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HUNT'S
MERCHANTS' MAGAZINE

AND
COMMERCIAL REVIEW.

MARCH, 1852.

Art. I.—COMMERCE OF FRANCE IN 1850.*

THE annual report on the Commerce of France during the year 1850 has been published by the French government. We are indebted for an early copy to the polite attention of our friend and correspondent at Paris, Mons. D. L. Rodet. We proceed to translate for the *Merchants' Magazine* the summary exhibiting the general features of French trade, which is prefixed to the detailed tables comprising this elaborate report.

The technical terms used in this summary are explained in the general observations accompanying it, which we translated at length in connection with the report for 1848.†

In the report for 1849 an explanation was given of the distinction between *official* and *actual* values observed in these tables, and of the manner in which these values are determined. The official value corresponds generally with what we understand by specific rates. Actual values, on the other hand, are the average *real* rates prevailing during the year.

The care and minute accuracy with which the inquiries of the Commission are prosecuted, by which actual values are determined, were pointed out in the report for 1849, and an account of the labors of this Commission was given in the March number of the *Merchants' Magazine* for 1851.

The general Commerce of France with her colonies and foreign powers in 1850, amounted, including imports and exports, to 2,705,000,000 francs, official value.‡ This is 140,000,000 or 5 per cent more than the aggregate

* Tableau General du Commerce de la France, avec ses colonies et les puissances etrangeres, pendant l'annee 1850.

† See *Merchants' Magazine*, vol. xxii., p. 259.

‡ This is the amount according to the official values, established in 1826 as distinguished from actual values which are revised every year.

of the previous year, 294,000,000 or 12 per cent more than the average of the five previous years.†

According to the valuation of 1850, the trade of France, amounts to a total of only 2,555,000,000 francs. Comparing this with the total according to the official values of 1826, we have a falling off of 150,000,000 or 6 per cent. Comparing with the business of 1847, 1848, and 1849, in like manner, we have a diminution of ten per cent with regard to the first, and of 18 and 11 per cent with regard to the other two.

Of the aggregate of 2,705,000,000 francs, 1,174,000,000 francs are imports, 1,531,000,000 francs are exports. Compared with the business of 1849, the imports show an excess of 32,000,000 or 3 per cent; compared with the average of five years, the excess is 5,000,000 francs. In exports there has been a gain of 108,000,000, or 8 per cent, on 1849, and of 288,000,000, or 23 per cent, on the average of five years.

According to actual rates, the total of imports is reduced to 1,120,000 francs, and of exports to 1,435,000,000 francs. Compared with the figures given above, 1,174,000,000 and 1,531,000,000 francs, the difference is 54,000,000 francs, and 96,000,000 francs, or 5 and 7 per cent. This difference regards General Commerce.

In Special Commerce, the aggregate total is 1,904,000,000 francs. The aggregate for 1849 was only 1,812,000,000 francs, that of the five years previous 1,709,000,000 francs. The increase, therefore, is 92,000,000 francs, or 5 per cent, on the former, and 195,000,000, or 11 per cent, on the second amount.

Of this amount of 1,904,000,000 francs, there are of—

Imports	francs	781,000,000
Exports		1,123,000,000

In 1849 there were of—

Imports	francs	780,000,000
Exports		1,032,000,000

It thus appears that while imports have remained stationary, exports have increased 91,000,000 francs, or 9 per cent. It may be well to call attention to the fact that in 1849 there was a gain on 1848 of 40 per cent in imports, and 24 per cent in exports.

In imports the five years' average is 818,000,000 francs, in exports 891,000,000 francs; the result is a difference on the one hand of 232,000,000 or 26 per cent in favor of 1850, and on the other hand of 37,000,000, or 5 per cent, against it.

The total of Special Import trade at actual rates is ten millions beyond the total of official values; that of exports is 55,000,000 less, or 5 per cent.

Comparing actual rates of 1850 and 1849, we have a difference in favor

† The following table exhibits in official values, and in periods of five years, the course of French Foreign commerce during the last fifteen years.

1ST PERIOD.				2D PERIOD.				3D PERIOD.			
Years.	Imports.	Exports.	Total.	Years.	Imports.	Exports.	Total.	Years.	Imports.	Exports.	Total.
	Millions.				Millions.				Millions.		
1836	906	961	1,867	1841	1,121	1,066	2,187	1846	1,257	1,180	2,437
1837	808	758	1,566	1842	1,142	940	2,082	1847	1,343	1,271	2,614
1838	937	956	1,893	1843	1,187	992	2,179	1848	862	1,153	2,015
1849	947	1,003	1,950	1844	1,193	1,147	2,340	1849	1,142	1,423	2,565
1840	1,052	1,011	2,063	1845	1,240	1,187	2,427	1850	1,174	1,531	2,705
Total ...	4,650	4,689	9,339	Total ...	5,883	5,332	11,215	Total ...	5,778	6,568	12,336

of the former of these periods of 67,000,000 in imports, and 130,000,000 in exports, or 9 and 14 per cent.

COMMERCE BY SEA AND BY LAND.

Of the total aggregate of imports and exports, being 2,705,000,000 francs official and 2,555,000,000 francs actual values comprehending the entire movement of French Trade, the proportion of goods carried by sea and by land is as follows :

	Official value.	Actual value.
By sea	1,955,000,000	1,845,000,000
By land.....	750,000,000	710,000,000

The proportion is 72 to 28 per cent, which is nearly the same as in 1849 and for the average of five years.

	Official and actual values.
Imports by sea.....per cent	66
By land.....	34
Exports by sea.....per cent	77
By land.....	23

MARITIME TRADE.

Of 1,955,000,000 francs, the total of maritime trade, the proportion of the French flag, in official values, was 937,000,000, or 48 per cent; that of foreign flags 1,018,000,000 francs or 52 per cent. In 1849 the proportion was 51 to 49 per cent, and that for five years 52 to 48 per cent. Imports in French bottoms reached 941,000,000 fr. in 1849, and the average for five years is only 834,000,000.

Of this amount of 937,000,000, 222,000,000, (official,) or 193,000,000, (actual rates,) belong to privileged trade. This is 3 per cent less than the previous year, 13 per cent less than the average.

The colonies, the Antilles, Cayenne, and Reunion, come in for five per cent of general Commerce; other French possessions out of Europe, including Algeria, for 6 per cent, the Whale fishery 1 per cent. The balance is foreign trade.

Of the foreign trade open to competition the following figures exhibit the proportion of French and Foreign flags.

French vessels, 1850	41
French vessels, 1849	44
French vessels average of five years.....	39
Foreign vessels, 1850	59
Foreign vessels, 1849	56
Foreign vessels, average of five years.....	61

IMPORTS.

French vessels, 1850	49
French vessels, 1849.....	49
French vessels, average of five years	43
Foreign vessels, 1850.....	51
Foreign vessels, 1849	51
Foreign vessels, average of five years.....	57

EXPORTS.

French vessels, 1850	36
French vessels, 1849	42
French vessels, average of five years	35
Foreign vessels, 1850.....	64
Foreign vessels, 1849	58
Foreign vessels, average of five years.....	65

The French flag has thus retained the proportion of the previous year, 49 per cent, and gained 6 per cent on the 5 years' average in the import trade. In exports it has lost the ground gained in 1849, or 6 per cent. Taking imports and exports together we find that the French flag has lost 3 per cent on the amount of 1849, and gained 2 per cent on the average of five years.

IMPORTS AND EXPORTS TOGETHER.

In the general Commerce of France, colonial and foreign, including imports and exports, England, the United States, Belgium, Switzerland, Sardinia, Spain, the German Union, Turkey, Russia, Brazil, placed thus in the order of importance, shared to the extent of from 15 to 2 per cent, and all together 73 per cent. The English Indies, Two Sicilies, Low Countries, Tuscany, the Spanish America possessions, and Mexico, come next, with 9 per cent. French colonies and possessions out of Europe take 8 per cent, of which $3\frac{1}{2}$ are for Algeria. The balance of 10 per cent falls to some 32 points of export or import. Last year Algeria was eighth in importance, Martinique sixteenth, Reunion, Guadeloupe, Senegal, Saint Pierre and Miquelon, and the whale fishery, the French possessions in India and Cayenne, occupy the 21st, 22nd, 25th, 26th, 41st and 42nd places.

The total official value of colonial and foreign trade is greater than the total actual value, except as regards England, the United States, the Spanish America possessions, Saint Pierre, Miquelon, and the Barbary States, as to which the actual values are 7,000,000 francs, or 2 per cent, 9,000,000, or 2 per cent, 4,000,000, or 10 per cent, 9,000,000, or 34 per cent, and 2,000,000, or 8 per cent.

As regards Special Commerce, French trade with the United States has increased 2 per cent on 1849, and 20 per cent on the average of 5 years. With England trade has increased 14 and 39 per cent, with Belgium 17 and 28 per cent. With the German Union, French trade has increased 10 per cent, but it has not reached by 12 per cent the average of 5 years.

The Russian trade, which had fallen in 1849, 16 and 31 per cent, has undergone further depression, to the extent of 15 per cent on 1849, (42,000,000 to 50,000,000 francs;) the average of 5 years being 71,000,000.

Trade with the Two Sicilies has slightly fallen off; that with Tuscany has increased 5,000,000 and 3,000,000 francs at general and special rates. But the trade with the Low Countries has lost the ground gained in 1849; instead of 30,000,000 francs the total is but 24,000,000 fr., which is also the average.

The official total of the Special Import and Export Trade with Algeria is 81,000,000 francs, against 86,000,000 in 1849 and the average of 87,000,000. This decrease is at the rate of 6 and 8 per cent. Reunion has gained 4,000,000 and 3,000,000; Martinique has lost 6 and 5,000,000, and Guadeloupe 4 and 9,000,000 francs, Senegal 2,000,000.

