose Literature as a whole.

Prefixed to the selection from each author, we have a biographical notice, brief but discriminating, in which are given the leading facts of their lives, together with a critique on their literary character and writings. We were surprised at the amount of matter which Mr. Hedge has thus compressed into a short space. The notices of Goethe and Schiller struck us as particularly full; but we are hardly prepared to agree with the editor in thinking ill of that growing preference for Schiller, that critical spirit, which, reversing the old idea of Goethe's supremacy, recognizes, after all, in Schiller, the more prevailing poet.

It may be, as is urged, that with Schiller the impulses of the man, sometimes morbidly tinged, cast a sickly hue, if you will, over the inspiration of the poet. It is certain that Goethe possessed, to a wonderful degree, the power of putting off self, of laying aside one's proper personality, and of putting on the feeling, thoughts, and modes of being of other men,

* The Prose Writers of Germany. By FREDERIC H. HEDGE. Illustrated with Portraits. Philadelphia: Carey & Hart.

other minds, other ages, other characters. But, to our mind, there is rather too much of this power in Goethe. Or, more properly speaking, it is not counterbalanced or supported by another great requisite of the great poet, *sympathy*, properly so called; not sympathy of the intellect, but that of the heart. If this power enabled Goethe's genius to throw itself into almost any plastic posture, it was accompanied also with a plastic and marble-like coldness, which is not life. It is very idle to compare, for a moment, this sort of intellectual indifference, this sort of artistic skepticism to which all thoughts, feelings, and opinions, were indeed alike easy of comprehension and portrayal, but to which they were also all alike the objects of a mere cold inspection and analysis, with Shakspeare's genial and sympathetic discernment. In Shakspeare the world has gained Lear, Hamlet, Lady Macbeth, Rosalind; but it has not lost Shakspeare in his creations. Everywhere we feel the presence of that sympathy of the heart which feels with us, as well as of that sympathy of the intellect which makes its thoughts our thoughts. If it was Schiller's fault to think through his heart, so to speak, it was Goethe's to feel through his head, and make the feelings and failings, the hopes and the fears of humanity, too much the objects of mere critical inspection; like the snakes and curious reptiles, whose motions and writhings he was fond of watching, as he reposed in his garden at courtly Weimar.

The ground taken by those who defend Goethe from the charge of want of sympathy with the cause of German liberty, that, his mission being that of the thinker and poet, it behoved him to keep aloof from party, is hardly broad enough to cover the case; for the complaint is not merely that Goethe was not a liberal. As in his writings, where we often miss not merely the man, but the warm sympathies of man, Goethe was not merely not a liberal, but was in fact, by preference, a courtier, a partisan of the other side.

On the whole, for our part, we feel that the later judgment of Germany is truer than its first estimate of Goethe and Schiller. We feel that in *Don Carlos* at least, and in that sort of *Trilogy* of which *Wallenstein* is the subject, Schiller has written something as Shakspeare would have written, had he lived at the end of the 18th century.

All this, however, is by the way; for, in connection with the *Prose Literature of Germany*, a discussion of the relative merits of two poets is hardly in place. It is suggested by the critical comparison which Mr. Hedge has deemed (and very properly) not away from the scope of his volume, and which has betrayed us into the expression of a cherished opinion.

The excellent notices of Goethe and Schiller are not the only good ones, although the largest, in the volume. We would mention, in particular, the articles on Lessing, Herder, and Richter. Altogether, we have good sketches of the lives and writings of some thirty of the best writers of Germany. Mr. Hedge commands a direct and strong style; and is often able, by a few forcible words or a pointed quotation, to place vividly before us the character of a man, or the value of a book.

For instance, all the extracts from the mystic Böhme are not worth half as much, either in themselves, or as affording a specimen of the abilities of the man, as that one profound verse:—

“If time be as eternity,
Eternity as time, to thee,
Then thou from strife art wholly free.”

There is similar value and interest in that couplet of Luther's, also, which Mr. Hedge quotes, exhibiting a pious man's piety with no sour phase :—

“Who loves not wine, woman, and song,
Remains a fool his whole life long.”

The reader who has gone through this volume, cannot but feel strongly drawn, if he have the time, to the study of the original German. He will have formed some notion of the extent and variety of German Literature, ranging from the abstrusest of metaphysics in Kant, to light fiction in Tieck and Chamisso ; yet throughout, in the fiction as in the philosophy, marked and pervaded by soberness and thoroughness. One department, one vast branch of this literature, the volume before us gives little idea of, except indirectly ; its profound scholarship in every kind of learning, particularly in philology. To the student of any aspiration, indeed, the German is almost an indispensable acquisition merely as an implement, a tool to work with, a means towards the higher aim of his studies. But this is a topic on which there is no need of enlarging. The last twenty years have witnessed the labors of Carlyle (some of whose fine versions from Goethe, Tieck, and Hoffman, are given in this volume) and of other faithful students, who have secured, from the world of general readers in England and America, a pretty full and unqualified recognition of the excellences of German Literature.

But to the American, to the Merchant, we would address one or two remarks, in the pages of the Merchants' Magazine.

If it be any reason for studying Spanish that that language is of very extensive use and application in the mercantile relations of this country, German is equally worth studying, for the same reason. The commerce between the United States and Germany is growing every day. The northern States of Germany are devoting themselves with increasing zeal to manufactures ; hence a constant increase of our export trade in cotton and tobacco.

In fact, any one who takes much interest in the fortunes of Germany, cannot be unaware of a change that is coming over that country. That people, the student, the thinker, the dreamer, perhaps, among nations, seems about to enter upon a new kind of existence, and to undergo a transition from the life of reflection to the life of action. Having studied “Philosophy, Jurisprudence, and Medicine, through and through,” the German people, Faust-like, seem to be yielding to that yearning for activity, for the life of business, politics, and passion, which, in the cases of individuals, drives the student into what is called the World. Everywhere political agitation, everywhere railroads, growing manufactures in the North, and a commercial union of many of the States, too strikingly similar to the first movement towards our own political confederation, not to remind the most careless, all these things are signs of the change, are stages in it.

But there is one other feature in this change, more important, perhaps, than all the rest ; one which, at least, is of most concern to Americans.

The Germans have become a migratory people. Already the class of German merchants, resident here, and maintaining constant business communication with the land of their birth, is very large. But this is far from all. There is another, a national consideration connected with this fact.

When we read American history, colonial and revolutionary, closing

the book, we lay it down with the conclusion that ours always has been and always will be a nation of the same distinctive stock ; a compound of the Celtic and the Saxon, called, generally, Anglo-Saxon, to the too great exclusion of the Celtic element, which, if there be anything in early history or modern ethnography, we undoubtedly derive from the first races of Britain. Such is our impression, derived from reading. There happens to be a chapter of American history which we all read carelessly, if at all ; which we con principally by fragments, in the items of the daily newspaper. It is the chapter of present events. Who casts a second glance at the paragraph which announces the arrival of five hundred German emigrants, in one day, at the port of New York ? Who thinks of past eras of emigration, the movements of past ages ; of Hengist with his Saxons in England, of the Northmen in France ? Yet, in a quiet way, the present is an era of emigration, than which there never, perhaps, was a greater. There has been a constant movement towards the shores of America, almost from the hour when they were discovered. But the emigration of the last ten or fifteen years has been of an extent, a volume, to which even the great emigrations by which this country was settled are small. And in this movement, with the exception, perhaps, of the Irish, the Germans bear the largest part. What shall we say of the fact of over 50,000 Germans landing at one port, New York, in one year, 1847 ? What shall we say of Ohio, that counts its German citizens by hundreds of thousands ? Its German *citizens* we say ; for these emigrants are mostly adults, or persons approaching maturity. In years, they are men ; in law, they become citizens not after twenty-one, but after five years' residence, full as soon as they learn enough of our language to understand our politics. These people become tillers of American soil—become American merchants and mechanics. They intermarry with our people, and thus literally, and without figure of speech, the German element is being poured into the veins of our population.

Thus, by the will of Providence, by the fate of History, or whatever it is that orders those events over which man has but indirect control, if any at all, the national blood seems destined to be largely re-enforced in both of its great elements at the same time : in the Saxon, from the pure and un-mixed Teutonic of Germany ; in the Celtic, from Ireland.

That any one, that any American, can feel unconcerned as to the result of this infusion of new blood, of this new development of nationality, we cannot believe. As a matter of enlightened curiosity, it is interesting to study the temper, the character, the cast of mind of a people who are to give something more than a tinge to a whole nation. To that nation itself, it is a matter of the deepest interest and the gravest concern. That the German is a noble race, full of solid qualities of character and mind, with all the excellences of the Saxon branch, so to speak, of our own national stock, is certainly a satisfactory thought. A volume, like the one before us, is ample evidence of all this, and hence the peculiar, the national utility, so to speak, of such a work ; hence the national importance and interest of the study of the German language and literature in general. Nothing can tend more to facilitate and hasten that amalgamation of races which must take place, than a readiness, on the part of the native born, to learn to understand and to sympathize with the German character and mind.

As a specimen of the work, we may here introduce a single translation,

the most appropriate for our Journal. It is from Hamann's *Schriften*, being the supplement to a translation of Dangeuil's *Remarques sur les Avantages et les Desavantages de la France et de la Gr. Bretagne, par Rapport au Commerce et aux autres Sources de la Puissance, &c.*

THE MERCHANT.

Nothing reminds us more impressively of the advantages of union than the benefits which flow from commerce in human society. Through this it is, that that is everywhere, which is anywhere. It satisfies our wants, it prevents satiety by new desires, and these it allays too. It maintains peace among nations, and is their horn of plenty. It furnishes them with arms, and decides their doubtful fortune. Men labor for it, and it rewards their diligence with treasures. It enlarges their intercourse, develops their powers, makes itself not only their weapon, but employs their genius, their courage, their virtues, their vices. Every harbor, every canal, every bridge, every floating palace and army, are its works. Through its influence, the arts are awakened and extended. Our sideboards and the toilets of the ladies are adorned with its gifts. The poisons of our kitchens, and the antidotes of our physicians pass through its hands. It atones for frugality by profusion. Its exercise consists in exact integrity, and from its gains the patriot distributes prizes, and performs his vows.

What happy changes may not the world promise itself from the commercial spirit, now beginning to prevail, if it should be purified by insight and noble impulses? Perhaps we may not vainly flatter ourselves with the hope that, through its influence, the love of the public good will be re-established, and the virtues of the citizen raised from their ashes to their original splendor.

The demand of commerce for liberty promises to hasten the happy return of that blessing to man. The unrestrained energy, the unimpeded skill of each individual, and all that each undertakes not at variance with the common good, will gradually banish that unbridled audacity with which every one in our times allows himself in every thing, and aims to make possible whatever he considers useful to himself alone.

Inestimable good! without which men can neither think nor act, whose loss robs him of every privilege! By thee, trade blooms, and extends through all ranks! Each resumes his ancient and natural rights, which we had renounced from servile passions and prejudices!

Holland has, to the advantage of her trade, abolished tyrannical persecution for conscience' sake, and adopted among her fundamental laws that freedom of opinion which is as reasonable as it is beneficial. Why should it not tend to the renown of the Roman tax-gatherers, that they were the first who concerned themselves to relieve their countrymen from the blindness of superstition?*

The spirit of trade may perhaps abolish in time the inequality of ranks, and level those heights, those hills, which vanity and avarice have thrown up, in order not only to receive sacrifices thereon, but to control with more advantage the course of nature. The incapacity of the idle ceases to be a mark of distinction gratifying to his pride, where the effort, and labor, and sweat of contemporaries make their life costly, and alone claim consideration and favor. The laurels wither with the decay of the fathers. Their rest on the bed of honor has become to us more indifferent than to their useless posterity, who enjoy the same repose on the cushions of prosperity and tedium. These dead are here, to bury completely the glory of their dead. Trade is, at the same time, the shovel which stirs the heaped-up gold, like the corn, and preserves it either for the bosom of the earth, or for the enjoyment of her children. Through it, gold is not only increased and made fruitful, but also useful, and a medium of life for man. But where it stands

* Cicero says, *De Nat. Deor.* III. 19, that they were the first who considered it absurd to believe those gods who had been men. Self-interest led them to this rational conclusion, because the lands consecrated to the Immortals were exempt from taxes. Whether we have profited more from distempered and false, or suffered more from great and noble views, may be a problem.

highest, the citizen must be most moderate in his gains, since, were all the world to have enough, none would have too much or too little.

Men knew formerly very little of the principles of trade. It was pursued rudely, and was so much contemned, as to be left almost entirely to the Jews. Now, on the other hand, men have with much sagacity aimed to make a science of commerce. Although its objects and ideas are in part arbitrary, and depend on the imagination; yet men have attempted to unite the theory of trade, and its exercise with as much exactness as the astronomers to found their reckonings on imaginary lines and hypotheses. How much weighty insight, have not the prince and the people gained besides, by a thorough examination of the sources of trade?

That instructive satire on monarchs, which the inventor of chess, according to the fancy of a distinguished poet, had in mind, is no longer a picture of our kings. They have better learned to appreciate the worth of their subjects. They now know that the state becomes great, only when they promote population by abundant sustenance, regard idleness as an injury to their violated majesty, punish it with contempt and hunger, consider it the masterpiece of their wisdom, to multiply the hands of diligence, as well as to lighten its labor, and watch over the education of orphans and foundlings.

The subject has learnt better to understand and to employ the fruits of the soil and his own sweat. Philosophy is no longer sculpture. The scholar is called back from the Spanish castles of the intellectual world, and from the shades of the library, to the great theatre of nature and her doings, to living art, and her implements to social employments, and their moving springs. He is an attentive spectator, a scholar, an intimate of the peasant, the artisan, the merchant, and through universal observation and research, becomes the helper and teacher of all.

When even the common man becomes an object of importance to the state, because its strength flows from his preservation, industry, and increase, then the interest, which the commonwealth takes in the industry of every day-laborer, is sure to instil into him, in time, nobler sentiments. 'If those artisans had known,' says Plutarch, 'that through their labor, Amphion would surround a city with walls, or Thales still a tumult of the people, with what ambition, what delight, had they carved the lyres of these men!'

Trade has served for a demonstration of all these truths, and the pursuit of it has confirmed their force. When, therefore, the deceitful, lying, avaricious disposition, of an ancient nation* is ascribed to their calling, when reference is made to a modern country, rendered habitable by skilful industry, and powerful by trade, where the moral virtues, and the smallest offices of human love are regarded as wares; when it is said that with the art of calculation that resoluteness cannot exist, by which the renunciation of selfishness, and magnanimous sentiments are attained, that attention to trifles limits the circle of mental vision, and reduces elevation of thought, it is certainly the duty of the merchant to refute these charges.

Was it the fault of religion, that in those dark times of superstition, the spiritual order adopted a sort of *assiento*-contract,† that the priest carried on a most lucrative stock-jobbing, derived premiums from the fear of hell, sold the church-soil to the dead, taxed the early days of marriage, and made a profit on sins, which he for the most part invented himself?

We laugh at the wise Montaigne, who was anxious, lest the introduction of powder and shot should annihilate bravery. Let us feel a more earnest anxiety for the moral results of trade. Much pains have been taken certainly to perfect the science, but perhaps too little thought has been given to forming the merchant. The spirit of trade should be the spirit of traders, and their morals, the groundwork of its reputation. Both should be better encouraged by rewards, supported by laws, and upheld by examples.

* The Carthaginians, Cicero's second oration against Rullus.

† A contract between the King of Spain and other powers for introducing negro-slaves into the Spanish colonies.

'The occupation most useful to society,* says an ancient writer, 'should assuredly be followed with emulation, I mean agriculture, which would prosper greatly, if rewards were offered, giving it the preference. The commonwealth would hereby gain infinite advantage, the public revenues be increased, and sobriety be associated with improved industry. The more assiduous the citizens became in their occupations, the less would extravagance prevail. In a republic favorably situated for commerce, honors shown to trade would multiply merchants and commodities. If on any one who discovered a new source of gain, without detriment to the commonwealth, a mark of honor should be conferred, public spirit would never be extinguished. In short, were every one convinced, that rewards would accompany whatever was done to promote the public good, this would be a great impulse to discover something valuable. But the more men have at heart the general welfare, the more will be devised and undertaken for its sake.' This rich passage exhausts almost all I could say, or could wish to say. My readers will therefore be content with the gleaning only of a few remarks.

Our merchants should above all be stimulated by these considerations, to make their calling, not merely a gainful trade, but a respected rank. I remember to have read, that in Guinea, the merchant is the nobleman, and that he pursues trade by virtue of his dignity, and royal privileges. On his elevation to that rank, the king forbids the waves to injure the new nobleman, or merchant. This monarch doubtless prizes his merchants highly, because from them comes his greatness, and wonders perhaps that our kings grant nobility only to soldiers and courtiers, or even drive a trade with it, and sell it for ready money.

The nobility of the merchant must not be confounded with military nobility. The prerogatives of the latter are founded on the circumstances of the times when it arose. Nations plundered one another, remained nowhere at home, lived like robbers, or had to defend themselves against robbers. Kings believed they could immortalize themselves only by conquests. These required blood and noble blood. The military order had consequently the highest rank, and whoever distinguished himself in this, was ennobled. The pretensions of these heroes were allowed to descend to their children, that, inflamed by the deeds of their ancestors, they might make it their glory, like them, to die. This was an artifice, to transmit a certain spirit to the children, and to elevate the military class, which at that time was the only privileged one. This being the origin and the purpose of their nobility, those are the genuine knights, who, born in the counting-rooms of acquisitiveness instead of the tent, are trained to be voluptuaries and cowardly prodigals. They might make use of their weapons, like the discarded patron of Venice.†

Our times are no longer warlike, and the deeds of the most renowned heroes,

'From Macedonia's madman to the Swede,'

will appear to us soon like the adventures of Don Quixote. The nation, which distinguished itself by the sword to the last, has become much more honorable and mighty through the plough. Men no longer desolate other lands by conquests, but conquer their own by trade. If war is still carried on, it is as a defence against jealous rivals, or to establish the balance of power. We prepare, not now for triumphs, but to enjoy peace; and the time is perhaps near, when the peasant and citizen will ennoble their class.

The merchant has thus, as it were, taken the place of the soldier. Does not his rank, consequently, deserve to be elevated by like respect, and like means? The profession of arms has become great through the nobility. Commerce must become great through merchants, that is, such merchants, as do not think it necessary to gain honor by purchased privileges merely, but place their dignity in the prosperity of trade, and hold those gains unworthy, which would poison its

* Xenophon, in the Conversation between Hiero and Simonides.

† St. Theodore, whose statue is in St. Mark's place, holding a shield in the right hand, and lance in the left. The Venitians, instead of this martial saint, have taken St. Mark for their patron since his bones were brought to the city by their merchants.—*Amelot de la Houssage*.

sources. To devastate, to destroy, to become rich, this is the only thing, in which the military spirit of the nobility shows itself in the mercantile profession.

The rewards, marks of honor, and privileges of the merchant must give him in the eyes of his countrymen a visible distinction, that continually admonishes him to uphold the flourishing prosperity of the country, which the soldier must devastate against his own will, with the same courage, ambition, and elevation of mind.

Thanks be to the age in which we live! our merchants need as little to be cheats, as our nobility ignoramuses. If there are yet among Christians, persons, whose whole soul is made up of avarice, who aim to enrich themselves by usury and deceit, they must not be ennobled. Besides, what avail them those certificates of liberality, for which ancestors are assigned them, but to make them exhibit a ridiculous resemblance to that species of mouse whose wings render his rank among animals ambiguous?

I come to the morals of the mercantile class, on which depends the pursuit, as well as the prosperity of trade. Good faith, honesty, love of the commonwealth, must be here the moving springs, like diligence in manufactures, workshops, and agriculture;—double objects of equal elevation, which claim all the care and thought of the government, because from their union springs the good of the whole nation.

If the merchants were regarded as mediators between the different members of the State,* with how much right would their avocations become more public and solemn! The common weal, as it were, compensates them. On its preservation depend their rank and occupation. It must therefore take more interest in their condition; but on the other hand, the merchant should be more mindful of the obligations they are under to the public, and the consideration they owe it on this account.

Public credit is the soul of trade; it rests on the confidence which individual citizens acquire through honorable dealing. This sum of the private credit of numerous citizens of the same place, taken together, is a deposit, which should be sacred to all the members of the community, because it involves in itself the immediate interest of each member, to support according to his means, the credit of the rest, and to protect it from all adulteration and diminution. Whoever brings the public faith under suspicion, deserves severer punishment than the man who robs the public coffer entrusted to him.

Readiness to pay is a result of the moral character of the debtor, which speaks well to the creditor for his wisdom and honesty. This readiness furnishes not only the best security for the gold committed to strange hands, but serves as a pledge against possible misfortunes. The virtue of a merchant should thus bear the same relation to his good name, as the ware to the coin.

But chiefly the merchant presupposes the upright citizen, because the welfare of trade must be often in opposition to his own private advantage. To maintain the former, demands therefore sacrifices from the disinterestedness and self-denial of the latter. Mere rapacity renders the merchant sharp-sighted to the greatness of the advantage, without his picturing to himself the consequences to his fellow-citizens and to commerce. He swallows down each bit, and considers neither the wants of the future nor the bones with which he will be choked. The present and the certain prevent his discerning a greater good, which might compel an expenditure of time, or which he must share with others. Thus he disregards for the sake of his own advantage, not only the public revenue, but even the interests of his own posterity. The stream may fail, the harbor be destroyed—nothing but his own loss is of importance in his eyes, and the profits of a year will be preferred, without a scruple of conscience, to the gain of a century.

Plato† describes both the riches and the poverty of the artisan as the ruin of his profession. 'Is he rich,' says he, 'think you he will be anxious about his work? No, he and his art will be ruined by indolence and neglect. Is he needy, how can he procure suitable implements? He is clumsy, and leaves behind him,

* Hume's Essays.

† Republic, B. IV.

in his children and apprentices only bunglers.' Let us be assured, that the merchant's love of gain is far more detrimental to the improvement of trade. And does not experience teach us that the very vices, whereby property has been or can be acquired, at the same time destroy its value? The counting-room is a school of deceit and avarice; what wonder? when the household is a temple of disorder and waste! The exchange is ashamed of these freebooters, and the city of their memory. Trade execrates their oppressions, and the public their profession.

The merchant, on the other hand, who loves his country, its present and future welfare, plants trees that may give shade to his posterity. He abhors as a theft all gain which is contrary to the general good of commerce. He seeks by wise undertakings, to attract to the country new branches of trade. He supports and upholds the old, which, if they do not immediately bring him fruit a hundred fold, yet employ the hands of his fellow-citizens, and with the ruin of which, numerous other lateral branches would be destroyed. This merchant is no phantom. I myself know merchants who have greatness of soul enough to make the expansion of trade, and not private gain, their ultimate object, who think not only of its arithmetic, but also of its morals and its utility. Holland should bore through her dams, if she had not merchants, who out of love to her soil, can employ their millions in a trade which now yields little, or is indeed the occasion of loss, like the whale-fishery. The merchant is therefore capable of great sentiments. To encourage them is worth the pains.

The green cap, the broken bench formerly terrified the cheat. Wherein does he now find his security, but in the defence, which he durst not stoop to himself, but which is offered him, and in the ruin of better citizens. Hope and compassion, which are left him, inspire boldness, while the final disgrace renders fear and repentance inactive.

An ancient nation is spoken of,* where the taste for beauty cost lovers dear. From their contributions a bridal treasure was collected for those daughters of the land whom nature had refused to furnish with recommendations. How near does not this come to the use, made at present, of the virtue of an honorable man?

If a city contains not more than one upright citizen, it is on his account the laws were made, and on his account the magistracy instituted. Not to accommodate those offenders, who are studious only to infringe and corrupt justice, are the laws entrusted to you, fathers of the city! but to support this honest man, that he may not be wearied out, terrified, or impeded, that unhindered, he may do all the good his patriotic soul devises and his magnanimous heart suggests for the benefit of the commonwealth. Then will his zeal, in gratitude for your support, find fresh nutriment, and his example become the pattern and inheritance of his house.

Let us argue from single individuals to whole families. They are the elements of civil society; consequently, their social influence is indisputably greater than men seem to recognize. The welfare of the community is bound up with the virtues and vices, the flourishing and decay of certain families. A single family has often been sufficient to corrupt the morals of a whole State, to impress its own form on the mass, or to fix it there; to bring certain principles and customs, on which business depends, into favor or contempt. Mahomet was first the prophet of his own family, and afterwards of a great people. Ought not the cares of the magistracy to extend to the fostering of some families, and the depression of others?

If it is justifiable policy, in opening the view of a building that adorns a certain part of the city, to remove a few miserable hovels, if it is a duty to transfer to the mouth of the stream such trades as taint the purity of its waters, and to remove them from the place where it enters their walls, there is a far more urgent call on the magistracy, to protect families whose integrity is exposed to the vexations of envy, and the rage of wickedness, to uphold them as the keystone of the laws, and on the other hand, to watch those whose views spread secret poison among their fellow-citizens.

* Herodotus, I. 96.

The family mania, whose mere name excites suspicions of an infectious disease, is in our days greater than ever. The selfishness which unites whole families in extorting from the community the same assistance that relations are obliged to lend each other, has extended a detrimental indulgence to the children of great families, to whom men, in spite of stupidity and worthlessness, hardly venture to refuse preferences and offices any longer, and who, through the baseness of their intercessors and patrons, are sometimes placed in a position to justify themselves again, by the choice of others. Hence those conspiracies to put down merit, the rewards of which they seek to marry with their like, in case of need to disarm the laws, or give their expounders cunning. Hence those nurseries of old customs, to whose service certain houses are more devoted, than the corporations at Ephesus to their Diana. To this prevailing evil there could not be a more forcible check than through the family spirit itself, whose application as much to the public good generally, as to commerce in particular, I would here recommend.

The family spirit, of which I speak, deserves at least more attention, than the author of the Fable of the Bees claims for a portion of ignorance, which he holds must be maintained, in every well-constituted community. This spirit consists in a remarkable strength of certain natural gifts or propensities, which through the impression of domestic example, and the consequent training, becomes hereditary and is transmitted. I premise here particularly a certain amount of social tendencies, and the seeds of citizen-like virtues, (for why should not these be capable of imitation and degeneracy, like other tendencies and dispositions?) an amount which would enable us to forget our private good in the public approbation and welfare, to prefer the honor of the order, to which we devote ourselves, and its social advantages, above self-preservation and individual advantage.

It is this family spirit which has built cities, and through which they subsist. It was doubtless most active when their foundations were laid and the walks first marked out. None of those small communities thought of anything else but the city; even when his own house began to occupy him, the thoughts of the individual were far from being directed from the public works to his own building, but this latter was always subordinate to the former. The city was completed, yet was still a subject of discourse; each was still occupied in the work undertaken; one still inquired of another, what was to be supplied and added? Children and children's children carried out and improved the plan which the first founder had devised. The more distant the times, the more obscure was the tradition of the value, the nature and the circumstances of an inheritance, which had cost many generations, and for the rent of which the care and management should be undertaken by us. The peril of capital, in hands which have not earned it, is great. The zeal, the blessings, the wishes, wherewith the first founders of our dwelling-places bequeath them to their latest possessors in spite of their ingratitude, kindles yet perhaps some sparks in the souls of a few families, who make known and reveal to us the spirit of the first benefactors. It is these patriots to whose families every city should offer the right and honor of representing those by whom it was built and founded.

If there are besides, families which have inherited from their ancestors the true principles of trade, and a genuine love of it, these are the lifeguardsmen, from whose services commerce receives warmth and splendor. They are to be regarded as the dam, which gives security to its course, as the light-house, by which the wandering mariner directs his path, and at whose sight the stranger rejoices. Such families should not be allowed to go to decay, but rather be encouraged, distinguished, preferred, so that the spirit which animates them may be immortal; for with them trade rises and falls, and under its ruins they must be buried.

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

NUMBER X.

NEWBURGH, NEW YORK.



LOCATION AND SETTLEMENT—EARLY INHABITANTS—EFFECTS OF THE EMBARGO AND WAR OF 1812—ENTERPRISE OF JACOB AND THOMAS POWELL—NEWBURGH WHALING COMPANY—INVESTMENT IN MANUFACTURES—WATER POWER—NEWBURGH BRANCH OF THE ERIE RAILROAD—STATISTICS OF NEWBURGH—STEAMBOATS AND OTHER VESSELS BELONGING TO NEWBURGH—VALUE OF REAL AND PERSONAL ESTATE IN NEWBURGH—AGRICULTURAL STATISTICS—MANUFACTURES—STEAM MILLS—POWDER WORKS—BREWERY—HIGHLAND FACTORY—NEWBURGH PRINT WORKS—OIL CLOTH FACTORY—OIL MILL—MILLS—FOUNDRIES, ETC., ETC.

THE village of Newburgh is pleasantly situated on the west bank of the Hudson, 60 miles from the city of New York and about 95 from Albany. Extending along the water's edge for more than three-fourths of a mile, and rising by successive gradations to the table-land which surmounts the bold and rather precipitous shore, its appearance to the voyager is peculiarly attractive and picturesque. As he enters the village, his attention is arrested by the air of commercial preparation which distinguishes this from all other villages on the Hudson. The extended ranges of well-constructed wharves, the capacious and convenient buildings for storage, the regularity of the streets, and the concentration of business on the principal avenues contiguous to the water, cannot fail to remind him of the city he has left behind. Having ascended the hill, the eye wanders over every possible variety of scenery, from the sublime to the beautiful; from the cloud-capped mountain to the serene and placid atmosphere of an Italian landscape. To a stranger, the broad expanse of the river in front would convey the idea of an extended lake, whose waters are disgorged through the rugged passes of the Highlands that bound it on the south; for, in every direction, the vision is hemmed in by mountain ranges or highly cultivated fields. Such is the location of a village, in the selection of whose site, the worthy Palatines that first landed here displayed uncommon sagacity and foresight.

Until the reign of Queen Anne, the tract of country now embraced in the township of Newburgh was called Quassaick, from an Indian tribe who occupied it prior to its first settlement by Europeans. During that reign, a patent, confirmed on the 18th of December, 1719, was granted by Lord Lovelace, then Governor of New York, to a company of Germans, for the settlement of a tract of 2,190 acres, including 500 acres of glebe land, which was subject to an annual rent for the support of a Lutheran church; although it does not appear that a minister of any denomination was inducted, as the first settlers sold out their interest, and the glebe rents were appropriated for the support of the Glebe School and the Newburgh Academy.

Although, as we have intimated, a degree of sagacity was exhibited in the selection of the site, it does not appear that the earliest settlers contemplated a commercial establishment; for, agreeably to their uniform practice, the village was located more than half a mile from the water's edge, and constituted what has since been called the "Old Town." Here was situated the Glebe School, which continued for many years, a memento of the "olden time," and contained within its enclosures the mortal remains of many of the early settlers. It was not until 1783, when the

impression prevailed that Newburgh was better calculated for business purposes than New Windsor, which had been previously settled, that the plot now occupied by the most densely populated portion of the village, was surveyed and laid out. About this period, the war having terminated, men of enterprise began to direct their attention to this place as one that was possessed of uncommon facilities for inland traffic. The Newburgh and Cochection Turnpike had already been projected and partially laid out; and it was, doubtless, foreseen by many that, as no other point was equally accessible, this must eventually become a thoroughfare for the extensive back country which was rapidly filling up.

Among the early settlers whose enterprise gave an impulse to the business operations of Newburgh, we might name James Renwick, Leonard and Benjamin Carpenter, John Dubois, Jonathan and Isaac Hasbrouck, Robert Gardiner, Derick Amerman, Benjamin Smith, Alexander Falls, Joseph Clark, John D. Lawson, John Neely, Jacob and Thomas Powell, John Mandeville, John McAuley, David Crawford, Seelah Reeve, Daniel Niven, John Chambers, John Anderson, Robert Gourlay, and John Law. Of these, a few are still lingering around the scene of their early enterprise; some have paid the debt of nature; while others have removed to distant parts, and made room for a younger and more active generation.

In proportion as new adventurers came in, the commercial prosperity of Newburgh gradually expanded. Possessing a trade almost exclusively inland, it felt the effects of the embargo and the war of 1812 less sensibly than other river towns, which, at that time, were engaged, to some extent, in coasting. The consequence was, an influx of trade which no competitor could take away, on the return of peace. The advantages of a safe market had allured a tide of emigration to the adjacent country, which gradually extended itself beyond the limits of the Delaware; bringing the village of Newburgh into competition with the city of Philadelphia, and contributing largely to aid the commercial supremacy of her rival at the mouth of the Hudson. In those days, it was thought a great achievement among the striplings of the village, to count the teams which lined the turnpike on market days, which, at that time, were Tuesday and Saturday of each week; and it was, no doubt, equally gratifying to those of maturer age to observe the struggle for precedence in the densely crowded Water-street. Indeed, so great was the ingress of produce at this place, about 1820, that its shipment brought into requisition no less than 25 or 30 sailing vessels of the largest class. We well remember, too, that Newburgh was the goal which tested the powers of the earliest steamboats navigating the Hudson; and to receive and land from 200 to 300 passengers at this place, was a matter of almost every-day occurrence. In fact, although hundreds preferred the conveniences of the sailing vessel to those of the steamer, the first way-boat known on the Hudson, the "Fire-fly," was stationed at this place, and made her regular trips to the city under command of the affable Captain Griswold.

This state of prosperity continued, without any sensible interruption, until the mania for speculation projected the Erie Railroad, which diverted a large portion of the trade that rightfully belonged to Newburgh from its natural channel, and debarred her, in some measure, from the supremacy she had formerly enjoyed. Yet the village did not suffer so severe a shock as might naturally have been expected. Some eight or ten years previous to the commencement of this project of internal improvement, two individ-

uals of extensive capital, the brothers Jacob and Thomas Powell, began to make investments in commercial enterprises which contributed largely towards arresting the downward tendency of Newburgh. The lumbering horse-boat which plied to the opposite shore or landing of Fishkill was shortly exchanged for a steamboat, and the fare reduced; a new street was gradually opened along the wharves; and a steamer of great speed, the Highlander, was built to ply as a freight and passenger boat between the village and the city of New York. The example was speedily followed by other proprietors, and the sailing vessels gradually gave place to steamboats and tow-barges of large capacity. In the meantime, more than usual attention was directed to improving and beautifying the general aspect of the village. Avenues were graded and planted with trees; tasteful cottages began to spring up, and elegant mansions were erected on the adjacent eminences by those whose industry had enabled them to retire from the cares of business.

Among other experiments, by way of enlarging the sphere of commercial enterprise, was the formation, in 1831, of a Joint Stock Whaling Company, in which the principal adventurers were Messrs. William Roe, Peter H. Dewint, Abraham M. Smith, John Harris, Samuel Williams, Benoni H. Howell, Benjamin Carpenter, Christopher Keene, and Augustus F. Scofield. Three vessels were accordingly fitted out for the purpose, namely, the Portland, which sailed in 1831; the Russell, in 1832; and the Illinois, in 1833. After an absence of one year, the Portland returned with about half a cargo of oil; and was successively followed by the other two vessels, whose adventure had been attended with no better success.

The result of this enterprise having proved unexpectedly disastrous to those who embarked in it, a disorganization of the company took place in 1840. Attention began now to be turned towards manufactures. Among the earliest investments in this branch of business was that of an Oil Cloth Factory, situated on the turnpike, about three-fourths of a mile west of the village. Near the same time, a foundry was built on the same thoroughfare, at its junction with Grand-street; and in 1844, an establishment for the manufacture of printing cloths and shirtings, called the Newburgh Steam Mills, was erected at the north end of the village, on a magnificent scale. The extensive brewery of Messrs. Law, Beveridge & Co., had been in operation for a series of years, as also the powder manufactory of Daniel Rogers, Esq., which is located a few miles back of the village.

Newburgh is less highly favored than some of her sister villages, in regard to water-power. Orange Lake or Big Pond, however, a sheet of water embracing an area of some 400 acres, has been found available to keep in operation a large amount of manufacturing industry. Its principal outlet, formerly Quassaick, now Chamber's Creek, enters the Hudson about a mile below the village, and furnishes power for numerous mills and manufactories, among which are, 1 saw mill, 4 flouring mills, 1 powder mill, 1 calico printing establishment, 2 woollen factories, 1 buskin factory, 1 plaster mill, 1 paper mill, 2 cotton factories, 1 hat factory, 1 pin factory, and 1 hair cloth factory. These make up the aggregate of the present manufacturing investments of Newburgh; and, so far as we may judge from the progressive increase of these establishments within the last few years, the expectations based on this new field of enterprise have been amply realized.