Valued at actual rates, both the general and special trade with England, the United States, Spanish America Possessions, Saint Pierre, Miquelon, the Barbary States exhibits a larger total than at official rates. In Special trade this is the case with several other powers also, one of the first of these is Belgium, the special trade with which amounted to 205,000,000 official, and 218,000,000 francs actual value, the increase being 6 per cent. Trade with the German Union increased 80,000,000 and 81,000,000. Trade with the Two Sicilies, Austria, the Dutch Indies, Sweden, the Roman States, the Phil-

ippines, and two or three other inferior powers, exhibit like results, amounting together to a difference of 3,000,000 francs between the official and actual values.

IMPORTS—COUNTRY OF ORIGIN.

Total imports from Belgium into France are estimated at 158,000,000, or 14 per cent more than in 1849, and 23 per cent more than the average of 5 years. In special trade that power stands second, the total being 105,000,000 francs or 14 and 8 per cent.

The total of general imports from the United States, was 137,000,000 fr., of special 123,000,000 fr., or 22 and 13 per cent less on the one hand, and 16 and 6 per cent on the other.

Switzerland is third in general trade, the total being 134,000,000, to 123,000,000 in 1849, and 108,000,000 fr. the average of five years. In special trade it retains its place, the tenth. Swiss imports thrown on the French markets amounted to 24,000,000, which is an increase of 6 and 2 per cent.

The total of imports from England is 122,000,000 and 70,000,000 francs, which is a gain on 1849 of 14 and 18 per cent, and on the average of five years of 12 and 7 per cent.

Imports to the value of 91,000,000 fr. were received from the Sardinian States, of which 74,000,000 were consumed in the country. There is here a falling off in both general and special trade, in the former of 9 and 2 per cent, in the latter of 4 and 3 per cent.

The total of imports from Turkey was 55,000,000 fr., general trade in 1849, and 33,000,000 special trade. On the other hand, the average of five years preceding 1850 is 56,000,000 and 40,000,000.

The general trade with Spain has increased from 35 to 50,000,000 francs. The increase of imports is 33 and 27 per cent on 1849, and 17 and 15 per cent on the average of five years.

The total of the general import trade with the German Union in 1850 was only 45,000,000, while in 1849 it amounted to 51,000,000 and 30,000,000 francs, but the special trade rose to 33,000,000; this is a falling off of 11 per cent on the one, and a gain of 10 per cent on the other. Compared with the average of five years, the decrease is 26 and 16 per cent.

Official value of imports from the English Indies is 45,000,000, of which 31,000,000 francs are special trade. We have here a gain of 57 and 8 per cent on 1849, and of 42 and 22 per cent on the average of five years.

As regards imports of every class, in the general import trade, Russia occupied the eighth place in 1849, and as regards imports for home consumption, or the special trade, the sixth place. In 1850 it stands 10th and 9th, the total values being 39,000,000 and 25,000,000 fr. This is a gain of 2 per cent in 1849 in general trade, but a loss of 20 per cent in special trade, and it is a loss of 40 and 55 per cent, compared with the average of five years.

The share of the ten powers above named in general trade is 75 per cent; in special trade 72 per cent.

The general imports from the French colonies are but 5½ per cent of the whole, while they were 6 per cent in 1849, and the average is 8 per cent. The total special trade with these colonies is 7½ per cent instead of 9½ per cent in 1849, and 9 per cent the average of five years.

Of the remaining 20 per cent, being the balance of the import trade, about

12 per cent fall to the Low Countries, the Spanish America Possessions, the Two Sicilies, the Barbary States, Brazil, Norway, Rio de la Plata, and Tuscany; this is the same proportion as in 1849, but it is one per cent less than the average.

EXPORTS, OR COUNTRY OF DESTINATION.

The official value of French exports to Great Britain was 295,000,000 fr., of which 226,000,000 were special trade.

To the United States general exports amount to 273,000,000 francs, special exports to 178,000,000 francs.

This is an increase as regards England of 21 and 23 per cent compared with the preceding year, and of 57 and 53 per cent compared with the average; and as regards the United States of 14 and 21 per cent, and 45 and 50 per cent.

General exports to Belgium amounted to 117,000,000 francs, of which all but 16,000,000 fr. are for articles of French production. This is an increase of general trade of 18,000,000 on 1849, and 42,000,000 (56 per cent) on the average. The increase of special trade is 19 and 59 per cent.

Exports to Spain amount 106,000,000 and 71,000,000 fr.; increase of general trade 17 per cent, of special trade 3 per cent.

The official value of exports from France to Switzerland was 104,000,000 and 56,000,000 fr. The corresponding amounts for 1849 are 109,000,000 and 53,000,000, and for the average 103,000,000 and 49,000,000.

The demand from Sardinia amounted to 82,000,000, (general trade,) or three millions more than in 1849, or than the average of five years, and to 58,000,000 special trade; which is a gain of 5,000,000 and 10,000,000 fr.

French exports to the German Union, amounted in 1849 to 53,000,000 general, and 42,000,000 special trade. The five years' average was 64,000,000 and 51,000,000.

Exports to Turkey increased from 34,000,000 and 19,000,000 in 1849, to 36,000,000 and 23,000,000 in 1850, or 5 and 23 per cent. Compared with the average of five years, the difference is 26 and 54 per cent.

Brazil, which, leaving Algeria out of view, stands ninth in general and special trade, imported 33,000,000 francs in goods of which 22,000,000 were of French production. This is a gain of 2 and 5 per cent on 1849, and of 5 and 17 per cent on the average of five years.

The total of exports to Tuscany was 28,000,000 and 17,000,000, which is an increase of 24 and 28 per cent on the special and general trade of 1849 and the average of five years. 74 per cent of general trade, and 71 per cent of special trade fall to the ten powers just named.

The export trade with Mexico, Russia, Chili, and Rio de la Plata, was not so great as in 1849. However it presents a total of 72,000,000 in general, and 58,000,000 in special trade, or 5 per cent of the whole, which is higher than the average of five years.

The official value of goods exported to Algeria was 88,000,000 and 76,000,000 fr., against 90,000,000 and 79,000,000 in 1849, and the five years' average of 95,000,000 and 84,000,000.

The amount of exports to Martinique, Reunion, Guadeloupe, Senegal, and Cayenne, was 63,000,000, of which 58,000,000 francs were goods of French origin. The aggregate of 1849 was 61,000,000 and 56,000,000, and the average 62,000,000 and 56,000,000. The improvement here belongs entirely to Reunion, the exports to which increased about 6,000,000 francs.

The aggregate exports to French Colonies and possessions, including Algeria and the whale fishery, amounts to 10 per cent of general exports and to 12 per cent of special exports. It was 11 and 14 per cent in 1849, and the average is 13 and 16 per cent.

The following table exhibits the share of the ten nations having the largest dealings with France in the general and special import and export trade in both official and actual values.

	General Commerce.		Special Commerce.	
	Official.	Actual.	Official.	Actual.
England..... per cent	19.3	21.7	20.0	22.4
United States.....	17.8	19.9	15.8	18.1
Belgium.....	7.7	7.9	9.0	9.3
Spain.....	6.9	6.0	6.3	5.6
Switzerland.....	6.8	6.5	5.0	4.7
Sardinia.....	5.4	5.0	5.2	4.8
German Union.....	3.6	3.6	4.2	4.2
Turkey.....	2.3	2.2	2.0	2.1
Brazil.....	2.1	1.9	1.9	1.8
Tuscany.....	1.8	1.7	1.5	1.5

COUNTRIES IMPORTED FROM AND EXPORTED TO.

The debit and credit account with these powers, and with Russia and the Two Sicilies, taking special Commerce or trade in articles of domestic production, and for domestic consumption, for the basis of comparison is as follows :—

	Official values.		Actual values.	
	Debit.	Credit.	Debit.	Credit.
England..... francs	226,000,000	70,000,000	239,000,000	73,000,000
United States.....	178,000,000	123,000,000	194,000,000	122,000,000
Belgium.....	161,000,000	105,000,000	100,000,000	118,000,000
Spain.....	71,000,000	35,000,000	60,000,000	30,000,000
Switzerland.....	56,000,000	24,000,000	50,000,000	24,000,000
Sardinia.....	58,000,000	74,000,000	52,000,000	73,000,000
German Union.....	47,000,000	33,000,000	45,000,000	36,000,000
Turkey.....	23,000,000	44,000,000	23,000,000	40,000,000
Brazil.....	22,000,000	12,000,000	19,000,000	11,000,000
Tuscany.....	17,000,000	10,000,000	16,000,000	10,000,000
Russia.....	18,000,000	25,000,000	18,000,000	20,000,000
Two Sicilies.....	14,000,000	15,000,000	13,000,000	17,000,000

From this table it appears that the value of exports to England, the United States, Spain, Switzerland, the German Union, Brazil, and Tuscany, is considerably greater than the value of the imports from those countries; that as regards the Two Sicilies, the imports and exports are very nearly balanced, and as respects Belgium, Sardinia, and Turkey, imports are considerably heavier than exports.

NATURE OF IMPORTS. Of the official total of imports, 1,174,000,000 fr., 722,000,000 were for raw materials, of which 602,000,000 were for articles consumed by the domestic manufacturers. This is an increase of 1,000,000 and 6,000,000 on 1849, and that year showed a gain of 50 and 59 per cent. The value of articles of consumption in the natural state, which was 182,000,000 francs in 1849 in general, and 151,000,000 in special trade, was 189,000,000 and 137,000,000 francs in 1850. There is here an increase of 7,000,000, or 4 per cent, in general, and a decrease of 14,000,000, or 9 per cent, in special trade.

In imports of manufactured articles there has been an increase of 23,000,000 and 9,000,000, 10 and 28 per cent.

The results in actual value of 1849 compared with 1850 show an increase of 54,000,000 francs in silk fabrics, 10,000,000 in hardware and haberdashery, 3,000,000 in glass and crystal ware, 4,000,000 in refined sugar, 7,000,000 in metal ware, and 2,000,000 in perfumery, dyes, and dyewoods.