To compensate, in some measure, for the injury which had been inflicted on the commercial prosperity of the village, by the construction of the Erie Railroad, it was proposed to build a branch from Newburgh to some eligible point on or near the Delaware. This, it was supposed, would have a tendency to divert a large proportion of the trade, especially along the line of that river, into its former channel; as goods could be reshipped and transported to or from the city of New York at as small a cost and almost as expeditiously as they could via Piermont. Although the scheme was admitted to be feasible by men who were versed in commercial operations and matters of internal improvement, the jealousy of those who were interested in the Erie Railroad, together with its unfortunate denouement, contributed to deter capitalists from making investments; and it was not until the action of the Legislature effected a compromise in 1845, which brought it under the immediate auspices of the Erie Railroad Company, that the work was allowed to proceed. This project of internal improvement is now under contract, and will probably be complete within two years from this date. Agreeably to survey, it will pass through Washingtonville and Salisbury, a little south of west from the village of Newburgh, and terminate at Chester, 38 miles distant, with a grade, going eastward, not exceeding 35 feet per mile.

STATISTICS OF NEWBURGH.

Newburgh, the semi-capital of Orange county, was incorporated in 1800, and, in 1840, contained about 6,000 inhabitants. The principal edifices are a Court-house and Jail, an Academy, a Theological Seminary of the Associate Reformed Church, 12 Schools, averaging over 500 pupils, and 11 places of public worship, namely, 2 Presbyterian, 2 Associate Reformed, 1 Baptist, 1 Methodist, 1 Episcopalian, 1 Reformed Presbyterian, 1 Dutch Reformed, 1 Roman Catholic, and 1 African. It has also 3 banking houses, with a capital of \$419,000; 3 weekly newspapers, 150 stores, 9 storehouses, and 5 freighting establishments, which give employment to 3 steamboats, 2 barges, and 6 sloops. There is also a fourth steamboat, the American Eagle, which plies between this village and the city of Albany, chiefly as a passenger boat.

LIST OF STEAMBOATS AND OTHER VESSELS BELONGING TO NEWBURGH.

	Names.	Owners.	Tonnage.
Steamboat	Thomas Powell.....	T. Powell & Co.....	586
"	Highlander.....	Powell, Ramsdell, & Co.....	400
"	Caledonia.....	Wardrop, Smith, & Co.....	220
Barge.....	Minisink.....	Crawford, Mailler, & Co.....	230
"	Superior.....	Benjamin Carpenter & Co....	223
Sloop.....	Illinois.....	Crawford, Mailler, & Co.....	97
"	Speaker.....	W. H. Bullis.....	75
"	Advocate.....	".....	54
"	Orbit.....	".....	45
"	Andes.....	— McMichael.....	50
"	Pilot.....	J. June.....	33
Total Tonnage.....			2,013

We have been at much pains in our endeavors to procure the assessed value of real and personal estate for a series of years prior to 1846; but the following are all we could get at, and for these, we are indebted to the politeness of Mr. Daniel Smith, whose indefatigability in good offices is proverbial:—

ASSESSED VALUE OF REAL AND PERSONAL ESTATE FROM 1840 TO 1845.

Year.	Real Estate. Amount.	Year.	Personal Estate Amount.
1840.....	\$1,943,715	1840.....	\$662,300
1841.....		1841.....	
1842.....	1,558,918	1842.....	879,986
1843.....	1,556,455	1843.....	747,436
1844.....	1,569,180	1844.....	724,950
1845.....	1,594,025	1845.....	831,250

AGRICULTURE.

Products of the Soil.	Acres cult.	Acres harv.	Quant. raised.	Bush. per ac. In round num.
Barley.....	23	.....	405	17
Buckwheat.....	883½	.....	16,807	19
Wheat.....	766½	778½	6,127½	9
Corn.....	1,759½	53,677	.....	.....
Rye.....	2,321	26,273	.....	.....
Oats.....	1,534	43,702	.....	.....
Peas.....	½	.....	10	40
Beans.....	5	.....	109	22
Turnips.....	61	.....	3,926	64
Potatoes.....	336	.....	15,291	45
Total.....	7,690½	124,430½	42,675½	.....
Flax.....	10½	.....	1,720 lbs.	.....

Live Stock.	No.	Products of the Dairy, &c.	No. and lbs.
Neat cattle.....	4,113	Pounds of butter per year...	241,248
Milch cows.....	2,693	“ cheese “	605
Horses.....	1,082	“ wool “	5,061
Sheep.....	2,100	Number of fleeces “	1,521
Hogs.....	5,404		

MANUFACTURES.

Mills and Factories.	Material consumed.	Value manufact.	Mills and Factories.	Material consumed.	Value manufact.
9 Grist mills.....	\$74,750	\$83,900	5 Oil cloth factories.	\$31,000	\$52,500
2 Saw mills.....	1,100	1,800	3 Iron works.....	13,000	28,000
1 Oil mill.....	25,200	27,600	3 Tanneries.....	23,000	46,000
1 Cotton factory.....	100,000	100,000	1 Brewery.....	6,000	9,000
1 Woollen factory....	16,000	20,000			
1 Rope factory.....	5,000	7,000	Total.....	\$195,050	\$375,800

MISCELLANEOUS.

Retail stores..... 120 | Groceries..... 51 | Inns or Taverns..... 18

NEWBURGH STEAM MILLS. Among the several modes of investment to which the capitalists of Newburgh have directed their attention of late, none are, perhaps, more deserving of consideration than that of manufactures. The experiment of the Newburgh Steam Mills for the manufacture of printing cloths and shirtings has already satisfactorily proved that the temporary check which the commercial prosperity of the village has sustained may be amply compensated by this new field of enterprise. So far as our observation has extended, this establishment may be brought into competition with the oldest and most respectable in New England, as well in regard to the perfection of its machinery, as the texture of its fabrics, and the system which prevails throughout its management.

The building, which is 253 feet by 51, and 4 stories high, was erected by a Joint Stock Company in 1844. The major portion of the machinery was constructed by the Matteawan Company of Fishkill, and consists of 9,400 spindles, 256 looms, 32 cards, 4 drawing frames, 4 slubbing frames, 6 fly frames, 10 spoolers, 4 warpers, and 6 dressing frames. The steam

engine was made at the Allaire Works of New York. It was designed by Mr. Erastus Washington Smith, and ranks among the most perfect specimens of mechanism which the country has produced.

This establishment gives employment to 250 hands, 94 of whom are males and 156 females, and manufactures to the annual amount of \$100,000. The hours appropriated for labor are 9½ on Saturday, and 12 on each of the remaining 5 days of the week.

The rules and regulations are similar to those of the Matteawan Company, which were given at length in the October No. of this Magazine.

The pay roll is usually made up to the last Saturday of every month, and payment made on the following Tuesday or Wednesday.

The agent of the Newburgh Steam Mills is James Montgomery, Esq.

ORANGE POWDER WORKS. This establishment commenced operations about the year 1815, and is the property of Daniel Rogers, Esq., so extensively known as the manufacturer of "Orange Gunpowder." It is situated three and a half miles in a north-west direction from the village of Newburgh, on Quassaick Creek, which has a fall at this place of 44 feet. In connection with the works, are thirty acres of land, and thirty-three buildings; twenty-seven of the latter being appropriated to manufacturing purposes. The lands contiguous, and forming an important appendage to these works, are beautifully situated, rural and picturesque, and embrace within their limits over one mile and a quarter of the water privilege in length, and (including the power now improved) an aggregate fall of 94 feet, so concentrated at convenient distances, as to be susceptible of easy improvement by the extension of the same, or the erection of any other description of works. These mills are capable of producing, on an average, from two hundred and fifty to five hundred thousand pounds of powder per annum.

We learn that Mr. Rogers has suspended operations for several years past, and retired on an ample fortune, the fruits of his untiring industry and devotion to business.

NEWBURGH BREWERY. The Newburgh Brewery was originally commenced and conducted by John Law, since deceased. In 1825, the present edifice was erected on the wharf at the north end of the village by Messrs. Law & Beveridge. Since the death of Mr. Law, it has been conducted by the firm of J. Beveridge & Co. The articles manufactured are ale and beer, and the amount of capital invested is about \$150,000. This establishment consumes 70,000 bushels of barley and 50,000 lbs. of hops, valued at \$55,000, and producing 25,000 barrels per year, amounting to \$100,000. It employs 40 hands, whose aggregate wages are \$10,000 per annum.

HIGHLAND FACTORY. This establishment comprises a pin factory and a factory for the manufacture of hair seating, and is the property of James F. Starrett & Co. The building, which is located near the mouth of Chamber's Creek, is 40 by 80 feet, and was erected by Mr. Tompkins in 1839.

The pin manufacture employs a capital of \$30,000. It consumes, on an average, 100,000 lbs. of brass wire per year, and turns out \$35,000 worth of pins.

The hair seating establishment employs 25 looms, consumes \$20,000 worth of raw material, and manufactures 12,000 yards of cloth per year. Capital, \$20,000. The number of hands employed in both establishments

averages about 70, whose wages vary from \$10,000 to \$12,000 annually. Hours of labor per day, 12. Messrs. Wight, Sturges & Shaw are agents for the city of New York.

NEWBURGH PRINT WORKS. The Newburgh Print Works are located about one and a half miles west of the village, near the Newburgh and Cocheton Turnpike. They consist of one principal building, 40 by 24 feet, which was erected in 1845, and is now occupied by Mr. Robert Caldwell. The amount of capital invested is \$10,000; and it is estimated that the establishment can turn out 234,000 yards of printed silks per year, averaging 10 cents per yard. It employs 28 hands, consisting of men, women, and children, who labor 10 hours per day.

JOHN HASKIN'S OIL CLOTH FACTORY. This factory, erected in 1842, employs a capital of \$25,000, and turns out, annually, 18,000 square yards of floor oil cloth, varying from $\frac{3}{4}$ to 4 yards in width. It employs 6 hands, at an average wages of \$20 00 per month. Albro, Hoyt & Co., 72 John-street, are agents for the city of New York.

ADAM LILBURN'S OIL CLOTH FACTORY, is 135 by 54 feet, and was erected in 1842. Capital, \$10,000. It gives employment to 10 hands, consumes material amounting to \$20,000, and manufactures to the value of \$35,000. Ten hours per day are devoted to labor, and the disbursements for wages are \$3,000 per annum.

MRS. WOOLSEY'S OIL CLOTH FACTORY, was erected in 183-, and is 150 by 50 feet. From 6 to 12 hands are employed, at \$18 00 to \$21 00 per month. This establishment employs an average capital of \$12,000, and is capable of producing \$45,000 yards of oil cloth per year from $\frac{7}{8}$ to 4 yards in width.

LINSEED OIL MILL. This establishment is owned by Messrs. S. P. Brown & Co. It was erected in 1845, and is 50 by 25 feet. Capital invested, \$4,000. The annual consumption of flax seed may be estimated at 18,000 bushels, valued at \$22,000, which yields, on an average, about 2 gallons of oil to the bushel. From 6 to 8 hands are employed, at \$300 per year each. Hours of labor, 24.

NEWBURGH MILLS. This establishment, the property of Gen. Nathaniel Dubois, comprises a flouring mill, plaster mill, fulling and carding mill, and a leather manufactory.

The flouring mill is supposed to be the oldest in the country, having been erected many years prior to the American Revolution. Mr. Dubois, who has occupied the premises since the year 1806, has a deed in his possession dated as far back as 1753. The capital invested in this mill is about \$20,000. It has 3 run of stone, and grinds 15,000 bushels annually.

The plaster mill has one run of stone, and manufactures 600 tons of ground plaster per year, averaging \$6 00 per ton. There is, in connection with it, a factory for boiling plaster and adapting it to the preparation of hard-finished walls. From 4 to 6 hands are employed in the plaster and grist mills.

The proprietor of the leather factory is Mr. Frederick Graulick, who has a capital invested of \$10,000 to \$15,000, and manufactures about \$4,000 worth annually.

The fulling and carding mill was erected in 1806, by Jonathan Thorn, and enlarged by Mr. Dubois, the present owner, in 1838. It runs 3 pair of fulling stock and 2 double carding machines, and employs from 4 to 6

hands. The value of building and machinery may be estimated at \$3,000. The quantity of raw material which passes through the mill amounts to from \$5,000 to \$6,000 per year, the earnings on which are probably about \$1,600.

CORWIN, HALSEY & Co's. FOUNDRY, was erected by Mr. Henry Carpenter in 1832, and subsequently enlarged by the present proprietors in 1833-4, and also in 1845. It is located at the junction of Grand-street with the Western Turnpike, and extends about 160 feet along the former, having an average depth of 66 feet. The firm have a capital invested of \$35,000, and employ 20 hands at \$1 25 average per day. Their assortment of patterns is varied and extensive. They manufacture mill gearing, steam engines, agricultural implements, and machinery of various kinds, which consumes 200 tons of anthracite coal, 200 tons of iron, amounting to \$9,000, and from 500 to 600 bushels of charcoal. Average hours of labor per day, 10.

SPEIR & WILSON'S FOUNDRY, is located on the Turnpike, nearly opposite that of Messrs. Corwin, Halsey & Co. Though less extensive, they find full employment and turn out excellent work. The building is 100 by 30 feet, and was erected in 1838. There are 8 hands employed, whose annual wages average \$1,800. This establishment has a capital of \$7,000, consumes 156 tons of iron, valued at \$6,000, chiefly in the manufacture of stoves and agricultural implements, which yield a yearly income of \$14,000. Hours of labor, 10.

AUVERGE MILLS. This establishment, commonly known as the "New Mills," is situated on Quassaick or Chamber's Creek, near the Turnpike, about one mile west of the village. It comprises a flouring mill, plaster mill, woollen factory, and leather mill, now the property of Mr. William H. Beede.

The flouring mill has 5 run of stone, consumes 80,000 bushels of grain per annum, employs 6 hands, and turns out about 17,000 barrels of flour. Capital, \$10,000. Wages, \$20 00 per month.

The plaster mill was erected in 1803 by a Mr. Belknap, and is 75 by 45 feet. It employs a capital of \$3,000, and yields from 6,000 to 12,000 tons of ground plaster per year. It has 3 water wheels which are 19, 16 and 15 feet in diameter.

The woollen factory was built in 1841 by James Halsted & Son. It is 30 by 90 feet, and has 2 water wheels, which are 12 and 26 feet across. This establishment runs 8 power looms, 4 carding machines, 1 condenser, 1 picker, 1 knapping machine, 1 gig, 2 jacks, 3 shirring machines, 1 scouring machine, and 1 finisher, and gives employment to 20 operatives, at the average wages of \$6 00 per week each. It uses 60,000 lbs. of wool per annum, and manufactures about 30,000 yards of cloth. Capital, \$7,000.

The leather mill was erected by Mr. James Halsted in 1837, and is 30 by 40 feet. It employs 10 men, at \$7 00 per week each, drives 2 set of stocks, and manufactures about 1,000 skins per year, consisting of sheep and buckskins, and cow hides, the latter being adapted particularly for belt leather. Capital, \$4,000.

Art. IV.—COMMERCIAL CODE OF SPAIN.

NUMBER V.

WE continue our translations of the *Codigo de Comercio* of Spain on the subject of Marine Averages, and Forced Arrivals, or Arrivals in Distress.

MARINE AVERAGES.

946. The examination and liquidation of the average, and its amount, shall be verified by skillful persons, named on the suggestion of the parties interested, or their representatives; or, if they should not do it, by appointment, made by the tribunal of commerce at the port of discharge, this being done in a Spanish territory.

If this should be done in a foreign country, this appointment shall appertain to the Spanish consul; and, in defect of there being one, to the judicial authority which takes cognizance of mercantile affairs.

947. The skillful persons shall accept the appointment, and shall take an oath to discharge their duties faithfully and legally.

948. Merchandises lost shall be estimated according to their correct price in their place of discharge, so far as it may appear from the bills of lading, the kind of goods, and their respective quality.

It not being so, it shall be as it may result from the invoice of the purchase made in the port of departure, adding to the amount of this, the expenses and freights caused afterwards.

The masts cut away, sails, cables, and the rest of the apparel which may be mutilated to save the vessel, shall be estimated by the value which they had at the time of the average, and their condition for service.

949. In order that the effects of the cargo lost or injured may be considered in the computation of common average, it is an indispensable circumstance, that they should be transported with their own, or proper bills of lading. On the contrary, their loss or damage shall be on account of the parties interested without, for this reason, their being excused from contributing in case of their being saved, like all the rest of the cargo.

950. Neither shall there be computed in the common average, the effects, loaded upon the combings of the vessel, which may be thrown overboard or damaged, notwithstanding that they shall be also subject to the contribution of the average if they should be saved.

The *FLETANTE* and the captain shall answer for the losses of the jettison of the effects thrown overboard to the shippers, if their collocation on the combings was made arbitrarily, and without their consent.

951. The merchandises thrown into the sea, which may be afterwards recovered, shall not enter into the computation of common average, except in that part which was not shown to be necessary, and what the expenses may amount to, incurred to recover them; and if, before the recovery was made, they should have been included in the reckonings of the whole averages, their value shall be put to the owners. These ought to return what was received, retaining only what may correspond to them by reason of their injury and their expenses.

952. In case of the effects of the cargo being lost in order to lighten the vessel, on account of a tempest or to facilitate her entrance into a roadstead or port, and they shall be transferred to barges or launches, their

value shall be comprehended in the mass, which has to contribute to the common average according to Article 939.

953. The amount, which, according to the regulation of the arbitration of skillful persons, the gross average exceeds, shall be divided proportionally amongst the parties contributing by the person whom the tribunal may name to take cognizance of the liquidation of the average.

954. To fix the proportion in which the distribution is to be made, it shall be graduated according to the value of the part of the cargo saved from the risk, and that which corresponds to the vessel.

955. The effects of the cargo shall be estimated by the price which it may have in the port of discharge, the merchandises lost shall enter to contribute for the same value at which they may have been estimated in the regulation of the average. The vessel, with her apparel, shall be estimated also according to the state in which they may be found; as well the just price of the vessel, as that of the effects of her cargo, shall be determined by skillful men named in the form prescribed by Article 946.

956. There shall be held, for accessory value of the vessel for the contribution to the average, the amount of the freights earned on the voyage, with the discount of the wages of the captain and crew.

957. To ascertain the just value of the merchandise saved, there shall be an actual inspection of them, and not according to what may result from the bills of lading, unless the parties agree in its being referred to them.

958. Munitions of war and provisions of the vessel do not contribute to the gross average, nor the clothing in use of the captain and officers and crew who may have already served.

959. There are excepted also, from the contribution of the common averages, the clothing of the same kind belonging to the shippers, super-cargoes, and passengers who may be found on board of the vessel, so far as the value of the effects of this sort which may belong to such one person may not exceed that of the same kind which the captain saved from contribution.

960. The effects thrown overboard do not contribute to the payment of common average, which may occur to the merchandise saved on a different and subsequent risk.

961. The distribution of the gross average shall not be executive, or carried into effect until approved of by the tribunal which takes cognizance of its liquidation, and that shall proceed to make it in the audience of the parties interested being present, or their legal representatives.

962. The captain must carry into effect the distribution, and is responsible to the owners for the things averaged for any delay or negligence on his part.

963. If the contributors should not satisfy their respective *quotas* within the third day after the distribution is approved of, process shall be had, at the solicitude of the captain, against the effects saved until they, the *quotas*, are made effective from the results of the sales.

964. The captain may defer the delivery of the effects saved until the contribution is paid to him, if the party interested in receiving them should not give security for their value.

965. In order for a demand of average to be admitted, it is necessary that its amount on import should be more than the one-hundredth part of the ordinary value of the vessel and her cargo.

966. The dispositions of this title shall not prevent the parties from making special contracts, which they may think proper, concerning the responsibility, liquidation, and payment of averages, in which case these shall be punctually preserved, even where they part from or deviate from the rules which they established.

967. If, to prevent a fire in a port or road, a vessel should be ordered to be scuttled as a necessary measure to save the rest of the property, this loss shall be considered as common average, to which the other vessels saved shall contribute.

SECTION II.—OF FORCED ARRIVALS, OR OF ARRIVALS IN DISTRESS.

968. Just causes for arriving at a distinct point from that fixed upon for the voyage of the vessel shall be—

First. Want of provisions.

Second. A well-founded fear of enemies and pirates.

Third. Any accident to the vessel, or ship's company, which incapacitates her from continuing the voyage.

969. Any of these causes occurring which may compel an arrival, the officers of the vessel shall be examined in a junta or together, carrying into effect whatever may be resolved upon by a plurality of votes, of which express mention shall be made in the proceedings, which shall be entered in the proper register, all signing them who know how to do so.

The captain shall have the casting vote; and those interested in the cargo who may be present shall assist also at the junta, without a vote in it, and only to be informed of the discussion, and to make the reclamations, and protests convenient to their interests, which shall also be inserted in the same proceedings literally.

970. The expenses of a forced arrival shall be always on account of the *naviero* and *FLETANTE*.

971. Neither the captain or *NAVIERO* shall be responsible for any losses which may happen to the shippers on account of the arrival if this was legal, but they shall be liable in common always when it was not so.

972. Every forced arrival shall be held legal which does not proceed from the fraud, culpable negligence, or carelessness of the *naviero* or captain.

973. An arrival shall not be considered legal in the following cases:—

First. Proceeding from the want of provision, there not having been provided sufficient for the voyage according to the usages and customs of navigation, or from having been lost or spoiled from bad stowage, or carelessness in taking care of and preserving it.

Second. If the risk from enemies and pirates had not been well known, manifest, and positive, and justifiable by facts.

Third. When the injury which the vessel may have suffered had its origin in her not having been repaired, furnished, and equipped competently for the voyage.

Fourth. Whenever the injury proceeded from any ill-arranged disposition of the captain, or from his not having taken those which were convenient to avoid it.

974. A discharge in the port of a forced arrival shall only be proceeded in when it may be indispensably necessary, in order to make the repairs which the vessel needs, or to avoid damage and average in the cargo. In both cases the discharge ought to be preceded by the authorization of

the tribunal which takes cognizance of mercantile affairs. In a foreign port, where there is a Spanish consul, it shall be his duty to give this authorization.

975. The captain has in charge the custody of a cargo which may be disembarked, and is responsible for its preservation, excepting from accidents of insuperable force.

976. It being known or ascertained in the port of the forced arrival that any part of the cargo has suffered average, the captain shall apply to the authority which has cognizance of mercantile affairs within twenty-four hours, and the *shipper*, or any other representatives of the cargo, shall conform to the dispositions which the tribunal may give concerning the goods averaged.

977. The shipper, nor any person representing him being in the port, the goods shall be examined by skillful persons named by the judges of commerce, or the consular agent, who shall declare the amount of damage which the said goods may have received, the means to repair and remedy it, or to avoid at least its increase or propagation, and whether it may be or not convenient to re-embark and conduct them to the port where they were consigned. In view of the declaration of skillful persons, the tribunal shall prescribe what it may deem most useful to the interest of the shipper, and the captain shall put into execution what is decreed, being responsible for every infraction or abuse which may be committed.

978. There may be sold, with judicial intervention and at public auction, such part of the effects averaged which may be necessary to cover the expenses which the preservation of the rest may exact, in case the strong box of the vessel cannot supply them, and the captain cannot find any one to lend the amount on bottomry. The captain, as well as any other person who may make the advance, shall have a right to the legal interest of the amount, and to its return, upon the product of the same goods, with a preference over other creditors, of whatever class their credits may be.

979. It not being possible to preserve the goods averaged without the risk of their being lost, and their state or situation not permitting the shipper or his consignee to take of themselves the disposition which may be most convenient for them, their sale shall be proceeded in with the same solemnities as prescribed in the preceding articles, the amount or proceeds being deposited, deducting the expenses and freights at the disposition of the shippers.

980. The motive which impelled to cause a forced arrival ceasing, the captain cannot defer the continuation of his voyage, and he shall be responsible for the damages which he may occasion by a voluntary delay.

981. If the arrival should be made from fear of enemies or pirates, the sailing of the vessel shall be deliberated upon in junta with his officers, with the assistance of those interested in the cargo who may be present in the same, and the case may be determined as arrivals are determined upon in Article 969.

A. N.

ART. V.—THE MERCANTILE HOUSE OF A. AND S. HENRY AND CO.

In placing before our readers an account of the mercantile house of A. and S. Henry & Co., derived from Somerville's "*Industrial Wonders of Manchester and Forty Miles Round*," we are exhibiting almost a phenomenon in the business world. Every commercial man knows the continued attention and judgment it requires to conduct a business, even of limited extent, with that perfect system which is so necessary to ensure success. Yet here we see a mammoth establishment, embracing in itself all the higher departments of business, sending off exports amounting to over \$7,000,000 per annum, paying to its assistants and clerks \$80,000 a year; yet, like a complicated and perfect piece of machinery, each part acting in a general unity with the whole, and producing neither disorder or confusion. This perfect system owes its existence to Mr. Alexander Henry, the principal head of the establishment. He has accumulated an immense fortune, while he has preserved the reputation of the moralist. He has extended his commercial relation with every clime; and opposing monopolies, and all provisions that tended to weaken and trammel commerce, has ever been a staunch advocate for free and unrestricted trade. He is now elected member of Parliament, and we anticipate a career of usefulness. We pronounce this truth as an axiom, that he who can, amidst the perplexing tides that ever agitate commercial affairs, so skillfully shape his course as ever to shun its disasters, while amassing a fortune, must prove a sound and politic statesman. He carries to the Halls of Legislation a mind that has received its bent and character, and filled with principles of practical utility, gathered from the trials of experience. No wild schemes, founded upon the uncertain basis of theory, can delude him to action; but with a judgment matured by the results of the past, he estimates cautiously the effects of every movement. Like the skillful pilot, he first sounds the depths of unknown currents before he will endanger the interests and trusts of his constituents.

ALEXANDER HENRY, whose great establishments, at the corner of Portland-street and York-street, Manchester; at Leeds, Bradford, and Huddersfield, in Yorkshire; at Nottingham and at Leicester; at Glasgow, in Scotland; at Belfast, in Ireland; and whose commercial agencies are in all the chief cities of the United States of North America; in Nova Scotia and New Brunswick; in Montreal and Quebec, in Canada; in the British West India Islands; in Cuba, Mexico, and all the States of South America; in California, the Philippine Islands, China, Batavia, the East Indies, Australia, Egypt, Turkey; on the African and European shores of the Mediterranean Sea; in Italy, Portugal, Spain, and Northern Europe; whose commercial name and influence circulates from Manchester through all Britain in the inland trade; wider than the British dominions in foreign trade; wider than the English language; wide as the habitations of civilized mankind; and in union with the other great agencies of British commerce, is extending civilization, and the name, the language, and the power of England every year, into the regions of deepest barbarism:—Alexander Henry, the head of this commercial house, whose mercantile operations go round the earth, was born at Loughbrickland, in the county of Down, Ireland. He was named after an uncle settled as a merchant in Philadelphia, to whom he was sent at the age of twelve years. Of this uncle, under whom he was tutored in commercial knowledge, we shall first give a brief notice.

Mr. Alexander Henry, of Philadelphia, was born in the north of Ireland, in 1766. He emigrated to America in 1783, entered upon mercantile business as a clerk,

and soon after, in his own name and on his own account, as a merchant. By industry, perseverance, good ability, and integrity, he acquired an ample property, and retired from the active management of his business in 1807. He was many years a ruling elder of one of the Presbyterian churches in Philadelphia; was a munificent contributor to useful charities, to all educational and other institutions designed for the religious and moral improvement of the population amidst which he dwelt; and, at the ripe old age of eighty-two, died on the 14th of August, 1847. "His long life," said the *Philadelphia Bulletin*, on the day of his death, "has been a continued exercise of benevolence; and the sanctity of a bright religious faith ennobled his motives, while it gave a wise direction to his actions."

Mr. Henry, the nephew of this distinguished merchant, was tutored in his virtues and his mercantile knowledge, and came to England from Philadelphia, while still a very young man, and settled in Manchester, in the year 1804. His first place of business was in Palace-street. On finding his business increase, he removed to premises in Spear-street. There he took his younger brother Samuel into partnership, and the firm became "A. and S. Henry." Subsequently another partner was admitted, and the firm became "A. and S. Henry & Co." which it still continues to be. In 1833, the large premises in Portland-street were built, and the business was removed there.

The houses in Leeds, Huddersfield, Bradford, Leicester, Nottingham, Glasgow, and Belfast, are each distinct from the other, and from the parent establishment in Manchester. Each has partners not connected with the others, Mr. Henry being the connecting and sole head over all.

On the 13th of January, 1840, the free trade banquet was celebrated in the Pavilion, in Peter-street, by the Anti-Corn-law League. This gentleman, who omitted no opportunity of promoting the cause of commercial emancipation by his kindly countenance and munificent contributions, was, with Mr. Johnson, one of his partners, present on that occasion. His brother, Mr. Samuel Henry, and the other partner, Mr. Wylde, were abroad. That night, festive in Manchester, was one of awful calamity elsewhere. The American steamboat *Lexington*, sailing from New York to Providence, took fire. A number of passengers were on board; one of them was Mr. Samuel Henry, who, with the whole steamboat's company, perished, except two or three individuals.

"Among those who perished," said *Hunt's (N. Y.) Merchant's Magazine* of February, 1840, "there was no one more generally beloved and respected than Samuel Henry, Esq., of Manchester, England. . . . In his business intercourse with his fellow-men, rigid, uncompromising integrity marked his character. No one knew better the true requirements of a merchant, or the generosity becoming a man; and throughout his life he ever maintained the strictest consistency of high mercantile principles, and the most generous liberality. During the commercial distress, which affected every class in the country for the past three years, Mr. Henry was here, yielding relief and assistance to those whom misfortune had crushed; and there are many, in this city and elsewhere, who will bear testimony of his open confidence and generous forbearance, when they were most needed and appreciated. Indeed, in all his business transactions, there was a free, honest spirit; a manly, straightforward course of conduct, which won the esteem and confidence of all with whom he came in contact."

This was true of the junior partner, and is emphatically true of the surviving brother, the head of the house. Such a donation as £500 for the public parks; liberal subscriptions for educational purposes; for the relief of the distressed, without regard to sect, party, or nation; forbearance towards those who suffer in times of commercial depression; foresight to preserve his own business from its calamities,—these are but the ordinary characteristics of Alexander Henry, of Manchester.

Let us glance at the outside of the house, and then go into the interior.

There it stands. That door, on the east side in York-street, leads into the apartments of the home trade; that in the southern side in Portland-street, leads to the foreign trade. In the centre of the southern front is the spacious archway, through which the lurrys or wagons are backed into the centre of the establish-

ment, to deliver or receive their loads. Let us observe—one, two, three, four, five lofty floors, besides the basement. Fourteen windows to each floor on the Portland-street front, and nine on the York-street side. The same would be seen on the other side, probably, were we to go round and reckon them. It is large; though the industrial wonder here is displayed, not in the magnitude of the buildings, but in the vastness of the operations concentrated in a space comparatively so limited.

Let us enter; and we shall see economy of personal locomotion, of manual power, of supervision and direction in its most perfect form. We have not travelled so far among the wonders of Manchester to see—yet here we shall see (also in perfection, and forcibly persuasive to the senses and the understanding,) that as mechanical appliances have been made to assist the men of the establishment in conveying goods from room to room, in measuring, in making up, and in packing them, the quality and marketable appearance of the goods have improved; and that as manual labor has been economized, the number of persons employed, the capital expended in wages and salaries, and the operations of the house, have been in a far greater proportion augmented and extended. By the aid of machinery in buying and selling,—for A. and S. Henry and Co. do not manufacture, they only buy and sell,—the salaries paid by them to their clerks and assistants amount to £17,000 per annum. Manufacturers who employ large numbers of workers pay greater sums in wages; but these salaries are paid by this firm in their various establishments in Britain, to persons employed entirely in the mercantile handling of manufactures. By the simplification of their arrangements they have, in addition to a large inland trade, extended their exportation of British manufactures to the value of £1,500,000 sterling, though they export nothing on speculation, but confine themselves to orders received from abroad.

To glance first at the basement floor; here is a steam engine which sends motion and strength to whatever part of the establishment it is required. There are seven hydraulic presses compressing the packages into small space, the power of each press equal to a hundred tons; to work the water pumps of each of the presses four men would be required—this engine does it. One thousand pieces of shirting, weighing three tons, have just come from the bleacher; they are to go to one of the upper floors; to be carried by manual labor up stairs, would require four men half a day. Instead of which they are put on that table-like board, the *teagle*, which we shall soon see, and at the will of a man, who by touching a piece of machinery borrows from this steam engine some of its power for half a minute, the thousand pieces are lifted, the *teagle* obediently stopping at any floor which the attendant desires to stop at.

Some of that shirting is to be conveyed to a room on another floor, to be packed with other goods in a bale, to make up some miscellaneous order. The quantity required is placed in a wheeled truck; this is run along the floor; the pieces are placed in a "whinsey," which is the same as the "teagle," with the addition of sparrd sides, to hold a variety of packages; the mechanism is touched; strength is borrowed from the steam engine, which ceases not to move; the "whinsey" descends unattended; stops at the floor where its burden is required, rings a bell on that floor to call attention to it; is delivered of its burden; descends to the bottom of the house, or reascends to the top to remain, if not immediately wanted; or if wanted, proceeds at once to the floor where a new load awaits it.

One of the partners has been out. He proceeds at once to the first floor, by the great staircase, where his name, and the names of the other partners, and the buyers and clerks who have to go frequently out and are frequently inquired for, are exposed on a board; against each name are three ivory-headed slides. He had moved two of them to the right when he went out, exposing to view in the groove in which they slide, the word *out*. He now moves them to the left, exposing the word *in*. Had he been away from Manchester, all three would have been moved to the right to signify *out of town*. Having thus indicated to whomsoever may call, without their having to trouble clerks with inquiries, and without the clerks having to run over this epitome of a world to see if he be in, he now, having to go to the top of the house, steps into a "whinsey," touches the magic handle or strap,

and though far apart from the steam engine, borrows a fractional part of its power for a few seconds, and is landed on the top floor.

On another floor the "teagle," heavier worker than the light "whinsey," may have brought up by another channel some ponderous bales, as sent in by the manufacturers. They must be opened, examined, measured, and re-folded, to be sent to the bleacher, or the printer, or the dyer. The end of one of the pieces of cloth, after examination, is put into a folding machine which stands motionless. The mechanism is touched; the steam engine, forty yards distant, lends its motion instantly, and in one minute of time ninety yards of cloth are folded by the machine, and the number of yards told upon an index, the hand of which points to the figure 90. Two of them together take each a piece, and fold more neatly and exactly than human hands could fold it, and each tell 90 in a minute; or any other number of yards which the pieces may measure; never committing an error in reckoning, as the memories of the men would occasionally do, who stand by to put in the pieces and remove them, and to put the motion of the steam engine on, or to throw it off.

Other machines which measure but do not fold, being only two rollers not connected with steam power, are used. The end of a piece 91 yards long is placed between the rollers; a man takes hold of it, draws it to him, so fast that it comes through in half a minute, the rollers whirling at great velocity, and indicating the instant that the piece is through, the number 91, or any other number of yards, should the piece be longer or shorter. To measure 91 yards in the old way with a yard wand, would require a man from seven to ten minutes; while, liable to a mistake in reckoning, he might have to lose time and go over it again, or allow an error to pass into the account as a fact. We may be amazed at the length of the counters on the side of the house devoted to the home trade, upon which, as in the velvet department or the cord and fustian department, the cloths of every quality may be inspected by beginning at one end and proceeding to the other: we inquire of some of the young men who attend there how long those counters are. One of them, to oblige us, stretches a piece of twine from end to end, draws it through the double rollers, and in a few moments says, "Thirty-five yards." We ask if this be the entire length of the interior; he says no; the pattern-making, book-binding, and card-printing rooms are taken from the length at one end.

There are two teagles and two whinseys moved by steam power, and one teagle which may be worked by manual strength, in the event of an accident happening to the steam engine. Each of them occupies a square well, or vertical channel, open from the basement to the top; but on each floor a sliding table may be placed across on which to rest the load, so that in taking it in, the men shall be in no danger of falling down.

Thus, then, we comprehend the chief uses of the engine which we see on the basement. Its steam is also used to boil water on the floor above for the tea of a hundred men, who, twelve or twenty at a time, retire to a room set apart for them to take their tea. When required to remain late at night to make up pressing orders, other refreshments are provided. From the steam engine also the whole establishment is heated by hot water in winter.