BOUNTIES. The amount of bounties or exports, on drawbacks paid out of the public treasury in 1850 was 25,458,572 francs. On this account there were paid in 1849, 19,343,366 francs; increase 6,115,206 francs, which are for refined sugars made from foreign raw sugars. The average is 18,692,988 francs.

There has been an increase in weight of refined sugars exported, of 58 per cent since 1849, and 75 per cent on the average. In soaps the increase is 18 and 29 per cent, in woolen fabrics of 2 and 21 per cent, and in woolen thread of 24 and 61 per cent.* There is a decrease of 9 and 5 per cent in cotton fabrics, and also in sheet lead, as well as in purified sulphur, in the former of 36 and 4 per cent, in the latter of 23 and 44 per cent.

The official total of exports, with benefit of bounty, was.....francs	268,222,392
Actual value.....	185,929,480

The value of these exports in 1849 was 278,012,000 francs, (official,) 183,748,000 francs, (actual,) deducting the value of certain kinds of fabrics and threads.

The imports of manufactured articles increased twenty-three millions and nine million francs (ten and twenty-eight per cent.)

A comparison of the results of 1850 with those of 1849 and with the average of five years, with reference to special Commerce, shows the following results:—

Of raw materials, of silks there has been an increased importation to the extent of twenty-six million francs compared with the average; in wool an increase of seven million francs since 1849, and of thirteen million compared with the average of five years; in coal, of five and six million fr.; and also in hair used in spinning and in the hat manufacture; in woods, of six million and one million francs; and in raw hides of two million and three million. A difference of six million francs, the same way, but only with reference to the period of five years, exists in regard to flax. On the other and a falling off is noted of eighteen million and eleven million francs in leaf tobacco, of four million and one million francs in indigo, and of three millions and one million in olive oil. French manufactures consumed in 1850, six million francs worth of cotton more than the average of five years, but nine million francs less than in 1849. Finally there has been a falling off in the amount of flax and hemp thread and rough castings from eleven million and nine million francs, the average of five years, to four million and five million francs, although these amounts. are one million francs beyond the total of 1849.

Of articles of consumption in the natural state, colonial and foreign sugars first demand attention; the official value of the former imported for home consumption is three million and six million francs greater, and of the latter nine million and fourteen million francs less. In 1850, as in 1849, the demand abroad for the cereals for consumption in France has been exceedingly limited, while the average imports for five years is seventy-one million francs.

* The double figures in all cases refer to the two points of comparison, the preceding year and the average of five years.—*Ed. Mer. Mag.*

Of manufactured articles, the value of linen and hempen fabrics is two million more than in 1849, of watches, clock works and also machinery, one million francs.

Comparing with 1849, and taking for a basis *actual valuations*, we find, of materials used in industry, an increase of sixty-two million and sixty-four million, as follows :

1st. In special Commerce, of twenty-one million francs in mixed cottons, of eleven million francs in silks, seven millions in woolens (declared values at the Custom houses,) seven million francs in common woods, eight millions in coals, four million francs in raw hides, two million francs in foreign sugars.

2d. Of articles of consumption in the natural state, an increase of four millions in general imports arising solely from the increased valuation of salt fish, and a decrease in special imports of nine million francs, of which seven million francs are for Colonial sugars, and two million francs for oleaginous grains.

3rd. Of manufactured articles an increase of thirty-three million and twelve million francs, of the latter five hundred thousand are for linen and hempen fabrics, silks, watch works, and machinery ; the surplus, for those articles with which France is usually supplied from abroad.

NATURE OF EXPORTS.

The official value of general exports of articles in the natural state has increased from four hundred and fifty-three million francs, the amount in 1849, and 383,000,000 francs, the average of five years, to 484,000,000 francs, a gain of 7 and 27 per cent for 1850 ; this increase has been exclusively in French goods, the exports of which have risen from 325,000,000 to 484,000,000 francs, or 9 and 45 per cent on 1849 and the average. The increase in special trade alone, since last year, in actual values, is 30,000,000 francs or 10 per cent (321,000,000 against 292,000,000 fr.) Of these differences in special trade (compared with 1849) 3,000,000 (official) and 8,000,000 (actual) are for wines ; 18,000,000 francs for the cereals ; 2,000,000 for eggs. The amount of brandies and the spirit of wine, termed *trois six*, was 23,000,000 fr. in official and 38,000,000 fr. in actual values. This is a decrease since 1849 of 19 per cent in official values, and 12 per cent in actual values ; but there is a gain of 32 per cent on the average.

The official total of manufactured articles of every class exported in 1849 was 970,000,000 francs, in 1850 it was 1,047,000,000 francs. Increase, 77,000,000 or 8 per cent. The gain on the five years' average is 22 per cent.

Of this total of 1,047,000,000 francs, 799,000,000 are for special trade ; this amount the previous year was 735,000,000 francs, and the average 667,000,000 ; increase, 64,000,000 (9 per cent) and 132,000,000 francs (20 per cent.) Of this increase 28,000,000 and 54,000,000 are for silk fabrics and ferrets, 7,000,000 and 13,000,000 francs for hardware and toys ; 6,000,000 and 9,000,000 for glass and crystal ware ; 4,000,000 for paper and paper goods ; 6,000,000 and 5,000,000 francs for refined sugar ; three million francs for metal ware ; two million or three millions for perfumery ; three millions or four millions for volatile oils ; seven millions and eight millions for dyes and dyewoods.

In these exports there is a decrease since 1849 of about 10,000,000 francs, or $3\frac{1}{2}$ per cent, according to the official rates of 1826 ; at actual rates, the increase is 2,182,000 francs, or 1 per cent, in 1850.

The value of woolen thread and fabrics, the bounties on which are deter-

mined either by value alone, or by weight and value combined, were as follows:—

	Official values.	Actual values.
1850.....frances	124,355,000	111,290,000
1849.....	128,835,000	111,428,000
Decrease	3,480,000	138,000

COD AND WHALE FISHERY. The Cod Fishery yielded 376,132 metrical quintals of fresh and dry cod, oils, roes, &c., which is 3 per cent less than in 1849, and than the average; this diminution is particularly in dry cods, amounting to nearly 1 per cent of the total imports of this class.

Exports of cod, with benefit of bounty, fell from 88,251 metrical quintals in 1849, and 75,576 metrical quintals, the average, to 62,070 metrical quintals. This is a decrease of 30 and 18 per cent, and affects chiefly exports to the Antilles, and also to Italy.

WAREHOUSING. The quantity of goods warehoused in 1850 was 8,239,151 metrical quintals, worth, at the rates of 1826, 618,000,000 francs. This is 24,757 quintals and 23,000,000 francs less than in 1849. This apparent decrease is explained by the fact that hitherto the valuation of many articles at the warehouses was determined by the gross weight of articles, even when the duty was rated on importation by the *net* weight. The department determined to regard only the net weight of articles on which duty was levied by the net weight in adjusting warehouse accounts. Hence a total reduction in weight of 130,000 metrical quintals, of which the official value is 30,000,000 francs. Adding this amount to the above amount of 8,239,115 metrical quintals, we have a total of 8,369,115 quintals, or 105,207 quintals more than in 1849.

The warehouses of Marseilles stand first in importance, as regards both weight and value. Havre is second in both respects, but in 1849 it stood first as regards value. Bordeaux is third as to weight, and fourth as to value. Nantes, Paris and Dunkerque are next in order, as regards weight; Paris, Nantes and Dunkerque as regards value. Lyons is third as respects value, but is only twelfth in weight of goods warehoused.

Of 42,300,000 francs, total value of goods warehoused, Havre and Marseilles took 69 per cent in 1850 and 1849; Lyons 9 per cent in 1850, and 12 per cent in 1849; Bordeaux 8 per cent against 7.

TRANSIT TRADE. Total weight of foreign goods crossing French territory was 319,724 metrical quintals, or 18 per cent less than in 1849, when it was 388,594 quintals. The total value of the trade at the official rates was 258,000,000 francs; in 1849, 254,000,000. Increase, 1 per cent. The actual value was 235,000,000 in 1850, and 220,000,000 francs in 1849, showing an increase of 7 per cent.

The transit of silk fabrics increased from 67,000,000 francs, (official,) and 73,000,000, (actual,) to 74,000,000 and 90,000,000 francs; that of cotton has fallen from 51,000,000 and 25,000,000 to 50,000,000 and 21,000,000 francs; silk from 32,000,000 to 22,000,000 and 25,000,000 francs. The value of woollen fabrics increased 4,000,000 and 2,000,000 francs; that of mixed 3,000,000, only at actual rates, however.

In weight, the decrease above noted affects castings, iron and steel, to the extent of 15,000 quintals; coffee, 26,000 quintals; refined sugars, 37,000 quintals.

In value, Switzerland is first as regards export transit trade, (into France.)

Its share is 99,000,000 francs, (official,) and 97,000,000, (actual.) In 1849 the corresponding amounts were 100,000,000 and 93,000,000 francs.

Belgium and England, as in 1849, are second and third; the transit trade with the former amounting to 61,000,000 and 50,000,000, against 42,000,000 and 35,000,000; with the latter, to 35 and 29,000,000, against 36 and 28,000,000 francs.

Of countries importing, the United States stands first, Switzerland the second, and England the third in importance in the transit trade. The amount for the United States is 80,000,000, (official,) and 79,000,000 francs, (actual;) for Switzerland, 48,000,000 and 43,000,000; for England, 47,000,000 and 51,000,000 francs. In 1849 the value of goods in transit sent to the United States was 72,000,000 and 69,000,000 francs; to Switzerland, 57 and 46,000,000 francs; to England, 35 and 36,000,000 francs. 80 per cent of the value of the goods entering, and 73 per cent of the value of goods leaving France in transit trade, fall to these three powers and Belgium.

The comparative quantity, in weight of goods in the transit trade with these four powers, in 1849 and 1850, is as follows —

COUNTRIES EXPORTING.			
		1850.	1849.
Switzerland	metrical quintals	25,836	27,229
Belgium		28,852	17,701
England		39,428	37,409
United States		51,653	57,714

COUNTRIES IMPORTING.			
		1850.	1849.
United States	metrical quintals	20,255	16,611
Switzerland		206,319	286,760
England		19,151	8,392
Belgium		11,941	7,436

The principal articles exported or imported by these nations, through France, are as follows :—

SWITZERLAND	<ul style="list-style-type: none"> <i>Exported</i> cotton and silk fabrics, silks, watch works, gold and silver ware, jewelry, and prepared skins. <i>Imported</i> cotton, coffee, sugar, iron and castings, oil, wool, leaf-tobacco, and manufactured tobacco, linen and hempen fabrics, cotton and woolen fabrics, indigo.
BELGIUM	<ul style="list-style-type: none"> <i>Exported</i> linen and hempen fabrics, cotton, woolen and silk fabrics, oils, hare and rabbit furs, sewing needles, and fire arms. <i>Imported</i> silk, fabrics of every kind, watch works, wool and cotton, indigo, manufactured cork.
ENGLAND	<ul style="list-style-type: none"> <i>Exported</i> silk, wool, cotton, fabrics of all kinds, iron, sheet-iron and tin, cotton thread. <i>Imported</i> silk and silk fabrics, cotton and woolen fabrics, watch works, gold and silver ware, jewelry, worked skins, cut coral, &c.
UNITED STATES	<ul style="list-style-type: none"> <i>Exported</i> cotton wool, dye woods, quercitron, tallow and hogs' lard, leaf-tobacco and vanilla. <i>Imported</i> fabrics of all kinds, watch works, gold and silver ware, jewelry, sewing needles, hare and rabbit furs, haberdashery, fire arms, and cutlery.

The total of duties of every kind collected by the Customs Department, was 154,027,420 francs, as follows :—

Import duties.....frances	124,696,461
Export duties.....frances	2,865,593
Navigation duties.....frances	2,708,232
Incidental duties and receipts.....frances	2,939,325
Tax on consumption of salt.....frances	20,817,809

These receipts are less by 8,804,049 francs than those of 1849; the diminution being in the import duties and the salt tax, there being an increase in the other branches of revenue. The difference in the salt tax is nearly 6,500,000 francs, and in import duties more than 3,000,000 francs, which is explained by the relaxation in colonial sugars and in coffees.

The receipts at the principal Custom-houses, and the proportion to the aggregate in 1849 and 1850, are as follows:—

	1849.	1850.
Marseilles.....frances	30,012,000 or 19 per cent.	32,530,000 or 21 per cent.
Havre.....frances	29,485,000 " 18 "	26,111,000 " 17 "
Paris.....frances	14,745,000 " 8½ "	12,109,000 " 8 "
Bordeaux.....frances	14,114,000 " 8½ "	12,047,000 " 8 "
Nantes.....frances	12,670,000 " 8 "	11,498,000 " 7½ "
Dunkerque.....frances	5,963,000 " 4 "	5,929,000 " 4 "
Rouen.....frances	4,125,000 " 3 "	5,563,000 " 3½ "
Other custom-houses....frances	50,717,000 " 31 "	48,240,000 " 31 "

The decrease, it will be seen, is in the receipts at Havre, Paris, Bordeaux, and Nantes, at the rate of 3, 2½, 2 and 1,000,000 francs, while the increase at Marseilles and Lyons amounts to 1,500,000 each.

SHIPPING. The import and export trade of France, colonial and foreign, employed steam and sail vessels in 31,926 voyages, or 10 per cent more than in 1849, and 5 per cent more than the average of five years.

The measurement was 3,735,000 tons, or 13 per cent more than in 1849, and 2 per cent more than the average.

Of these 31,926 voyages, 15,034 were made by vessels under the French flag, the measurement of which, according to the number of voyages, was 1,625,000,000 tons. In 1849, these numbers were 14,364 vessels, and 1,596,000,000 tons; increase, 5 and 2 per cent. The share of the foreign flags has increased still more, or 14 and 23 per cent.

In the French colonial trade the number of vessels is 10 per cent, and the tonnage 14 per cent less than in 1849, and 26 and 29 per cent less than the average of five years.

The French flag has gained 3 and 15 per cent on the European nations, and 20 and 38 per cent on nations out of Europe, in navigation open to competition.

Voyages under privileged trade in 1850 were 10 per cent of all flags, or 1 per cent less than during the periods of comparison. Of foreign trade, 37 per cent belongs to the French flag; 2 per cent less than in 1849, and 4 per cent less than the average. Of the total tonnage, the proportion of the French flag is only 32 per cent, in place of 35 per cent in 1849, and 28 per cent the average.

Taking the entire trade, open and privileged together, 47 per cent of the voyages in 1850, and 44 per cent of the tonnage, were under the French flag, or 2 and 4 per cent less than in 1849. The average is 44 and 42 per cent.

Of voyages by steam, 12 per cent in privileged navigation were under the French flag; and 40 per cent in open navigation.

1,750 voyages by steam of vessels with cargo were performed under the

French flag. 4,838 voyages were performed under foreign flags; this is 27 to 73 per cent. The average of five years is 30 against 70 per cent, and the proportion in 1849, 32 to 68 per cent.

With the exception of Belgium, Hanover, and Denmark, in the maritime intercourse with European countries, the share of the French flag was less in 1850 than in 1849. In the English trade only 29 per cent of the tonnage employed belonged to the French flag, against 35 per cent in 1849; in the Spanish, 35 per cent, against 38; in the Tuscan, Roman and Sicilian, 38 per cent only, against 50 per cent; lastly, in the Turkish trade, 76 against 78 per cent.

Of countries out of Europe, the United States of America, Brazil, the Spanish American possessions, the Barbary States, and Egypt have had the most active maritime intercourse with France, as regards tonnage and the relative share of the French flag. The proportions between 1850 and 1849 are as follows:—trade with the United States, (Atlantic and Pacific Oceans together,) 10 against 13 per cent; Brazil, 84 against 89. Of the trade with the Spanish possessions, only 75 per cent, in place of 65, fell to the French flag; and in that with the Barbary States, 93 against 89 per cent. In the Egyptian trade, French tonnage fell from 92 to 90 per cent.

The following table exhibits, in the order of importance, the twelve powers with which France carried on the most active maritime intercourse in 1850, and the proportion for each of the French flag:—

England.....	per cent	29	Spain.....	per cent	35
United States.....		10	Russia, (both seas).....		28
Turkey.....		76	Sweden.....		5
Norway.....		1	Tuscany.....		48
Two Sicilies.....		29	Low Countries.....		44
Sardinia.....		59	Spanish Antilles.....		75

It will be perceived that, with the exception of Sardinia and the Spanish Antilles, the year 1849 was more favorable to the French flag.

Art. II.—THE FISHERIES OF THE UNITED STATES.

CHAPTER VII.

OUR MAKRETS—THE WEST INDIES—HISTORY OF EXPORT TO &C.—DO. OF EUROPE—DO. OF SOUTH AMERICA—TABLE OF EXPORT TO THE PRINCIPAL MARKETS, 1789 to 1850.

THE West Indies have always furnished the principal market for the fish of the United States: without the West Indian consumption, indeed, our fisheries would have been insignificant, at nearly all times, in point of commercial value, and would have been considered no further important than as a source of support to a very small class of our population. The situation of these islands, the nature of the pursuits followed by their population, the desirableness of an extended trade with them, and the peculiar adaptation of fish as an article of food for the laborers in tropical climates, all have aided to sustain the West Indies in the relation of our great consumer.

It would be naturally expected that a community like the West Indies would not be a steady and uniform customer. Of the several means by which Commerce is supported, that which rests directly upon the product of

the earth is most precarious; and a people nearly exclusively devoted to rural pursuits, would, therefore, be little likely to maintain a constant and regular trade. The fact, as applied to the general Commerce of these islands, is sufficiently evident in their commercial history. In conjunction with this circumstance, the West Indian market has been, as well directly as indirectly, disturbed by those wars which have periodically broken out in Europe and extended to the new world. Frequent changes of possessorship, and with them as frequent changes of policy, have been the result of these wars, or have occurred in time of peace. Yet all these unfavorable circumstances, considerable as they appear, have exerted but a limited effect upon that market as regards the article in question, and the West Indies have really been the steadiest, the most regular, as well as the largest of our customers. This fact evinces the healthy nature of the trade, and shows that it is founded on deep and mutual wants. The exports of the West Indies, although for the greater part ordinarily designated luxuries, have become to us, and are to all civilized communities, articles of real and prime necessity, and among the articles which we exchange for them, fish is one of real necessity in the West Indies. The export thither was lowest during the late war with England, when our fishermen were driven from their old grounds; but the real diminution was neither so great nor so sudden as has occurred on two occasions since. By referring to the table following, it will be seen how steady was this export from 1789 (when the first regular record of the statistics begun) down to about 1835. A very large diminution, above 40 per cent, occurred between 1835 and 1840, which was nearly recovered five years later; but a much larger diminution, above 50 per cent, or from \$810,557 to \$372,886, occurred between 1845 and 1850. The cause of this last diminution was owing somewhat to the state of the islands, the increase of obstacles by the growing tyranny in the Spanish part of them, the decaying prosperity of St. Domingo, and some others. But a more efficient cause still, was the growing competition of the British American fishermen, who have become within a few years formidable rivals to our own, not only abroad, but in our own ports, and the diminution from this and other causes of our yearly catch.

While the general state of the West Indian market has been so regular, there have been many internal or local changes, and these of a very material character. This variation, indeed, has been constantly going on. Some of the local markets, standing in leading importance, have declined, some gradually, others all at once; others, meanwhile, have in like manner arisen, and others, of a long known and accurate measurement have assumed a greatly enlarged capacity. With the frequent changes of possessorship, before alluded to, it is impossible to classify the markets according to their importance, in a scale ranged by the several colonial dependencies. Those who are acquainted with these changes will obtain a proximate idea of the importance of the several islands or groups as fish markets, by connecting it with the statement we are about to present.