Let us proceed through the interior (many of these interesting details we must at present omit.) We are in the muslin room. How elegant the embossed papers are in which the muslins are enfolded! The embossing is done in another department. How elegant the cards on each of the packages in gold and ultramarine, with engravings of English landscapes, cathedrals, castles, and abbeys upon them! Artists on the establishment, and printers, are continually employed in producing these; some millions of them being required annually! Proceed into the muslin pattern room. Is it a library we see? No; those large volumes on the shelves with their gold-lettered backs, and their fancy bindings, contain patterns of muslins. Here is one open to us. It contains three or four hundred pages; on each page is fixed ten or twelve patterns of muslin; on each pattern is a small piece of blue paper like a sixpence, the number of the pattern printed on the paper. This book contains 3,500 patterns. A buyer of muslin coming to the house would be asked to step into the whinsey on the first floor; would be lifted

to this floor in a few seconds; would walk hither; take the books from the shelves; select the books containing the fabrics which he is likely to require; walk back to the whinsey; be taken to the first floor; shown into one of a long suite of small rooms, comfortably carpeted, with desk to write at, and drawers for him to put his private papers in, the keys of which he retains until he finishes his business with the house; which to finish as speedily as possible, he shuts himself up for half a day or a day with those books of patterns; writes the numbers which he has selected; hands the selected numbers to the clerks; and forthwith his orders are executed.

We pass into the pattern rooms of the Nottingham and Leicester branches of this firm. Here are duplicates of all the patterns in laces, gloves, hosiery, and fancy small wares which could be seen if the buyer went to Nottingham and Leicester. To save his time, he makes his selection here; writes the index number of the articles selected, and the order is executed.

So also with the Glasgow goods—with all manner of Birmingham and Sheffield wares; samples are kept here, and may be selected without travelling to Glasgow, Birmingham, or Sheffield.

We take a glance of the print pattern room. The books on the shelves are more numerous and larger here than elsewhere. The gilded letters go on thus, "Spring 1820," "Fall 1820;" "Spring 1821," "Fall 1821;" and so on, two books to each year, up to 1847. By opening them the prints of those years may be seen at once.

The making-up room in the foreign department may be next visited. The printed calicoes or muslins are examined by being hung on sharp pegs a yard apart. They are also lapped on those pegs; are carried to long counters when lapped; the laps counted there to ascertain the number by one man; passed on to another to be evenly laid; to another to have a pattern placed within one of the laps; to another who affixes a card with a number on the piece, and a card with the same number on the pattern. The pieces are then separated from their patterns, to meet again in New York, or Cincinnati, or St. Louis, or Mexico, China, Calcutta, or even at Cabul, in Afghanistan. The pieces are put into the hydraulic press; are subjected to intense pressure, are put into those boxes which we see men lining with oil-cloth, strong brown paper within the oil-cloth, and finer paper within the brown; and are fastened down and shipped off. The patterns with the numbers are taken to the rooms set aside for book-binding and pattern-making. In a book with gilded coverings like an album or scrap-book, with ornamented borders to each leaf, a pattern of each of fifty or a hundred differently printed pieces which are in a box—the box numbered the same as this book—are pasted neatly, one on each leaf. One of these books is sent in the same ship with the box. The merchant at New York who has ordered the prints, may sell them by his traveller at Pittsburgh; the buyers there at another town westward, and so on they may pass to Santa Fe or California itself, without the box once being opened; the endorsement of "A. and S. Henry and Co., Manchester," being a sufficient guaranty that it contains what the book represents. Duplicates of these are kept at home. In a shelved room, the words "New York," "Boston," "Calcutta," "Havana," and other seaports, are painted; beneath these are a number of pigeon-holes; on one of the holes may be the marks A. X. Y., or any other combination of letters. A merchant writes to them thus—"Send another box of A. X. Y." Upon receipt of his letter, they refer to the pigeon-hole so marked, and find the patterns with the number on them corresponding to the number on the box which had been marked A. X. Y.

Art. VI.—JAMES WILLIAM GILBERT, F. R. S.,

THE GENERAL MANAGER OF THE LONDON AND WESTMINSTER BANK, THE
FIRST JOINT STOCK BANK ESTABLISHED IN LONDON.

(WITH A PORTRAIT.)

HIS EARLY HISTORY—PROVINCIAL BANK OF IRELAND—WATERFORD LITERARY AND SCIENTIFIC ASSOCIATION—LONDON AND WESTMINSTER BANK—MR. GILBERT'S EVIDENCE BEFORE THE COMMITTEE OF THE HOUSE OF COMMONS ON BANKS OF ISSUE—PRESENT AND LETTER TO HIM FROM THE JOINT STOCK BANKS—HIS PUBLISHED WORKS—HIS PRIVATE CHARACTER.

THE merchant is a citizen of the world. He lives in constant and friendly intercourse with the men of every nation. His property, borne over sea and land to the remotest countries, is subject to their various laws and at the mercy of their public integrity. His interests are closely connected with the social and political prosperity of the civilized people of the globe. Peace, free intercourse, and good faith between nations, encourage his enterprise and secure it an abundant reward. International hostility, whether manifested in unequal laws, or in open war, defeats his widely extended plans, and brings his prudent and honest efforts to a disastrous result. The influence of the mercantile class, therefore, is always felt on the side of peace; and thus commerce, having its origin in the necessities, and its motive in the selfishness, of men, becomes, in its large development, a bond of friendship and union between nations, widely separated by differences of manners, of language, of institutions, and of character.

Striving, as we do, to represent the commercial class of the community, we are often led by considerations such as these, to look beyond our national boundaries for subjects of inquiry, of discussion, and of description. Apart from the fact that our Magazine has the good fortune to be read, to a considerable extent, in Europe, we feel that we shall frequently supply a want of our readers at home, by giving some account of the commercial institutions and commercial men of other countries. And, in this article, we propose to add to our biographical sketches that of a citizen of England, whose enterprise, sagacity, and intelligence, have raised him to an eminent position among the business men of our mother country, and whose name is doubtless familiar to most of those on this side the water, whose occupations are similar to his own.

JAMES WILLIAM GILBERT, the Manager of the London and Westminster Bank, is a practical banker of great skill and success, and a lucid and able writer upon subjects connected with his ordinary pursuits. For thirty-five years he has been constantly engaged in banking; and, at the present time, he is, by his writings and his station, a prominent representative of the Joint Stock Banking Companies of England. The materials of the following sketch of his life and of the institution, which has been under his management for the past fourteen years, are chiefly obtained from two articles in the Bankers' Magazine, and from several of his published works, which are before us.

The subject of our sketch was born on the 21st of November, 1794. At the age of nineteen he commenced his business career as a junior clerk at a London banker's. He remained at the house at which he was thus first engaged until June, 1827, discharging his duties with great fidel-

ity. The prudence, intelligence, and practical ability, which he manifested during these thirteen years, had proved his fitness for more responsible stations. Such stations he was now called upon to fill, and his success, since that time, is full of encouragement to the young. It clearly shows that, even in a country like England, where, as we are accustomed to believe, little opportunity is afforded for success to those who are not aided, at the outset, by wealth or powerful connections, no office of trust and of responsibility is beyond the reach of uprightness, intelligence, and industry.

In June, 1827, the Provincial Bank of Ireland, a Joint Stock Banking Company, established a branch at Kilkenny. The attention of the directors of the bank had been turned to Mr. Gilbert as a person eminently qualified to undertake the management of this branch, and he was immediately appointed to the office. Under the most favorable circumstances, the duties of such a station would have required the best exertions of an accomplished banker. But the position of Mr. Gilbert was unusually onerous. The irregular business habits of the Irish rendered it impossible, without the utmost care and vigilance, to avoid entangling engagements and serious losses. In addition to this, the laws were, at that time, extremely unfavorable to the operations of a Joint Stock Banking Company in Ireland, and the Provincial Bank was opposed by the powerful influence of the corporation of the Bank of Ireland.

But these difficulties were only sufficient to bring out more clearly the capacity of Mr. Gilbert; and, in less than two years, the directors of the company expressed their approbation of his conduct by bestowing upon him a liberal pecuniary reward for his past services, and by promoting him to the management of a higher and more important branch of the bank, in the city of Waterford. Here he remained, in the service of the bank, till October, 1833, when he was called to a wider field for the exercise of his talents.

During his residence at Waterford, Mr. Gilbert, in connection with nine other gentlemen, among whom was Thomas Wyse, Esq., Member of Parliament for Waterford, a gentleman remarkable for his interest in all popular institutions for the dissemination of knowledge, founded the Waterford Literary and Scientific Association. This association was established upon the plan of the city of London Literary and Scientific Institution in Aldersgate-street, a society in the formation of which Mr. Gilbert, during his residence in London, had taken an active and prominent part. The plan of the Waterford Association was to meet once in each week from October to April, and, at each meeting, to listen to a lecture or an essay. We have paused upon this point because the lectures read by Mr. Gilbert before this association show that, while industriously engaged in business, he had found leisure and inclination to store his mind with various acquirements, and to collect information upon many subjects not connected with his daily pursuits. The number of lectures delivered by him during the first session of the society was ten. Of these, five were upon Ancient Commerce, comprising the Commerce of Greece, Egypt, Rome, Tyre, and Carthage, and that of the Ancients with the East Indies. The subjects of the remaining five were the Philosophy of Language, the Means of Preserving the Sight, the Agriculture of the West of England, Scientific Terms, and the Commerce of Waterford. The Lectures upon Ancient Commerce were published in London in 1847. Mr. Wyse,

in an address delivered by him before the association, speaks of these lectures in terms of the highest praise. After alluding to Mr. Gilbert's active exertions in the foundation and management of the society, he says:—"But great as these contributions undoubtedly were, they were fully rivalled by his zealous literary support. There are few in this room who have not attended his excellent Lectures on 'Ancient Commerce.' I feel what a train of agreeable and elevating associations I excite by merely mentioning their name. The judicious arrangement; the happy spirit of analysis; the discriminating selection and classification of facts; the wise deduction of principles, leading to views the noblest and loftiest, but at the same time the most practical and useful to society;—all this, too, conveyed in language claiming the applause of the instructed, but not beyond the grasp of the ignorant,—was not only a complete redemption of our original promises, but, I do think, the best practical illustration, and most complete recommendation, we could possibly offer of the pleasures and utilities of such institutions as this."

In 1833, the British Parliament passed an act to renew the charter of the Bank of England. Doubts had existed as to the legality, under former statutes, of establishing joint stock banks in or near London. To settle the law upon this point, this act gave express permission to any company or partnership, though consisting of more than six persons, (under certain restrictions imposed in order to secure to the Bank of England the privileges guaranteed by its charter,) to carry on the business of banking in London or within sixty-five miles thereof.

Immediately upon the passage of this act, a prospectus was issued, proposing the establishment of a Joint Stock Bank of Deposit and Discount in London and Westminster, to be called the London and Westminster Bank. The capital of this bank was to be £5,000,000, divided into 50,000 shares of £100 each. After some delay, 10,000 shares were taken in this company, and, in March, 1834, the bank went into operation. The directors, anxious to secure the services of a gentleman "whose character and previous experience would inspire confidence in the establishment," offered the chief managership of the bank to Mr. Gilbert. He accepted the post, and, from that time to the present, his commercial history is identified with that of the bank. We shall, therefore, give a brief account of the principles upon which this bank was founded, of the advantages it possesses over other systems of banking in London, and of its progress up to the present time.

Until the year 1834, banking had been carried on in the city of London by private bankers alone. These were generally men of wealth, but their capital was often invested in other business, so as to leave them unprepared to meet a sudden reverse. In 1834, it was ascertained that, during the previous twenty years, twenty private bankers had stopped payment. This, of course, could not occur without causing great loss to the public, and seriously impairing the confidence of merchants in those bankers who remained solvent. A bank was therefore required which should stand on a more solid basis, and be secure against similar misfortunes. Such a one it was believed the London and Westminster Bank would prove to be. Many of its stockholders would be wealthy; their number would be large, and each would be responsible for the engagements of the company to the whole amount of his property. Besides this, it was the intention of the directors to require a large part of the capital to be paid up, and thus, at

all times, to be prepared for reverses. The result has been as was anticipated. In 1837, the number of stockholders was 1066. The whole number of shares had at that time been taken, and £20 per share had been paid in; making the active capital of the bank £1,000,000, and leaving a power in the directors to call for £4,000,000 in addition.

It was also intended to adapt this bank, as far as practicable, to the wants of the middle classes. In order to keep an account at a private banker's, it was necessary that a certain sum should always remain unproductive in the banker's hands. In consequence of this, persons of moderate means, who found it necessary to use the whole of their capital in their business, were wholly shut out from the advantages of banking. Nor was this all, for the universal custom (a custom existing also in the Bank of England) of presenting Christmas boxes to the clerks of a banker, was a considerable tax upon persons dealing with him.

To avoid these inconveniences, the London and Westminster Bank "determined to open accounts with persons who had not the means of keeping large balances unemployed, but who were willing to pay the bank a small commission for conducting their accounts." In addition to this, the directors forbade their clerks to receive gratuities of any kind from the customers of the bank.

Another advantage offered to the middle classes, was the allowance of interest upon small deposits. The Savings Banks were forbidden to receive more than £30 a year, or a greater amount, in the whole, than £150 from any one person. The London and Westminster Bank proposed to receive sums of from £10 to £1,000 upon deposit receipts, to pay a fixed rate of interest for them, and to repay the whole amount upon demand, without notice. Although the bank had not the power of issuing notes, it was thought that this system might be a source of some profit to it, as it certainly would be a benefit to the community.

The interests of the wealthy were also cared for in the plan of this institution. Persons having large sums in their hands, waiting for a permanent investment, were often obliged to keep them unproductive, because the private bankers would allow no interest upon them. To provide for such cases, this bank determined to take loans of £1,000 and upwards upon special agreements, adapting the rate of interest to be paid to the state of the money market, and either fixing the time of repayment, or stipulating for a certain number of days' notice of demand. Under this system, a person may keep an interest account at the bank, who has no current account; or may keep both a current and a deposit account, receiving interest upon the latter only, but being at liberty at any time to transfer any portion of the balance of his current account to an interest account.

In conducting the bank since its establishment, it has also been made a principle, to keep a large portion of its funds always in a convertible state; and, indeed, in all respects, the directors have regarded the bank as something more than a mere money making institution, and have sought to secure the safety of their dealers, rather than to obtain large profits for their partners.

The founders of the bank provided for the establishment of but one branch, to be situated at the west end of the town. The rapid extension of business, however, made a larger number necessary. In 1847, five branches had been established in various parts of the city, each under the

care of a manager, and all subject to the personal inspection and superintendence of the general manager, Mr. Gilbert.

The bank is governed by fifteen directors, five of whom are constituted trustees by the deed of settlement, and are registered as the public officers of the company, in whose names it may sue and be sued. The number of persons in the service of the bank, is one hundred and twenty-four.

At the outset, the London and Westminster Bank met with violent opposition from the Bank of England and from the private bankers of the city. "Previous to the commencement of business," says Mr. Gilbert, in a History of the Bank published by him in 1847, "the directors applied to the committee of private bankers for admission to the clearing-house." This was refused. The directors also applied for permission to have a drawing account at the Bank of England. This, too, was refused.

It was thought necessary, in order properly to conduct the legal business of the bank, that it should be authorized, by Act of Parliament, to sue and be sued in the names of its registered public officers. This privilege had been conferred on all banking companies situated more than sixty-five miles from London. But a bill extending it to the London and Westminster Bank, after passing the House of Commons by a large majority, was thrown out by the Lords, through the influence of the Bank of England and the private bankers. The difficulties apprehended from the want of this enactment were avoided, however, by the adoption of the plan—perfectly legal and scarcely less convenient—of suing and being sued in the names of the trustees.

Having failed in this attempt to check the progress of the new company, the Bank of England, at the beginning of the year 1835, took another hostile step, by instituting legal proceedings to prevent the London and Westminster Bank from accepting bills drawn at less than six months after date or sight. The acceptance of these bills, it was insisted, was an encroachment upon the privileges of the corporation. By the advice of eminent counsel the suit was contested. In 1837, however, the Master of the Rolls granted an injunction, forbidding the London and Westminster Bank to accept such bills. It was the opinion of the counsel of the company, Sir John Campbell, the late Sir William Follett, and Mr. Pember-ton, that this injunction would be dissolved on appeal. But the directors avoided the necessity of farther litigation, by adopting the ingenious plan of having the drafts of the country banks drawn upon it without acceptance. By this means, they were able to conduct their business without material inconvenience.

From the annual reports of the directors of the bank, we learn that, at the close of its first year, nearly 18,000 shares of its stock had been taken. These were held by 502 proprietors. £15 per share had been called up, and the capital paid in amounted to nearly £250,000. Interest at the rate of two per cent per annum, was, at this time, paid upon all instalments received prior to December, 1834.

In 1836, after paying its current expenses and reserving a fund for contingencies, the bank declared a dividend of four per cent upon its paid up capital. Three new branches were opened during this year.

In 1837 a further payment of £5 per share, making £20 in all, was called for. 9,333 shares were issued, at a premium of £4 10s. per share. Out of the amount raised by the premiums, the directors paid all the pre-

liminary expenses incurred at the opening of the bank and of its five branches, (a new branch having been opened this year,) and all the legal and other extraordinary expenses incurred by the bank since its establishment. After these payments had been made, there remained a balance, on account of premiums, of £20,000. In this year, and each of the two following, a dividend was declared of five per cent on the paid up capital; and, in 1839, after the payment of the annual dividend, there remained a surplus of unappropriated profits of nearly £25,000.

In each year from 1839 to 1847, a dividend of six per cent was paid, in semi-annual payments; and, in 1847, in addition to this dividend, a bonus of 8s. per share was distributed among the stockholders. After the payment of the dividend and bonus in 1847, there remained a balance of unappropriated profits, amounting to over £98,000.

In 1841, 10,000 shares of the capital stock were distributed among the proprietors, in the proportion of one share to three already held; and, in 1847, 10,000 more were distributed, in the proportion of one to four already held. These were issued at par; the directors thinking it but right, that the increased value of the shares should be received by those who had joined the enterprise in its early stages. This last issue made up the number of shares originally intended, and, £20 per share having been paid in, the amount of paid-up capital was raised to £1,000,000, and the amount subscribed to £5,000,000.

In 1842, the bank opened a drawing account with the Bank of England; and, in 1844, it obtained the power of accepting bills drawn at less than six months, and of suing and being sued in the names of its public officers.

We have dwelt thus long upon the history of this bank, because a simple account of its progress, and the few details we have been able to give of its great success, will be a far more convincing proof of the abilities of Mr. Gilbart, than any general description of his business talents. Those who are acquainted with his character, will see the traces of his enterprise in the rapid advancement of the Institution; and no one who is familiar with his prudence and sagacity, will be surprised at its success.

As an evidence of the esteem in which Mr. Gilbart is held by the conductors of Joint Stock Banks, in Great Britain, we may relate the following circumstance:—In 1838, a general meeting of deputies from the Joint Stock Banks of England, Wales, and Ireland, was held in London, to take such measures as might bring about an improvement in the laws affecting the institutions which they represented. At the request of a committee chosen at this meeting, Mr. Gilbart, together with Mr. Vincent Stuckey, of Bristol, was examined in 1841, as a witness on the part of the Joint Stock Banks, before the committee of the House of Commons, on Banks of Issue. The examination of Mr. Gilbart occupied four days; and “his evidence is more voluminous, and embraces a greater variety of topics, than that of any of the other witnesses.” In the course of it, he analyzed and arranged the official returns of the Bank of England and the other banks of the kingdom; and, from the tables thus prepared, he drew, with great cogency of reasoning, conclusions in accordance with his well-known views. In consideration of this, and of the many other services he had rendered to Joint Stock Banks, he afterwards received, from a committee appointed by these institutions, the present of a service of plate, which was accompanied by the following letter:—

TO JAMES WILLIAM GILBART, Esq.,

General Manager of the London and Westminster Bank.

SIR:—A committee of Joint Stock Banks having been appointed in August, 1844, to devise some means of giving expression to their sense of obligation for your invaluable services in the cause of sound public banking establishments, I have the honor to inform you, that they have selected for presentation to you, a silver epergne tea service and salver.

These articles I have now the pleasure of handing to you, respectfully begging your acceptance of them as a token, however inadequate, of the appreciation in which your efforts and services in this important field of labor have been held.

Your time and talents have been energetically and successfully applied, not only in negotiations with the government, during the progress of the recent currency measures through Parliament, but on every occasion where you could render service in consolidating the foundations, or giving free scope for the exercise of the legitimate functions of sound banking establishments.

Your literary labors on the subject of banking and the currency, are too well known and too justly appreciated to require further comment; and your published evidence before successive committees of the House of Commons, clear, practical, and masterly as it is, presents a most useful and applicable mass of knowledge to all interested in banking affairs.

In conclusion, the committee beg to express their warmest acknowledgement and gratitude to you for your services to Joint Stock Banks and banking generally, upon the proper foundation and conduct of which, the interests and welfare of the public are so largely dependant.

With every feeling of respect, and sincere wishes for your health and happiness,

I have the honor to remain,

(On behalf of the committee and subscribers.)

Your most obedient humble servant,

CHARLES BROWN, *Chairman.*

February, 1846.

The whole of the evidence before the committee of the House of Commons on Banks of Issue, may be found in Mr. Bell's *Country Banks and the Currency*, published by Longman & Co. in 1842.

Mr. Gilbert's literary labors, which are referred to in this letter, have been quite extensive. To some of them we have already alluded. His first work, published in 1827, was a "*Practical Treatise on Banking*," which has passed through several editions. In 1834, he published his "*History and Principles of Banking*." This contains, in the compass of 300 pages, a History of the Bank of England, and an account of the principles of Joint Stock Banks, of Banks of Deposit, of Remittance, of Circulation, and of Discount, and of Cash, Credit, Loan, and Savings Banks. His language is clear, and, from his extensive practical experience and his intelligent analysis, he is able to bring a subject, usually considered intricate and abstruse, within the comprehension of the most inexperienced. In 1836, he published a "*History of Banking in Ireland*;" and, in 1837, a "*History of Banking in America*," both of which may be regarded as companions of his larger work on the "*History and Principles of Banking*." *The History of Banking in America* contains an interesting account of the banks of this country, from the charter of the Bank of North America, in 1781, to the close of President Jackson's second term of office. The design of the work is to point out the peculiarities of the American system of banking, and to inquire how far that system is adapted to England.

In 1839, Mr. Gilbert published a little book of some thirty pages, called "*Ten Minutes' Advice to the Middle Class of People about Keeping a Banker*." An American edition of this work might be circulated among persons who are ignorant of the advantages of banking, with great benefit, not only to banks themselves, but also to the class for whom it is written.

Besides these volumes, Mr. Gilbart has written articles on monetary affairs for the Morning Herald, over the signature of Nehemiah. He is also a contributor to the Bankers' Magazine. An article in the Westminster Review for January, 1841, upon Currency and Banking, and one upon the Laws of the Currency, published in the Foreign and Colonial Quarterly Review for April, 1844, are written by him. Early in 1840, he published a pamphlet called "*An Inquiry into the Causes of the Pressure on the Money Market during the year 1839.*"

Our limits will not permit us to quote from these works at such length as the nature of their subjects would require. We take pleasure, however, in extracting a few passages from a book called "*The Moral and Religious Duties of Public Companies,*" which was printed for private distribution in 1846, and is understood to have been written by Mr. Gilbart. The rules of action here recommended would, if adopted, be found an excellent practical substitute, for the souls of which corporations are supposed to be destitute.

Masters, give unto your servants that which is just and equal, knowing that ye also have a master in heaven.

Be just in your appointments, and select those who are the most worthy, and the best qualified for the duties they will have to discharge. *Be just in the amount of your remuneration*; recollect that many of the servants of public companies have greater trusts, and heavier responsibilities, than the servants of individuals; and in this case it is just and equal that they be rewarded accordingly. *Be just in your promotions*, and let not merit be supplanted by patronage or favoritism. *Be just in the quantity of labor you exact*. Appoint a sufficient number of servants to do the work easily. Do not compel them to keep late hours; nor refuse reasonable holidays, for the purposes of health and recreation. *Be just in your pensions*, and let your aged and worn out servants be treated with respect and liberality. *Be just in your reproofs*. "Forbearing threatening." Let not your censures, or your punishments, be more than proportionate to the offence; and be as ready at all times to acknowledge the merits of your servants, as to notice their defects. All complaints, and all applications for increased remuneration, or privileges, from the servants of public companies, should receive mature consideration; and all refusals should be given with kindness and courtesy.

Pure religion and undefiled before God and the Father is this, to visit the fatherless and widows in their affliction, and to keep himself unspotted from the world.

Establish a fund for the relief of the widows and children of the servants of the company. Such a fund is established by the East India Company and by the Bank of England; and why not by all large companies? Mining and railway companies should relieve the widows and children of those who meet with accidents in their respective works.

Great is the debt of gratitude due by all our public companies, to the cause of mental cultivation—and when these companies are computing the annual gains which from this source they have acquired, let them not forget that the genius of mental cultivation, supported by benevolence, patriotism, and religion, and attended by crowds of the uninstructed children of the indigent, stands at their door, and humbly asks payment of a portion of this debt.

Let them, in part, discharge this debt, by seeing that the children of their laborers, and the people of the district, are all supplied with the means of instruction. And afterwards, let them patronize those societies which have for their object, the education of the children of the poor in other districts, and throughout the land.—They should also, as far as it can be done with justice to others, give promotion to such of their servants, as devote their leisure to the cultivation of their minds. The time is gone by when it was a reproach for a young man to be bookish, as he was supposed to abstract so much more time and attention from his official du-

ties. It is now well known, that the general cultivation of the intellectual powers, renders them more effective in every operation in which they may be exercised. It is a great advantage to a public company to have educated servants. Their superior knowledge is always useful—the mental discipline they have acquired improves their business habits—and possessing within themselves a constant source of enjoyment, they are the less likely to indulge in those expensive pleasures which are the usual temptation to neglect and dishonesty.

It is a proof of Mr. Gilbert's high sense of duty, that it should have occurred to him to write a work of this kind. From the first views which it inculcates, no less than from the fine expression of his features, as presented in the engraving we issue with this number of the Magazine, we are assured of the correctness of the following description of his character, which is given by a writer in the Bankers' Magazine:—

“In personal character, Mr. Gilbert is a kind-hearted and benevolent man; modest and unassuming in his manners, and quite free from any assumption of authority on account of his official standing or mental talent. He is—an excellent test of personal character—most highly esteemed and respected by those who serve under him; and his personal friends are warm in their expressions of respect for his character.”

MERCANTILE LAW CASES.

RIGHTS OF CHILDREN AND GRAND-CHILDREN OF BRITISH-BORN SUBJECTS WHO HAVE RECENTLY BECOME SUBJECTS OF THE UNITED STATES OF AMERICA, WITH REFERENCE TO THE INHERITANCE OF LAND IN GREAT BRITAIN.

In the British Court of Chancery, by Vice-Chancellor Wigham. *Fitch vs. Weber.*

His Honor delivered judgment in this case. The suit was for the administration of the real and personal estate of a testatrix named Ann Taylor, who died in 1839 without issue. A reference had been directed to the master to inquire and state, amongst other things, who was the heir of the testatrix at the time of her death.

The master reported in effect, that William Willock was the heir. It appeared that his ancestor, Thomas Willock, whose descent from the testatrix was clear, was a subject of the King of Great Britain. This *Thomas* Willock emigrated to Virginia, in the United States of America, in the year 1784, and some time afterwards took the oath of allegiance to the United States, of which he became a citizen, renouncing and abjuring at the same time his allegiance to any other state or government whatsoever; that in 1787 he married the daughter of an American citizen, and died in 1833, leaving William Willock, his eldest son, born in 1789, and a second son, J. T. Willock, and a daughter Catharine, who were also claimants on the record. The other claimants were the children of the two sisters of the testatrix. It appeared that William Willock, the son of Thomas, had continued to reside in Virginia, as a citizen of the United States, and that upon his death, in 1836, he left a son, William Willock, in whose favor the master had reported. The report stated that William Willock, the successful claimant, in pursuance of the provisions of the statute 13 Geo. III., c. 21, left New York, where he was previously residing, for the purpose of removing to Great Britain; that he arrived in England in June, 1846, and had ever since continued to reside there; and that, on the 8th of November, 1846, he received the sacrament of the Lord's Supper according to the usage of the Church of England, and on the 21st of November, 1846, took and subscribed the oaths, and made, repeated, and subscribed the declaration required by the provisions of the statute 1 Geo. IV., c. 13.

The report was objected to on the ground that, under the circumstances above mentioned, Thomas Willock had ceased to be a subject of the crown of Great Britain, and was not a subject of that crown at the time of the birth of any or either of his children; that such children were not, therefore, children of a native-born subject of Great Britain, within the intent and meaning of the acts of Parliament 7 Anne, c. 5, and 4 Geo. II., c. 21, in that case made and provided, and that such children were therefore aliens, and incapable of inheriting property in Great Britain.

HIS HONOR, THE VICE-CHANCELLOR, in delivering judgment upon the case, said that upon the question of pedigree there was no dispute; but that the question was whether, under the circumstances of the case, the status of Thomas Willock and his son William was not such as to incapacitate William the grandson from taking lands by descent from the testatrix. An argument to that effect had been founded upon the treaties of 1783, and November, 1794, between this country and the United States; but it appeared clear, in his opinion, that there was nothing in those treaties to affect the right of the grandson. The treaty of 1783 empowered British born subjects then residing in America to become American citizens, but did not extend that power to British subjects who should afterwards go to reside there. "Doe dem. Auchmuty v. Mulcaster," 5 Barnwell and Cresswell's reports, p. 771. That treaty could not, therefore, apply to the case of Thomas Willock, who was never in America till 1784. Nor did the treaty of 1794, which was a local act, apply; for Thomas Willock did not reside in the locality. The correctness of the master's decision would depend, then, upon the statutes 7 Anne, c. 5, and Geo. II., c. 21, the provisions of which are extended to grand-children on the father's side by 13 Geo. III., c. 21. Thomas Willock went to America in 1784, and his son and grandson were born there. The capacity of the son to inherit, as he was not born within the king's allegiance, must depend on the statutes of 7 Anne a., 4 Geo. II. By the third section of the former of these acts it is declared that the children of all natural born subjects born out of the allegiance of her Majesty, her heirs, and successors, shall be deemed, adjudged, and taken to be natural born subjects to all intents, constructions, and purposes whatsoever. The statute 4 Geo. II., c. 21, explaining that of Anne, requires that the fathers of such children shall be natural born subjects at the times of the birth of such children respectively. Up to that point of the case, therefore, the only question would be whether, in 1778, at the time of the birth of William, the son, Thomas had ceased to be a natural born subject of Great Britain. As to William the grandson, the 13 Geo. III., c. 21, provides, "that all persons born out of the allegiance of the King, &c., whose fathers were or should by virtue of the statutes 7 Anne and 4 Geo. II. be entitled to the rights and privileges of natural born subjects, should be deemed natural born subjects." From the words of that statute it was clear that the question as to the capacity of William, the grandson, would depend upon the inquiry, whether, at the time of his birth, his father, William, was entitled to the rights and privileges of natural born subjects by virtue of the statutes 7 Anne and 4 Geo. II.; and that the capacity of the grandson would depend upon that of the son under those statutes. With a view to that inquiry, the first question which arose was, as to the disqualifications extended—first, to children whose fathers at the time of their birth were or should be attainted of high treason by judgment, outlawry, or otherwise; secondly, to children whose fathers at the time of their birth were or should be liable to the penalties of high treason or felony, in case of their returning to this kingdom without the license of the crown; and thirdly, to children whose fathers at the time of their birth were or should be in the actual service of any foreign prince or state in enmity with the crown. No question arose upon the first and third disqualifications, for no such attainder or foreign service had been shown in the case. With regard to the second disqualification, it had been well argued in behalf of William, the grandson, that the words of the section as to returning into the kingdom without license pointed clearly to a well known class of offences; and the existence of such a class of offences subjecting the offenders to treason or felony was certainly a sufficient inducement for any court of justice to restrain the words of the statute within those limits. The con-

struction of a statute which should require a court of justice to determine that a person was actually guilty of treason or felony, in the absence of that party, was one than which there could be none more improbable. Another argument had been that Thomas, in the circumstances appearing upon the report, had, before the birth of his son William, abjured his allegiance and become by his own act an American citizen, and that by so doing he had ceased altogether to be a British subject. Upon the fullest consideration, that argument, his Honor said, appeared to him fallacious. The privileges conferred by the statutes in question upon the children of persons born out of the king's allegiance, were the privileges of the children, and not of the fathers, and were conferred upon the children for the benefit of the state itself. Without saying that in cases where the parents were disqualified by their own acts, the children might not lose the privileges conferred upon them by the statutes, it was clear that the parent might do acts short of that, subjecting himself to penalties or forfeiture. Where, however, the question was whether by the act of the parent the privilege of the child should be lost, it was not sufficient to show that the act of the father might possibly have a given effect, but it would be necessary to show that the acts of the father had actually the effects ascribed to them by the argument. Unless that were done, the rights of the children would be unaffected by the acts of the father. The acts found to have been done by Thomas Willock by the master, though they might have made him liable to pains and penalties, were clearly not sufficient to absolve him from his allegiance; and while that obligation remained, the rights and privileges of the children could not be affected by the acts relied upon. The statute 3 Jac. I., c. 4, ss. 22 and 23, no doubt created an offence; but where there had been no attainder, judgment, or outlawry, the case would fall under the foregoing observations. That, his Honor said, was sufficient to dispose of the question as between the descendants of the testatrix's sisters, and William, the grandson. It had been, however, contended on the part of J. T. Willock that he was to be preferred to the grandson, on the ground that the latter had not qualified himself by receiving the sacrament, taking the oaths, and subscribing the declarations within the five years, as prescribed by the statute 1 Geo. I., c. 13. True, those acts were not done within the five years; but on reading the statute it was quite possible to see that some reasonable time must be allowed before the party is required to do those acts. The party could certainly not be required to do them before the death of the ancestor; and the case appeared to be within the reasoning of Lord Coke, that where upon doing certain acts a party is to acquire certain rights, time will be allowed him to do the necessary acts to perfect his title.

His Honor then overruled the exceptions, with costs.

LIBELLANT CHARTER PARTY—RIGHT ASSUMED BY CONSIGNEES OF DEDUCTING A COMMISSION UPON FREIGHT-MONEY DUE FROM THEMSELVES.

Zachariah Jellison vs. James Lee et al. This was an appeal by *Lee et al.* from a judgment of the U. S. District Court, upon a proceeding in Admiralty, brought to recover a balance claimed to be due the libellant, as owner of the bark *Canton*, upon a charter party, under the following circumstances:—

The respondent chartered the bark of the libellant, for a round sum, to carry a cargo of bones to Hull, in England, for one William Ward, who was the owner of the cargo. The charter was to be paid in Hull, upon the discharge of the cargo. The bark was *addressed*, in the charter party, to Mr. Ward.

Ward paid to the captain, in cash and by disbursements for the vessel, a certain sum in pounds sterling, claiming the right to estimate the sum due at the then current rate of exchange between Boston and Hull, and to deduct from the charter a commission of 2½ per cent. He also alleged a deficiency in the cargo, by short stowage, to the extent of 11½ tons, and deducted from the sum payable a rateable proportion thereof.

The libellant claimed that the charter was payable in *dollars*, or, in as much sterling money as could have been bought in Hull at the time when it was paya-

ble, by the number of dollars agreed upon in the charter party, without reference to rates of exchange. He denied that any deficiency existed in the cargo, and insisted upon payment of the full sum stipulated for in the charter party, without deduction of commissions, save the customary commission upon disbursements for the ship.

The cause was mainly contested upon the question of the commissions, and many mercantile witnesses were examined—of whom three were New York merchants, and one was a member of a London and Liverpool house—for the purpose of settling the mercantile usage upon the subject; the right to deduct commissions being claimed upon an alleged custom or usage of merchants, to allow such commissions to the “consignee” or “addressee” of a ship, in all cases. It was admitted by the libellant and the witnesses introduced by him, that a usage is established to allow the commission, in cases where the consignee of the ship has to collect the freight from some other consignee or consignees of the cargo and pay it over to the captain, as a compensation for his trouble and risk in the transaction of the business. And some of the libellant’s witnesses testified that an *effort* had been made to establish such a custom in cases where the consignee of the ship is the owner and consignee of the cargo, as in the present case. The cause was elaborately argued on both sides.