In 1789-90, the French islands took nearly the whole export to the West Indies, viz., \$518,288 out of \$574,397 of dried and smoked, and \$90,818 out of \$110,604 of pickled fish. Though nothing like this rate was maintained, their consumption stood at a good figure, from 1800 to 1825, being most of this time much ahead of that of any other class of the islands. From 1825 it constantly and rapidly decreased, and is at present of the value of no more than a few thousand dollars. The

Dutch islands are still respectable customers, though their consumption is less than half what it was formerly. The Danish islands became important markets about 1820, and attained their maximum about 1830, since which they have been very fluctuating, but fast declining, on the whole. The British West Indies were considerable customers about ten years from 1800, but have been of consequence at no other time. The island of Cuba came rapidly forward after the close of the war of 1815, progressing at a rate that promised well to repair the loss of markets elsewhere. Between 1820 and 1825 she increased her imports of our American fish, \$36,109, equivalent to 30 per cent; from 1825 to 1830 the increase was \$58,954, or above 35 per cent; between 1830 and 1835 it was \$98,102, or 46 per cent. The consumption of Cuba has since been very fluctuating, rising above the highest of these periods, and sinking again in 1850 to one-third the amount of the fifth year previous. Hayti arose at the same time with Cuba, and maintained a larger market until near 1835, when it suffered like variations with the Cuban market, with which it may now be placed on a fair average. Were the governments of these two islands of a better kind, or at least better administered, and were the social condition of Hayti, especially, better, they would quickly offer a much enlarged capacity.

Europe furnished us very desirable markets at the outset. In 1789-90, she took between one-third and one-half as much as the West Indies. Nearly four-fifths of this was taken by Spain, and about half of the whole European export thereafter, until the continental difficulties and the general war cut off nearly the whole trade, after which time it only gained a partial and brief revival, and soon became nearly extinguished. France, by the necessities of her condition, became suddenly a large customer about 1800; but with a change of circumstances, as suddenly ceased to be one. From the patron, France became the oppressor of our fishermen, by the enforcement of those remarkable and unjust views regarding the rights and obligations of neutrals. Portugal and Madeira were respectable customers in 1789, but soon declined, until, in 1821, Portugal took nothing, and her colony but a trifle. Italy was a fair customer, considering the state of Italy, in the beginning of the century, and continued so to about 1820, soon after which her market became extinct; about the same time the whole European export dropped away. At present the European custom is confined to a few barrels and casks that are sent to Gibraltar, and one or two other places up the Mediterranean.

As the European markets declined, some compensation, in addition to the extension of the West Indian markets, began to be found in the opening of new ones on this continent, which until then had been neglected, on account, chiefly, of the political agitations which were so unfavorable to Commerce, and, indeed, to all quiet pursuits. The Spanish South American colonies took fish to the value of about \$25,000 in 1820. The Portuguese dominions did still better, Brazil taking to the value of \$67,000 at the same time. Brazil, although declining from 1825, continued far in the lead of the other South American communities, until about 1835, when the little colony of the Dutch in Guiana, took the lead, and has since maintained it, at present affording a market for about half our whole South American export.

A little increase within the last few years is seen in the export to Mexico, which there is room yet further to improve. About 1845 a small lot was sent to China, and the opening thus made has been kept and improved. A

few shipments have also recently been made to the South Sea and Pacific, and a few also to the Cape of Good Hope, and to British India.

What the future prospect in regard to these markets, and the opening of new ones is, will be treated of in another place. We here add the table before alluded to; it is more defective than we could wish, owing to the inefficiency of the data from which it is compiled. The figures, as far as given, however, are correct, with at most but trifling exceptions. The defect is in the want of the statistics for several of the years left blank against places put down, and those for a few other places not included in the table. The several footings, therefore, do not show the complete exports to any quarter, although the correction needed is very trifling in the case of the West Indies. Another defect is in the necessity of embracing only the dried and smoked fish, and the quantity in place of the price, in the statement of 1805-15 inclusive:—

TABLE SHOWING THE PRINCIPAL MARKETS FOR THE FISH OF THE UNITED STATES, AND THEIR RELATIVE IMPORTANCE, FROM 1789 TO 1850.

	1789-90.	1800.	1805.	1810.	1815.	1820.
	Dry and pickled. Value.	Dried. Qtls.	Dried. Qtls.	Dried. Qtls.	Dried. Qtls.	Dr'd & P'k Value.
French West Indies.....	\$609,106	36,708	66,022	.....	23,597	\$223,890
Dutch ".....	62,035	20,218	35,727	2,363	2,543	68,238
Danish ".....	4,807	9,003	8,768	2,087	1,152	77,938
British ".....	7,189	141,420	55,676	55,456	10,845	.....
Spanish ".....	1,864	17,388	15,715	23,632	8,982	24,823
Swedish ".....	.....	7,115	1,339	20,845	1,475	34,814
Cuba.....	.....	.....	.....	.....	.....	123,159
Hayti.....	.....	.....	.....	.....	.....	135,864
Other West Indies.....	.....	12,516	71,500	14,652	28,704	87,924
Total to West Indies...	685,001	244,363	254,737	119,035	77,298	806,150
Spain.....	195,270	110,184	127,951	95,748	7,048	46,274
Portugal.....	41,548	3,670	9,100	6,384	2,503	.....
Madeira, &c.....	12,108	6,147	6,795	6,048	1,530	.....
France.....	.....	.....	73,004	2,150	9,208	.....
Italy.....	.....	24,492	13,272	11,501	15	14,686
Europe, generally.....	4,628	.....	21,561	2,900	.....	.....
Total to Europe.....	253,554	144,493	251,683	124,731	20,304	60,960
Spanish S. A. Colonies....	.....	.....	.....	.....	.....	24,823
Portuguese Am. Colonies..	.....	.....	.....	.....	.....	67,416
Total to South America.....	.....	.....	.....	.....	.....	92,239
	—Dried and Pickled.—					
	1825.	1830.	1835.	1840.	1845.	1850.
French West Indies.....	\$197,077	\$154,635	\$60,079	\$19,507	\$11,976	\$6,528
Dutch ".....	64,020	57,319	67,069	29,967	30,787	29,999
Danish ".....	81,711	120,112	89,529	24,953	53,904	15,674
British ".....	.....	.....	7,280	5,126	.....	9,398
Spanish ".....	25,967	46,436	88,842	90,893	149,224	48,921
Swedish ".....	5,993	11,889	1,023	3,192	1,828	363
Cuba.....	162,268	211,222	309,324	187,136	314,782	107,484
Hayti.....	187,917	226,992	269,083	186,192	237,124	150,602
Other West Indies.....	39,433	28,975	3,500	3,359	10,932	4,017
Total to West Indies....	764,386	857,580	895,679	550,325	810,557	372,886

	Dried and Pickled.					
	1825.	1830.	1835.	1840.	1845.	1850.
Spain.....	\$15,743	\$1,121	.....	\$373	\$6,078	\$2,592
Madeira, &c.....	.....	.....	3,444	907	160	414
France.....	.....	.....	807	20	238	.....
Italy.....	.....	.....	144	....	1,359	719
Total to Europe.....	15,743	1,121	4,395	1,300	7,835	3,725
Columbia.....	10,900	2,273	2,272	....	....	....
Venezuela.....	.....	....	....	4,478	4,106	2,150
New Grenada.....	.....	....	....	63	173	3,457
Chili.....	.....	....	....	....	390	431
Brazil.....	59,017	27,711	24,720	10,540	6,455	1,505
Dutch Guiana.....	.....	....	17,678	13,176	24,975	23,915
French ".....	.....	....	....	12,813	13,055	12,121
British ".....	.....	....	765	176	275	509
Rest of South America....	7,794	2,826	2,174	930	1,860	3,886
Total to South America.	77,711	32,810	47,609	42,176	51,239	52,774
Mexico.....	.....	....	8,151	3,052	3,748	4,366
Africa.....	.....	....	....	....	....	4,031
China.....	.....	....	....	....	440	1,322

In the foregoing table, it will be seen, we have, as far as possible, embraced the export both of smoked, and dried, and pickled fish in one statement. The following table of the exports to the principal markets, for 1849-50, will show the general proportion of each kind in the whole export, as well as the proportion to each place, and the particular taste of each market, or the adaptation to each of either kind. It shows, also, the quantities exported in comparison with the value :—

	Dried or smoked.		Bbls.	Pickled. Kegs.	Dollars.
	Cwt.	Dollars.			
French West Indies.....	1,484	3,620	568	98	2,908
Dutch ".....	14,860	25,462	870	..	4,537
Danish ".....	5,327	13,179	537	..	2,495
British ".....	2,012	4,634	1,088	..	4,764
Spanish ".....	16,215	34,719	2,801	53	14,202
Swedish ".....	108	268	24	..	95
Cuba.....	49,835	100,364	1,708	58	7,120
Hayti.....	48,127	121,048	7,212	165	29,554
Dutch Guiana.....	15,003	25,898	619	100	3,017
French ".....	5,794	10,903	264	..	1,218
British ".....	73	209	100	..	300
New Grenada.....	210	593	516	200	2,864
Venezuela.....	569	1,695	80	..	455
Brazil.....	298	850	120	49	525
Argentine Republic.....	305	848	43	..	186
Chili.....	.....	....	130	..	431
South America generally....	1,000	2,852	....	..	....
Mexico.....	1,423	3,826	62	93	540
Honduras.....	1,051	3,106	371	..	2,303
Canada.....	224	815	243	1	1,778
Spain.....	1,269	2,592	....	..	....
Canaries.....	92	264	12	26	90
Cape of Good Hope.....	....	....	40	..	340
Africa, generally.....	374	1,010	379	96	2,681
British East Indies.....	704	1,920	1,182	..	5,863
China.....	310	715	48	185	607
South Sea and Pacific.....	119	329	10	..	100

The total exports for the year were, of fish dried and smoked, 168,600

quintals, valued at \$365,349; and 19,330 barrels, 1,228 kegs of pickled, valued at \$91,445—together, \$456,794.

All these exports of fish, let it be remembered, were made, and those now going on are still made, in *our own bottoms* exclusively; so that beside the real productive profit of the fisheries, and their value in the maintenance and extension of our Commerce, they, more than almost any other item of that Commerce, devote their influence to the exclusive encouragement of our own shipbuilders, and the other classes connected with our general trade. It is true, the fact is nearly the same with regard to most other articles sent to the places to which the fish are exported, so far as these places alone are concerned in the Commerce of those articles; but this has no material bearing on the fact. If our fish are adapted to those markets, in the carrying to and from which we have least competition, the advantage is none the less real from the circumstance that other articles, whose general profits are less exclusive to us, participate with this in what is to them the instance, but is the general field of the other.

We annex a table of the average price of American codfish since the year 1765. The prices down to 1830, are those at which our fish sold in foreign ports, from that time; the rates given are those of the City of New York, as gathered from the reports of the mercantile journals:—

AVERAGE PRICES OF AMERICAN CODFISH.					
1765 to 1775	per quintal	\$3 a 6	1838	per quintal	\$3 50
1786 to 1790		2 a 3	1840		2.50 a 2.75
1805		4	1845		2.75
1810		3.14	1846		2.81 a 2.88
1815		3	1847		3.62 a 3.75
1820		3	1848		2.82½
1825		2.76	1849		2.50 a 2.62
1830		2.30	1850		2.38 a 2.56

CHAPTER VIII.

IMPORTS—WHENCE BROUGHT—EFFECT.

The cessation of the extraordinary advantages which our fishermen enjoyed at the commencement of the century, resulting from the general political condition of the world, accounts perfectly well for some considerable part of the abatement in question; and other causes, as we have already instanced, are found in the subsequent course of political affairs, from which, however, mixed results have been experienced. But that which of late years, and just at this time, is most prominent, is the rise and rapid progress of the competition, also alluded to, which has not only encountered them in their foreign markets, but has recently, to their serious inconvenience, invaded them at home, carrying the war into Africa, and threatening nothing less than the total extinction of our fisheries. The progress of the encroachments of the British Americans upon our market will be seen in the following table of imports since the year 1820-1:—

	Cod. Mackerel.			Cod. Mackerel.	
	Qtls.	Bbls.			
1820-1	346	7	1843-4	\$3,067	\$261,013
1824-5	1,628	242	1844-5	9,646	280,519
1834-5	\$13,425	\$29,316	1845-6	9,313	279,515
1840-1	19,262	116,459	1846-7	25,711	442,357
1841-2	5,186	58,812	1847-8	127,799	535,128
1842-3, (9 months)	1,411	57,457	1848-9	43,709	465,286
			1849-50	45,961	335,736

An idea of the quantities represented in these values, may be formed from stating the quantities for a single year. Thus, the imports of the year 1847-8, were 51,816 cwt. of codfish, and 122,594 bbls. of mackerel.

During the same period, there has been also a very large increase in the imports of other kinds of fish, some of which were scarcely at all imported in the early part of the period, which has tended to aggravate the evil with regard to cod and mackerel. The following are the imports of the several kinds for the several years stated :—

	1824-5.	1834-5.	1842-3.	1849-50.
Dried or smoked.....qtls.	1,628	\$13,425	\$1,411	\$45,961
Mackerel.....bbls.	242	29,316	37,457	335,736
Salmon.....	1,540	28,606	26,933	85,447
Herring and shad.....	.....	.....	2,048	37,037
All others.....	.....	15,435	3,704	38,451
Total.....		\$86,782	\$71,553	\$542,632

The places from which these fish were principally brought, is seen in the following statement for the last three years :—

	1847-8.	1848-9.	1849-50.
British American Colonies.....	\$813,742	\$623,581	\$532,663
Holland.....	4,148	5,158	5,177
England, Scotland, and Ireland.....	1,736	658	2,164
British West Indies.....	4,122	1,015	427
Hanse Towns.....	2,047	.....	1,182

Under a double invasion so strong as that we have set forth, undeniably facilitated by the late revision of the tariff, reducing materially the duties on foreign fish, the interests of our fishermen could not possibly be maintained unimpaired. That the effects have not been far worse, is due to the unflinching energy and tireless perseverance of the fishermen themselves. To display another result connected with this matter, and more directly affecting another party—the effect in regard to our shipping—we present the following statement of the character of the vessels in which these foreign fish were brought :—

	In American vessels.	In Foreign vessels.		In American vessels.	In Foreign vessels.
1840-1.....	\$141,273	\$80,914	1845-6.....	.....	.....
1841-3.....	54,919	62,512	1846-7.....	\$65,776	\$339,111
1842-3.....	50,570	21,043	1847-8.....	114,797	700,848
1843-4.....	118,614	145,406	1848-9.....	99,054	523,999
1844-5.....	87,285	202,880	1849-50.....	63,927	478,705

It will be seen that a fair part, and generally the greater part, of the foreign fish brought in, came in American bottoms up to 1843. Since that time, our scale is not merely *up*, but “kicks the beam.” The amount of fish brought in foreign bottoms in 1847-8, exceeded by 200 per cent the highest of any year previous, and was, even in 1850, 200 per cent higher than in any year before 1845, while that brought in American bottoms has been at no time since as high as in 1840 and 1843, and ranges at less than one-fourth of that in foreign vessels.

CHAPTER IX.

STATISTICS OF BRITISH AMERICAN FISHERY—REASONS OF THEIR PRESENT EFFICIENT COMPETITION—PROXIMITY TO GROUNDS—CHEAPNESS OF VESSELS—OF WAGES—OF LIVING—CHEAPER MODE OF CURING—FAULTS OF AMERICAN FISHERMEN—OVER-SALTING—ABUSES OF THE MASSACHUSETTS INSPECTORSHIP, ETC.

The British colonies are by their position the natural rival of the United

States in the fisheries, and whatever effective and permanent competition should at any time arise, was to be expected from that quarter.

According to the statistics we have before given, the number of vessels and men employed by the British colonies on the Labrador coast in 1829, with those from England, and their catch, compared as follows with those of the United States :—

	Vessels.	Men.	Cwt.
British Provinces	528	5,110	433,000
England, Jersey, &c.....	80	4,000	240,000
Total.....	608	9,110	673,000
United States.....	1,500	15,000	1,100,000

M'Gregor estimates the total value of the fishery of the British colonies on an average of five years, to 1832, at £857,000 per annum. In 1837, the value of the exports of New Brunswick in fish and oils, was £68,000.

The result of the fisheries of the island of Nova Scotia for the year 1850, according to the statements of the *Halifax Sun*, were as follows :—

EXPORTED FROM HALIFAX.

Dried fish..... quintals	191,802	\$95,901
Mackerel..... barrels	96,650	120,815
Herring.....	43,599	30,519
Alewives.....	4,227	4,958
Salmon..... barrels. 340 tcs.	6,411	17,089
Other kinds and oil.....	....	4,943
Total.....		\$274,225

Allowing for the small quantities shipped from other ports in the island, and the home consumption, the value of the fisheries of Nova Scotia, at the present time, cannot be set down at less than £300,000 yearly, equivalent to nearly a million and a half of dollars.

These few statistics will give some idea of the extent and value of the fisheries of these colonies, whose large and growing rivalry with the United States we are about to consider.

The circumstances that afford the British colonies the superiority to us in a fair field, either in our own or a foreign market, are these :—

1. Their propinquity to the grounds. The distance of these places from us makes a long voyage, and requires an expensive outfit. In an expedition so far, and necessarily so protracted, the comfort of our crews requires an extent, variety, and cost of preparation, that the colonist could neither provide nor find of service. It would, in fact, be only a burden to him, if provided gratuitously.

2. Vessels are much cheaper in the colonies; but for the law of the United States denying registry to foreign-built vessels, British American builders would draw a large patronage from the United States, to the great detriment of our own builders. If our fisherman, therefore, sails in a vessel of equal quality with that of the colonist, it costs the former much more than the latter. But the fact is, there is a great difference in the quality of the craft used. Our fishermen must have much the better one. The colonist uses almost any sort of a hulk that can be kept afloat, with little regard to size, shape, rig, sailing qualities, or value. His bark is cheap itself, as well as being cheaply fitted. In fact much the larger proportion of the colonial fishery is carried on in small open *boats*. The New England fisherman must regard safety: he must have a vessel in which he can, without

temerity, intrust his life; he is particular in the choice of form and size, to adapt his vessel to its purpose; the power of speed is not an object of indifference; his pride further requires that in all these respects, as well in the state of her spars, rigging, sails, and even her *paint*, his vessel shall be creditable to him.

3. Wages are lower in the colonies than in the United States. The American fisherman can work at a trade at home, and as there is generally a sufficiency of employment in these trades, his wages at sea must be graduated by those he receives ashore. His sea wages are further sustained by the demands of the merchant, the whaling, and the naval service, for seamen. In the colonies, except in a few towns of the larger provinces, there is but little business of any kind other than the fishing, and this one having thus nearly the monopoly of labor, wages are low. But the disparity is made yet greater from the fact that the American fisherman expects something better than he would make at home, as a compensation for his long absence, and the deprivations and dangers of his sea life.

4. The standard of living is much lower in the colonies, and the *comparative* cost of outfit, &c., is therefore much less than in the United States; that is, if the voyages were of *equal* distance and duration, the British fishermen would accomplish it at far less expense. For the same reason a smaller compensation is of equal benefit to him, and he is as content with his employment and its results as his nominally better paid rival.

5. The fish are more cheaply cured in the provinces. The care necessary in the case of those intended for drying, to preserve them for the long time before they can be put in the hands of the curer, is almost wholly saved. The fish are put on shore at short intervals, spread on the rocks, and tended by the women and small children, while the men and boys are catching more. Those taken by the American must be carefully salted and packed down; and on the arrival home, must be carefully washed, boated, or hauled, usually both, to the yard where they are to be dried. Here not a little work is to be done in the way of green-piling, flaking, dry-piling, re-flaking, re-piling, carting, and packing, of which instead of being done "all in the family," must be paid for out of the cured fish, the present rate being one quintal in twelve for the curer.