J. Woodbury held that the testimony did not establish the alleged usage; that a usage, in order to be binding, must be proved to be *general, uniform, notorious, and reasonable*. But this was not shown to be such. It was at best unsettled, and was unreasonable in itself, and not to be favored. Commissions are based upon the idea of services and risks, for which they are the compensation. But, in the case of a party who only pays over money due from himself, there is neither service nor risk.

Nor was the cargo proved to be short. The balance of testimony was, that what appeared to be short stowage was only the making of room below for wood and water for the safety of the ship, and that the space so occupied was made up by diminishing the forecastle and adding a part of it to the hold. Any reasonable arrangement made to secure the safety of the vessel and crew, not influenced by selfishness or improper timidity, is rather to be encouraged.

The amount of sterling money in Hull which would have brought \$3,000, is the sum which was payable by the charter. An assessor appointed by the Court has ascertained that the pound sterling was worth, at the time, in Hull, \$4 80. That is to be assumed as its proper value, and the whole sum computed on that basis. Judgment of the Court below, in favor of the libellant, affirmed, with interest and costs.

COTTON PLANTERS AND FACTORS—A SUIT TO HOLD DEFENDANTS LIABLE FOR LOSS UPON A SHIPMENT OF COTTON TO LIVERPOOL.

Ward, Jones & Co. vs. Warfield & Co.—Slidell, J.—Plaintiffs are commission merchants in New Orleans; defendants are owners of a cotton plantation in the State of Mississippi. The object of this suit is to hold defendants liable for a loss upon a shipment of cotton to Liverpool. The cotton was shipped by defendants to plaintiffs, with whom they were in account, for sale. Instead of selling at New Orleans, they shipped it to Caslittain & Co. of Liverpool, obtaining an advance from the New Orleans agents of that house for the full market value at New Orleans, the nett proceeds of which advance, after deducting shipping charges, commissions for advance, &c., were passed to the credit of defendants. The shipment to Liverpool was made on the 7th March, 1844, and on the 27th March the plaintiffs addressed to Warfield & Co., at their plantation, a letter informing them of the shipment to Liverpool, stating that the market in New Orleans had been continually going down, that the shipment would reach England at a favorable moment, that they hoped for a good return, and that they acted for them (defendants) in the matter as they (plaintiffs) would have done for themselves. One passage of the letter is important. It reads thus: “We had the cotton valued by one of our best brokers, and, if you prefer not risking the shipment, we will pay you the

valuation prices. We do not wish, however, to do so, as we have bought no cotton and are averse to doing so." On the 12th April, 1844, a letter of similar import was addressed to T. D. Carneal, one of the partners of defendants at Cincinnati. It was admitted that the letter to Warfield & Co. was received by T. B. Warfield before the 5th April, and that to Carneal was received by him on the 23d April. It appears that on the 28th April the news per European steamer was received at Cincinnati announcing a serious decline of cotton in Liverpool, and was published at large in the Cincinnati papers on the following day. On the 30th April, the day after the publication of the European news, and seven days after the letter of plaintiffs had reached him, Carneal replied from Cincinnati to that letter, stating, that as owner of one-third the cotton, he would take the valuation of the brokers. On the 9th May, ten days after the reception of the Liverpool news and thirty-four days after plaintiffs' letter had reached them, T. B. & W. J. Warfield replied, from Cincinnati, stating that they would take the valuation of the brokers for their portion of the cotton, being two-thirds.

Upon these facts the parties went to trial before the Fourth District Court of New Orleans, Strawbridge, Judge. The inferior tribunal gave judgment against T. B. & W. J. Warfield, but released Carneal. Defendants appealed. Our limits will not permit us to give in full the decision of the Supreme Court, which is of considerable length, and characterized by marked ability. It was not denied that the factors had exceeded their instructions, as they were limited to the sale of the consigned property in New Orleans, and the whole case turned on the point whether the principals were not bound by the acts of their agents, done in good faith, inasmuch as they had not repudiated them within a reasonable time after receiving intelligence.

Per Curiam: "When the principal has employed his factor, either to buy or to sell, and the factor, acting in good faith, has departed from the instructions, and has so informed his principal, the principal is bound to notify his rejection within a reasonable time after intelligence received; otherwise he will be presumed to have adopted the transaction, and the loss if any will fall on him." . . . "The principal has no right to pause and await the fluctuation of the market in order to ascertain whether the purchase (or sale) is likely to be beneficial or prejudicial. He is bound, if he dissents, to notify his determination within a reasonable time, provided he has an opportunity of doing so." . . . "We cannot but think with the Judge below, that the length of the delay to answer, on the part of defendants, was very suspicious. It looks very much like waiting the fluctuation of the market to get the certainty whether the shipment to Europe would be beneficial or prejudicial. In morals this does not seem fair towards a party who had acted in good faith for what he supposed the interest of his employer, and for that reason the law does not permit it." It was therefore decreed, that the judgment against T. B. & W. J. Warfield be affirmed; and, it was further decreed, that the judgment as to Carneal be reversed, and that the plaintiffs recover of said Carneal the sum of \$1,321 63, with interest from the 29th September, 1846, until paid, and costs in the Court below; defendants to pay the costs of the appeal.

IN ADMIRALTY—IMPORTANT DECISION TO OWNERS AND LESSEES OF WEARVES.

In the United States Circuit Court. Judges Grier and Kane on the Bench. *E. Lincoln & Co. vs. Schooner Volusia.*

This was a libel in the Admiralty by Lincoln & Co. against the above schooner, under the following circumstances:—Lincoln & Co. were the lessees of a wharf on the Delaware, below Chesnut-street, and proprietors of a line of Boston packets that loaded and unloaded there. On a Saturday afternoon, 1847, one of their packets lying at the wharf, was covered by the *Volusia*, which lay alongside of her on the outside berth. The *Volusia*, with a cargo of fruit, had just arrived from Palermo. The "*Sulla*," another of the line of packets, lay astern of and at right angles with the packet at the wharf, with her head in. As the packet at the wharf was ready to sail, she swung out, stern foremost, and thus made a wedge-

shaped vacancy between herself and the wharf, which presented an opening, into which the Sulla was warped, and made fast to the wharf. As the departing packet swung out, she crowded the Volusia, of course, further from the haven where she would be, and effectually prevented her from occupying the inside berth, to cover and secure which she had placed herself at the outside berth. The harbor-master's aid was invoked by the consignees of the Volusia, who ordered the Sulla to give the wharf-place to the Volusia. Lincoln & Co. ordered the captain of the Sulla to retain his place. The harbor-master sued the captain of the Sulla for disobeying his orders, and fined him \$25. On the fine being imposed, the Sulla left the wharf, and the harbor-master ordered the Volusia to take it, which she did. Lincoln & Co. then notified the consignees of the Volusia that their charge for wharfage was \$10 per day. This being refused, they libelled the Volusia.

It was urged that the custom of the port is, that the occupants of an outside berth cover the inside, and that the Volusia acted under the orders of the executive officer of the port, whose directions are obligations. It was answered by the libellants that such a usage, if proved to exist, (which was denied,) was contrary to reason, and therefore should be abolished; that a merchant might insist upon the use of the inside berth, as essential to the exclusive dominion of his property, while, if to protect it he was obliged to keep off vessels occupying the outside berth, he would be making his own wrongful act, and one prejudicial to commerce, his justification, and that he could not, for that reason, be presumed to assent to the principle of such a usage, or to yield his acquiescence to the notion that because he did not order off the outside vessel he thereby surrendered his rights to his own wharf inside; and that the orders of the harbor-master were like the orders of any other officer, obligations so far, and no farther, than they were *lawful* commands.

The decree of the District Court of the United States give the libellants \$2 per day, the usual wharfage. On their appeal to the Circuit Court, the decree of the District Court was reversed, and a decree of \$10 per day entered for libellants, but without costs.

COMMERCIAL CHRONICLE AND REVIEW.

THE MONEY MARKET—DISCREDIT OF ENGLISH HOUSES—FRENCH REVOLUTION—EXPORTS OF SPECIE FROM NEW YORK TO ENGLAND, FRANCE, ETC.—PRECIOUS METALS—SPRING BUSINESS—POLITICAL DIFFICULTIES IN EUROPE—ELEMENTS OF PROSPERITY—THE LOAN OF THE FEDERAL GOVERNMENT OF \$16,000,000—THE LOAN OF THE STATE OF NEW YORK—EXPORTS OF DOMESTIC PRODUCE FROM THE UNITED STATES IN FOUR YEARS—RESULTS OF THE REVOLUTION IN WESTERN EUROPE—TENDENCY OF THE COMMERCIAL POLICY OF THE UNITED STATES, ETC.—COMMERCE OF THE GERMAN ZOLL VEREIN—IMPORTS INTO GERMANY—COTTON CONSUMED IN THE GERMAN ZOLL VEREIN—COMMERCIAL AFFAIRS OF AUSTRIA—IMPORTS AND EXPORTS OF TRIESTE, ETC.

DURING the month, the business of the port of New York has been fair both for exports and imports, and money has continued moderately abundant upon the best securities at the legal rate, notwithstanding the continued export of the precious metals, growing out of the state of affairs in Europe. There have been two drains of specie for European account since November. The first commenced with that month in consequence of the discredit of the English houses, growing out of the revolution. This lasted until March 1st, up to which time \$4,765,395 had been exported, when, with returning confidence in England, bills became more available, and the demand for specie nearly ceased. The events of the French revolution then supervened, and the export of the precious metals by branches to sustain connections, by merchants to make payments, and by others to take advan-

tage of the low prices of good cash, combined to produce a drain, which yet continues, and which, up to the first week in June, reached as follows:—

EXPORT OF SPECIE, PORT OF NEW YORK, FROM MAY 1 TO JUNE 10.

	Foreign.		United States.		Total.
	Gold.	Silver.	Gold.	Silver.	
To England.....	\$823,586	\$419,423	\$113,629	\$125,075	\$1,501,713
France.....	313,330	713,780	253,201	791,395	2,071,706
Elsewhere.....	78,948	10,455	.....	60,000	149,403
Total.....	\$1,215,864	\$1,143,658	\$366,830	\$976,470	\$3,722,822

This is a very extensive demand, completing a sum of \$7,123,508 since January. This demand is more than two-thirds for foreign coins, of which the supply, notwithstanding a coinage of near \$30,000,000 since January, 1847, continues large in the market, flowing in from the interior banks, where it has been collected to a very considerable extent from the hands of the numerous immigrants, who, from various causes, are thronging our shores in apparently increasing numbers. These sources for the supply of the precious metals have hitherto been sufficient to meet the export demand, and rather increase the amounts, as estimated, held by the city banks, and therefore to avoid the uneasiness that might arise from too rapid a drain. It has been the case, however, as the spring business has passed away and the receipts of produce continue large from the internal channels of communication, that the balances are changing in favor of the country, as indicated in the state of internal exchanges. This gives cause for apprehension, in the event that the export should continue after the sources of supply have been measurably closed. The aspect of affairs now abroad, always indulging the hope that the threatened general war will be avoided through the influence of the conservative middle classes, whose interests are alike in all countries, is, that restored confidence will gradually renew the demand for American produce, and so enhance the prices of the stock of goods, reduced through non-production, as to throw the balance again largely in favor of the United States, and find a market for those crops of all descriptions which in every direction now promise a more prolific yield than ever before. Otherwise there is every element of prosperity in all branches of industry, and all descriptions of exchangeable values were never more active. Political difficulties in Europe, by interrupting the peaceful progress of individual prosperity, check the consumption of goods there for the moment. But that can be no serious evil to a nation like this, which arises from abundance of material wealth. In England, at this moment, goods can be made cheaper than ever before, because, in addition to many new discoveries and inventions, all the elements of cost are cheaper than ever, namely, raw material, labor, money, and food. Consequently, more goods can be furnished for the same amount of money than ever before in the history of commerce. In the United States, all descriptions of raw produce can be furnished profitably to producers at lower rates than usual; because the events of the last year extended facilities of transportation, opened and established new channels of trade, and brought more prolific tracts of land into communication with markets. The large sales induced greater production, and high freights induced activity in constructing means of transportation, while acquired capital modified the expense of forwarding. The number of vessels built for several years was as follows:—

NUMBER OF VESSELS, AND TONNAGE, BUILT IN THE UNITED STATES.

	1846.			1847.		
	Foreign trade.	Coastwise.	Total.	Foreign trade.	Coastwise.	Total.
Ships.....	87	13	101	136	15	151
Brigs.....	73	91	164	63	105	168
Schooners.....	45	531	576	26	663	689
Sloops.....	1	354	355	1	391	393
Steamers.....	7	218	225	3	195	698
Total tonnage.....	58,274	129,229	188,203	78,849	164,883	243,732

The quantity of tonnage built in 1847 far exceeded that of any former year, particularly in relation to the sloops and schooners employed in the internal trade. These have aided greatly in diminishing the cost of transportation. Instead of 30d. for a bushel of grain to go to Liverpool, it is now carried for 5d.; instead of \$2 00 per barrel for flour, the freight is paid with 50 cts. All these are elements which enable the producer to deliver food in Europe at far lower rates than last year. With such elements of prosperity, there is no reason to apprehend distress because the political condition of Europe, by creating an extra demand for the precious metals, causes them to flow from us. Specie is but one description of capital, and a very unimportant part to a country in which all other descriptions so abound. The exportation of specie produces distress only among those who have not got, but have promised to pay it. When it rapidly leaves the country, it becomes more difficult for them to meet promises that they ought never to have made. Otherwise, there is no difficulty. Specie, like any other article, will go as long as it is more valuable abroad for any purpose, hoarding, military chest, or commerce, than here. When it becomes scarce and dear here, it will return in exchange for our abundant wealth of other descriptions.

The loan of the Federal government for \$16,000,000, on a 6 per cent stock, redeemable in 20 years, the proposals for which we have noticed in a former number, has been taken, mostly at a premium of 3.02 per cent. At this rate Messrs. Corcoran & Riggs, on behalf of themselves and Messrs. Barings, of London, took \$14,000,000, and the remainder was taken at higher rates, ranging to 4.05. Although it was understood that the Messrs. Barings had taken a portion, it does not appear that a larger sum than \$1,200,000, the proceeds of collections of other accounts, was directly invested in it instead of sending it home. It was understood, however, that the money would be loaned on this stock at 5 per cent in London as the instalments are called in, say \$3,000,000 per month. If this operation takes place only for a part, and the bill market is thus supplied with no more than \$1,000,000 from such a source, it must favorably affect the bill market, and hasten a return of the precious metals. The final ratification and exchange of the treaty of peace with Mexico had a great effect upon the value of the loan, and it will doubtless now become a favorite with English capitalists.

The State of New York also proposed for a loan of \$800,000, to pay off the 7 per cent falling due July 1. The new stock bears 6 per cent, redeemable in 1854, and was taken at 102.10 per cent, over \$1,700,000 being bid.

The tendency of the commercial policy of the United States and Great Britain, as well as of Germany, has been for a long time to more liberal laws in relation to international trade. The union of the German States in a customs union, by which internal free trade was established, has gone far towards promoting that

nationality which is now laying the foundation for a reconstruction of the German empire. The modification of the English policy, under the enlightened government that came into power in 1842, has had an extraordinary influence in promoting the consumption of United States farm produce in England; while the liberal policy of the north and west of Europe has enabled the people of those sections to consume more, and therefore to diminish their agricultural surplus. The consequence is, that each successive failure of a harvest, even in a small degree, produces an increasing influence upon the demand in the United States. It has been contended that the agricultural prosperity of the last year was the result of the deficit of the English crops only. The fact is, however, that it only accelerated the demand for produce which was already rapidly increasing from the removal of international restrictions upon commerce. As an indication of this, we compile from the annual reports of the Secretary of the Treasury a table, in continuation from our number of July, 1845, showing the quantities of produce exported from the United States in four years, the year 1847 ending June 30, as follows:—

EXPORTS OF DOMESTIC PRODUCE FROM THE UNITED STATES IN FOUR YEARS.

	1841.	1844.	1846.	1847.
Fish, dried..... quintals.	252,199	271,610	277,401	258,870
Oil, sperm..... galls.	349,393	451,317	772,019	795,792
“ Whale.....	4,094,924	4,104,504	2,652,874	3,189,562
Whalebone..... lbs.	1,271,363	4,149,607	1,697,892	2,031,137
Candles, sperm.....	599,657	606,454	1,083,839	705,150
“ tallow.....	2,145,845	3,086,566	3,718,714	3,094,985
Staves..... M.	42,507	23,216	28,800	21,206
Tar and pitch..... bbls.	77,019	62,477	65,805	47,274
Turpentine and rosin.....	244,846	362,668	351,914	312,059
Ashes..... tons.	5,565	18,271	9,800	7,235
Beef..... bbls.	56,537	106,474	149,223	111,979
Tallow..... lbs.	980,027	9,915,366	10,435,696	11,172,975
Pork..... bbls.	133,290	161,629	190,422	206,190
Hams..... lbs.	2,794,517	3,886,976	3,006,630	17,921,471
Lard.....	10,594,654	25,746,355	21,843,164	37,611,161
Butter.....	3,785,993	3,251,952	3,436,660	4,214,433
Cheese.....	1,748,471	7,343,145	8,675,390	15,637,600
Sheep..... No.	14,639	12,980	9,254	10,533
Wheat..... bush.	868,585	558,917	1,613,795	4,399,951
Flour..... bbls.	1,515,817	1,438,574	2,289,476	4,382,496
Corn..... bush.	535,727	825,282	1,826,068	16,326,050
Corn-meal..... bbls.	232,284	247,882	298,790	948,060
Bread, ship.....	103,995	117,781	114,792	160,980
Potatoes..... bush.	136,095	183,232	125,150	164,365
Apples..... bbls.	25,216	22,324	30,903	45,000
Rice..... tcs.	101,617	134,715	124,007	144,427
Cotton..... lbs.	530,204,100	663,633,455	547,558,055	527,219,958
Wool.....	.....	.....	668,386	378,440
Tobacco..... hhds.	147,828	163,042	147,998	135,762
Hops..... lbs.	176,619	664,663	287,754	1,227,453
Wax.....	254,088	963,031	542,250	627,013
Spirits, grain..... galls.	328,791	215,719	257,496	202,507
Molasses.....	1,281,142	881,325	850,462	859,732
Soap..... lbs.	3,414,122	4,732,751	3,161,910	3,802,783
Tobacco, manufactured.....	7,503,644	6,066,878	6,854,856	7,884,592
Lead.....	2,177,164	18,420,407	16,823,766	3,326,028
Nails.....	2,387,514	2,945,634	2,439,336	3,197,135
Sugar, refined.....	13,435,084	1,671,107	4,128,512	1,539,425
Gunpowder.....	1,389,948	1,227,654	1,436,256	786,005
Salt..... bush.	215,084	157,529	117,627	202,244
Brown sugar..... lbs.	.....	.....	109,295	388,057

The large exportations of last year supplied in an eminent degree the deficits of the English harvests, but fell far short of the whole wants of the British islands. This year the home supplies in those islands will be good.

In western Europe, Germany particularly, the revolutions must be productive of great results in a commercial point of view. There is no doubt but that the whole mass of Germans will be reunited under a national government, which will permit the freest internal communication between all the States. This will involve the dissolution of the ill-cemented Austrian empire, and the merging of the hereditary States of the House of Hapsburg into a confederation, whereof Prussia henceforth must be the leading power. That government had already become the most influential of the German States, by means of the operation of the customs union, got up under her guidance. After the peace of Paris, Germany was divided into thirty-eight sovereignties, each of which had its own circle of custom-house officers, and the face of the country was checkered with barriers to the free movement of trade. The jealousies and disunion of the German States, more particularly in relation to their material interests, were, by the thoughtful and laborious king of Prussia, justly considered as one great cause of the success of the French arms. The Prussian king, therefore, conceived the idea, by a union of *material* interests, to amalgamate the *national* and *moral* interest of the States of Germany, and thus to surround his territory with a *frontier of independent States, bound by a commercial league and mutual free trade, to Prussian interests*. Overtures were accordingly made, in 1826, to other German governments, and finally the league formed by which Prussia, Bavaria, Saxony, Wurtemberg, Hesse electoral, Hesse ducal, Baden, Nassau, and Thuringia, abolished their individual customs regulations, and united in a common league, by which Prussia collected all the duties on goods imported into all the States, and divided the amount *pro rata* among the several States, according to population. This plan worked so well that other States were admitted, and nearly all Germany, comprising thirty-two States, became united in internal commerce. Prussia, in the operation, at first sacrificed a part of her revenue, because her share of the divided aggregate income under the league was less than her own revenues previously. She gained politically, however, because all Germany became immediately her frontier defences. The rapid growth of internal trade soon interwove the interests of the people of the several States in a manner to make separation impossible, as much so as it would be again to separate Massachusetts from New York. The multiplication of railroads still further increased the general prosperity, and Germany has moved rapidly forward in manufacturing industry and social improvement. The increase of traffic, growing out of the removal of internal restrictions, has been as follows:—

COMMERCE OF THE ZOLL VEREIN.

ARTICLES CHIEFLY IMPORTED FROM THE UNITED STATES.

	1837 to 1841.		1845.	
	Average consumed and on hand.	Value.	Consumed and on hand in 1845.	Value.
	Quantity.	Value.	Quantity.	Value.
	Quintals.	Dollars.	Quintals.	Dollars.
Raw cotton.....	200,091	2,601,183	443,887	5,770,531
Cotton twist and wadding manufactured in G. Britain.	352,884	9,174,984	574,303	14,731,878
Tobacco in leaves and stems.	196,351	883,580	390,383	1,756,724
Rice.....	120,456	644,439	243,990	1,305,346
Whale oil.....	245,179	1,544,628	437,271	2,754,810
		<u>\$14,848,814</u>		<u>\$36,519,289</u>

OTHER COLONIAL ARTICLES PARTLY IMPORTED FROM THE UNITED STATES.

	1837 to 1841.		1845.	
	Average consumed and on hand. Quantity. Quintals.	Value. Dollars.	Consumed and on hand in 1845. Quantity. Quintals.	Value. Dollars.
Dye stuffs.....	341,034	1,705,170	403,150	2,015,750
Potash.....	117,519	822,633	137,535	962,745
Hides.....	152,662	2,671,935	314,504	5,503,846
Ginger and other spices.....	13,108	146,810	10,580	118,496
Pepper and pimento.....	26,735	262,003	65,266	639,607
Cassia and cinnamon.....	5,147	171,095	12,352	425,320
Coffee.....	555,950	5,559,500	1,025,880	10,258,800
Cocoa.....	8,314	116,356	10,044	140,616
Tea.....	1,871	163,732	6,518	570,325
Refined sugar.....	14,404	120,994	63,243	531,240
Half refined sugar (farm).....	150	1,050	82,648	518,536
Raw sugar, for refining.....	1,118,685	6,152,768	1,416,975	7,793,362
Oils.....	44,969	472,175	205,153	2,154,167
Indigo.....	23,783	3,436,101	32,642	4,710,174
Palm, sperm, cocoa, and mixed oils.....	58,323	571,565	113,682	1,114,048
Dried fish.....	30,199	105,679	41,781	146,230
Turpentine.....	15,984	147,652	21,467	198,570
Lead.....	65,677	328,385	94,703	473,625
Hops.....	1,962	27,468	5,866	82,124
Beeswax.....	4,719	155,727	8,625	284,625
Total amount.....		\$38,046,592		\$65,213,515

The importation of United States articles increased 150 per cent. The increase in the consumption of cotton for five successive years, was as follows:—

COTTON CONSUMED IN THE GERMAN ZOLL VEREIN.

	1841.	1842.	1843.	1844.	1845.
Import.....cwt.	273,182	317,939	391,138	358,727	549,388
Export.....	50,218	75,032	84,407	92,521	105,501
Excess import.....	222,964	242,907	306,731	266,203	443,887

In the four years here expressed, the manufacturing of cotton in Germany had doubled, and this fact is expressive of the progress made in all the material interests of Germany. The revenues of the league, derived from imports, which were 25,402,075 florins in 1834, had more than doubled in 1845.

The government of Austria saw, with intense anxiety, the entire success of this measure, by which Prussia had become the leading power of Germany, and they sought to form a counterpoise by forming a southern league of Austria with the Italian States. In possession of Venice and Trieste, Austria had magnificent seaports, and she entered into a preliminary treaty with the States through which the Po runs, as well as with the Sardinian States, the object of which was to remove the restrictions upon the navigation of the rivers of the north of Italy, and make her port of Trieste the centre of a vast commerce. That port is doubtless the natural *debouche* of Southern Germany, and through it is transacted one-third of all the commerce of the Austrian empire, which is nearly as follows:—

	Imports.	Exports.	Import duties.
Trieste.....	\$12,475,411	\$5,947,355	\$2,875,768
Other ports.....	40,237,308	45,750,606	4,473,357
Total.....	\$52,712,719	\$51,692,961	\$7,349,125

Trieste, then, has 17½ per cent of the whole Austrian trade, and pays 36 per

cent of all the duties. Among the articles imported are, for 11,000,000 florins, (\$5,500,000.) yarn. This commercial statistic of Austria, however, is not to be relied on, from the known venality and prostitution of all her custom-house officers, and the enormous smuggling trade carried on with regular assurances of 10 per cent against the law. Instead of the imports, as here stated, exceeding the exports only by 2,000,000 florins, the difference, in all probability, amounts to 20,000,000. As regards the exports, which consist principally of raw produce, they are, of course, more easily watched by the government than the imports, and are, therefore, more likely to be correct. It appears, also, that the whole revenue derived from the exports and imports of the country, inhabited by 37,000,000 of people, do not yet reach 16,000,000 florins, or \$8,000,000, a sum frequently entered to the credit of the United States by the Collector in New York during the space of a single week. The tobacco monopoly of Austria alone yields an income of 20,000,000 florins, or about \$10,000,000; and hence the futile attempt of the government of the United States to induce that bigoted and benighted power to admit American tobacco at a fixed rate of duty. The whole system has now fallen into ruin. The policy of Austria, as well as the whole of Germany, changed with the flight of Metternich, and the whole vast commerce of Europe is now about to reward American enterprise. The establishing of the steam line to Bremen will prove a measure of great wisdom, and we doubt not that American interests will be timely looked after by suitable agents at the various courts. The republicanizing of Europe brings its people nearer to the United States in every respect.

COMMERCIAL STATISTICS.

COMMERCE AND NAVIGATION OF THE UNITED STATES

FOR THE YEAR ENDING 30TH OF JUNE, 1847.

We have at length received an official copy of the Report of the Secretary of the Treasury, communicating a Report of the Register of the Treasury, of the commerce and navigation of the United States for the year ending 30th of June, 1847.* We have, on several former occasions, called attention to the tardy appearance of these reports. The present report, closing with the fiscal year ending June 30th, 1847, was laid before Congress December 14th, 1847, nearly six months after, when it was ordered to be printed; and now (May 30th, 1848) five months more elapse before it is officially made public. We have no disposition to change our democratic institutions, but we really wish that our government would engraft a little of the monarchical dispatch and promptness of some of the European states upon our institutions. We have before stated, that in Great Britain, the annual reports, corresponding with our own, are made up to the 5th of January in each year, laid before Parliament, and published before the expiration of a week. The British government publish, in addition, quarterly reports. We receive from our correspondent in Paris the "*Tableau General du Commerce de la France*," although a quarto volume three or four times larger than our Treasurer's Report for the same year, long before the United States annual report reaches us from Washington. The importance of

* This Report was not received until the close of May, 1848, eleven months after the close of the fiscal year, which ends on the 30th of June.

a prompt issue of these reports does not appear to us to be properly appreciated either by the appropriate department of our government, or our representatives in Congress. The custom-house returns of the different collection districts should all be made to the Treasury Department within a month or two after the expiration of the commercial year, so that they would be in the hands of the Register of the Treasury and his assistants some time in July or August, which would give them four months at least to prepare the report prior to the meeting of Congress in December. Indeed, four months would be ample time to prepare and print the report; and the better course would be, for Congress to pass a law authorizing the Department to print a specified number of the document, so that it could be laid before both houses of Congress, or distributed among the members at the opening of the session in December of each year. There can be no possible objection to this method, as no alteration is ever made in the report by the action of Congress, and about the same number are ordered to be printed every year. We sincerely hope that some member, representing the commercial interests in Congress, will bring the subject before that honorable body before the close of the present session.

In accordance with our usual custom, we now proceed to lay before the readers of the Merchants' Magazine a full and comprehensive view of the Commerce and Navigation of the United States for the year ending June 30th, 1847, as derived from an official copy of the report:—

DOMESTIC EXPORTS OF THE UNITED STATES DURING THE YEAR 1847.

SUMMARY STATEMENT OF THE VALUE OF THE EXPORTS OF THE GROWTH, PRODUCE, AND MANUFACTURE OF THE UNITED STATES, DURING THE YEAR COMMENCING ON THE 1ST DAY OF JULY, 1846, AND ENDING ON THE 30TH DAY OF JUNE, 1847.

THE SEA.			
Fisheries—		Horses and mules.....	\$277,359
Dried fish, or cod fisheries..	\$659,629	Sheep.....	29,100
Pickled fish, or river fisheries, (herring, shad, salmon, mackerel).....	136,221		\$11,113,074
Whale and other fish oil....	1,070,659	Vegetable food—	
Spermaceti oil.....	738,456	Wheat.....	6,049,350
Whalebone.....	671,601	Flour.....	26,133,811
Spermaceti candles.....	191,467	Indian corn.....	14,395,212
		Indian meal.....	4,301,334
		Rye meal.....	225,502
		Rye, oats, and small grain and pulse.....	1,600,962
	\$3,468,033	Biscuit, or shipbread.....	556,266
		Potatoes.....	109,062
		Apples.....	92,961
		Rice.....	3,605,896
			\$57,070,356
		Tobacco.....	7,242,086
		Cotton.....	53,415,848
		Wool.....	89,460
		All other agricult'l products—	
		Flaxseed.....	1,346
		Hops.....	150,654
		Brown sugar.....	25,483
		Indigo.....	10
			\$177,493
		MANUFACTURES.	
		Soap and tallow candles.....	606,798
		Leather boots and shoes.....	243,816
		Household furniture.....	225,700
		Coaches, and other carriages..	75,369
		Hats.....	59,536
THE FOREST.			
Skins and furs.....	747,145		
Ginseng.....	64,466		
Product of wood—			
Staves, shingles, b'rds, hewn timber.....	1,849,911		
Other lumber.....	342,781		
Masts and spars.....	23,270		
Oak bark and other dye.....	95,355		
All manufactures of wood..	1,495,924		
Naval stores, tar, pitch, rosin, and turpentine.....	759,221		
Ashes, pot and pearl.....	618,000		
	\$5,996,073		
AGRICULTURE.			
Product of animals—			
Beef, tallow, hides, horned cattle.....	2,434,003		
Butter and cheese.....	1,741,770		
Pork, (pickled,) bacon, lard, live hogs.....	6,630,842		

DOMESTIC EXPORTS OF THE UNITED STATES—CONTINUED.

Saddlery.....	\$13,102	Leather and morocco skins not sold per pound.....	\$29,856
Wax.....	161,527	Fire engines and apparatus...	3,443
Spirits from grain.....	67,781	Printing presses and type.....	17,431
Beer, ale, porter, and cider....	68,114	Musical instruments.....	16,997
Snuff and tobacco.....	658,950	Books and maps.....	44,751
Linseed oil and spirits of turpentine.....	498,110	Paper and stationery.....	88,731
Cordage.....	27,054	Paints and varnish.....	54,115
Iron—pig, bar, and nails.....	168,817	Vinegar.....	9,526
castings.....	68,889	Earthen and stone ware.....	4,758
all manufactures of.....	929,778	Manufactures of glass.....	71,155
Spirits from molasses.....	293,609	tin.....	6,363
Sugar, refined.....	124,824	pewter & lead	13,694
Chocolate.....	1,653	m'rble & st'ne	11,220
Gunpowder.....	88,397	gold & silver	
Copper and brass.....	64,980	& gold leaf	4,268
Medicinal drugs.....	165,793	Gold and silver coin.....	62,620
		Artificial flowers and jewelry.	3,126
	\$4,612,597	Molasses.....	26,959
Cotton, piece goods—		Trunks.....	5,270
printed and colored....	281,320	Brick and lime.....	17,623
white.....	3,345,902	Domestic salt.....	42,333
nankeen.....	8,794		
twist, yarn, and thread	108,132		\$4,692,403
all other manufact's of	338,375	Lead.....	124,981
		Articles not enumerated—	
Flax and hemp—	\$4,082,523	Manufactured.....	1,108,984
Cloth and thread.....	477	Other articles.....	1,199,276
Bags and all manufact's of..	5,305		\$2,308,260
Wearing apparel.....	47,101	Government stores to the army,	
Combs and buttons.....	17,026	from New York.....	326,800
Brushes.....	2,967		
Billiard tables and apparatus..	615	Grand Total.....	\$150,637,464
Umbrellas and parasols.....	2,150		

RECAPITULATION.

The Sea.....	\$3,468,033	All other agricultural products	\$177,493
The Forest.....	5,996,073	Manufactures.....	9,305,000
Agriculture.....	11,113,074	Lead.....	124,981
Vegetable food.....	57,070,356	Articles not enumerated.....	2,308,260
Tobacco.....	7,242,086	Government stores to the army, from New York.....	326,800
Cotton.....	53,415,848		
Wool.....	89,460		

VALUE OF DOMESTIC EXPORTS OF THE UNITED STATES TO EACH FOREIGN COUNTRY.

Whither exported.	ARTICLES NOT ENUMERATED.		TOTAL VALUE OF MERCHANDISE.		
	Manufactured.	Other.	In American vessels.	In foreign vessels.	To each country.
Russia.....	\$2,121	\$20	\$365,352	\$260,980	\$626,332
Prussia.....	530			182,259	182,259
Sweden and Norway.....	127	50		391,847	391,847
Swedish West Indies.....	662	22	110,062		110,062
Denmark.....	76		14,577	184,375	198,952
Danish West Indies.....	9,111	4,783	733,472	103,200	836,672
Hanse Towns.....	27,027	15,711	841,567	3,226,846	4,068,413
Hanover.....				6,469	6,469
Holland.....	5,293	5,352	998,477	886,921	1,885,398
Dutch East Indies.....	131	980	91,902		91,902
Dutch West Indies.....	725	784	216,329	885	217,214
Dutch Guiana.....	93	151	43,840		43,840
Belgium.....	1,753	5,054	1,902,042	972,325	2,874,367
England.....	299,152	357,183	40,092,630	30,131,147	70,223,777
Scotland.....	15,390	66,722	2,375,631	1,269,829	3,645,460
Ireland.....	3,025	26,246	6,710,511	5,687,187	12,397,698

VALUE OF DOMESTIC EXPORTS OF THE UNITED STATES—CONTINUED.