The provincialists have now obtained a due sense of their superior advantages, and like all other men, will not merely be unlikely to yield what they have gained, but will struggle for *more*. What heightens something their chances of success, is the fact that they are gradually imbibing our own political principles and sympathies. They are, if not rapidly, yet surely acquiring an idea that their existence is no longer dependent on the protective power of the empire that claims their allegiance, and that they could manage to take care of themselves tolerably well were all connection with the British government cut off. In the *national* feeling thus growing up, and the *self-reliance* which lies at its basis, is involved the stimulus to a broader and deeper *enterprise*. They will be more awake than in times past, more sensible of what is going on, more appreciative of their capacities, and will offer what we must accept, a hard struggle—a struggle not to regain what we have lost, or to keep exactly what we have, but to save what we can.

But there is a balance of the injury, not due to the colonists, but to the faults of our own fishermen. They have, of late years, become too *careless*. The object of the skipper is to get a load and get home as quick as possible—if he is an owner, it is for his immediate benefit to do so; if he is only an

employee, (seldom the case,) he secures the reputation of a successful or a lucky captain. He has a certain amount of salt, and when this is used, he is considered loaded. The more liberally the salt is put on, the faster the fish piles rise, and the quicker the salt is gone, the quicker is the fare "made out." Besides this, the skipper-owner remembers that the more salt the fish are made to receive, the heavier they will weigh when dried. Salt is therefore thrown in with a generous hand, and the fish lying thus, the first caught four, and the last one month, a mean of *two months*, are thoroughly impregnated with the saline virtue. The *vitality*, so to speak, of the meat, its strength and flavor, is completely destroyed; and the fish on being taken out, are found to be of a dead ashy color; instead of the bright, wholesome hue good fish should have, they are flaccid, so brittle as scarcely to bear handling, and with hardly any smell, or taste, except that imparted by salt. The slight washing that takes place preparatory to drying, removes, of course, only the grosser part of the salt adhering to the outside; if the fish are water-horsed, that is, piled green, a little more is extracted from them by pressure. In this state they are put on the flakes, when if the weather is hot, it is impossible to prevent them from burning and curing unevenly. They immediately curl up stiff and horny, and so rough as to cut and tear the hands of the men at work on them; the outside being overdone before the inside is fairly warmed. They must finally be taken off for cured, when not properly more than half-cured, and at that, *salt-cured*, instead of *weather-cured*. They will never *spoil*, it is true—and it is almost as likely they will never be *eaten*. A good codfish, properly dressed, salted, and cured, and well treated throughout, is an article of decided luxury to eat, either raw or cooked—but such as these cannot but be miserably poor in *any* condition. A more uninviting article of *food*, in a raw state, could hardly be set before one, and such would be the thought of almost any one, whose hunger was not excited to the actual starvation point. By soaking, pounding, and boiling, a considerable part of the salt may be extracted, and a tenderness restored to them—but the lost flavor—the departed vitality—can never be restored.

We do not mean to say that is exactly the case with *all* the fish brought into the United States by our fishermen. There are exceptions. Some skippers take as good care of their fish as need be, and are rewarded with a palatable and saleable article, when dried. Nor do all who oversalt them, gauge their hand to the exact degree of spoliation we have just described. That, we admit, is an extreme case, but it is a very common extreme. Some there are, who salt very judiciously—it may be said, just enough; others do only a little more, a *little too much*; others a little more, which is an unqualified *too much*; the next degree is a *good deal too much*, and then is the *spoil* degree, which, only that it is the extreme, and cannot be exceeded, would be supposed several degrees beyond, by those who now simply murder their fish with the class last spoken of. To classify the processes generally, we need but say simply—oversalting is the rule, proper salting the exception.

The injury resulting from the cause alluded to, has been long felt in the trade of the article—but coming on gradually has been only partially appreciated. It has, doubtless, caused our fish, wherever they have been sent, to be lowered in estimation, and to be dropped by one after another of those who had used them, causing buyers, the while, gradually to curtail their

purchases, or has prevented an extension of sale that might otherwise have been attained.

In regard to pickled fish, the worst evil, probably, is in regard to the inspection. The abuses in the cull and brand of mackerel have been so great, that pickled fish from the United States have suffered much disrepute in foreign ports, where buyers have often been subjected to heavy loss, by giving too much credence to the brand. The same has happened, too, within the country, until the evil has gone so far, and proved so vexatious, that no attention is now paid to the mark. If a merchant in Philadelphia buys a lot of mackerel in Boston, a *reinspection* must be made for his own satisfaction. Of course most of the mackerel packed or repacked in the United States, are inspected in Massachusetts. The laws of that State regarding the inspection are very deficient, and much devolves on the judgment and tact of the Inspector General of pickled fish. The individual who for a number of years previous to the last, held that office, in that State, was entirely incompetent to his duty, and nothing like a *system* was ever sustained, or apparently thought about during his administration. To the complaints of his deputies and the fishermen on one hand, and the merchants of New York and Philadelphia on the other, continually in his ears, he was either stupidly silent or peevishly irritable. At length annoyance on one hand, and persuasions elsewhere, induced him to resign, when candidates for the office, eminently qualified, and strongly supported by merchants, fishermen, and others desirous of a reform, came forward from Barnstable, Wellfleet, Newburyport, and other fishing towns. But Governor Boutwell saw fit to overlook them all, with the body entire of their supporters, and to confer the office on a *Boston Lawyer*, a gentleman whose sole motive in seeking it was doubtless the expected emolument, and who is as well qualified, probably, for the office as either of his competitors would be, as a Boston paper remarks, for a seat on the Supreme Bench of the State. The new inspector will, perhaps, perform all the duties discharged by the late one, if he makes it a study to see *how often* he can find authority to *reappoint* his deputies in all the seaports of the State, so as to realize as much as possible from the \$5 per head appointing commission; and how much individual and family speculation can be built up and protected by a shrewd exercise of inspectorial power. It is time, seriously, for the Legislature of Massachusetts to revise the laws of that State in relation to fish inspection, and more than all, to revise and reform the *custom* which has prevailed, rather than system, for some years past. Let us see *what* has been done, and *how* it has been done, and let some method be devised that will better these things; or if that is impossible, let the whole humbug of inspection pass away as soon as possible.

But whatever may be done in the case depending upon the action of a legislature, and of commissioned executive officiality, we hope in the other case, an improvement will be made, as it is in the hands of those whose interests are affected. "Salt is good," but how shall fish be made saleable and eatable if oversalted? The reform suggested, is almost the only measure left that promises efficient results. Of increased duties upon the importation of foreign fish there can now be little hope, and were they raised again to the standard of the tariff of 1842, they would prove inefficient, the colonists having now gained that start, and acquired that experience, knowledge of their own resources and our abilities, self-reliance, and ambition, which will enable them in almost any event short of a prohibition to our

markets, to be successful competitors. At any rate, they cannot be deprived by any action of our government, of the hold they have acquired in the foreign markets, and even a prohibition would, therefore, but half cure the evil. Our only resource is to endeavor to equal or excel our rival in the *quality* of our article. It will not do at all to go on in the old way. If we do the result is certain. Defeat, total and irremediable—to be driven out neck and heels with utter rout and confusion, from the pursuit we have followed and flourished in for two hundred years! One source of our popular income completely and forever cut off! One "occupation gone!" Our treaties with England, primary and re-definitive, to secure which we had so much hard and memorable negotiation, and risked so much in one instance (the peace of 1783) a dead letter! Our fishing vessels turned into the coasting trade, to diminish the profits of those already engaged in it—or allowed to rot at the wharves. And our land occupations overfilled by the continual labors of those, who, at most, worked in them before but half of the year! Or, to prevent this evil, our fishing towns deserted, and the demi-citizens of the ocean emigrating to the "Far West," to manipulate with strange implements the valley of the Ohio; and to search in the earth for the bulbs, having, perhaps, in their estimation, some affinity to the products of the sea, but found in so different a place, and caught in so different a manner!

Let our fishermen be awake, and adapt themselves to the circumstances existing, and those yet to come. In the present case, the British fish are preferred, because they deserve to be preferred by all sensible people—and as much here as anywhere, for our people are not patriotic enough to encourage home industry by eating chips and bones when they can as well, and as cheaply, have wholesome and palatable food. The reform proposed is easily made. Our fishermen know as well as the "Dagoes" and "Bluenoses," how to prepare fish well. They have as good judgment, as much skill, and as much understanding of the taste of fish-eaters the world over. Let the article be properly treated in the vessel, and nobody can doubt that the curing will be quite as perfect on our fine brush flakes as on the bare rocks and sands of Newfoundland and Prince Edward's.

The facts we have stated relating to the depression of the fishing interest, are no less true because there is no vehement outcry from the classes interested, and no less deserving attention from the nature of any one of the causes, if they are what we have stated them. Those engaged in *some* employments under circumstances of equal discouragement, would no doubt raise a bigger clamor. There certainly *are* now interests suffering far less, which, as the delegated, sometimes the *paid*, representatives of which make complaints far more piteous, and are regarded as eminently needful of sympathy from the people, and corresponding sympathetic legislation from Congress. But fishermen are not the class to besiege the doors, and distract the ears of legislatures, with cries for relief—they do not set afloat schemes for revising and reorganizing tariffs—they do not attempt, by corrupt bargaining, and log-rolling plots, to effect the enactment of special privileges to themselves—they have no bawling agents and traveling emissaries, skilled in political tactics, and fed by contributions, to take care of their concerns—they have never learned the habit of looking to the *law* as the source of *production*. The sturdy independence of character nurtured on the ocean, repels every such reliance, leaving to others to learn from experience the futility of all hope so conceived. What encouragement is voluntarily offered them they gladly accept; but they waste little time and effort in endeavors

to secure more. Their hardy energies are reserved for trial with the winds and tempests of the ocean; they seek the bounties of the great deep, and if it give generously to their solicitations, they will freely give up to others whatever may be caught with the bait of metropolitan influence.