Whither exported.	ARTICLES NOT ENUMERATED.		TOTAL VALUE OF MERCHANDISE.		
	Manufactured.	Other.	In American vessels.	In foreign vessels.	To each country.
Gibraltar.....	\$120	\$265	\$303,883	\$61,477	\$365,360
Malta.....	754	.....	25,096	.....	25,096
British East Indies.....	5,609	37,371	237,783	.....	237,783
Cape of Good Hope.....	2,469	452	106,172	.....	106,172
Mauritius.....	634	748	36,275	.....	36,275
Australia.....	483	.....	33,289	.....	33,289
Honduras.....	4,075	1,895	259,828	1,570	261,398
British Guiana.....	3,686	7,610	560,390	61,513	621,903
British West Indies.....	39,374	74,640	3,258,030	715,222	3,973,252
British American Colonies....	459,664	317,738	2,182,370	3,637,297	5,819,667
France on the Atlantic.....	32,998	38,648	15,777,910	1,642,475	17,420,385
France on the Mediterranean.....	4,433	1,691	929,695	242,451	1,172,146
French African ports.....	.....	33	.....	5,491	5,491
Bourbon.....	.....	4,177	19,753	32,804	52,557
French West Indies.....	1,040	11,726	500,085	69,041	569,126
French Guiana.....	409	932	58,287	.....	58,287
Spain on the Atlantic.....	.....	.....	446,544	324,204	770,748
Spain on the Mediterranean.....	.....	.....	166,926	1,021,414	1,188,340
Teneriffé and other Canaries.....	.....	.....	15,148	.....	15,148
Manilla and Philippine Islands	996	2,561	32,480	.....	32,480
Cuba.....	62,471	52,303	5,847,836	157,781	6,005,617
Other Spanish West Indies...	2,493	8,710	808,019	17,060	825,079
Portugal.....	.....	.....	36,165	20,728	56,893
Madeira.....	101	577	76,110	28,921	105,031
Fayal and other Azores.....	.....	.....	9,466	.....	9,466
Cape de Verd Islands.....	3,101	814	70,303	781	71,084
Italy.....	.....	.....	925,535	130,487	1,056,022
Sardinia.....	69	803	438,341	191,891	630,232
Sicily.....	61	.....	53,409	3,490	56,899
Trieste and other Aust. ports..	485	357	843,311	332,064	1,175,375
Turkey, Levant, &c.....	1,025	150	61,570	.....	61,570
Hayti.....	11,304	3,577	1,164,347	22,670	1,187,017
Mexico.....	13,230	6,279	129,643	80,198	209,841
Central Republic of America..	280	.....	73,322	.....	73,322
New Grenada.....	741	319	20,025	33,630	53,655
Venezuela.....	14,606	2,661	560,859	10,615	571,474
Brazil.....	9,005	39,608	2,309,729	257,209	2,566,938
Cisplatine Republic.....	5,393	990	143,895	36,641	180,536
Argentine Republic.....	296	899	111,379	12,575	123,954
Chili.....	3,865	4,468	1,342,579	118,768	1,461,347
Peru.....	1,488	287	133,447	59,531	192,978
Equador.....	.....	.....	.....	27,253	27,253
China.....	6,160	86,268	1,708,655	.....	1,708,655
West Indies generally.....	9	1,736	118,137	.....	118,137
South America generally.....	255	.....	44,427	.....	44,427
Asia generally.....	151	225	161,679	.....	161,679
Africa generally.....	8,534	957	565,761	134,670	700,431
South Seas and Pacific ocean.	41,901	3,743	310,187	.....	310,187
Total.....	1,108,984	1,199,276	97,514,472	52,796,192	150,310,664

COMMERCE OF THE UNITED STATES WITH ALL NATIONS IN 1847.

A STATISTICAL VIEW OF THE COMMERCE OF THE UNITED STATES, EXHIBITING THE VALUE OF EXPORTS TO AND IMPORTS FROM EACH FOREIGN COUNTRY, DURING THE YEAR ENDING 30TH OF JUNE, 1847.

COUNTRIES.	Value of exports.			Value of imp.
	Domest. prod.	Foreign prod.	Total.	
Russia.....	\$626,332	\$124,118	\$750,450	\$924,673
Prussia.....	182,259	19,907	202,166	7,608
Sweden and Norway.....	391,847	28,340	420,187	613,698
Swedish West Indies.....	110,062	3,659	113,721	.....

A STATISTICAL VIEW OF THE COMMERCE OF THE UNITED STATES—CONTINUED.

COUNTRIES.	Value of exports.			Value of imp.
	Domest. prod.	Foreign prod.	Total.	
Denmark	\$198,952	\$4,943	\$203,895	\$475
Danish West Indies.....	836,672	152,631	989,303	846,748
Holland.....	1,885,398	129,936	2,015,334	1,247,209
Dutch East Indies.....	91,902	108,238	200,140	894,982
Dutch West Indies.....	217,214	16,355	233,569	279,038
Dutch Guiana.....	43,840	388	44,228	59,355
Belgium.....	2,874,367	348,190	3,222,557	948,325
Hanse Towns.....	4,058,413	266,225	4,334,638	3,622,185
Hanover.....	6,469	.....	6,469	.....
England.....	70,223,777	834,921	71,058,698	65,170,374
Scotland.....	3,645,460	162,013	3,807,473	1,837,014
Ireland.....	12,397,698	31,488	12,429,186	590,240
Gibraltar.....	365,360	55,026	420,386	26,969
Malta.....	25,096	22,541	47,637	.....
British East Indies.....	237,783	135,454	373,237	1,646,457
Mauritius.....	36,275	1,233	37,508	.....
Cape of Good Hope.....	106,172	.....	106,172	36,041
British West Indies.....	3,973,252	20,140	3,993,392	947,932
British Guiana.....	621,903	1,816	623,719	19,125
British Honduras.....	261,398	40,519	301,917	197,232
British American colonies.....	5,819,667	2,165,876	7,985,543	2,343,927
Other British colonies, (Australia)	33,289	.....	33,289	.....
France on the Atlantic.....	17,420,385	449,046	17,869,431	23,899,076
France on the Mediterranean.....	1,172,146	56,041	1,228,187	1,001,765
French African ports.....	5,491	.....	5,491	.....
French West Indies.....	569,126	34,038	603,164	151,366
French Guiana.....	58,287	1,990	60,277	47,775
Miquelon and French fisheries.....	.....	.....	.....	435
Bourbon.....	52,557	.....	52,557	.....
Spain on the Atlantic.....	770,748	10,115	780,863	274,708
Spain on the Mediterranean.....	1,188,340	41,063	1,229,403	1,016,551
Teneriffé and the other Canaries.....	15,148	.....	15,148	61,864
Manilla and Philippine isles.....	32,480	44,760	77,240	494,056
Cuba.....	6,005,617	972,089	6,977,706	12,394,867
Porto Rico.....	825,079	33,985	859,064	2,141,929
Portugal.....	56,893	1,335	58,228	283,330
Madeira.....	105,031	1,389	106,420	95,857
Fayal and the Azores.....	9,466	525	9,991	34,564
Cape de Verd Islands.....	71,084	17,848	88,932	2,399
Italy.....	1,056,022	93,333	1,149,355	1,279,936
Sicily.....	56,899	7,218	64,117	550,988
Tuscany.....	.....	.....	.....	.....
Sardinia.....	630,232	16,870	647,102	287
Trieste and other Austrian ports.....	1,175,375	73,348	1,248,723	187,341
Turkey.....	61,570	65,672	127,242	577,710
Mexico.....	536,641	155,787	692,428	746,818
Central America.....	73,322	23,246	96,568	80,581
New Grenada.....	53,655	19,405	73,060	156,654
Venezuela.....	571,474	43,739	615,213	1,322,496
Brazil.....	2,566,938	376,840	2,943,778	7,096,160
Argentine Republic.....	123,954	52,135	176,089	241,209
Cisplatine Republic.....	180,536	56,303	236,839	112,810
Chili.....	1,461,347	210,263	1,671,610	1,716,903
Peru.....	192,978	34,559	227,537	396,223
Republic of Equador.....	27,253	571	27,824	.....
China.....	1,708,655	124,229	1,832,884	5,583,343
Hayti.....	1,187,017	111,756	1,298,773	1,391,580
South America generally.....	44,427	6,213	50,640	10,500
Europe generally.....	.....	.....	.....	.....
Asia generally.....	161,679	105,565	267,244	308,481
Africa generally.....	700,431	44,499	744,930	559,842

A STATISTICAL VIEW OF THE COMMERCE OF THE UNITED STATES—CONTINUED.

COUNTRIES.	Value of exports.		Total.	Value of imp.
	Domest. prod.	Foreign prod.		
West Indies generally.....	\$118,137	\$1,539	\$119,676	.....
Liberia.....	.....	.....	.....	.....
Pacific ocean (whaling).....	310,187	49,887	360,074	\$44,588
Atlantic ocean (whaling).....	.....	.....	.....	.....
Indian ocean (whaling).....	.....	.....	.....	.....
Sandwich Islands.....	.....	.....	.....	21,039
North-west coast.....	.....	.....	.....	.....
Total.....	\$150,637,464	\$8,011,158	\$158,648,622	\$146,545,638

NAVIGATION OF THE UNITED STATES WITH ALL NATIONS.

STATISTICAL VIEW OF THE NAVIGATION OF THE UNITED STATES, EXHIBITING THE TONNAGE OF AMERICAN AND FOREIGN VESSELS ARRIVING FROM AND DEPARTING TO EACH FOREIGN COUNTRY, DURING THE YEAR 1847.

COUNTRIES.	American Tonnage.		Foreign Tonnage.	
	Entered.	Cleared.	Entered.	Cleared.
Russia.....	6,801	4,135	.....	1,362
Prussia.....	152	.....	523	5,127
Sweden and Norway.....	1,068	.....	13,121	6,263
Swedish West Indies.....	.....	1,607	.....	.....
Denmark.....	.....	216	717	2,274
Danish West Indies.....	23,898	22,156	2,900	4,315
Holland.....	18,562	17,744	17,293	17,143
Dutch East Indies.....	6,583	5,370	.....	.....
Dutch West Indies.....	14,586	4,370	113	113
Dutch Guiana.....	4,180	4,381	.....	.....
Belgium.....	28,307	26,617	20,173	18,752
Hanse Towns.....	27,361	12,127	83,105	56,634
Hanover.....	.....	.....	.....	246
England.....	426,501	457,598	325,831	300,555
Scotland.....	20,411	25,315	43,156	15,630
Ireland.....	40,366	124,600	76,903	101,067
Gibraltar.....	2,851	8,219	1,045	1,713
Malta.....	221	843	.....	223
British East Indies.....	10,683	12,294	.....	615
Mauritius.....	.....	1,090	.....	307
Cape of Good Hope.....	675	2,287	.....	.....
British West Indies.....	76,981	91,900	36,792	21,172
British Guiana.....	4,675	13,492	4,484	1,853
British Honduras.....	5,736	5,946	786	507
British American colonies.....	670,015	657,595	500,941	528,515
Other British colonies, (Australia)	.....	725	.....	.....
France on the Atlantic.....	126,422	147,579	27,941	18,496
France on the Mediterranean....	13,250	13,078	1,594	4,611
French African ports.....	.....	.....	.....	.....
French West Indies.....	15,571	22,715	6,871	2,527
French Guiana.....	1,494	1,808	.....	.....
Miquelon and French fisheries....	.....	2,001	.....	743
Bourbon.....	.....	1,005	.....	487
Spain on the Atlantic.....	16,372	9,585	2,819	1,174
Spain on the Mediterranean.....	12,460	7,266	11,260	16,326
Teneriffé and the other Canaries.	2,445	856	.....	.....
Manilla and Philippine isles.....	5,856	3,189	.....	.....
Cuba.....	233,258	243,515	10,756	18,493
Porto Rico.....	38,063	26,767	1,746	1,879
Portugal.....	4,182	2,537	1,203	1,883
Madeira.....	1,341	3,348	1,248	1,046
Fayal and the Azores.....	1,559	1,108	330	.....
Cape de Verd Islands.....	107	1,798	.....	240
Italy.....	.....	.....	.....	.....
Sicily.....	28,911	1,423	1,466	649

A STATISTICAL VIEW OF THE NAVIGATION OF THE UNITED STATES—CONTINUED.

COUNTRIES.	American Tonnage.		Foreign Tonnage.	
	Entered.	Cleared.	Entered.	Cleared.
Tuscany.....	5,415	1,956	500	375
Sardinia.....	1,908	10,235	1,472	3,313
Trieste and other Austrian ports.	3,930	7,861	1,204	5,279
Turkey.....	4,672	1,118	342	.....
Mexico.....	6,497	10,716	2,903	2,155
Central America.....	1,822	1,345	.....	.....
New Grenada.....	822	565	1,708	734
Venezuela.....	13,185	10,800	728	630
Brazil.....	55,616	39,281	10,233	3,367
Argentine Republic.....	693	2,237	.....	.....
Cisplatine Republic.....	3,259	3,536	1,119	786
Chili.....	7,208	7,185	1,300	1,077
Peru.....	919	1,208	.....	562
Republic of Equador.....	.....	.....	.....	168
China.....	16,601	12,334	1,174	.....
Hayti.....	27,717	27,959	1,068	2,500
South America generally.....	275	186	275	.....
Europe generally.....	.....	326	.....	.....
Asia generally.....	1,081	448	.....	.....
Africa generally.....	11,044	8,851	1,203	2,719
West Indies generally.....	.....	9,971	.....	.....
Liberia.....	428	180	.....	.....
Pacific ocean (whaling).....	39,042	33,068	.....	.....
Atlantic ocean (whaling).....	3,546	5,175	.....	.....
Indian ocean (whaling).....	3,015	11,385	.....	.....
Sandwich Islands.....	760	1,978	.....	.....
North-west coast.....	.....	2,284	.....	.....
Total.....	2,101,359	2,202,393	1,220,346	1,176,605

TONNAGE OF EACH COLLECTION DISTRICT OF THE UNITED STATES.

STATEMENT EXHIBITING A CONDENSED VIEW OF THE TONNAGE OF THE SEVERAL DISTRICTS OF THE UNITED STATES, ON THE 30TH OF JUNE, 1847, IN TONS AND 95THS.

Districts.	Registered.	Enrolled and licensed.	Total of each district.
Passamaquoddy, Maine.....	6,960 38	7,006 83	13,967 26
Machias, ".....	1,101 78	15,183 35	16,285 18
Frenchman's Bay, ".....	1,816 14	23,915 29	15,731 43
Penobscot, ".....	7,105 52	26,666 14	33,771 66
Belfast, ".....	15,012 88	28,645 23	43,658 16
Waldoborough, ".....	21,343 71	46,600 06	67,943 77
Wiscasset, ".....	5,684 33	13,353 76	19,038 14
Bath, ".....	47,445 02	28,779 86	76,224 88
Portland, ".....	51,418 41	22,628 18	74,046 59
Saco, ".....	1,974 83	2,137 25	4,112 13
Kennebunk, ".....	6,034 06	2,481 78	8,515 84
York, ".....	83 07	974 78	1,057 85
Portsmouth, New Hampshire.....	11,894 59	8,531 72	20,426 36
Burlington, Vermont.....	.....	2,560 11	2,560 11
Newburyport, Massachusetts.....	18,038 42	7,144 44	25,182 86
Ipswich, ".....	.....	1,006 15	1,006 15
Gloucester, ".....	2,180 79	16,532 04	18,712 83
Salem, ".....	16,375 32	9,034 29	25,409 61
Beverly, ".....	.....	2,661 17	2,661 17
Marblehead, ".....	1,477 36	5,491 20	6,968 56
Boston, ".....	210,775 67	49,257 20	260,032 87
Plymouth ".....	3,788 93	6,414 77	10,203 75
Fall River, ".....	2,356 24	7,990 74	10,347 03
New Bedford, ".....	111,198 30	8,628 92	119,827 27
Barnstable, ".....	5,030 81	45,458 02	50,488 83

A CONDENSED VIEW OF THE TONNAGE OF THE SEVERAL DISTRICTS—CONTINUED.

Districts.	Registered.	Enrolled and licensed.	Total of each district.
Edgartown, Massachusetts.....	5,703 11	1,054 32	6,757 43
Nantucket ".....	28,151 50	2,770 29	30,921 79
Providence, Rhode Island.....	11,416 32	11,078 31	21,494 63
Bristol, ".....	12,617 13	2,470 75	15,087 88
Newport, ".....	5,769 01	4,658 14	10,427 15
Middletown, Connecticut.....	316 24	9,570 37	9,886 61
New London, ".....	28,610 59	12,620 49	41,231 13
Stonington, ".....	13,786 45	5,341 45	19,127 90
New Haven, ".....	3,798 35	9,387 21	13,185 56
Fairfield, ".....	1,227 45	18,221 84	19,449 04
Champlain, New York.....	.....	4,745 74	4,745 74
Sackett's Harbor, ".....	.....	7,169 81	7,169 81
Oswego, ".....	.....	17,665 78	17,665 78
Niagara, ".....	.....	246 53	246 53
Genesee, ".....	.....	1,217 44	1,217 44
Oswegatchie, ".....	.....	2,573 32	2,573 32
Buffalo, ".....	.....	35,413 01	35,413 01
Sag Harbor, ".....	22,740 30	6,431 63	29,171 93
New York, ".....	297,516 04	348,527 26	646,043 30
Cape Vincent, ".....	.....	2,777 92	2,777 92
Perth Amboy, New Jersey.....	58 18	20,769 52	20,827 70
Bridgetown, ".....	627 82	12,153 73	12,781 60
Burlington, ".....	.....	5,877 14	5,877 14
Camden, ".....	.....	7,400 70	7,400 70
Newark, ".....	84 68	20,405 06	20,489 74
Little Egg Harbor, ".....	.....	6,005 45	6,005 45
Great Egg Harbor, ".....	.....	10,345 94	10,345 94
Philadelphia, Pennsylvania.....	43,209 02	109,407 81	152,616 83
Presque Isle, ".....	.....	4,990 06	4,990 06
Pittsburgh, ".....	.....	25,390 38	25,390 38
Wilmington, Delaware.....	1,594 79	7,159 48	8,754 32
Newcastle, ".....	.....	5,907 86	5,907 86
Baltimore, Maryland.....	56,062 75	44,393 12	100,455 87
Oxford, ".....	.....	9,151 56	9,151 56
Vienna, ".....	.....	14,586 55	14,586 55
Snow Hill, ".....	.....	8,338 65	8,338 65
St. Mary's, ".....	.....	2,108 52	2,108 52
Town Creek, ".....	.....	1,933 16	1,933 16
Annapolis, ".....	.....	2,548 32	2,548 32
Georgetown, District of Columbia...	2,626 62	9,482 91	12,109 58
Alexandria, ".....	6,852 75	4,495 33	11,348 13
Norfolk, Virginia.....	14,448 13	11,990 06	26,438 19
Petersburgh, ".....	948 65	1,181 14	2,129 79
Richmond, ".....	4,525 32	3,329 01	7,854 33
Yorktown, ".....	.....	2,871 55	2,871 55
East River, ".....	.....	3,226 03	3,226 03
Tappahannock, ".....	541 30	4,928 45	5,469 75
Accomac, C.H., ".....	.....	4,129 37	4,129 37
Yeocomico, ".....	.....	3,443 79	3,443 79
Cherrystone, ".....	62 52	1,700 77	1,763 34
Wheeling, ".....	.....	2,660 76	2,660 76
Wilmington, North Carolina.....	9,284 59	4,156 74	13,441 38
Newbern, ".....	875 44	3,181 58	4,057 07
Washington, ".....	1,179 59	3,528 62	4,708 26
Edenton, ".....	157 89	579 64	737 58
Camden, ".....	1,017 05	9,947 70	10,964 75
Beaufort, ".....	90 91	1,123 16	1,214 12
Plymouth, ".....	510 47	703 03	1,213 50
Ocracoke, ".....	138 67	1,456 63	1,595 35
Charleston, South Carolina.....	11,796 06	11,770 82	23,566 88
Beaufort, ".....	.....	30 57	30 57

A CONDENSED VIEW OF THE TONNAGE OF THE SEVERAL DISTRICTS—CONTINUED.

Districts.	Registered.	Enrolled and licensed.	Total of each district.
Georgetown, South Carolina.....	1,936 06	1,485 24	3,421 30
Savannah, Georgia.....	9,079 01	9,167 94	18,247 00
Sunbury, ".....			
Brunswick, ".....		479 81	479 81
St. Mary's, ".....	1,415 46	881 60	2,297 11
Pensacola, Florida.....	2,639 31	2,172 58	4,811 89
St. Augustine, ".....			
Appalachicola, ".....		2,903 90	2,903 90
St. Mark's, ".....		74 90	74 90
St. John's ".....		180 62	180 62
Key West ".....	3,639 16	952 20	4,591 37
Mobile, Alabama.....	4,037 78	14,392 89	18,430 72
Pearl River, Mississippi.....			
Vicksburgh, ".....		391 84	391 84
New Orleans, Louisiana.....	80,622 29	132,075 51	212,697 80
Teche ".....		840 83	840 83
Nashville, Tennessee.....		2,707 46	2,707 46
Louisville, Kentucky.....		10,388 36	10,388 36
St. Louis, Missouri.....		31,635 86	31,635 86
Cuyahoga, Ohio.....		25,493 72	25,493 72
Sandusky, ".....		4,322 48	4,322 48
Cincinnati, ".....		17,801 12	17,801 12
Miami, ".....		3,163 44	3,163 44
Detroit, Michigan.....		27,164 79	27,164 79
Michilimackinac ".....		1,288 75	1,288 75
Galveston, Texas.....	500 20	1,987 34	2,487 54
Chicago, Illinois.....		3,951 56	3,951 56
Total.....	1,241,312 92	1,597,732 80	2,839,045 77

NUMBER AND TONNAGE OF VESSELS BUILT IN EACH STATE IN 1847.

STATES.	CLASS OF VESSELS.						Total tonnage. <i>Tons. 95ths.</i>
	Ships.	Brigs.	Scho'ners.	Sloops and canal b'ts.	St'm's.	vess. built.	
Maine.....	73	120	151	1	1	346	63,548 74
New Hampshire.....	7	1	2	...	...	10	5,288 48
Vermont.....	...	...	1	2	...	3	135 30
Massachusetts.....	33	13	84	5	3	138	27,769 55
Rhode Island.....	3	2	3	1	1	10	2,110 57
Connecticut.....	3	...	30	8	1	42	6,027 94
New York.....	17	5	88	138	23	371	50,994 93
New Jersey.....	...	...	70	26	5	101	9,830 19
Pennsylvania.....	8	2	31	121	66	228	24,126 37
Delaware.....	...	...	17	6	2	25	2,279 32
Maryland.....	5	17	108	...	1	131	12,691 58
District of Columbia..	...	1	2	19	...	22	801 58
Virginia.....	...	...	25	...	2	27	1,524 92
North Carolina.....	1	...	27	6	...	34	2,384 64
South Carolina.....	...	...	3	...	...	3	161 72
Georgia.....	...	...	...	1	...	1	25 33
Ohio.....	1	6	29	10	37	83	18,191 53
Missouri.....	...	...	1	43	16	60	6,073 47
Tennessee.....	...	...	...	...	1	1	167 05
Kentucky.....	...	...	1	...	30	31	5,424 20
Louisiana.....	...	...	9	1	2	12	493 66
Florida.....	...	...	...	...	2	2	387 93
Michigan.....	...	1	7	4	5	17	3,293 07
Alabama.....	...	...	...	...	...	...	.....
Total.....	151	168	689	392	198	1,598	243,732 67

COMMERCE AND NAVIGATION OF EACH STATE AND TERRITORY.

STATEMENT EXHIBITING THE COMMERCE AND NAVIGATION OF EACH STATE AND TERRITORY FOR THE YEAR ENDING ON THE 30TH DAY OF JUNE, 1847.

STATES.	VALUE OF EXPORTS.						VALUE OF IMPORTS.			
	Domestic produce.			Foreign produce.			Total of Amer. and for. produce	In American vessels.	In foreign vessels.	Total.
	In American vessels.	In foreign vessels.	Total.	In American vessels.	In foreign vessels.	Total.				
Maine.....	\$1,453,809	\$160,262	\$1,614,071	\$4,755	\$15,377	\$20,132	\$1,634,203	\$445,745	\$128,311	\$574,050
New Hampshire.....		1,407	1,407		283	283	1,690	13,150	3,785	16,935
Vermont.....	231,985		231,985	282,313		282,313	514,298	239,641		239,641
Massachusetts.....	7,912,656	1,320,121	9,262,777	1,534,580	451,105	1,985,685	11,248,462	18,189,238	16,287,770	34,477,008
Rhode Island.....	190,596	838	191,434	935		935	192,369	301,075	4,414	305,489
Connecticut.....	563,848	34,854	598,702	490		490	499,192	271,870	3,953	275,823
New York.....	32,513,500	12,302,980	44,816,480	3,577,741	1,450,147	5,027,888	49,844,368	71,084,398	13,082,954	84,167,352
New Jersey.....	18,428		18,428		700	700	19,128	4,066	771	4,837
Pennsylvania.....	6,146,513	2,116,798	8,263,311	273,466	7,614	281,080	8,544,391	8,843,773	743,743	9,587,516
Delaware.....	185,013	50,446	235,459				235,459	12,452	270	12,722
Maryland.....	6,796,076	2,836,284	9,632,360	94,539	35,345	129,884	9,762,244	3,925,643	503,671	4,432,314
Dist. of Columbia.....	108,894	15,375	124,269				124,269	25,049		25,049
Virginia.....	3,499,110	2,146,558	5,645,668	10,740	1,966	12,706	5,658,374	333,091	53,036	386,127
North Carolina.....	261,949	22,970	284,919				284,919	136,483	5,901	142,384
South Carolina.....	6,058,387	4,369,759	10,428,146	475	2,896	3,371	10,431,517	1,201,911	378,747	1,580,658
Georgia.....	2,050,360	3,661,789	5,712,149				5,712,149	147,514	59,666	207,180
Florida.....	722,821	1,085,356	1,808,177	1,900	461	2,361	1,810,538	103,180	40,118	143,298
Alabata.....	3,197,209	5,857,371	9,054,580				9,054,580	80,492	309,669	390,161
Louisiana.....	25,609,818	16,178,485	41,788,303	193,204	70,126	263,330	42,051,633	7,437,995	1,684,974	9,222,969
Mississippi.....								81	255	336
Tennessee.....								1,256		1,256
Missouri.....								167,195		167,195
Ohio.....	203,102	575,842	778,944				778,944	88,361	2,300	90,681
Kentucky.....								26,956		26,956
Michigan.....	47,098	46,697	93,795				93,795	37,369	234	37,603
Illinois.....	40,100	12,060	52,100				52,100	266		266
Texas.....								20,087	9,739	29,826
Total.....	\$97,841,272	\$52,796,192	\$150,637,464	\$5,975,138	\$2,036,020	\$8,011,158	\$158,648,622	\$113,141,357	\$33,404,281	\$146,545,638

TONNAGE ENTERED INTO EACH STATE AND TERRITORY OF THE UNITED STATES IN 1847.

STATEMENT EXHIBITING THE NAVIGATION OF EACH STATE AND TERRITORY FOR THE YEAR ENDING ON THE 30TH DAY OF JUNE, 1847.

STATES.	AMERICAN.				FOREIGN.				TOTAL AMERICAN AND FOREIGN.			
	No.	Tons.	Crews.		No.	Tons.	Crews.		No.	Tons.	Crews.	
Men.			Boys.	Men.			Boys.	Men.			Boys.	
Maine.....	267	50,156	2,074	27	895	69,483	3,994	33	1,162	119,639	6,068	60
New Hampshire.....	5	2,141	63	8	39	2,268	141	7	44	4,409	204	15
Vermont.....	250	69,044	4,551	.....	.....	.....	.....	.....	250	69,044	4,551	.....
Massachusetts.....	1,268	291,410	12,975	393	1,606	129,404	8,639	2	2,874	420,814	21,614	395
Rhode Island.....	112	21,149	1,057	45	23	2,330	134	.....	135	23,479	1,191	45
Connecticut.....	128	29,073	1,792	118	12	1,366	71	.....	140	30,439	1,863	118
New York.....	3,511	1,086,744	52,295	1,761	2,361	537,458	30,611	333	5,872	1,624,202	82,906	2,094
New Jersey.....	3	613	23	.....	21	2,050	93	.....	24	2,663	116	.....
Pennsylvania.....	444	102,055	4,129	283	186	38,398	1,726	107	630	140,453	5,855	390
Delaware.....	5	639	29	1	1	738	26	.....	6	1,377	55	1
Maryland.....	357	82,099	3,520	.....	154	40,966	1,685	.....	511	123,065	5,205	.....
District of Columbia.....	3	516	28	.....	.....	.....	.....	.....	3	516	28	.....
Virginia.....	112	21,677	958	3	153	39,044	1,731	7	265	60,721	2,689	10
North Carolina.....	138	20,851	955	5	22	2,840	149	1	160	23,691	1,104	6
South Carolina.....	181	38,974	1,670	12	102	36,261	1,334	227	283	75,235	3,004	239
Georgia.....	41	9,553	390	.....	67	39,049	1,391	.....	108	48,602	1,781	.....
Florida.....	86	11,256	534	5	71	10,204	803	30	157	21,460	1,337	35
Alabama.....	50	16,596	601	.....	79	43,162	1,568	.....	129	59,758	2,177	.....
Louisiana.....	692	233,839	8,624	.....	393	170,059	6,684	.....	1,085	403,898	15,308	.....
Mississippi.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tennessee.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio.....	58	5,962	285	4	78	10,273	476	.....	136	16,235	761	4
Kentucky.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan.....	1	35	4	.....	207	36,775	1,857	8	208	36,810	1,861	8
Illinois.....	4	1,858	72	.....	1	350	17	.....	5	2,208	89	.....
Texas.....	14	5,119	223	.....	28	7,868	479	.....	42	12,987	702	.....
Total.....	7,730	2,101,359	96,860	2,665	6,499	1,220,346	63,609	755	14,229	3,321,705	160,469	3,420

TONNAGE CLEARED FROM EACH STATE AND TERRITORY OF THE UNITED STATES IN 1847.

STATEMENT EXHIBITING THE NAVIGATION OF EACH STATE AND TERRITORY FOR THE YEAR ENDING ON THE 30TH DAY OF JUNE, 1847.

STATES.	AMERICAN.				FOREIGN.				TOTAL AMERICAN AND FOREIGN.			
	No.	Tons.	Crews.		No.	Tons.	Crews.		No.	Tons.	Crews.	
			Men.	Boys.			Men.	Boys.			Men.	Boys.
Maine.....	601	104,169	4,418	94	894	69,608	4,010	61	1,495	173,777	8,428	155
New Hampshire.....	1	231	10	1	31	1,671	100	6	32	1,902	110	7
Vermont.....	268	72,064	4,672	7	.....	.....	.....	.....	268	72,064	4,672	7
Massachusetts.....	1,104	235,800	11,655	188	1,621	132,634	8,492	.....	2,725	368,434	20,147	188
Rhode Island.....	80	14,595	712	12	19	1,978	111	.....	99	16,573	823	12
Connecticut.....	94	20,536	1,235	51	14	1,966	96	.....	108	22,502	1,331	51
New York.....	3,293	1,040,340	50,765	1,854	2,136	488,755	28,538	332	5,429	1,529,095	79,303	2,186
New Jersey.....	3	552	26	.....	8	615	33	.....	11	1,167	59	.....
Pennsylvania.....	430	107,930	4,225	297	153	35,213	1,553	80	583	143,143	5,778	377
Delaware.....	18	4,096	175	4	2	839	31	1	20	4,935	206	5
Maryland.....	463	114,802	4,712	.....	206	55,228	2,449	.....	669	170,030	7,161	.....
District of Columbia.....	12	2,123	103	1	1	298	10	.....	13	2,421	113	1
Virginia.....	286	63,113	2,635	5	137	35,072	1,556	6	423	98,185	4,191	11
North Carolina.....	211	31,387	1,466	1	17	2,449	123	.....	228	33,836	1,589	1
South Carolina.....	222	55,429	2,191	10	117	40,792	1,499	184	339	96,221	3,690	194
Georgia.....	60	18,157	682	.....	65	37,661	1,269	.....	125	55,818	1,951	.....
Florida.....	85	10,951	579	4	64	9,594	713	33	149	20,545	1,292	37
Alabama.....	57	23,103	774	.....	77	43,135	1,564	.....	134	66,238	2,338	.....
Louisiana.....	741	274,112	9,859	.....	397	166,766	6,471	.....	1,138	440,878	16,330	.....
Mississippi.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tennessee.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio.....	62	7,144	285	.....	79	10,223	482	.....	141	17,367	767	.....
Kentucky.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan.....	4	440	24	.....	206	36,171	1,822	6	210	36,611	1,846	6
Illinois.....	5	1,202	53	.....	1	350	17	.....	6	1,552	70	.....
Texas.....	2	117	10	.....	23	5,587	349	.....	25	5,704	359	.....
Total.....	8,102	2,202,393	101,266	2,529	6,268	1,176,605	61,288	709	14,370	3,378,998	162,554	3,238

Commercial Statistics.

COMMERCIAL REGULATIONS.

VENTILATION OF PASSENGER VESSELS.

THE following "Act to provide for the ventilation of passenger vessels, and for other purposes," has passed both Houses of the United States Congress, and was approved by the President May 17th, 1848:—

AN ACT TO PROVIDE FOR THE VENTILATION OF PASSENGER VESSELS, AND FOR OTHER PURPOSES.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all vessels, whether of the United States or any other country, having sufficient capacity according to law, for fifty or more passengers, (other than cabin passengers,) shall, when employed in transporting such passengers between the United States and Europe, have on the upper deck, for the use of such passengers, a house over the passage-way leading to the apartment allotted to such passengers below deck, firmly secured to the deck or combings of the hatch, with two doors, the sills of which shall be at least one foot above the deck, so constructed that one door or window in such house may at all times be left open for ventilation; and all vessels so employed, and having the capacity to carry one hundred and fifty such passengers, or more, shall have two such houses; and the stairs or ladder leading down to the aforesaid apartment shall be furnished with a hand-rail of wood or strong rope: *Provided nevertheless,* Booby-hatches may be substituted for such houses in vessels having three permanent decks.

SEC. 2. *And be it further enacted,* That every such vessel so employed, and having the legal capacity for more than one hundred such passengers, shall have at least two ventilators to purify the apartment or apartments occupied by such passengers; one of which shall be inserted in the after part of the apartment or apartments, and the other shall be placed in the forward portion of the apartment or apartments; and one of them shall have an exhausting cap to carry off the foul air, and the other a receiving cap to carry down the fresh air; which said ventilators shall have a capacity proportioned to the size of the apartment or apartments to be purified; namely, if the apartment or apartments will lawfully authorize the reception of two hundred such passengers, the capacity of such ventilators shall, each of them, be equal to a tube of twelve inches diameter in the clear, and in proportion for larger or smaller apartments; and all said ventilators shall rise at least four feet and six inches above the upper deck of any such vessel, and be of the most approved form and construction: *Provided,* That if it shall appear, from the report to be made and approved, as provided in the seventh section of this act, that such vessel is equally well ventilated by any other means, such other means of ventilation shall be deemed, and held to be, a compliance with the provisions of this section.

SEC. 3. *And be it further enacted,* That every vessel carrying more than fifty such passengers, shall have for their use on deck, housed and conveniently arranged, at least one camboose or cooking range, the dimensions of which shall be equal to four feet long and one foot six inches wide for every two hundred passengers; and provisions shall be made in the manner aforesaid, in this ratio for a greater or less number of passengers: *Provided, however,* And nothing herein contained shall take away the right to make such arrangements for cooking between decks, if that shall be deemed desirable.

SEC. 4. *And be it further enacted,* That all vessels employed as aforesaid, shall have on board for the use of such passengers, at the time of leaving the last port whence such vessel shall sail, well secured under deck, for each passenger, at least fifteen pounds good navy bread, ten pounds of rice, ten pounds of oatmeal, ten pounds of wheat flour, ten pounds of peas and beans, thirty-five pounds of potatoes, one pint of vinegar, sixty gallons of fresh water, ten pounds of salted pork, free of bone, all to be of good quality, and a sufficient supply of fuel for cooking; but at places where either rice, oatmeal, wheat flour, or peas and beans cannot be procured, of good quality and on reasonable terms, the quantity of either or any of the other last named articles may be increased and substituted therefor; and in case potatoes cannot be procured on reasonable terms, one pound of either of said articles may be substituted in lieu of five pounds of potatoes; and the captains of such vessels shall deliver to each passenger at least one-tenth part of the aforesaid provisions weekly, commencing on the day of sailing, and daily at least three quarts of water, and sufficient fuel for cooking; and if the passengers on board of any such vessel in which the provisions, fuel and water herein required shall not have been provided as aforesaid, shall

at any time be put on short allowance during any voyage, the master or owner of any such vessel shall pay to each and every passenger who shall have been put on short allowance, the sum of three dollars for each and every day they may have been on such short allowance, to be recovered in the circuit or district court of the United States: *Provided, nevertheless,* And nothing herein contained shall prevent any passenger, with the consent of the captain, from furnishing for himself the articles of food herein specified; and, if put on board in good order, it shall fully satisfy the provisions of this act so far as regards food: *And provided, further,* That any passenger may, also, with the consent of the captain, furnish for himself an equivalent for the articles of food required in other and different articles; and if, without waste or neglect on the part of the passenger, or inevitable accident, they prove insufficient, and the captain shall furnish comfortable food to such passengers during the residue of the voyage, this in regard to food shall also be a compliance with the terms of this act.

Sec. 5. *And be it further enacted,* That the captain of any such vessel so employed is hereby authorized to maintain good discipline, and such habits of cleanliness among such passengers as will tend to the preservation and promotion of health; and to that end he shall cause such regulations as he may adopt for this purpose to be posted up before sailing, on board such vessel, in a place accessible to such passengers, and shall keep the same so posted up during the voyage; and it is hereby made the duty of said captain to cause the apartment occupied by such passengers to be kept, at all times, in a clean healthy state, and the owners of every such vessel so employed are required to construct the decks, and all parts of said apartment, so that it can be thoroughly cleansed; and they shall also provide a safe convenient privy or water-closet for the exclusive use of every one hundred such passengers. And when the weather is such that said passengers cannot be mustered on deck with their bedding, it shall be the duty of the captain of every such vessel to cause the deck occupied by such passengers to be cleaned with chloride of lime or some other equally efficient disinfecting agent, and also at such other times as said captain may deem necessary.

Sec. 6. *And be it further enacted,* That the master and owner or owners of any such vessel so employed, which shall not be provided with the house or houses over the passages, as prescribed in the first section of this act; or with the ventilators, as prescribed in the second section of this act; or with the cambuses or cooking ranges, with the houses over them, as prescribed in the third section of this act; shall severally forfeit and pay to the United States the sum of two hundred dollars for each and every violation of, or neglect to conform to the provisions of each of said sections; and fifty dollars for each and every neglect or violation of any of the provisions of the fifth section of this act; to be recovered by suit in any circuit or district court of the United States, within the jurisdiction of which the said vessel may arrive, or from which it may be about to depart, or at any place within the jurisdiction of such courts, wherever the owner or owners, or captain of such vessel may be found.

Sec. 7. *And be it further enacted,* That the collector of the customs, at any port in the United States at which any vessel so employed shall arrive, or from which any such vessel shall be about to depart, shall appoint and direct one of the inspectors of the customs for such port to examine such vessel, and to report in writing to such collector whether the provisions of the first, second, third and fifth sections of this act have been complied with in respect to such vessels; and if such report shall state such compliance, and be approved by such collector, it shall be deemed and held as conclusive evidence thereof.

Sec. 8. *And be it further enacted,* That the first section of the act, entitled "An Act to regulate the carriage of Passengers in Merchant Vessels," approved February twenty-second, eighteen hundred and forty-seven, be so amended that when the height or distance between the decks of the vessels referred to in the said section shall be less than six feet, and not less than five feet, there shall be allowed to each passenger sixteen clear superficial feet on the deck, instead of fourteen, as prescribed in said section; and if the height or distance between the decks shall be less than five feet, there shall be allowed to each passenger twenty-two clear superficial feet on the deck; and if the master of any such vessel shall take on board his vessel, in any port of the United States, a greater number of passengers than is allowed by this section, with the intent specified in said first section of the act of eighteen hundred and forty-seven, or if the master of any such vessel shall take on board, at a foreign port, and bring within the jurisdiction of the United States, a greater number of passengers than is allowed by this section, said master shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be punished in the manner provided for the punishment of persons convicted of a violation of the act aforesaid; and in computing the number of passengers on board such vessel, all children under the age of one year at the time of embarkation, shall be excluded from such computation.

Sec. 9. *And be it further enacted*, That this act shall take effect, in respect to such vessels sailing from ports in the United States, in thirty days from the time of its approval; and in respect to every such vessel sailing from ports in Europe, in sixty days after such approval; and it is hereby made the duty of the Secretary of State to give notice in the ports of Europe of this act, in such manner as he may deem proper.

Sec. 10. *And be it further enacted*, That so much of the first section of the act, entitled "An Act regulating Passenger Ships and Vessels," approved March second, eighteen hundred and nineteen, or any other act that limits the number of passengers to two for every five tons, is hereby repealed.

TARIFF OF PORT CHARGES AT THE MAURITIUS.

The following is the reduced tariff of port charges at the Mauritius, according to Ordinance No. 6, of 1848:—

FOR PILOTAGE.		
Inwards, per foot.....		30 5 0
Outwards, per foot.....		0 5 0
FOR TUGGING VESSELS BY THE PORT OFFICE STEAMER, INWARDS OR OUTWARDS.		
For vessels under 200 tons, each.....		5 0 0
For vessels of 200 tons and upwards, per ton.....		0 0 6
FOR THE USE OF WARPS AND BOATS.		
Inwards, for each vessel above 100 tons burthen.....		3 0 0
The same, if the port office steamer be employed.....		1 0 0
Outwards.....		3 0 0
FOR ANCHORAGE DUES.		
Vessels trading with Madagascar or dependencies, per ton of register.....		0 0 3
All other vessels breaking bulk, or receiving cargo, ".....		0 0 3
Vessels in distress, provided their stay in port does not exceed 15 days, per ton of register.....		0 0 4
For moving from one berth in harbor to another, or to hulks, each time.....		4 0 0
For swinging alongside hulks.....		2 0 0
For remooring.....		2 0 0
FOR THE USE OF THE MOORING CHAINS, OR THE ANCHORS, WHICH ARE PLACED ROUND THE "TROU FANFARON."		
For each vessel under 100 tons, per day.....		0 1 0
For each vessel of 100 tons, not above 200 tons, per day.....		0 2 0
For each vessel above 200 tons, per day.....		0 4 0
FOR THE USE OF AN ANCHOR FROM		
3,500 lbs. to 4,500 lbs., per day.....		0 16 0
2,500 " 3,500 ".....		0 16 0
2,000 " 2,500 ".....		0 8 0
1,500 " 2,000 ".....		0 4 0
FOR THE USE OF A CABLE FROM		
14 to 16 inches, per day.....		1 12 0
11 to 13 ".....		1 4 0
8 to 10 ".....		1 0 0
6 to 7 ".....		0 12 0
4 to 5 ".....		0 8 0
FOR VESSELS REMAINING SWUNG ON THE WARPS ABOVE TWENTY-FOUR HOURS.		
Under 100 tons.....		1 0 0
Of 100 tons or upwards.....		4 0 0
FOR PORT AND POLICE CLEARANCE.		
On vessels trading with Madagascar and dependencies, each.....		0 10 0
On all other vessels, each.....		1 10 0
FOR THE DREDGING SERVICE—AN ADDITIONAL PROPORTIONAL AMOUNT ON ALL OTHER CHARGES.		
On vessels under 350 tons per register.....		10 per cent.
On vessels of 350 tons or upwards.....		15 "

AMERICAN MERCHANT VESSELS.

The following act, extending privileges to American vessels engaged in a certain mentioned trade, and for other purposes, passed both Houses of Congress during the present session, and was approved by the President of the United States May 27th, 1848:—

AN ACT EXTENDING PRIVILEGES TO AMERICAN VESSELS ENGAGED IN A CERTAIN MENTIONED TRADE, AND FOR OTHER PURPOSES.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall hereafter be lawful for any steamship, or other vessel, on being duly registered in pursuance of the laws of the United States, to engage in trade between one port in the United States, and one or more ports within the same, with the privilege of touching at one or more foreign ports during the voyage, and land and take in thereat merchandise, passengers, and their baggage, and letters and mails: *Provided,* That all such vessels shall be furnished by the collectors of the ports at which they shall take in their cargoes in the United States, with certified manifests setting forth the particulars of the cargoes, the marks, number of packages, by whom shipped, to whom consigned, at what port to be delivered; designating such goods as are entitled to drawback, or to the privilege of being placed in warehouse; and the masters of all such vessels shall, on their arrival at any port of the United States from any foreign port at which such vessel may have touched, as herein provided, conform to the laws providing for the delivery of manifests, of cargo, and passengers taken on board at such foreign port, and all other laws regulating the report and entry of vessels from foreign ports, and be subject to all the penalties therein prescribed.

SEC. 2. *And be it further enacted,* That all vessels and their cargoes, engaged in the trade referred to in this act, shall become subject to the provisions of existing collection and revenue laws on arrival in any port in the United States: *Provided,* That any foreign goods, wares, or merchandise, taken in at one port in the United States, to be conveyed in said vessels to any other port within the same, either under the provisions of the warehousing act of sixth of August, eighteen hundred and forty-six, or under the laws regulating the transportation coastwise of goods entitled to drawback, as well as any goods, wares, or merchandise not entitled to drawback, but on which the import duties chargeable by law shall have been duly paid, shall not become subject to any impost duty by reason of the vessel in which they may arrive having touched at a foreign port during the voyage, in pursuance of the privilege given in this act.

CONSTRUCTION OF THE TARIFF OF CANADA.

CUSTOMS DEPARTMENT, *Montreal, April 17, 1848.*

GENTLEMEN:—In answer to your inquiry, whether, under the provisions of the 10 and 11 Vic., cap. 31, “An act for repealing and consolidating the present duties of customs in the provinces, and for other purposes therein mentioned,” which law came into operation on the 6th instant, the same rate of duties will be levied on goods from Glasgow via New York, as on similar importations via Montreal, I am to acquaint you that the law makes no difference, in that respect, between the two routes of importation, and that the invoice cost of the goods, at the place of purchase by the importer, is to be taken as the ascertained value of such goods, for duty, with the addition of 10 per cent. I have, &c.

J. W. DUNSCOMB.

Messrs. SHAW, TURNBULL & Co., Toronto.

NEW CUSTOMS REGULATIONS OF INDIA.

The Government of the East India Company have passed the following act for equalizing the duties on goods imported and exported in foreign and British bottoms, and for abolishing the duties on goods carried from port to port in the territories subject to the government of that company:—

1. *It is hereby enacted,* That, from and after the 25th day of March, 1848, all goods imported on foreign bottoms by sea into any port of the Presidencies of Fort William, in Bengal, Fort St. George, or Bombay, shall be charged only with the same rates of duty as such goods would now by law be charged with, if such goods were imported into any of the said ports on British bottoms, anything in any act of the Council of India contained to the contrary notwithstanding.

2. *And it is hereby enacted*, That, from and after the said day, all goods exported on foreign bottoms by sea, from any port of the said Presidencies, shall be charged only with the same rates of duty as such goods would now by law be charged with, if such goods were exported from any of the said ports on British bottoms, anything in any act of the Council of India contained to the contrary notwithstanding.

3. *And it is hereby enacted*, That, from and after the said day, no duty shall be charged on any goods lawfully carried from any port in the territories subject to the Government of the East India Company, to any other port in the said territories, anything in any act of the Council of India contained to the contrary notwithstanding.

4. *Provided, always*, That nothing in this act contained shall apply to the articles of salt or opium.

NAUTICAL INTELLIGENCE.

“MAURY’S WIND AND CURRENT CHART.”

NATIONAL OBSERVATORY, WASHINGTON, *May 30th*, 1848.

DEAR SIR:—Please to correct a typographical error in the sailing directions published in the May No. of your Magazine for the new route on the Wind and Current Chart to the Equator.

Vessels bound south of the Equator from the Capes of the Delaware, New York, or Boston, should pass to the EASTWARD and not to the “westward” of Bermuda, as is there printed.

Vessels from any port north of Baltimore, which have the “wind and current” charts on board, are recommended, particularly during the summer months, to make the best of their way to the parallel of 20° N., between the meridians of 42° and 47° W. Thence they should aim to cross the Line in about 30° W. The south-east trades hold more to the south in the summer than they do in any other season of the year. If, after crossing 10° N., the wind should come out ahead, then take that tack which will give the most southing, and enable the ship to cross 5° N., between 29° and 33° W.; and thence the course should be shaped so as to clear Cape St. Augustine. Should the wind not admit of this course, stand boldly on, trusting to chances for a slant of wind, till the land is seen, and bearing in mind that if at best you are compelled to beat, which may occasionally be the case, it is better to beat south of the Line, where you are always sure of finding a good working breeze, than it is to contend against the baffling winds and calms which prevail to the north of the Equator, and about the region where the north-east and south-east trades meet, particularly to the east of 25° W. The Equatorial “doldrums” are seldom found west of 28°.

Respectfully, &c.,

M. F. MAURY.

FREEMAN HUNT, Esq., *Editor Merchants' Magazine.*

PORT OF HARTLEPOOL.—LIGHT ON THE HEUGH.

FIRST EXHIBITED ON 1ST OCTOBER, 1847.

Lat. 54° 41' 51" N. Lon. 1° 10' 19" W. of Greenwich.

The light bears by compass, from Souter Point, on the coast of Durham, S. $\frac{1}{2}$ W. distant 17 sea miles; and from Staiths Old Nab, on the Yorkshire coast, N. W. by W. distant 16 $\frac{1}{2}$ sea miles, and is seen at any place along the coast within these points, and seaward, in clear weather, at a distance of 15 miles, the light being of the first order, and at an elevation of 84 feet above the level of high water, spring tides.

There is also seen from the same tower, at night, (underneath the principal light,) from half flood to half ebb, a tidal light of a red color, which is visible to the eye within the limits of four miles, but beyond that distance it blends with the main light, rendering it indistinct. During the day, at half flood, a red ball is hoisted to the top of the mast on the tower, where it remains until half ebb.

The stationary red light on the Pier Head of the Old Harbor is shown as heretofore; and there are two red lights on the Quay wall of the Inner Harbor, which are seen in one from the bar, for the guidance of vessels entering.

The fixed green light on the North Pier Head of the West Harbor is exhibited from sunset to sunrise, and the two red lights seen in one, bearing N. W. $\frac{1}{4}$ N., direct the course into the harbor.

SAILING DIRECTIONS FOR THE PORT OF HARTLEPOOL.

Vessels bound to the port in gales of wind from N. or N. E., when pilots cannot be obtained, should attend strictly to the following: A large buoy is situated off the southern extremity of the Heugh, known as the "Buoy of the Stone," moored in 22 feet low water of spring tides, and which has an iron wicker ball and staff. The Heugh light bearing therefrom, by compass, N. $\frac{1}{2}$ E. distant one-third of a mile; the red light on the Pier Head of the Old Harbor, N. W. $\frac{3}{4}$ W. four-tenths of a mile; and the green light on the North Pier Head of the West Harbor, W. by N. $\frac{1}{4}$ N. eight-tenths of a mile.

Before bearing away, let the tide be flowed to about last quarter flood, carrying a smart canvass on the vessel, particularly (if possible) her after sails. Pass close to the buoy above described, leaving it on the starboard hand; if bound for the Old Harbor, the course will be N. W. by W. $\frac{1}{4}$ W., with the Pier light about one point open on the starboard bow, when the beacon, colored black, with a wicker ball and vane, is visible on the same hand: nearly right ahead is another black buoy, with ball and staff, for which steer till the Pier light just opens to the westward of the beacon; a mid-channel course between this and the black buoy with the ball will lead to where a pilot can board the vessel. At this time the two red lights on the quay wall will be seen in one, N. by W., which leads to the entrance to the Inner Harbor.

A moveable staff, carrying a flag, is attached to the Light-House on the Pier, which, in cases when found necessary, will be inclined to either hand to which it is requisite for the vessel to be steered, and will be kept perpendicular when the course is right. In cases of danger a black ball (only) will be exhibited at the top of the staff.

For ships bound to the West Harbor, the course from the buoy of the Stone to the Fairway Red Buoy is west, a little more than half a mile, leaving a chequered red and white buoy on the starboard hand, then from the Fairway Buoy, N. W. $\frac{1}{4}$ N., with the two red lights in one, leaving the black buoys on the starboard, and the white buoys on the port hand.

A moveable flag staff is placed on the South Pier for exhibiting similar signals as at the Old Harbor.

If at any time the Buoy of the Stone should have gone adrift, or is not able to be made out when rounding the Heugh, the tall chimney of the Foundry at Middleton, bearing N. W., in a line with the Pier light at the Old Harbor, will clear the danger; and no vessel, if possible, with the wind N. or N. E., ought to pass farther to the southward than these marks describe.

On entering the bay from the southward and eastward, the Longscar Ridge is to be avoided by noticing off the eastern extremity a large plain black buoy, moored in 22 feet low water of spring tides, the Heugh light bearing therefrom, by compass N. $\frac{3}{4}$ E., distant a little more than one mile.

Seaton High, or Tees Upper Light, bears W. $\frac{1}{4}$ S., open to the north of Carr-house, the Pier light at the Old Harbor, N. by W. $\frac{1}{2}$ W., and the West Harbor Pier light N. W. $\frac{3}{4}$ N., the buoy having been cleared, either harbor may be taken by the instructions that have been given.

MAURY'S NEW ROUTE TO RIO AND BACK.

We learn from the *Baltimore American* that the barque W. H. D. C. Wright, of this port, has made the round voyage to Rio and back, including ten days' detention at Rio, in eighty-five days. She is believed to be the first vessel that has tried the new route proposed by Lieut. Maury, of the U. S. Navy, on his "wind and current" charts. She passed to the southward of Bermuda, and made the passage to Rio in thirty-eight days, following the great circle and crossing the line 24th day out, in lon. 31° W. The discovery, by Lieut. Maury, of a region of better winds along the great circle to Rio is a most important one; for the passage to Rio, China, and all places south of the Equator is shortened some ten to fifteen days. No vessel should go to sea without these charts. We understand they will be given to any navigator who will send the track of his vessel, with a record of the winds and currents, to the Observatory, at Washington; and who, upon application to that office, will be supplied with the charts, sailing directions, &c.

COAST AND ISLANDS AT MAGDALENA BAY.

Captain Montgomery, of the U. S. ship *Portsmouth*, states that the Coast and Islands at Magdalena Bay, Lower California, are placed from 15 to 40 miles too far to the eastward on all the charts now in general use. H. B. M. frigate *Herald* and brig *Pandora* are now engaged in a new survey of the Gulf and Coast of California.

JOURNAL OF BANKING, CURRENCY AND FINANCE.

THE BANK OF FRANCE SINCE THE REVOLUTION.

STATE OF THE BANK OF FRANCE UP TO MAY, WITH THE CORRESPONDING ITEMS OF THE PRECEDING WEEK.

Liabilities.	Week ending April 27.		Week ending May 4.		Week ending May 11.	
	Francs.	Cent.	Francs.	Cent.	Francs.	Cent.
Capital.....	67,900,000	00	67,900,000	00	67,900,000	00
Reserve.....	10,000,000	00	10,000,000	00	10,000,000	00
Reserve in real property.....	4,000,000	00	4,000,000	00	4,000,000	00
Bank notes in circulation.....	303,094,600	00	293,134,800	00	297,426,800	00
Ditto Branch banks.....	14,895,750	00	14,418,500	00	14,470,000	00
Bills to order.....	1,569,423	30	1,499,123	30	1,423,123	30
Account current of treasury creditor	26,360,908	72	22,024,718	35	13,292,037	58
Divers accounts current.....	61,510,282	72	65,460,517	51	69,926,558	05
Receipts payable at sight.....	1,050,000	00	1,377,500	00	1,653,500	00
Re-discount of last half year.....	728,692	37	728,692	37	728,692	37
Dividends payable.....	226,650	25	214,528	25	209,320	25
Discounts, interests, etc.....	3,274,787	00	3,386,389	19	3,451,228	87
Ditto of Algiers, sums not yet invested in treasury bonds.....	1,092,248	69	1,106,773	69	1,106,923	69
Branch bank drafts payable.....	954,320	01	1,121,177	76	1,571,728	61
Sundries.....	195,634	27	195,189	27	256,293	83
Total liabilities.....	496,853,297	33	486,567,909	69	487,416,206	55
Assets.						
Coin and Ingots.....	54,031,139	33	56,049,879	97	57,594,353	95
Cash in the branch banks.....	34,734,395	00	34,395,822	00	34,437,097	00
Bills overdue.....	14,061,801	60	18,722,973	47	18,403,671	58
Bills and acceptances in Paris.....	187,018,796	55	166,858,588	64	158,743,053	14
Ditto in branch banks.....	78,231,111	24	77,153,098	18	82,968,947	27
Advances in bullion.....	5,115,600	00	6,506,700	00	6,991,200	00
Ditto on French public funds.....	10,830,382	90	10,669,982	90	10,344,982	90
Due by the branches for their notes in circulation.....	14,895,750	00	14,418,500	00	14,470,000	00
Stock forming reserve.....	10,000,000	00	10,000,000	00	10,000,000	00
Ditto disposable funds.....	11,660,197	89	11,660,197	89	11,660,197	89
Bank buildings and furniture.....	4,000,000	00	4,000,000	00	4,000,000	00
Interest in Algiers Bank.....	1,000,000	00	1,000,000	00	1,000,000	00
Interest in National Discount Bank	200,000	00	200,000	00	200,000	00
Dishon'd bills, or to be re-imbursed..	19,655,541	20	23,579,480	39	25,747,653	13
Bills given by Russia for stock purchased.....	278,938	00	80,924	92	.....	.....
Expenses of management.....	478,856	21	541,904	51	541,856	51
Sundries.....	660,787	41	729,856	82	313,191	18
Advances to the State on treasury bonds.....	50,000,000	00	50,000,000	00	50,000,000	00
Total assets.....	496,853,297	33	486,567,909	69	487,416,206	55

REVENUE OF THE ISLAND OF CEYLON.

The revenue of the island of Ceylon for 1846 amounted to £392,774, and the expenditure to £392,625, leaving a surplus of only £149. The revenue for 1847 was £421,651, and the expenditure £418,133, leaving a surplus of £3,518. The revenue of the island, on an average of six years ending with 1845, was £378,429 16s. 9d., and the expenditure £346,515 19s. 1d. Surplus £31,913 15s. 1d. The revenue on an average of eight years ending with 1847, was £440,715, and the expenditure £412,836, leaving a surplus

of £27,879. It further appears from the quarterly returns of the treasury sent home by the local treasurer, that the balances in the hands of the public accountants were, on the 31st of Dec., 1845, £210,380, and on the 31st of March, 1846, £207,878. The principal sources of revenue in Ceylon are derived from sea customs, namely: export duty on cinnamon, £20,453; do. on other articles, £12,108; import duty on rice and paddy, £75,111; do. on other articles of food, £5,812; do. on other articles not used as food, £30,973; assessment on lands growing rice and paddy, £41,262; do. on other grain, £6,025; do. on arrack, wine, and spirits, £61,518; salt, £36,160; sale of lands, £37,946; stamps, £22,342; tolls, £29,934. All other sources of revenue, £59,378. The committee recently appointed for the review and consideration of the colonial reports on the finance and commerce of the island, have reported the gratifying intelligence that the Government may count on a large accumulated fund, actually in hand, and on a considerable annual surplus.

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DIVIDENDS OF THE BOSTON BANKS IN 1845, 1846, 1847, AND 1848.

| Banks.                       | Capital.     | Dividend,<br>April, 1848. | April,<br>1848. | Year<br>1847. | Year<br>1846. | Year<br>1845. |
|------------------------------|--------------|---------------------------|-----------------|---------------|---------------|---------------|
| Atlas Bank.....              | \$500,000    | \$15,000                  | 3               | 6½            | 6             | 6             |
| Atlantic.....                | 500,000      | 17,500                    | 3½              | 6½            | 6             | 6             |
| Boston.....                  | 900,000      | 36,000                    | 4               | 7             | 7             | 7             |
| Boylston.....                | 150,000      | 6,000                     | 4               | 8             | 5             | new           |
| City.....                    | 1,000,000    | 35,000                    | 3½              | 6             | 6             | 6             |
| Columbia.....                | 500,000      | 15,000                    | 3               | 6             | 6             | 5½            |
| Eagle.....                   | 500,000      | 17,500                    | 3½              | 6½            | 6½            | 6½            |
| Exchange.....                | 500,000      | 22,500                    | 4½              | new           | ...           | ...           |
| Freeman's.....               | 200,000      | 8,000                     | 4               | 8             | 8             | 7             |
| Globe.....                   | 1,000,000    | 35,000                    | 3½              | 7             | 6½            | 6             |
| Granite.....                 | 500,000      | 17,500                    | 3½              | 6½            | 7             | 6             |
| Hamilton.....                | 500,000      | 17,500                    | 3½              | 7             | 7             | 6             |
| Market.....                  | 560,000      | 28,000                    | 5               | 9½            | 9             | 8             |
| Massachusetts.....           | 800,000      | 24,000                    | 3               | 6             | 6             | 5½            |
| Mechanics'.....              | 120,000      | 4,800                     | 4               | 8             | 8             | 7             |
| Merchants'.....              | 3,000,000    | 120,000                   | 4               | 7             | 7             | 7             |
| New England.....             | 1,000,000    | 40,000                    | 4               | 8             | 6             | 6             |
| North.....                   | 750,000      | 22,500                    | 3               | 6             | 6             | 6             |
| Shawmut.....                 | 500,000      | 17,500                    | 3½              | 7             | 6½            | 6             |
| Shoe & Leather Dealers'..... | 500,000      | 22,500                    | 4½              | 8             | 7½            | 6½            |
| State.....                   | 1,800,000    | 54,000                    | 3               | 6             | 6             | 6             |
| Suffolk.....                 | 1,000,000    | 50,000                    | 5               | 10            | 8             | 8             |
| Tremont.....                 | 500,000      | 17,500                    | 3½              | 6½            | 6             | 6             |
| Traders'.....                | 400,000      | 14,000                    | 3½              | 7             | 6             | 6             |
| Union.....                   | 800,000      | 28,000                    | 3½              | 7             | 6             | 6             |
| Washington.....              | 500,000      | 17,500                    | 3½              | 6½            | 6             | 5½            |
| Total.....                   | \$18,980,000 | \$702,800                 |                 |               |               |               |

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DIVIDENDS OF THE PHILADELPHIA BANKS IN 1847-48.

Banks.	Capital.	1847.	1847.	1848.
Bank of North America.....	\$1,000,000	Jan. 4	July 5	Jan. 5
Bank of Pennsylvania.....	1,562,500	" 4	" 4	" 4
Philadelphia.....	1,150,000	May 4	Nov. 4	May 7
Commercial.....	1,000,000	" 4	" 4	" 4
Girard.....	1,000,000	.....	.....	.....
Mechanics'.....	800,000	" 5	" 5	" 5
Farmers & Mechanics'.....	750,000	" 6½	" 6½	" 6
Northern Liberties.....	350,000	" 5	" 5	" 5
Western.....	334,800	" 4	" 4	" 4
Manufacturers & Mechanics'.....	300,000	" 4	" 4	" 4
Bank of Commerce.....	250,000	" .	" 3	" 3
Southwark.....	250,000	" 5	" 5	" 5
Kensington.....	250,000	" 5	" 5	" 5
Penn Township.....	225,000	" 6	" 6	" 5

DIVIDENDS OF THE BANKS IN NEW YORK IN 1847 AND 1848.

Banks.	Capital.	1847.		1848.	
Bank of America.....	\$2,000,200	Jan. 3½	July 3½	Jan. 3½	
Bank of Commerce.....	3,449,480	" 3	" 3½	" 3½	
Tradesmen's.....	400,000	" 5	" 5	" 5	
Phœnix.....	1,200,000	" 3	" 3	" 3	
Seventh Ward.....	500,000	" 3½	" 3½	" 3½	
Merchants' Exchange.....	750,000	" 4	" 4	" 4	
North River.....	655,000	" 4	" 4	" 4	
New York Dry Dock.....	200,000	" .	" .	" .	
Leather Manufacturers'.....	600,000	Feb. 3½	Aug. 3½	Feb. 3½	
Manhattan.....	2,050,000	" .	" .	" 3	
Butchers and Drovers'.....	500,000	" 5	" 5	" 5	
National.....	750,000	April 3½	Oct. 4	April 4	
American Exchange.....	1,155,400	May 3½	Nov. 3½	May 3½	
Bank of New York.....	1,000,000	" 5	" 5	" 5	
Bank of State of New York.....	2,000,000	" 3	" 3	" 3	
City.....	720,000	" 4	" 4	" 4	
Mechanics'.....	1,440,000	" 4	" 4	" 4	
Union.....	1,000,000	" 5	" 5	" 5	
Bowery.....	300,000	" .	" new	" 4	
Mechanics & Traders'.....	200,000	" 5	" 5	" 5	
Greenwich.....	200,000	" .	" .	" 4	
Fulton.....	600,000	" 5	" 5	" 5	
Mechanics' Banking Association.	632,000	June .	Dec. 3½	.....
Merchants'.....	1,490,000	" 4	" 4	.....
Chemical.....	300,000	.....	.....	.....
Total.....	\$24,092,080				

THE BANKS OF RHODE ISLAND IN 1845, 1846, AND 1848.

Liabilities.	October, 1845.	May, 1846.	May, 1848.
Capital.....	\$10,324,127	\$10,548,690	\$11,095,202
Circulation.....	2,670,306	2,907,491	2,698,495
Deposits.....	1,378,497	1,078,914	1,223,993
Deposit on interest.....	117,013	269,948	149,833
Bank balances.....	623,562	757,058	620,323
Dividends unpaid.....	28,970	26,006	26,506
Nett profits.....	473,366	510,144	632,818
Total liabilities.....	\$15,615,841	\$16,098,251	\$16,447,170
Resources.	October, 1845.	May, 1846.	May, 1848.
Loans to directors.....	\$720,126	\$712,614	\$694,942
" to stockholders.....	615,674	563,388	582,840
" miscellaneous.....	12,378,456	12,846,971	13,224,158
Total loans.....	\$13,714,256	\$14,122,973	\$14,501,940
Specie on hand.....	283,380	280,470	320,581
Notes of other banks.....	395,425	460,754	532,936
Bank balances.....	671,879	694,040	564,160
Bank stocks.....	79,757	48,485	57,961
Other stocks.....	192,764	202,048	221,716
Real estate.....	252,491	259,704	231,752
Furniture, &c.....	25,890	29,777	16,124
Total assets.....	\$15,615,841	\$16,098,251	\$16,477,170

The circulation of the Rhode Island banks is only 25 per cent of their capital, whereas the average circulation of the banks throughout the Union, is 60 per cent upon their capital. From these tables it will be seen that bank circulation bears no uniform proportion to bank capital. The former predominates in the grain growing States, namely, Ohio, Indiana, Missouri, Kentucky, and Pennsylvania; in all which the circulation is nearly equal to, or exceeding, their capital.

There is only one place where the specie on hand uniformly exceeds their issues, namely, New Orleans. Even Boston, holding seven millions of deposits of other institutions, and six millions of circulation of its own banks, holds, probably, less than three millions of coin—(\$3,286,000 in October, 1847, when there had been a large influx of specie from Europe.)—*Bankers' Magazine.*

BANKS OF THE STATE OF NEW YORK.

The following comparative view of the condition of the Banks of the State of New York, for May 1, 1846, August 1, 1847, November 1, 1847, and March 4, 1848, four different periods, is compiled from the reports of the State Comptroller:—

Liabilities.	May 1, 1846.	August 1, 1847.	Novem. 1, 1847.	March 4, 1848.
Capital.....	\$42,829,000	\$43,214,000	\$43,279,891	\$43,908,746
Undivided profits.....	5,115,000	5,846,000	6,043,532	6,129,829
Circulation, old.....	824,000	735,000	716,620	717,893
Circulation, registered.....	19,992,000	24,364,000	25,520,636	22,329,934
Due Treasurer of the State.....	292,000	793,000	1,009,945	452,093
Due canal fund.....	354,000	1,290,000	1,603,119	1,787,807
Individual deposits.....	31,721,000	36,781,000	35,096,818	28,718,324
Special deposits.....	.....	932,000	966,840	1,023,183
Bank balances.....	11,824,000	24,103,000	17,034,010	13,273,620
Due United States Treasurer.....	3,494,000	.....	.....	.....
Miscellaneous.....	550,000	710,000	977,865	767,682
Total liabilities.....	\$116,935,000	\$138,768,000	\$132,249,276	\$119,109,110
Resources.	May 1, 1846.	Aug. 1, 1847.	Nov. 1, 1847.	Mar. 4, 1848.
Loans and discounts.....	\$66,808,000	73,743,000	74,138,431	66,094,413
Loans to directors.....	4,876,000	4,810,000	4,574,856	5,679,215
Loans to brokers.....	907,000	2,187,000	1,545,242	2,148,183
Bonds and mortgages.....	3,034,000	2,730,000	2,712,840	3,048,858
Stocks, &c.....	10,990,000	12,414,000	13,474,548	12,581,625
Due from directors.....	37,000	19,000	4,675	.....
Due from brokers.....	417,000	526,000	624,658	.....
Total loans.....	\$87,069,000	\$96,429,000	\$97,075,250	\$89,552,294
Real estate.....	3,516,000	3,489,000	3,464,618	3,608,151
Bank fund.....	173,000	148,000	140,392	68,368
Loss and expense account.....	384,000	275,000	491,519	685,042
Overdrafts.....	135,000	112,000	117,090	171,816
Specie.....	8,172,000	11,983,000	9,107,920	6,722,326
Cash items.....	5,840,000	9,370,000	8,703,577	6,118,086
Notes of solvent banks.....	2,851,000	2,686,000	2,420,375	3,338,354
Notes of suspended banks.....	5,000	3,000	2,780	15,092
Bank balances.....	8,850,000	14,273,000	10,725,755	8,829,581
Total resources.....	\$116,995,000	\$138,768,000	\$132,249,276	\$119,109,110

DIVIDENDS OF THE BALTIMORE BANKS IN 1847-48.

Banks.	Capital.	Div. 1847.	Div. 1848.
Merchants'.....	\$1,500,000	Jan. 3	July 3
Chesapeake Bank.....	340,615	" 3	" 3
Farmers & Planters'.....	600,625	" 3½	" 3½
Union Bank of Maryland.....	916,350	" 3	" 3
Western Bank.....	308,280	" 3	" 3
Franklin Bank.....	301,850	.....	" 3
Farmers & Merchants'.....	393,560	April 3	Oct. 3½
Marine.....	309,200	" 3½	" 3½
Commercial & Farmers'.....	512,560	May 4	Nov. 4
Bank of Baltimore.....	1,200,000	June 3½	Dec. 3½
Mechanics'.....	590,724	" 3	" 3½
Total.....	\$6,973,764		

THE BANKS OF VERMONT.

TABULAR VIEW OF THE CONDITION OF THE SEVERAL BANKS OF VERMONT, COMPILED FROM THE REPORT OF THE BANK COMMISSIONERS TO THE LEGISLATURE, OCTOBER, 1847.

Exp. of charter.		Capital.	Circulation.	Specie.	
1852	Brattleboro'.....	Bank of Brattleboro'*....	\$75,000	\$149,000	\$10,600
1849	Burlington.....	Bank of Burlington.....	150,000	182,800	12,300
1865	".....	Farmers & Mechanics'..	105,000	174,300	8,300
1859	Chelsea.....	Orange County Bank*....	50,000	97,100	2,800
1856	Danville.....	Bank of Caledonia*.....	50,000	97,300	2,300
1848	Irasburgh.....	Bank of Orleans County.	30,000	51,300	4,200
1848	Manchester.....	Bank of Manchester.....	70,000	120,600	3,300
1826	Middlebury.....	Bank of Middlebury*....	75,000	130,700	2,600
1857	Montpelier.....	Bank of Montpelier*....	100,000	188,700	3,800
1864	Orwell.....	Farmers' Bank*.....	92,190	125,100	5,800
1858	Poultney.....	Bank of Poultney*.....	50,000	98,200	2,100
1863	Proctorsville....	Bank of Black River*....	40,000	79,300	3,900
1856	Rutland.....	Bank of Rutland*.....	100,000	177,000	12,100
1862	Rockingham.....	Bellows Falls Bank*....	54,000	100,300	6,600
1855	St. Albans.....	Bank of St. Albans.....	50,000	133,400	8,500
1856	Vergennes.....	Bank of Vergennes*....	100,000	179,200	10,400
1863	Wells River.....	Bank of Newbury.....	50,000	148,600	3,600
1864	Woodstock.....	Bank of Woodstock*....	60,000	119,500	4,400
Total.....			\$1,301,190	\$2,232,400	\$107,600

BANKS SINCE ORGANIZED.

Bennington... Stark Bank.....	\$50,000	Manchester... Battenkill Bank.	\$50,000
Burlington.... Commercial Bank	100,000	Windsor..... Ascuntny Bank.	50,000

THE COPPER COIN OF THE UNITED STATES.

It has been proposed in the Senate of the United States to take the copper coin out of circulation, and to substitute $2\frac{1}{2}$ cent pieces of an alloy of silver and copper. A writer in the Washington News, asks, "if it would not be better to substitute 2 or 3 cent pieces, than pieces of the value of $2\frac{1}{2}$ cents?" In our judgment it would, and for the reasons assigned by the correspondent of the News, which we think entirely conclusive:—

Suppose the $6\frac{1}{4}$ cent pieces out of circulation, (which will soon be the case,) the poor could not pay with $2\frac{1}{2}$ cent pieces less than $2\frac{1}{2}$ cents for anything; but with 2 or 3 cent pieces they could purchase anything, either the value of one cent or upwards, with nearly the same facility that they do now. For instance, suppose 3 cent pieces to be substituted, and it is desired to purchase the value of 1 cent—give the seller two 3 cent pieces and receive back a 5 cent piece as what is called the *change*, or, if he has not a 5 cent piece, give him a dime, and receive the three 3 cent pieces as your change.

Upon examination, it will be found that 2, 4, or 7 cents may be paid with equal facility. Or, if 2 cent pieces were substituted, the same facility would exist. Indeed, it does not often happen even now that we have the exact change to pay for an article—we almost always give a larger sum and receive back a smaller one. If, then, it is found not inconvenient under the present system to give and receive change, it would not be inconvenient in the new system, even if the giving and receiving should become more general than at present—which is not at all probable, because many persons do not now avail themselves of the facility which *coppers* afford, in consequence of their troublesome weight and the offensive nature of the metal.

In order to establish the decimal system here in its perfection, Congress should pass a law reducing the value of Spanish $6\frac{1}{4}$ and $12\frac{1}{2}$ cent pieces to value corresponding with the American dimes and half-dimes.

* Redeem their circulation, at par, at the Suffolk Bank, Boston, and are exempt from the payment of taxes to the State.

JOURNAL OF MINING AND MANUFACTURES.

DOINGS OF THE UNITED STATES PATENT OFFICE IN 1847.

THE HON. EDMUND BURKE'S THIRD ANNUAL REPORT.

WE have received a copy of the "Annual Report of the Commissioner of Patents for the year 1847;" and we have no hesitation, after a careful examination, in pronouncing it one of the most able and valuable documents that have ever emanated from the Patent Office at Washington. No department of the public service of the United States is more ably represented than that of the Patent Office, in the person of the Hon. EDMUND BURKE, a gentleman of the most untiring industry.

From this report, we learn that the whole number of applications for patents during the year ending December 31st, 1847, is 1,531; the number of caveats filed during that period, 533; the number of patents issued in 1847, 572, including fourteen re-issues, three additional improvements, and sixty designs. Within the same period, 580 patents have expired. The number of applications for patents examined and rejected during the year was 557, nearly as many as were granted. The total receipts of the office from all sources amounted to \$63,111 19, of which sum \$8,008 43 have been paid on applications withdrawn, &c. The expenses of the office, for salaries and other purposes connected with its management, amounted to \$41,878 35; leaving a balance to be carried to the credit of the Patent Fund, of \$21,232 84. The amount of money in the Treasury on the first day of January, 1847, to the credit of the Patent Fund, was \$186,565 14; which, with the balance paid during the year 1847, increased the amount of that fund on the first of January, 1848, to \$207,797 98. The surplus carried to the credit of the Patent Fund in 1847 is much greater than that of any former year. In the year 1844, the year preceding Mr. Burke's appointment to the office of Commissioner, the number of applications for patents was 1,045, and the caveats filed 380. In 1845, the number was 1,246, and caveats 452. In 1846, the number was 1,272, caveats 448. The business of the office has increased 100 per cent since the last addition was made to the examining corps in 1839; and since Mr. Burke's appointment to the office in 1845, the business has increased in the ratio of 33 per cent. During the *five* years commencing with 1840, and ending with 1844, embracing the five last years preceding Mr. Burke's appointment, the amount paid into the Treasury to the credit of the Patent Fund was \$25,200. During the *three* years since that gentleman's appointment, the amount paid in is \$37,018, showing an increase of surplus over expenditures in a much greater ratio than 33 per cent. The increase of business in this office renders the call made by Mr. Burke not only reasonable, but absolutely necessary; and we earnestly hope that Congress will not withhold the required appropriations to one of our most important objects, connected as it is with the industrial interests of the whole American people. The accompanying documents, and the appendix to this report, contain a vast amount of useful information; and it is our intention to communicate hereafter to the readers of the Merchants' Magazine, in a condensed form, the prominent facts and statements thus brought to light, in this model of official documents.

MINERAL PRODUCE OF AUSTRIA.

The latest published government accounts give the following as the mineral produce of Austria:—Gold, 35 cwts.; silver, 547 cwts.; mercury, 166½ tons; iron, 148,379 tons; copper, 2,753 tons; lead, 6,666 tons; litharge, 1,299 tons; zinc, 227 tons; calamine, 908 tons; tin, 49 tons; antimony, 231 tons; cobalt, 132 tons; manganese, 6½ tons; arsenic, 50 tons; plumbago, 1,327 tons; also alum, 1,494 tons; sulphate of iron, 5,354 tons; sulphate of copper, 288 tons; sulphur, 1,259 tons; coal, 524 tons.

RARITAN MINING AND MANUFACTURING COMPANY.

We published in the Merchants' Magazine for May, 1848, a summary account of the operations of this company, based on the first annual report submitted by J. S. GWYNNE, Esq., the intelligent Secretary of the company. Our object at this time, is, to lay before our readers a letter which that gentleman has addressed to us correcting a slight error in our statement, besides annexing information of great value to the mining interests in this country. As the letter of Mr. Gwynne was evidently not designed for publication, we have taken the liberty of omitting a few passages of a personal character, and of no interest to the general reader. It may here be remarked, that Mr. Gwynne has devoted much time to the subject of mining, having been engaged in visiting and examining all mines of any note for the last thirteen years.

NEW YORK, *May 27th*, 1848.

TO FREEMAN HUNT, Esq., *Editor of the Merchants' Magazine.*

DEAR SIR:—In your notice of our mining operations at the Raritan Mine, published in your May No., you have made some slight mistakes, which I would beg you to correct.

First. The mine was never leased by Messrs. Blake and Blewett. They only examined as mining engineers for the present company, who purchased it from Messrs. Lamb and Cammann in July of 1847 for \$75,000 cash, and have expended since, in the erection of buildings, three steam engines, pumps, &c., from \$15,000 to \$16,000. They have now nearly ready to be put up an immense pumping engine of about 300 horse power, being three times the size of any engine ever put up at any mine in this country. Our engines have been at work unceasingly since July 1, 1847, and we have got to the depth of 119 feet through the solid rock, and have a fine vein of solid mineral $2\frac{1}{2}$ feet thick, on which we have driven about 120 feet, and will soon cut it again 60 feet deeper than our present levels. This will give us a slope of 60 feet to take down.

Our mode of work is such as is pursued wholly in Cornwall, namely, to take the ore from overhead instead of underfoot, as many mines in this country have done; a circumstance which accounts for our apparent slowness of making returns.

I take the liberty of enclosing a copy of returns of a sample of ore sent to the Baltimore and Cuba Smelting Company. From it you will perceive our average is equal to that of the Burra Burra Mines of Australia, which paid a profit of \$375,000 in the first eighteen months' work. It will afford me great pleasure to have you go down any leisure day with me to the mine and judge for yourself.

Very truly yours,

JAMES S. GWYNNE, *Secretary Raritan Min. and Man. Co.*

We here annex the letter of Mr. Keener, the agent of the Baltimore and Cuba Smelting and Mining Company, showing the returns of a sample of ore forwarded to that company:—

OFFICE OF THE BALTIMORE AND CUBA SMELTING AND MINING CO.,
Baltimore, March 29, 1848.

J. S. GWYNNE, Esq., *Secretary Raritan Min. and Man. Co.*

DEAR SIR:—Annexed you have sales of three parcels of copper ore, namely, 23 barrels per Lydia, 10 barrels per Hiram Gerard, and 12 barrels per Sarah Ann Roe. Eight barrels of the first lot contained a rich and beautiful purple and grey sulphuret of copper, slightly mixed with green and blue carbonates. The yield was 46 per cent. It is a highly valuable ore, and was received in good order for furnace use. We should be happy to purchase large supplies of such ore.

The 7 barrels marked No. 2 contained also a desirable ore, and gave 21 $\frac{1}{4}$ per cent of copper. It is a washed ore, and consists of some fine or broken sulphurets, mixed with green and blue carbonates, in an earthy gangne. The No. 3 was also a washed ore, and consisted mostly of carbonates of copper diffused in a clayey and silicious gangne. The washed ores should have been dried previously to their being shipped, as they came in almost a fluid state, which rendered it necessary for us to have them dried before they could be used. It would also be a saving of freight to the shipper. Hoping the above may prove satisfactory, and lead to larger transactions,

I remain very truly yours,

DAVID KEENER, *Agent.*

DAHLONEGA, OR GEORGIA GOLD REGION.

The following letter to the National Intelligencer furnishes some interesting particulars of Dahlonega, its history, with a few anecdotes of the gold-diggers, and of the Branch Mint at that place. It is dated Dahlonega, (Geo.) April 30th, 1848.

The Cherokee word Dah-lon-e-ga signifies *the place of yellow metal*, and is now applied to a small hamlet at the foot of the Alleghany Mountains, in Lumpkin county, Georgia, which is reputed to be the wealthiest gold region in the United States. It is recorded of De Soto and his followers that, in the sixteenth century, they explored this entire southern country in search of gold, and unquestionable evidences of their work have been discovered in various sections of the State. Among these testimonials may be mentioned the remains of an old furnace and other works for mining, which have been brought to light by recent explorations. But the attention of our own people was first directed to this region while yet the Cherokees were in possession of the land, though the digging of gold was not made a regular business, until after they had been politely banished by the general government. Soon as the State of Georgia had become the rightful possessor of the soil, (according to law) much contention and excitement arose among the people as to who should have the best opportunities for making fortunes; and, to settle all difficulties, it was decided by the State Legislature that the country should be surveyed and divided into lots of forty and one hundred and sixty acres, and distributed to the people by lottery. For several years subsequent to that period, deeds of wrong and outrage were practised to a great extent by profligate adventurers who flocked to this El Dorado. In the year 1838, however, the Government established a branch mint at this place, since which time a much better state of things has existed at Dahlonega.

The appearance of this village, though not more than a dozen years old, is somewhat antiquated, owing to the fact that the houses are chiefly built of logs, and, having never been painted, are particularly dark and dingy, but uncommonly picturesque in form and location. The population of the place is about five hundred. It is located upon a hill, and though the country around is quite uneven, having been deeply ravined by atmospheric agents, when viewed in connexion with the mountains, (some ten or fifteen miles off,) which seem to hem it on three sides, presents the appearance of a pit to a magnificent amphitheatre. On approaching Dahlonega I noticed that the water-courses had all been mutilated with the spade and pickaxe, and that their waters were of a deep yellow; and having explored the country since then, I find that such is the condition of all streams within a circuit of many miles. Large brooks (and even an occasional river) have been turned into a new channel, and thereby deprived of their original beauty. And of all the hills in the vicinity of Dahlonega which I have visited, I have not yet seen one which is not actually riddled with shafts and tunnels. The soil is of a primitive character, quite yellowish in color, composed of sand and clay, and uncommonly easy to excavate with the spade. Heretofore the gold ore of Lumpkin county has been obtained from what is called the deposit beds, but the miners are now beginning to direct their attention to the veined ore, which is supposed to be very abundant in all directions. It is generally found in quartz and a species of slate stone. The gold region of Georgia, strictly speaking, is confined to a broad belt, which runs in a north-eastern and south-western direction from Dahlonega, which may be considered its centre. Several auriferous veins traverse the town, and it is common after a rain to see the inhabitants busily engaged in *hunting* for gold in the streets. That huge quantities are thus accumulated in *these* days I am not ready to believe, whatever may have been done in former years. I know not that any very remarkable specimens of gold ore have been found in the immediate vicinity of Dahlonega, but an idea of the wealth of the State in this particular may be gathered from the fact, that several lumps have heretofore been found in different sections which were worth from five hundred to one thousand dollars. More valuable specimens have been found in North Carolina; but while Virginia, the Carolinas, and Alabama have all produced a goodly amount of gold, I have heard it conceded that Georgia has produced the largest quantity and decidedly the best quality.

And now with regard to the fortunes that have been made in this region. They are very few and far between. But, by way of illustration, I will give two or three incidents which have come to my knowledge. In passing, however, I may repeat the remark made to me by an intelligent gentleman, that the expenses of digging out the gold in this section of country had ever exceeded the gain by about one hundred per cent. Immense amounts of labor, as well as money, have been expended, and, generally speaking, the condition of the people has not been improved; the very wealth of the country has caused the ruin of many individuals.

The following story is a matter of popular history. After the State Legislature had divided the Cherokee Purchase into lots and regularly numbered them, it was rumored about the country that lot No. 1052 was a great prize, and every-body was on tip-toe with regard to its distribution by the proposed lottery. At that time 1052 *figured* in the dreams of every Georgian, and those figures were then far more *popular* than the figures 5440 have been in these latter days. Among the more crazy individuals who attended the lottery was one Mosely, who had determined to draw the much talked of prize or *purchase it of the winner*, even though it should be at the cost of his entire property, which was quite large. The drawing took place, and 1052 came into the possession of a poor farmer named Ellison. Mosely immediately mounted his horse and hastened to Ellison's farm, where he found the child of fortune following the plough. The would-be purchaser made known the object of his visit, and Ellison only laughed at the impetuosity of his impatient friend. Ellison said he was not anxious to sell the lot, but if Mosely *must* have it, he *might* have it for \$30,000. Mosely acceded to the terms, and in paying for the lot sacrificed the most of his landed and personal property. The little property which was left him he was compelled to employ in working his mines; he labored with great diligence for several years, but he could never make both ends meet, for his mines were not at all distinguished for their richness. In process of time he was compelled to sell 1052 for what it would bring, and having squandered that remnant of his former wealth, he left the country for parts unknown, a veritable beggar. But, what is more singular than all, the present proprietor of 1052 is that identical man Ellison, who is annually realizing a handsome sum of money from the newly-discovered gold ore found in the bowels of his lottery lot.

Another instance of good fortune, unattended with any *alloy*, is as follows. Five years ago two brothers, who were at work upon the Georgia railroad, took it into their heads to visit Dahlonega and try their luck in the mining business. They were hard-working Irishmen, and understood the science of digging to perfection. They leased one or two lots in the vicinity, and are now reputed to be worth \$15,000.

The deposit gold is extracted from the gravel by means of a simple machine called a rocker, which merely shifts and washes out the metal. The vein gold is brought to light by means of what is called a pounding mill, which reduces the rock to the consistency of sand, when the ore is separated by the use of quicksilver.

The *mint establishment* is quite large, and has a commanding appearance. It was erected in 1837, at an expense of \$70,000, and the machinery cost \$30,000. It gives employment to nine men, who receive for their services, collectively, \$12,000. The Superintendent is J. F. Cooper, (son of the famous actor,) the Coiner is D. H. Mason, who has a very interesting cabinet of materials, and the Assayer is J. L. Todd. The Dahlonega Branch Mint and the one located at Charlotteville, N. C., are the only ones which coin the gold on the very spot where it is found. The New Orleans Branch, as well as the mother mint in Philadelphia, are chiefly occupied with foreign ores. Of the two first mentioned, Dahlonega thus far has been the most successful, the coinage in one year having amounted to \$600,000. At the present time, however, the business of this mint is said to be on the wane. The coinage of the branch mints is uniform with that of the mother mint, and it is all systematically tested there. It thus appears that the whole establishment is a branch of the Treasury Department.

The smallest amount of ore received at the Dahlonega mint has to be worth \$100. When the miner has obtained a sufficient amount, he takes it to the mint and receives the allotted sum. The operation of coining is performed by the power of steam, and may be briefly described by the words rolling, drawing, cutting, and stamping. Some of the Dahlonega gold is said to be as pure as any in the world, but it is commonly alloyed with silver; and yet silver ore is no where found in this section. The value of pure gold is one dollar per pennyweight; and every genuine American eagle is made to contain one-twentieth of silver and one-twentieth of copper.

ECKEL'S STEAM GAUGE.

The April number of the Journal of the Franklin Institute describes this invention, a model of which was exhibited and explained by Mr. G. W. Smith. It consists of a small brass cylinder or tube placed outside of the boilers, and connected by tubes furnished with stop-cocks, with the steam space in the boiler above, and with the water space below. These cocks being open, the water level in the gauge will be the same as in the boiler. When the water level is to be tried, the lower cock is stopped, by which the connexion with the water of the boiler is cut off, and the water is then discharged by the pressure of the steam, from the gauge through another stop-cock into a graduated vessel, and the height at which it stood in the tube thus determined.

NATIVE SILVER FROM LAKE SUPERIOR.

We have seen a copy of a letter from R. M. Patterson, Esq., Director of the United States Mint at Philadelphia, to Hammond Whitney, Esq., of Boston, Clerk of the Lake Superior Copper Company. Mr. Whitney, it appears, forwarded a cake of native silver from Lake Superior to the United States Mint at Philadelphia, weighing six pounds ten ounces avoirdupois, or 96.80 ounces Troy. Mr. Patterson, in his letter to Mr. Whitney, acknowledging the receipt of the silver, gives the following analysis of its character:—

To determine the fineness, pieces were taken from opposite ends, and their assay by cupellation gave an average of 950 thousandths pure silver. The humid assay was impracticable, from the presence of earthy matter. An ounce of the metal was then cut off from the two ends, and carefully melted, with a protective flux, which should remove all the earthy constituents and retain all the metallic, and the result was a loss in melting of five per cent. The assay of the silver resulting proved to be 999 $\frac{1}{4}$ thousandths, or within a minute fraction of absolute purity. The two results confirm each other; since 96.80 ounces (original weight) at 950 fine, or 92 ounces (weight after melting) at 999 $\frac{1}{4}$ fine, give the same value within about three cents.

The native metal or ore is therefore composed of

95 per cent silver.
5 “ “ earthy matter.
—
100

The value of the deposit, namely, \$118 57, will be paid, in silver coins, to your order, endorsed on the enclosed receipt.

The *American Mining Journal* considers it the finest specimen of native silver in the country, and we are gratified to learn from Mr. Patterson that it will occupy a conspicuous place in the Cabinet of the United States Mint.

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 SUBSTITUTE FOR MARBLE.

A memorial has been submitted to the United States Senate, from the “Hartford Ar- gillo Manufacturing Company,” asking an examination and test of a certain material man- ufactured by the Company, to be used in lieu of marble.

This memorial states, “although this manufacture is in its infancy, it can now be furnished as cheaply as the finest marbles, which it is destined entirely to supersede. It is a prepara- tion of clay by chemical agency, of great durability and intense hardness, exhibiting the high polish and lustre of the precious stones, being susceptible of every variety of hue, is of unsurpassed and permanent brilliancy, and cannot be equalled in practical use. The me- morialists ask no patronage from the government in advance, being convinced that, after examination and test, it will at once be introduced in all the public buildings in lieu of marble.”

The Springfield Republican says it resembles, in structure and appearance, the richest variegated agates. It is to be used for door knobs, pavements, table tops, and other arti- cles. It surpasses in brilliancy any known variety of marble, and is equally cheap. The Hartford Whig speaks of it in the following terms: “No one who has not seen it, can form an idea of its beauty and illimitable variety of color. It is so hard as to resist any scratch except that of crystal or diamond. One of our exchanges states that Mr. Calhoun has introduced in the Senate a resolution, which passed instantly, to the effect, that all the floors in the public offices in the Capitol should be made of this beautiful material. An immense sum is said to have been offered for the entire patent.

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 MANUFACTURE OF COTTON DUCK AT PATERSON.

We learn from the “*Farmer and Mechanic*,” that the Paterson Manufacturing Com- pany, of which Mr. John Colt is President, was the first establishment in which cotton was ever made by power looms into duck—this kind of fabric having been only wove previously by means of hand looms. In fact, we believe that we are indebted principal- ly, if not altogether, to the enterprise and ingenuity of Mr. J. Colt, for originating and bringing to the present state of perfection this article of manufacture. It was in the year 1822 that he first embarked in this undertaking, and up to the month of March, 1824, for the space of two years, he had succeeded in making only about 500 bales; but in the year

1825, the quantity was increased to 1,500; and in the next year to nearly 2,500; and in the year following to nearly 4,000; and the quantity has been gradually increasing, so that within the last 6 or 8 years, the Company have manufactured yearly not less than 10 or 12,000 bales of cotton duck. And even at the present rate or quantity made, we are not aware that the supply is equal to the demand, so much is the quality of this article approved by those that have adopted its use. There are in this establishment 4,372 spindles for spinning and twisting the cotton yarn, and 84 power looms for weaving it, employing altogether about 170 hands. They use annually about 831,800 pounds of cotton, from which they make about 12,000 bales, or 677,000 yards.

RAILROAD, CANAL, AND STEAMBOAT STATISTICS.

NEW YORK AND ERIE RAILROAD.

The loan advertised by the Erie Railroad for \$500,000 has all been taken at par. The President of this road has recently published a statement of its condition, partly in reply to the statements made by parties in the street that the Company have not sufficient means to complete the road to Lake Erie, and partly to give that information to the stockholders which the Directors deem it right they should possess. The following statement exhibits the means in the possession of the Company to complete the road :—

There is due at this date, on stock subscriptions, over.....	\$450,000
State Mortgage Bonds in hands of the Comptroller, not yet sold.....	2,250,000
Amount deposited with the Comptroller to pay interest on \$750,000 of Bonds assigned to date.....	162,433
Total.....	\$2,862,433

Besides which they have on hand available assets to pay off all existing liabilities for work done to 1st May, and for temporary loans, &c. In answer to a call of the Board upon the Chief Engineer for a careful estimate of the cost of completing the road to Binghamton, a report was submitted, by which it was found that taking the bonds at par, together with the amount due on stock subscriptions, there would be, after completing the road to Binghamton, a surplus of about \$1,000,000.

In relation to the large proportion of the means of the company to be expended this side of Binghamton, the President says: "A considerable amount has been expended in settlement of the old debts of the Company. The condition of the road in operation was such as imperatively demanded a large expenditure to make it safe and profitable. The motive power, cars and machinery, were entirely insufficient, being in a very bad condition; consequently a large amount was absolutely required to provide for this deficiency. The character of the road has been very greatly improved, by altering the grades and changing the line in many places, at a considerable cost to the company. The value of these improvements can hardly be over estimated, when the future working of the road is taken into account. When the subscriptions were obtained, the price of provisions and labor were very low, the question of location was settled; but when the Company were enabled to commence work, there was an advance of more than 50 per cent."

The Board state that all the legislation that is deemed necessary has been obtained, both from our own State and Pennsylvania, to enable the Company to avail themselves of all the benefits of their charter. About one and a half millions of dollars have been expended on that part of the road between Port Jervis and Binghamton, a distance of about 127 miles, (by far the most difficult and expensive part of the road to the Lake.) The Company will commence laying the superstructure within a few weeks. The Board intend, and believe they will be enabled to open the road to Binghamton during the present year.

The Board have just closed a very advantageous contract with a company of gentlemen of great wealth and respectability from the interior of the State, to grade the road from Binghamton to Elmira, a distance of about sixty miles, to lay the superstructure and to furnish all the materials, except the iron rails; that portion of the road between Binghamton and Owego to be finished within sixty days after the road is extended to Binghamton, and from Owego to Elmira within six months thereafter. And as a proof of their confidence in the productiveness of the road, they have agreed to receive their pay, principal

and interest, solely from the nett earnings of the road. Payment of principal to be made out of nett earnings, in instalments of 20 per cent per annum in six, seven, eight, nine and ten years. This arrangement will secure the completion of the road to Elmira within fifteen or sixteen months from the present time, with the probability of a similar arrangement to extend it to Corning, sixteen miles farther west, within the same period. A short road from the head of Seneca Lake, to connect with the New York and Erie Railroad, at Elmira, a distance of some seventeen or eighteen miles, has been chartered. The route is now being located, and the capital stock is nearly subscribed.

The President states that the nett earnings of the road now in use will probably exceed \$150,000 the present year. Its gross earnings will doubtless exceed \$300,000. Taking the most reliable sources of information, the lowest estimates that can be formed of the nett earnings of the road when it reaches Elmira, after paying interest on the State bonds and all issues of stock, and all other indebtedness, can hardly fail of leaving a nett surplus of \$600,000 or \$700,000, to be applied to the extension of the road to the lakes. From \$2,000,000 to \$3,000,000 will be required to complete the road to Lake Erie. The Company, when the road reaches Elmira, will by its charter have a balance of stock not issued, and the privilege of issuing from \$4,000,000 to \$5,000,000, which will secure the completion of the road to the Lake, and make ample provision for machinery, cars, &c., for running the road. This road, when completed, will cost the stockholders less per mile than any other road in the country, and not exceeding half the cost per mile of the Western Railroad from Albany to Boston.

CAPE COD BRANCH RAILROAD.

The American Railroad Gazette publishes an elaborate account of the opening of this road, from which we learn that a train of cars passed over its whole length for the first time on Friday, the 26th of May, 1848. These cars, twelve in number, left the depot of the Old Colony Road in Boston, at 9 o'clock on the morning of that day, occupied by a large party of gentlemen, invited guests for the occasion. This party, which on leaving Boston numbered about five hundred, was augmented on the route to nearly eight hundred. The distance to Sandwich, the extreme terminus, is sixty-two miles. The connexion between Boston and that point is formed by the Old Colony Road as far as South Braintree, about twelve miles, then by the Fall River Road from its junction at this place to Middleboro' Four Corners, about twenty-two miles, and then for the remaining distance by the Cape Cod Branch.

The Cape Cod Branch Railroad was chartered in the spring of 1846. Under this charter a company was very soon organized, and, in the fall of that year, the road was commenced. The character of the country through which it lies has been very favorable for its construction. There are no heavy embankments and no deep cuts the whole length of the road. The gradients generally are very light, the heaviest being forty feet to the mile on an extent of only about six miles, and the total rise and fall being but 481.19 feet. The curvatures, too, are few and slight, eighteen miles of the whole road being of a straight line. There is but little bridging, far less than is usual for the same distance. With these favorable circumstances the cost of the road has not been heavy. Fully complete, including equipment, its cost will not vary much from \$20,000 per mile. This ranks it among the very cheapest of the New England roads. And yet it is most thoroughly and faithfully built. The bed is firm and solid, and the rail laid upon it weighs 56 pounds to the yard. It is a good road, and the future repairs that may be required cannot be many or expensive.

STEAMERS BETWEEN NEW ORLEANS AND NEW YORK.

The New Orleans Picayune has the following notice in reference to this new line of ocean steamers, the facts of which were derived from a gentleman connected with the enterprise:—

“Under the contract made by A. G. Sloo with the Navy Department, a semi-monthly line will commence running on the 1st of October. The steamers are being built in New York, and will be launched by the 10th of next month. They are under the superintendence of George Law, Esq., one of the most intelligent and successful builders of steamers in this country; and this fact is a sufficient guarantee that the vessels will not be surpassed by any that ever turned a wheel on the ocean. They are *twenty-two hundred and fifty tons burthen*, but, notwithstanding their immense size, will be of such light draught of wa-

ter as to be able at all times to get over the bar at the Balize and ascend to the city. They are to be fitted up in a style of magnificence unequalled in this or any other country. They can accommodate 260 cabin and 100 second class passengers. They have each two engines of immense power, and it is expected they will make the passage regularly, touching at Havana and Charleston, in less than *seven days*, being less time than any route now travelled between the two cities.

“The contract with the government requires the company, under a heavy penalty, to have on two steamers by the 1st of October, making a semi-monthly line, and as soon thereafter as practicable two more, making a weekly line—the two last will undoubtedly be ready by the 1st of April next.

“The same company have a contract with the government to run a steamer from Havana to Chagres, on the Isthmus of Darien, twice a month. At this point it is only 28 miles across to Panama, on the Pacific, from which place a line of steamers, of 1,000 tons each, under contract with the Navy Department, run regularly to Astoria. This line is also to commence on the 1st of October, and the vessels are nearly finished. The British government have a line from Panama to Valparaiso, which with our line to Oregon will make 6,000 miles of Pacific coast navigated by steamers. After the establishment of these lines, passengers can arrive at California or Oregon in less than one month from New York or this city, and it is believed that nearly all the emigration to the Pacific coast will be by this route. The expense will be much less than the outfit required for the overland route, and the immense fatigue and danger avoided.

“We congratulate the people of New Orleans and the whole country on the certainty that in a short time they will have so important an addition to the many elements of prosperity which this city already possesses. We feel assured that this enterprise is in the hands of men of energy and ability, and will be carried out successfully.”

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WILMINGTON AND RALEIGH RAILROAD COMPANY.

The Charleston Mercury says “this company has increased the fare between Charleston and Weldon. This step has been forced upon them by the policy of the other railroads between Weldon and Baltimore. The Wilmington and Raleigh Company have been desirous that the fare between Baltimore and Weldon should be placed at so low a rate as to attract increased travel upon that route, and accordingly fixed the fare from Charleston, 330 miles, at \$10, or a little over three cents per mile, while the companies further north charged \$10 between Weldon and Baltimore, 249 miles, or at the rate of four cents a mile.”

This company, says the *American Railroad Journal*, charged less last year *per mile* than any other road at the south—about two and a half cents on through passengers. This was too low for that region, where there are but comparatively few way passengers—though quite high enough at the north. If they will allow us to make a *through ticket* from Charleston to New York, we would put it at about \$24—the distance being 775 miles—or about 3.1 cents per mile, to be divided between the roads in the following proportions, namely:—

|                                                    |        |
|----------------------------------------------------|--------|
| New York to Philadelphia, 90 miles, 2½ cents.....  | \$2 25 |
| Philadelphia to Baltimore, 97 miles, 2¼ cents..... | 2 50   |
| Baltimore to Washington, 40 miles, 3 cents.....    | 1 20   |
| Washington to Richmond, 133 miles, 3½ cents.....   | 4 65   |
| Richmond to Petersburg, 22½ miles, 4 cents.....    | 90     |
| Petersburgh to Roanoke, 63 miles, 4 cents.....     | 2 52   |
| Weldon to Charleston, 330 miles, 3 cents.....      | 10 00  |

New York to Charleston, 770 miles..... \$24 02

Or \$22 to Philadelphia, and \$19 50 to Baltimore. This would ensure a large proportion of the travel to take this route.

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A NEW LOCOMOTIVE ENGINE.

“A new locomotive engine,” says the *Railway Chronicle*, “is nearly completed, under the superintendence of Mr. McConnell, of the London and North-western Railway. It is expected to prove the most powerful narrow gauge engine ever yet built. The engine is on the outside cylinder principle, and the dimensions of the principal parts are stated to be as follows:—Distance between the centres of the cylinders 7 feet 6 inches; ditto between

the driving wheel and the training wheel 10 feet 6 inches; height of the fire box 5 feet 5 inches; length the same; breadth 5 feet 9½ inches—slightly overhanging the rails. Distance between the leading and driving wheels 6 feet 8 inches; the extreme bearing between the angles being 17 feet 2 inches. The driving wheels are of 6 feet diameter, the other wheels 3 feet 10 inches. The diameter of the boiler (outside) 4 feet 3 inches; length of tubes 12 feet 7 inches, of 2 inch inside diameter; number of tubes 190. The height of the top of the boiler to the level of the rails, we are assured, is 7 feet 9 inches. The cylinders are 18 inches.

“The old plan of locomotion by stationary power up the Edinburgh and Glasgow incline has been resumed. The train being drawn by the iron rope, and the engine carried up at the same time, the process has the two-fold advantage of preventing delay and personal annoyance to the passengers. The working arrangements have given very general satisfaction.”

MERCANTILE MISCELLANIES.

MERCANTILE LIBRARY ASSOCIATION OF BOSTON.

THE Twenty-eighth Annual Report of this useful institution has been made public. It is a comprehensive, business-like document, exhibiting the affairs of the Association in a healthy and prosperous condition. The Library, the most prominent feature of the institution, has received its full share of attention during the past year. During the year, 670 volumes have been added; and the library, at the making up of the report, contained 5,725 volumes. The number of members who enjoy all its privileges at this time is 1,134. From the report of the Treasurer, it appears that the receipts during the year amounted to \$3,773 16, and the expenditures to \$3,163 19. Of the balance on hand, amounting to \$669 53, the Trustees have invested \$500. The Association is entirely free from debt, besides having invested, mostly in railroad stocks, \$16,100. The course of lectures the past season proved successful, the gross receipts amounting to \$1,566, defraying all expenses for halls, lectures, &c., and leaving a nett profit of \$332 82. The tables of the reading-room are supplied with twenty-three of the leading American and English Magazines and Reviews, including, of course, the Merchants' Magazine. The Association has a valuable collection of coins and curiosities, which are appropriately arranged. The literary exercises of the members appear to have been conducted with great ability; and the members whose constant attendance has served to inspire the participants with a laudable ambition to improve their talents, is the best comment upon the importance and interest of this peculiar feature of the institution. The classes of the members formed for the purpose of studying Book-keeping and French, are well attended. Warren Sawyer, the retiring President of the Association, in closing this report in behalf of the government, remarks:—

“In conclusion, the Government cannot retire from office without expressing to the members their heartfelt thanks for the generous confidence and kind support they have received during the year. This liberal aid and sympathy has lightened our duties, and cheered us in all our services. We have the satisfaction of surrendering the Association to our successors free from debt. In possession of central and commodious rooms, with an increasing Library, with its future financial prospects of the most gratifying character, with union and harmony among our numerous members, and the Association with a name and position among the public institutions of our city, which affords the best guaranty of its permanence and popular character.”

The following gentlemen constitute the board of officers for 1848-49:—

Thomas H. Lord, *President*; James Otis, *Vice-President*; Wm. H. Kennard, *Corresponding Secretary*; Henry P. Chamberlain, *Recording Secretary*; George H. Briggs, *Treasurer*. *Directors*: S. G. Wheelwright, John P. Ober, Jr., Charles P. Creasy, Ira Chase, Jr., Charles G. Hooker, Henry C. Allen, Samuel H. Millard, John D. Lovett. *Trustees*: D. N. Haskell, T. J. Allen, E. C. Cowdin, Warren Sawyer, Francis G. Allen.

THE TRUE MAN OF BUSINESS.

The following description of a business man is from the pen of WILLIAM H. STARR, Esq., the editor of the "*Farmer and Mechanic.*" Our knowledge of Mr. Starr warrants us in saying, that his description of the true man of business is derived from his own personal practice. We commend the portraiture, so faithfully drawn, to the attention of mercantile and business men generally.

There is a sort of bustle and impatience with which some men seem inspired in all their transactions, that by no means indicates business talents. This is proved, not only by the results of such efforts, compared with those of a more quiet and orderly system, but by the incidents of inconvenience, discomfort and dissatisfaction which disturb, excite, and torment the minds of such men continually.

The true business man has order and method in all his arrangements. His time has a proper division, as the exigencies of his business may require. Nor does he over-tax himself with labors and cares in one department, to the neglect of another. He estimates the character and wants of his business, and provides competent and faithful assistants in all its departments. Though not ashamed of the drudgery or physical exertions required in his pursuits, yet he would make no show of devotion to these, if other more responsible interests might for the time require his attention. He esteems no labor disgraceful that may be made useful, and if poverty or circumstances required, he could handle the hammer, the trowel, or the spade, and not be ashamed to receive a call while so employed, from his most genteel or fashionable friend; yet, while an intellectual or planning department is essential to every pursuit, he esteems it no special mark of republicanism to deprive his less intellectual neighbor of a chance to earn his bread, by circumscribing his enterprise to the employment of his own labor merely. He is of opinion that he may have enough of honorable enterprise to employ his fellow men by the hundreds, and that of necessity would occupy all his time and all his mind in their supervision, and still not deserve to be esteemed an aristocrat.

The true man of business has his plans settled so as to keep everything in proper order, and to finish up the labors of each day in season to afford him some time for mental relaxation, or for the cares and interests of his family and of society. The man that teases himself and his assistants all day, with petulance and complaint, is usually ill fitted to make *home happy* when he returns to his house at night.

Every day, with the correct system of business, is made to bear fully its own burdens; its orders are attended to, goods are shipped, letters are filed, books are posted, and cash is balanced. Its doctrine of accumulation does not apply to deferred duties to be performed; but only to profits accruing from strict attention and punctuality.

With the strict business man, his whole system and plan is in his mind; and as it provides for variations in the markets and the condition of trade, when these incidents occur, he is prepared for them. He has engaged in no extraordinary speculations, and has made his investments with a careful regard to the ordinary laws of trade, and on what, despite of temporary fluctuations growing out of factitious influences, must ultimately be the demands, consumption, and resources of the country, and withal, he is managing so far within his means that foreign causes cannot ruin him.

So much we say in general; but we would also notice some minor incidents which serve to show the character of the true business man.

In purchasing stock he deals only with such houses as he esteems to be characterized for integrity, whose recommendations are a sort of implied warranty. Hence the purchase of a cargo he can accomplish while men of less system would be cheapening a pair of boots, or obtaining deduction on a package of auction teas.

He holds that the pleasure and character of business are to be based on a good understanding between man and man. Hence every question that could be raised in respect to a transaction is clearly stated and properly disposed of in closing the arrangement. Thus he keeps out of the law, and has all his time to devote to current affairs.

Nor does his system end with what pertains to his own interest, but he has a careful regard for the interests and feelings of others, according to the great Christian law of doing to others as he wishes them to do by him. He makes the great principles of justice and equity to govern his conduct in small matters as well as in those of more consequence. If he has received the labor of poor men, he pays them promptly in as good money as he would pay his banker. This not only secures him a good reputation, but a clear conscience. The habits of many who never pay small debts till their poor creditors have spent more time in calling and asking for their pay than their whole claim is worth, our man of business heartily despises. For he knows that if a guinea is the poor man's whole estate,

it is of as much consequence that this small amount should be at the disposal of its owner, as if it were the amount of thousands.

Whenever a man of business borrows money, (which should be as seldom as possible,) he pays promptly on the day stated; and lest his creditors might have some apprehension of his punctuality, he contrives, if possible, to return what he has borrowed several hours earlier than it may be wanted to meet bank obligations and for other purposes. Hence, our real business man is seldom in the market at twelve o'clock with ten or twelve thousand dollars to raise before *three*. In fine, what he does is done properly, and does not require to be repeated. His transactions are prudent, and not dependent on contingencies, beyond his power to control; hence, if not successful, are not ruinous. Just to all, if he is really unfortunate he carries with him a character that insures him against extreme want, and one that may again promote him to success and prosperity.

COMFORT FOR MERCHANTS' CLERKS IN LONDON.

A London correspondent gives a glowing account of the arrangements made by the proprietors of a large retail dry goods house in that city, for the bodily comfort and mental improvement of their clerks and other subordinates. He says:—

“A day or two since, I received from the head of one of the largest drapery houses an invitation to inspect the arrangements they had just made for increasing the comforts of those under their protection; and believing that I may do good to other young men, by describing the plan now adopted by many employers in London, I shall not apologize for ‘going a shopping,’ because it is to buy information, and dispose of it at prime cost. There are many large establishments in America, who may not scorn to take a hint from what others are doing, and, indeed, it is part of my business here to chronicle improvements.

“The business of the house in question closes at seven o'clock; and then, after tea, those young men who are disposed may retire to a large and well lighted reading room, well supplied with a fine library and the best periodicals of the day. For those who are disposed, teachers in French, Latin, German and music are engaged, and any instrument chosen is procured by the principals. Drawing masters are also at hand, and there is a fine selection of casts and pictures to study from. Three times a week the most distinguished *savans* are engaged to lecture to the young men, and courses on chemistry, popular anatomy, geology, botany, electricity, &c., are given by masters in their respective vocations. Occasional examinations are instituted, and once a week a *conversazione* is held, at which the young men and women of other establishments exchange visits. Besides all this, every individual is allowed a certain time each day for out door exercise. In short, the employer's house is made a home to them, and few so situated, I hear, feel inclined to idle away valuable time, eating welch rabbits and drinking pots of porter at the ‘Coal Hole.’ I have not enumerated half of what I saw and heard, but this must suffice.”

A SUCCESSFUL MERCHANT.

“I mean to be a rich man, cost what it will. A man is nothing in this world without wealth. With plenty of money he is everything. I mean to get rich anyhow.”

Such was the soliloquy of a young merchant who, with a small capital, had recently established himself in business. He made a stern resolve to be rich, and having great perseverance, he went busily to work in the execution of his purpose.

Everything was made subordinate to the accomplishment of his golden vision. Ease and pleasure were out of the question. Domestic happiness was of no account. The merchant's brow arched with incessant care; his heart chilled and warmed with the rise and fall of the markets; the changes of commerce shaped his dreams; money was his reigning idea. He had time for nothing but business. In vain did his wife languish beneath her domestic cares at home. He had no time to unbend himself at home, and contribute to the bliss of his little world there. Neither could he bestow attention to the wants of the world, nor the miseries of his fellow-creatures around him. True, the poor were often cold and hungry—true, the drunkard reeled along the street—the young fell into the increasing snares of vice—immorality abounded, and virtue, struggling to maintain a foothold on the earth, called upon him for aid. The call was in vain, for our merchant had neither ears nor eyes for aught save the court of MAMMON.

After many years of toil and care, after enduring anxiety and labors, sufficient to wear out his over-taxed energies, he had reached the goal. The merchant had grown rich; so rich that he could forsake the counting room, and live with princely splendor in a palace-like home!

This was the fulfilled vision of his youth. He had sought gold, and his massive coffers groaned beneath the weight of their glittering load; and when men passed him, they said, "That is old ———, the millionaire."

Was the price worth what it cost? Thirty years of sacrifice had been devoted to its pursuit! During that period, true enjoyment had been a stranger to his heart; how could it be otherwise? For thirty years he had not had time to be happy! He had surrendered all for the advantages of wealth! He had literally sold these for gold! He had his prize. Was it worth what it cost, we ask?

Let the sequel show. The merchant had not been many months out of the counting room before his mind, missing the stimulus of business, began to prey upon itself. For intellectual and religious pursuits it had now no relish. They had been avoided so long for want of time, for the sake of the money-god, that they would not now afford delight. Without occupation the merchant's life became a blank. His mind sunk into weakness, his memory failed, his energies dried up; first he sunk into weakness of second childhood, and then into the stupidity of an idiot.

They carried him to the asylum of departed intellect, and there, ever talking of notes and ships, his soulless eyes gazing into vacancy, his fingers tracing figures in the air, the successful merchant ended his days with maniacs and fools.

HONDURAS MAHOGANY TRADE.

The Honduras Observer says:—In reviewing the trade of the past year, certain facts must be stated and borne in mind to account for the difference that the figures present this year as compared with the last; and first, as applicable to all descriptions, the high rates of freight very considerably reduced the import from all places, so that, in some instances, there were months when not a single import took place. As respects Honduras wood, until lately but a very small portion of it was suitable for the manufacturing districts—the chief supply consisting of ship-building wood, of long lengths and small diameters; buyers, therefore, obtained their machinery wood from London, but just now, by the late arrival here, the supply of such wood is ample. Of St. Domingo and Cuba, the apparent reduced consumption may be at once accounted for by the fact, that almost the whole of the year's supply has come within the last three months, so that the chief part of the year was without any wood to sell; consequently, although with a limited import, the present stocks are large. They represent stocks which, in ordinary circumstances, would have been in consumer's hands, whose requirements must be in that degree in need of supply. Honduras—The import this year is 1,393,000 feet, against 2,605,289 feet. The consumption is 872,000 feet, against 2,362,729 feet; and the stock 1,000,000 feet, against 479,021 at the close of last year. St. Domingo—The imports consist of 879,269 feet, against 1,085,563 feet last year. The consumption has been 639,343 feet, against 969,586 feet; and the stock is 440,903 feet, against 250,677 feet at the close of last year. Cuba, compared in like manner, shows as import, 257,979 feet, against 822,192 feet; as consumption, 203,915 feet, against 1,159,106 feet; and as stock, 146,264 feet, against 92,500 feet at the close of last year. There have been no recent sales of any importance; the whole of the attention having been concentrated on the forthcoming sales of the 2d, 3d, and 4th February, when almost the whole of the wood comprising the above (except the Bay-wood) will be brought forward for public sale, there not having been any important auction sale for several months here.

AGRICULTURAL PRODUCTIONS OF THE UNITED STATES IN 1847.

The Annual Report of the Hon. Edmund Burke, Commissioner of Patents, contains the usual annual estimate of crops for each State and Territory for 1847. The publication of the Report of the Secretary of the Treasury of the Commerce and Navigation of the United States, compels us to defer the estimates of crops for each State; we, however, subjoin the totals of each article produced, according to Mr. Burke, in his report:—

Wheat.....bush.	114,245,500	Hay.....tons	13,819,900
Barley.....	5,649,950	Hemp.....	27,750
Oats.....	167,867,000	Tobacco.....lbs.	220,164,000
Rye.....	29,222,700	Cotton.....	1,041,500,000
Buckwheat.....	11,673,500	Rice.....	103,040,500
Indian corn.....	539,350,000	Silk cocoons.....	404,600
Potatoes.....	100,965,000	Sugar.....	324,940,500

 THE BOOK TRADE.

- 1.—*Statistics of Coal. The Geographical and Geological Distribution of Mineral Combustibles or Fossil Fuel, including, also, Notices and Localities of the various Mineral Bituminous Substances employed in Arts and Manufactures, illustrated by Maps and Diagrams, embracing, from Official Reports of the Great Coal-producing Countries, the Respective Amounts of their Production, Consumption, and Commercial Distribution, in all parts of the World, together with Prices, Tariffs, Duties, and International Regulations. Accompanied by nearly four hundred Statistical Tables, and eleven hundred Analyses of Mineral Combustibles, with incidental statements of the Statistics of Iron Manufactures, derived from Authentic Authorities.* Prepared by RICHARD C. TAYLOR, Fellow of the Geological Society, London; Member of the American Philosophical Society; the Historical Society, Pennsylvania; of the Academy of Natural Sciences, of Philadelphia; and of various other Societies in Europe and America. 8vo., pp. 754. Philadelphia: J. W. Moore.

We have quoted the title of this work in full, as it gives as clear and as comprehensive a view of the contents of the volume as could well be done in a single page; and we hope those who take any interest in the subject will read it, as it will save us the time and space of recapitulating the contents in this notice. We referred to the work in former numbers of this Magazine, while it was in the progress of preparation for the press, and expressed our conviction that it would be a most valuable addition to the literature and statistics of the coal trade. We are not disappointed in its character or contents; for, on a careful examination, we find it to be all that was promised by the compiler in his prospectus, which we also published in our Journal some time since. Considering the many difficulties of preparing a work of the kind, Mr. Taylor has succeeded beyond our most sanguine expectations, based upon a knowledge of his long experience, general intelligence, and perfect familiarity with the whole subject. The information it contains is not to be found in any single, nor even in a number of works. "The materials," says Mr. Taylor, "had to be collected and arranged by degrees, and to be drawn from original sources; and, in this manner, the data sought for became the nucleus, which has gradually expanded into the substance and capacity of a single volume." Deficiencies and omissions there undoubtedly are in the work; but we venture to say, that on no kindred subject has a more complete or perfect treatise ever been produced. We shall endeavor, at our leisure, to speak more fully of its character and contents; but, in the mean time, we commend it to every miner, coal dealer, political economist, and man of science in the country.

- 2.—*Memoir of the Life of Elizabeth Fry, with extracts from her Letters and Journal.* Edited by two of her Daughters. In two volumes. Vol. II. 8vo., pp. 552. Philadelphia: J. W. Moore.

The first volume of this work was published in the early part of the present year, and duly noticed in the March number of this Magazine. Several memoirs of this distinguished philanthropist have been published since her death; but this must be considered the most authentic, prepared as it was by two of her daughters, who had access to all her manuscripts, and who, from an intimacy springing from consanguinity and affection, enjoyed an opportunity of understanding the modes of conduct, and all the secret springs which actuated this most benevolent of women. The present volume embraces a period of nearly twenty years in her life, from 1826 to her death in 1845. It for the most part is made up of extracts from her diary, correspondence with her children, and eminent philanthropists of her time; the narrative of her life and labors being made complete or united by her two daughters, whose discriminating judgment is strikingly manifest in the whole arrangement of the subject. The example of such a woman will prove more efficacious in recommending the benevolent precepts of Jesus than many sermons from softly-cushioned pulpits, and lips uttering well-rounded sentences, with graceful and classic eloquence.

- 3.—*Posthumous Works of the Rev. Thomas Chalmers, D. D., LL. D.* Edited by the Rev. WILLIAM HANNA, LL. D. Vol. III. New York: Harper & Brothers.

This third volume of the posthumous works of Dr. Chalmers is a continuation of the "Daily Scripture Readings," noticed in former numbers of this Magazine. The present volume embraces notes on the Psalms, Proverbs, Ecclesiastes, Song of Solomon, Isaiah, and Jeremiah. The volumes of this series are published in a uniform and beautiful style.

- 4.—*History of Congress, Biographical and Political; comprising Memoirs of Members of the Congress of the United States, drawn from Authentic Sources; embracing the Prominent Events of their Lives, and their Connection with the Political History of the times.* By HENRY G. WHEELER. Illustrated by numerous Steel Portraits and Fac-Simile Autographs. 8vo., pp. 568. New York: Harper & Brothers.

The author of this work has attempted, by a comprehensive union of biographical memoir with public history, to bring home, to the familiar contemplation of the American people, the practical operation of the institutions under which they live; and to demonstrate to them, by examples, how much more potent an instrument in the civilization of nations is the school-master than the warrior—the ploughshare than the sword! We have, in the present volume, which is understood to be the first of a series, memoirs of the public life of twenty-eight members of Congress, viz: Samuel Lahm, Daniel Duncan, Joseph M. Root, and Joshua R. Giddings, of Ohio; Isaac E. Holmes and Alexander D. Sims, of South Carolina; Joseph R. Ingersoll, John Blanchard, Abraham R. M'Ilvaine, and Richard Brodhead, of Pennsylvania; Stephen A. Douglass, Robert Smith, and John A. M'Clernand, of Illinois; William Duer, E. B. Holmes, Washington Hunt, and William C. Maclay, of New York; Amos Abbott, Charles Hudson, Daniel P. King, and R. C. Winthrop, of Massachusetts; Hugh A. Haralson and J. H. Lumpkin, of Georgia; Edward C. Cabell, of Florida; James B. Bowlin, of Missouri; J. W. Houston, of Delaware; John Chapman Grant, of Maryland, and Thomas H. Bailey, of Virginia. The present volume, it will be perceived, is confined entirely to members of the House of Representatives. "Our future volumes," says the author, "will give to the Senate a more ample representation than our arrangements for this have enabled us to offer." Interwoven with these biographical sketches are valuable historical notices of the proceedings of Congress, etc. The work is, moreover, illustrated with portraits of several members of Congress named in the catalogue.

- 5.—*The Diplomatic and Official Papers of Daniel Webster while Secretary of State.* 8vo., pp. 392. New York: Harper & Brothers.

The greater part of the papers contained in the present volume were written during the first two years of Mr. Tyler's administration; and the collection embraces the treaty of Washington of 1842, correspondence with Lord Ashburton relating to the case of the Creole, maritime rights, impressment, the inviolability of national territory, the case of the Caroline, of Alexander M'Leod, the right of search, our relations with Mexico, Spain, China, and the Sandwich Islands, construction of the treaty between the United States and Portugal respecting duties at the custom-house, sound duties at Elsinore, and the Zoll Verein Union. Mr. Webster's masterly speech in the Senate of the United States in vindication of the treaty of Washington, is very properly included in the volume. Of the ability or value of these papers there can be but one opinion, and we heartily thank the publishers for presenting them in so handsome and durable a form. The historical introduction, which is understood to be from the pen of Edward Everett, adds materially to the value of the collection.

- 6.—*Loiterings in Europe; or, Sketches of Travel in France, Belgium, Switzerland, Italy, Austria, Prussia, Great Britain, and Ireland. With an Appendix, containing Observations on European Charities and Medical Institutions.* By JOHN W. CORSON, M. D. 12mo., pp. 397. New York: Harper & Brothers.

This is a very agreeable and readable book of travels hastily made through the countries named above. The writer appears to be in good humor with himself, and with everybody and everything that falls in his way. He indulges at will in detailing personal adventures, as a relief to graver matters, and "felt little restraint upon innocent playfulness." The work is written in an easy, free, gossiping style. A portion of the work is devoted to "European Charities and Poor" in the form of several lectures, the result of his inquiries and observations while abroad. This part of the work, if not remarkably profound, is valuable, as it embodies many facts touching European charities, and the condition of her poor, that cannot fail of interesting the philanthropic reader at home.

- 7.—*Angela. A Novel.* By the author of "Emilia Wyndham," "Triumphs of Time," "Father Darcy," "Tales of the Woods and Fields," "Mount Sorel," etc. 12mo. pp. 498. New York: Harper & Brothers.

The London critic places Mrs. Marsh, the author of "Angela," at the head of female novelists. Her great strength lies in a minute exhibition of character, and an almost unsurpassed power of drawing its delicate shades. Mrs. Kirkland says that "all the productions of Mrs. Marsh may be put into the hands of those we love best, without a misgiving"—a remark that will be appreciated by all who understand the character of that true woman.

8.—*Home Library of Entertaining Books.* Boston: Wilkins, Carter, & Co. New York: Cady & Burgess.

The selections made for this library thus far are not only unexceptionable in tone and tendency, but possess a value which time will not diminish. The three volumes published embrace "Jane Eyre, an Autobiography," edited by Currer Bell; "Self-Control," a novel, by Mary Burton, author of "Discipline;" and the letters of Mrs. Adams, wife of John Adams, the second President of the Republic. The first named, the Autobiography of Jane Eyre, is a domestic story "full of the most intense interest, composed of the simplest materials, the worth of which consists in their truth," and pronounced by William Howitt the freshest and most genuine book published for a long time. Of "Self-Control," by Mary Burton, we need scarcely say that the republication of this old English novel is sufficient proof of its strong merits; besides being a deeply interesting story, the author has infused into her pages many valuable suggestions respecting the matter of self-command. The model "Letters of Mrs. Adams," the last published of the series, are noticed in this Magazine under their appropriate title. The object of the publishers in commencing the "Home Library," which they do as an experiment, is thus set forth in an advertisement appended to the first volume of the series:—

"English literature is rich in works of the first class, both old and new, which are either but little known—from being out of print, or are but little read—because to be obtained only in the cheapest and most unreadable style of publication. It is proposed that the HOME LIBRARY shall embrace such a selection from these, together with original works, as may constitute a series of useful and entertaining books, printed upon good paper, with fair type, and in every respect so executed as to render them worthy of a place in a select library. The public taste seems to be inclining towards good and substantial, rather than cheap editions, of whatever is worth preservation; and it is confidently hoped that this effort to meet its demand will be favorably appreciated and sustained."

The material and appearance of the series is alike creditable to the liberality and taste of the publishers, and the advanced state of the typographic art in the "Literary Emporium" of the country. It will not lose by comparison with similar publications (the best of which it resembles) of the London booksellers.

9.—*Letters of Mrs. Adams, the Wife of John Adams. With an Introductory Memoir by her Grandson, Charles Francis Adams. Fourth Edition, Revised and Enlarged, with an Appendix, containing the Letters of John Quincy Adams to his Son on the Study of the Bible.* 18mo., pp. 472. Boston: Wilkins, Carter, & Co.

These letters were first published in 1840, and soon passed through three editions. The present is the fourth, the preceding editions having been long since exhausted. The editor, a grandson of the writer of the letters, states in a note that he has revised the collection, omitting one or two of the least important, and adding a large number, which, since the date of the last publication, have been furnished by the descendants of the individuals to whom they were addressed. An Appendix is added to the present edition, embracing the Letters of John Quincy Adams to his Son on the Study of the Bible, in a correct form. The letters of Mrs. Adams, written during the most interesting period of our country's history by the wife of one of the most prominent participators in the political events of the time, and a woman of no ordinary mind, we consider a valuable contribution to the historical, and, we may add, social literature of this country in the last part of the eighteenth, and the first quarter of the present century. Good sense, patriotism, and all the virtues that add to the dignity of woman, characterize the whole correspondence. Indeed, it is not over-estimating the collection, to view it in the light of a model of epistolary writing.

10.—*A Grammar of the Spanish Language, based on the System of D. Jose De Urcullu: also, with reference to the Publications of the Academy of Spain, the works of Hernandez and Josse, and the Compendium of Don Augustin Munoz Alvarez, of the College of Seville. According to the Seventh Paris Edition of Urcullu's Works.* By FAYETTE ROBINSON. Philadelphia: Thomas, Cowperthwait, & Co.

The author of this grammar, a distinguished exile from Spain, was for many years professor of his native language in a seminary of note near London, where he prepared a grammar of the English language for the use of persons speaking Spanish. His work passed through seven editions at Paris, and two in London, which were in a short time exhausted. The plan of this work appears to us to be exceedingly well adapted to its object, of imparting a correct knowledge of the language. Mr. Robinson has made such alterations as were deemed necessary to adapt it to the genius of our own and the Spanish languages. We are pleased to find that the publishers appreciate the importance of producing educational works in an attractive and beautiful style of typography.

- 11.—*Appleton's Railroad and Steamboat Companion. Being a Traveller's Guide through the United States of America, Canada, New Brunswick, and Nova Scotia, with Maps of the Country through which the routes pass, in the Northern, Middle, and Eastern States, etc.* By W. WILLIAMS. 18mo., pp. 313. New York: D. Appleton & Co.

The present work seems to have been prepared with care, a large portion of the work being the result of actual observation, and a correspondence with individuals connected with the routes. The tours commence at Boston, as the centre of the great railroad system, and extend in every direction, east, north, south, and west. It forms, moreover, a guide to the White and the Catskill Mountains, Niagara, and Trenton Falls, and most of the fashionable watering places in the United States. There is, besides, comprehensive descriptions of the principal cities, towns, and villages, and the natural and artificial curiosities in the vicinity of the routes, with distances, fares, &c. There are some original features in this guide-book, which enhance its value; and the maps, thirty in number, with the plans of our leading cities, and the numerous engravings, answer the double purpose of embellishment and illustration.

- 12.—*A Pilgrimage to the Holy Land: comprising Recollections, Sketches, and Reflections, made during a Tour in the East.* By ALPHONSE DE LAMARTINE, Member of the Provisional Government of France, author of the "History of the Girondists," etc. 2 vols. 12mo., pp. 324 & 314. New York: D. Appleton & Co.

Everything from the pen of Lamartine, the most influential member of the Provisional Government of France, is re-produced and read with avidity. The "Pilgrimage to the Holy Land" was undertaken in 1832, and these volumes contain the "impressions of a passenger who proceeds to his object without pausing." For the painter these notes contain a degree of interest; some of them are exclusively picturesque; they are the written glance, the *coup d'œil* of a lover of nature, seated on his camel or on the deck of his vessel, and who, with a few careless strokes of his pencil upon the pages of his journal, sketches the landscapes as they fly before him, that he may retain some remembrance of them for the morrow. Written as they were, without the original intention on the part of the author of being published, they describe the thoughts, the philosophy of a poetical mind, and pure and loving heart, rich with generous and noble sentiments. They are rather the philosophy of a "Tour in the East," than a complete description of the countries passed through; and possess qualities that must commend them to all intelligent, high-minded readers.

- 13.—*What I saw in California; being the Journal of a Tour, by the Emigrant Route and South Pass of the Rocky Mountains, across the Continent of North America, the Great Desert Basin, and through California in the Years 1846 and 1847. "All which I saw, and part of which I was."* By EDWIN BRYANT, late Alcalde of St. Francisco. 12mo., pp. 455. New York: D. Appleton & Co.

The accession of a large portion of California, by the recently concluded treaty, to the United States, opening, as it does, a new field for emigration, that is, should the doctrine of the "free soil Democrats and Whigs" triumph, renders the publication of this work peculiarly well-timed. Mr. Bryant, a brother of our great American poet, in his brief, pertinent, and modest preface, says that he has endeavored to furnish a faithful sketch of the country through which he travelled—its capabilities, scenery, and population, carefully avoiding such embellishments as would tend to impress the reader with a false or incorrect idea of what he saw and so geographically describes. "He has added nothing to make his narrative more dramatic and amusing than the truth may render it." That, however, as the reader will find in the perusal of this work, is often stranger than fiction; and we have no hesitation in saying that he has furnished a volume, at once entertaining and instructive, to the general reader, and "reliable and useful to the traveller and emigrants to the Pacific." A more recent, fresh, interesting, and apparently reliable volume of travels has not been published in a long time.

- 14.—*The Seven Capital Sins.* By EUGENE SUE, author of "The Mysteries of Paris," "Matilda," "The Wandering Jew," etc., etc. Translated from the French, by Mrs. EMILY SOREN. 8vo., pp. 177. New York: Burgess, Stringer, & Co.

Eugene Sue is understood to have in preparation a series of novels, each of which is designed as an expositor of the "seven capital sins," namely, Pride, Envy, Avarice, Luxury, Idleness, Gluttony, and Passion. Each book is appropriated to its own distinct subject, "yet interwoven with its fellows in such a manner, that the whole seven, when completed, present a single life picture." The volume before us is devoted to "Pride," the foremost in the catalogue of sins; and we scarcely need say, that the masterly painting of the author is apparent in every page and paragraph.

- 15.—*Lives of the Queens of England, from the Norman Conquests; with anecdotes of their Courts, now first published from Official Records and other authentic documents, private as well as public.* By AGNES STRICKLAND. Vol. XII. 12mo., pp. 355. Philadelphia: Lea & Blanchard.

The present volume, the 12th of the series, concludes the life of Anne, Queen Regnant of Great Britain and Ireland. The series, as will be seen, includes the lives of England's mediæval queens, commencing with the Consort of William the Conqueror, and occupying that most interesting and important period of British chronology, from the death of the last monarch of the ancient Anglo-Saxon line, Edward the Confessor, in the year 1066, to the demise of the last sovereign of the royal house of Stuart, Queen Anne, in 1714. In this series of queens, thirty have worn the crown-matrimonial, and four the regal diadem of the realm. The author had access to official documents, original letters, and other authentic sources of information, which she has worked up into exceedingly interesting, and apparently truthful memoirs. The success of the work, both in England and the United States, is pretty good evidence of its popularity.

- 16.—*History of the French Revolution of 1789.* By LOUIS BLANC, Member of the Provisional Government of France, author of "France under Louis Philippe," etc., etc. Translated from the French. Vol. I. 8vo., pp. 322. Philadelphia: Lea & Blanchard.

This work, says the American translator, which is in course of publication in Paris, is now for the first time offered to the public in the English language. It is to be completed in ten original volumes, the first two of which are embraced in this. Its author has recently acquired for himself a world-wide notoriety as an ultra-republican member of the late Provisional Government. "He had been previously known in the literary world by his 'France under Louis Philippe,' which had procured for him the reputation of an able and brilliant writer, an original thinker, and a powerful delineator. These traits will be found conspicuous in the present volume, which contains the causes that, in his opinion, led from afar to the great French Revolution of 1789, and the opening scenes of that mighty drama." The translator assures us that it has been his aim to present the author's ideas, more especially in the theoretical and philosophical hints of the past, in, as nearly as possible, his own language. We shall take occasion to refer to this work in a future number of our Journal.

- 17.—*Napoleon and the Marshals of the Empire. Complete in two Volumes. With Sixteen Steel Portraits, in Military Costume.* 12mo., pp. 348 and 372. Philadelphia: Cary & Hart.

This account of the life and character of Napoleon, and of his marshals, it seems, was produced by various writers of eminent learning and abilities, but all under the supervision of an editor, who has succeeded in preserving a complete connection and unity of design throughout. In the life of Napoleon, which occupies by far the largest part of the first volume, the early years of the emperor, and the circumstances of his rise to distinction, are traced with particular minuteness and apparent fidelity. The Italian campaign, and the campaign of France in 1814, the most extraordinary exhibitions of his military genius, are detailed with great fullness. The campaigns in which several of Napoleon's marshals figured are thrown into the biography of the marshal most distinguished on the particular occasion. The work embraces sketches of the whole twenty-six marshals created by Napoleon, but each campaign is described in reference to the emperor as the centre of operations, and not in reference to the marshal concerned; "for that," remarks the editor, "would have produced a distorted and partial view." With all the sources of information, up to the present time, the writers and editor seem to have selected the best; and they have grouped the facts into a satisfactory, and, withal, an attractive whole.

- 18.—*Always Happy; or, Anecdotes of Felix and his Sister Serena.* Written for her children, by a MOTHER. First American edition from the fifteenth London edition. 18mo., pp. 171. New York: Stanford & Swords.

This little book was written by a mother for the amusement and instruction of her six children, and it inculcates, in the form of an agreeable narrative, all those moral and social virtues that add a charm to, and confer blessings on, the family circle.

- 19.—*Faust: a Romance of the Secret Tribunals.* By G. W. REYNOLDS, author of "Ellen Monroe," "Life in London," "The Reformed Highwayman," etc. With sixteen superb Illustrations. New York: Burgess, Stringer, & Co.

There is romance enough about this work for the most romantic reader, but it is printed in eye-destroying type. The illustrations may be "superb," but they are execrably printed.

20.—*The Life of Oliver Cromwell*. By J. T. HEADLEY, Author of "Napoleon and his Marshals," "The Sacred Mountains," "Washington and his Generals," etc. 12mo., pp. 446. New York: Baker & Scribner.

Mr. Headley is certainly a very popular, if not very profound writer. He writes, too, for the people, and will be read by them. His style, though somewhat diffuse, is attractive, and anything but dull or prosy. It is picturesque; and his strong republican tendencies cannot fail of enlisting the sympathies of the democratic reader. In alluding to Carlyle's "Letters and Speeches of Cromwell," which Mr. H. thinks some may consider as rendering a life of that sturdy republican puritan unnecessary, says it was the only cause of his writing this, and for the common sense reason, that the letters and speeches of a man can never constitute his biography, though they may give us a correct and complete idea of his character. Mr. Headley furnishes the reader, not only with a connected narrative of the life of Cromwell, but with a condensed history of the English revolution, from its commencement to its close. In a word, he gives us "the leading and striking features, and at the same time renders clear and plain every step of the revolutionary movement." It will find more readers than the documents collected by Carlyle, and will be far more attractive to the popular mind.

21.—*Principles of Zoology: touching the Structure, Development, Distribution, and Natural Arrangement of the races of animals living and extant. With numerous Illustrations. For the use of Schools and Colleges. Part I. Comparative Physiology*. By LEWIS AGASSIZ and AUGUSTUS GOULD. 12mo. Boston: Gould, Kendall, & Lincoln.

This work furnishes an admirable epitome of the leading principles of the science of Zoology, as deduced from the present state of knowledge, so illustrated as to be intelligible to the beginning student. It is the first treatise of the kind that has ever been published in this country. Indeed some of the topics have not been touched upon in the language, unless in a strictly technical form, and in scattered articles. Designed as it is for American students, the authors have drawn their illustrations from American objects—some of them are intended merely as ideal outlines, which convey a more definite idea than if accurately drawn from nature. The illustrations are executed with neatness, and the whole mechanical appearance of the work is attractive. The name of Agassiz will recommend the book to all who know anything of his reputation as a naturalist; and if there are any who do not, we would refer them to a late number of the "Massachusetts Quarterly Review," a work of recent date, but of unquestionable authority in matters of literature and science.

22.—*Notes, Explanatory and Practical, on the General Epistles of James, Peter, John, and Jude*. By ALBERT BARNES. 12mo., pp. 459. New York: Harper & Brothers.

The previous notes of Mr. Barnes on the Gospels, the Acts, the Epistles of Paul, &c., are quite popular with the clergy and people of different dissenting denominations of Christians in England and Scotland, as well as in this country. The Hon. and Rev. Baptist W. Noel bears the following testimony to the character of Mr. Barnes as a commentator: "He has more learning than Scott; more critical decision than Henry; more spiritual discernment than Whitby; more copiousness than Benson; and more judgment than Gill. He affords precisely the aid which an English reader requires when seeking to ascertain the exact sense of obscure passages; and these notes will, in my opinion, render essential service to the cause of religion."

23.—*Truth and Trust*. Boston: Gould, Kendall, & Lincoln.

This is another of "Chambers' Library for Young People" which are now being re-produced in this country. It consists of two stories designed to amuse and benefit the young. They differ considerably from each other, yet they have the same object in view—the inculcation of Truth, with a trustful reliance on its virtue. The principal character in the first story is Jervis Ryland; and in the second, Victor Jarnacad, strongly contrasting the virtues inculcated.

24.—*Higher Arithmetic; or, The Science and Application of Numbers: combining Analytic and Synthetic Modes of Instruction. Designed for Advanced Classes in Schools and Academies*. By JAMES B. THOMPSON, A. M., author of "Mental Arithmetic," "Practical Arithmetic," Edition of "Day's School Algebra," "Legendre's Geometry," etc. Anburn: J. C. Derby & Co.

This excellent manual for the higher classes is designed to give a full development of the philosophy of arithmetic, and its various applications to commercial purposes. It appears to be a great improvement on many that have preceded it.

25.—*The Eastern Tourist; being a Guide through the States of Connecticut, Rhode Island, Massachusetts, Vermont, New Hampshire, and Maine. Also, a Dash into Canada; giving a brief description of Montreal, Quebec, etc.* 18mo., pp. 144. New York: J. Disturnell.

This little manual of travel is what it purports to be in the title quoted above, namely, a Guide to the six New England States. We are informed by the industrious publisher that it is the first of a series, with which he intends to furnish the travelling public, if duly encouraged in the enterprise. It will, therefore, probably be followed by the *Northern Traveller*, the *Western Traveller*, and the *Tour through Canada*, altogether to form a new and thoroughly revised edition of the *Picturesque Tourist*. The work is got up with care, and is remarkably accurate for one of its class.

26.—*The American Manual: containing a Brief Outline of the Origin and Progress of Political Power, and the Laws of Nations; a Commentary on the Constitution of the United States of North America, and a Lucid Exposition of the Duties and Responsibilities of Voters, Jurors, and Civil Magistrates; with Questions, Definitions, and Marginal Exercises, designed to develop and strengthen the Moral and Intellectual power of Youth, and impart an accurate knowledge of the Nature and Necessity of Political Wisdom. Adapted to the use of Schools, Academies, and the Public.* By JOSEPH BARTLETT BURLEIGH, A. M., a Member of the Baltimore Bar, and President of Newton University. 12mo., pp. 372. Philadelphia: Grigg, Elliott, & Co.

The design of this manual is pretty clearly set forth in the title-page, as quoted above. It is just such a work as every American requires, to make him acquainted with his rights and his duties as a citizen of the Republic. It is free from party or denominational biases—not militating against the views of any denomination of Christians, or conflicting with the political opinions of the patriotic citizens of any party in the Union. It should be the constant companion of every member of "our glorious Union," including New Mexico and California!

27.—*Domestic Animals.* By R. L. ALLEN. 12mo., pp. 227. New York: C. M. Saxton.

This work furnishes a concise history and description of the horse, mule, cattle, sheep, swine, poultry, and farm-dogs, with practical directions for their management, breeding, diseases, &c. It, in short, embraces, a concise and comprehensive view of the whole subject.

28.—*Chambers' Miscellany of Useful and Entertaining Knowledge.* Boston: Gould, Kendall, & Lincoln.

The twenty-second number of this admirable miscellany is before us. It contains a life of William Penn, a capital story by Mrs. S. C. Hall, *Treasures of the Earth*, the *Man with the Iron Mask*, the *Norman Conquest*, and the *Life and Travels of Burckhardt*.

29.—*One Thousand and One Nights. Illustrated by Six Hundred Beautiful Designs on Wood.* New York: Harper & Brothers.

The illustrations of this celebrated work are beautifully executed, and the present edition may be regarded as the best that has yet been republished in this country.

30.—*Popular Library of Instruction and Amusement.* Nos. 1 and 2. *The Redbreast.* From the German of CHRISTOPHER VON SCHMID. 32mo., pp. 40. New York: Edward Dunigan.

The first two numbers of this series, which it is proposed to issue in monthly numbers of forty pages each, is beautifully printed, and illustrated with the finest wood-cuts by J. G. Chapman. It is, as the publisher says, "emphatically a series of Little Books for Little People," with every attraction to please the eye and the heart.

31.—*Brian O'Lynn; or, Luck is Everything.* By W. H. MAXWELL, Esq., author of "Hector O'Halloran," "Stories of Waterloo," "Wild Sports of the West," "Dark Lady of Doonah," etc. 8vo., pp. 204. New York: Burgess, Stringer, & Co.

The last of Maxwell's popular tales, and equal to the best of his former productions. It is scarcely necessary to add, that it is Irish all over.

32.—*The Philosophy of the Human Voice.* By JAMES RUSH, M.D. Philadelphia: J. Crissy & Co.

A new edition of this celebrated work has recently been published. It was first published twenty years ago. Although its sale has been limited, it has formed a text-book for every elocutionist in Christendom. It embraces a physiological history of the human voice, together with a system of principles by which criticism in the art of elocution may be rendered intelligible, and instruction definite and comprehensive.