Art. III.—A NATIONAL CURRENCY—REAL ESTATE ITS BASIS.

NUMBER II.

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

In the October number of the *Merchants' Magazine* I contributed an article with the above title upon the subject of Banks, Specie and the Currency, wherein I sought to elucidate a favorite, though novel theory. I endeavored to expose the fallacy of the omnipotence of gold and silver as a medium of exchange, contending, that as ultimates, they were incapable and insufficient to answer the requirements of business. With an earnest conviction of the truth of my position I deprecated the present banking system as pregnant with evil, and urged its speedy abandonment as the only means of guarding the commercial world from periodical panics and alarms. For the justice of my reasoning, I appealed to the experience of the last quarter of a century, and truthfully demonstrated the baleful influence of these money-making machines.

The prerogative of creating equivalents is a sacred and responsible one, and should be delegated to the wisest and best. To the aggregate worth and intelligence of the community, as represented in the sovereign authority of the State, should alone repose the high and honored attribute of creating money. Entertaining these views I foreshadowed in the article referred to, a plan of State issues based upon the values of the nation, and redeemable, *not* in the arbitrary material called gold and silver, alike insufficient and incapable from its limited capacity and quantity, but in the form and home-stead these State issues were created to represent.

The promise written upon the face of bank paper is a mere fiction, and the theory of its having a metallic basis is an exploded humbug beneath the dignity of controversy. But the promises of the State made in behalf of its people, and issued to represent the property of that people, will not be impeached, every dollar of issue being but the figure of an intrinsic reality which is always ready for the hour of redemption. No theory heretofore broached by financier or legislator ever had in view such perfect and complete security as that system proposes. The specific guaranties are present and in possession before an issue is made. A specific bond and mortgage on specific property constitutes the basis of every issue, and no change of government nor overthrow of rulers, anarchy, or revolution, can affect or impair them. Convertible into all the essential elements of wealth, how superior such a redemption to the symbol only of the reality!

Money is merely designed and intended to facilitate the exchange of commodities too permanent or cumbrous to be passed from hand to hand, and in the fulfillment of this function it is of little moment as to the *material* of which it may be composed. The superiority of paper or parchment over every other fabric, from the facility of transit and count, is unquestioned

at this day. The experience of every hour attests this truth, and it only needs the signet of sovereignty and the assurance of government, which alone should create it, that among its archives are recorded the values which stand pledged for its redemption, to command for it universal confidence and circulation co-ordinate with specie. That it already meets the approval and approbation of all but those fiscal inquisitors sitting in the pride of stately nothingness over the fortunes and destiny of Commerce, the signs around me are too significant to doubt. Exercising powers derived from the legislation of a dark period, unblessed with even the rudiments of fiscal science, unlearned and unlettered in the theory of the currency, and guided by no lights of their own, they—

“Grope their dull way on,
By the dim twinkling light of ages gone.”

I am aware that I will shock the gray-haired ideas of the past, but my mission is innovation, and the organ of veneration is not large. I confess no reverence for the errors of by-gone days and I could never learn to appreciate what the world terms “time-honored usages.” Perchance this erratic and wanton fancy of mine, not content to travel the shadows of the valley, would fain soar to mountain altitudes, from whence it can “descrie the dawn whilst yet the unawakened world lies dark beneath.” The twilights of the past no longer avail as guides for us whose ideas ever float on the stream of the future, anticipating and foreshadowing each day’s revelation. In this century of progress the mind has no limit to its vast conceptions. The most striking phrenological development in the American character, is the organ of ideality, and its controlling influence over every other development is manifested in the yearning thought, the bold conception, the speculative research, the grasping of the reality ere the shadow is defined! It has bridged the sea, it has channeled the desert, it has tunneled the mountain. It has linked in silent converse the far extremes of our stretching territory, and annihilated space. It hails from the snow crests of Nevada, and the granite cliffs of the Atlantic in an instant respond, as the electric wires in a nameless accent record an answering salutation, and it puffs its own renown as the whistling engine speeds over the iron roads of Russia and Austria, with “Norris of Philadelphia” on its side. Our pathways are our own, we pioneer the world!

With such prerogatives of greatness and such honored distinctions we need not envy Europe the possession of the deceptive symbol of wealth which a darkling age seeks to treasure up. For these blessings we will gladly exchange the shining scales of our mountain streams, and sail each ocean latitude for golden continents to dazzle the dotard vision of the old world!!

And what are the grand results which flow from such an erroneous estimate of this symbol of wealth? The iron heel of tyranny is planted upon progress, and oppression’s enervating shackles fetter the energies of down-trodden masses. Cloistered vaults teem with gold and silver, whilst acres are untilled, and famished thousands idle on the highways for want of harrow and ploughshare to cultivate the land! Turn to the mass of Europe, and from the Neva to the Adriatic, the mind sickens at the spectacle haggard humanity presents! Enterprise, prosperity, and every ennobling impulse are alien terms, whilst hunger, rage, and fury make volcanoes of cities whose swelling thunder grape-shot and bayonet can scarcely stifle!

Amazement silences the voice of declamation when I think of the woeful

misapprehension which exists on the subject of the currency. When men, or those who have the figure and the name of men, discourse of the terrible consequences which will result to the country from the shipment of coin; when the query, within the capacity of every school boy to answer, would solve the problem, "Is there nothing received in exchange for these dollars we send abroad?" A *novice* in fiscal science would give an answer which might mantle with a blush such *hoary* ignorance. Assuredly each dollar thus sent abroad returns to us in a thousand untold and unseen ways enriching, refining, and embellishing, by science and art, each homestead of our land. It has aided in building our cities, and the stately palaces and towering blocks which adorn them! It has developed the resources of our vast interior, and planted the harvest field where the prairie grass grew! It has builded our iron ways, excavated our inland channels and penetrated our hills! It has covered the ocean with our steamers, whose dusky forms paddle the waters of every latitude from the Polar to the Indian sea, and modelled that little craft to outsail the channel's pride, and to draw forth the bravos of the vanquished as the applauding peal announced the triumph of the America!

These are *some* of the great results which have flown to us from the exchange we have made. Yet the Solons of the bank parlor are startled from their propriety when the official bulletin gives publicity to the specie manifest of steamer or packet! It is fresh in our memory, and its recall at this time may give force to the *seeming* novelty of our views, as an evidence of the baleful and pernicious consequences resulting from the *obligation* of a gold and silver redemption, that the banks in 1837, when seeking the sanction of the community to gloss over the disgrace of a suspension, promised an immediate relief of the money market! In plain English, that they, the banks, the depositories of the only medium of exchange, would disgorge; and permit the public to have, what they, the banks, were expressly created to furnish, a medium by which the community would be enabled to cancel mutual indebtedness without the necessity of the grocer transferring his wares to the crockery man, and the tailor his to the shoemakers!

I am aware that it might be said that it is at the volition of the public that the banks thus retain in their possession four-fifths of the medium of exchange. I shall not attempt to gainsay so plain a truth. But is it not the result of *fear* which prompts the merchant and trader to keep large balances lest they find no favor at the discount board? A strange *volition* if this be true, and who will gainsay it? It is daily history! If I err not, it is an indispensable requisite toward the procurement of accommodations. It is the barometer of favor. How palpable the viciousness of such a system!

But why the promise of an easy money market in 24 hours after the suspension? Plainly that the banks, relieved of the obligation to redeem their notes in gold and silver, would let their issues circulate. I never could see the wisdom of compelling a redemption in a material so circumscribed in quantity as to preclude fiscal agents from providing Commerce with a sufficient medium to answer the requirements of business. If the symbol be so highly prized, why cannot the reality secure a kindred and an equal estimation. The banks had other values, and no one questioned their ability to meet their engagements! The whole error arises from the overweening and fanatical estimation given to gold and silver, making ultimates of a material limited in quantity, insufficient and incapable, and requiring Commerce to

regulate itself to an arbitrary standard without elasticity, and consequently unable to accommodate itself to the movements of business, and therefore business is required to accommodate itself to it! Some future day will demonstrate the truth of these remarks, and men will wonder as they contemplate the retrospect.

There is plainly a radical, inherent, and incurable defect pervading the entire system, beyond the reach of medicine, and dissolution seems inevitable. Perhaps the moral as well as the fiscal atmosphere may become more pure when the rotten mass is groveling to the earth. From every feature of their organization they are impotent of good. Literally "lock-ups"—I know no plainer term of that material which is the sole medium of exchange, in the absence of which one may be possessed of value an hundred fold exceeding his indebtedness, yet be unable to cancel the smallest obligation from the absence of the only material by which he would be enabled to do so. Chartered for the accommodation and benefit of the community, they appear to have reversed the intent of their creation, and absorb both elements of circulation. With a criminal complacency, they aver their innocence and mock at the writhing pangs of business, struggling to accommodate itself to a contraction, at once unnatural and agonizing. It is experimenting upon a convulsed animal in an exhausted receiver.

It is with extreme pleasure that I here bear willing testimony to the fact of there being worthy and upright men, without taint and above suspicion, in the direction of every bank, and it is a sad reflection that the example of custom and the force of habit may so steel the sensibilities that men "know not what they do." Should such care for the wellbeing of society, or prize the mantle of purity which covers their shoulders, they will hasten from where infection riots amid corruption, for the purest may inhale contagion! It is the duty of those to whom the public ascribe high and honorable motives no longer to lend the influence of their names to lull public feeling and perpetuate a system so erring and deceptive.

Dismissing this portion of our subject, with the conviction that banks, both of deposit and issue, should be resolved to their original elements, and State notes substituted for the present bank paper, I shall proceed to notice some of the few apparent obstacles which seem to preclude the system from general favor and adoption. It has been suggested by some esteemed personal friends of the writer that a redundant currency must inevitably follow the adoption of State issues. With deference for opinions so respectable, I solicit attention to some facts which may have escaped their observation. My conviction is that we already have had a greater redundancy than the public are aware of, though the fact is speciously hid from casual observation. There is a kind of illegitimate medium afloat and in general use in the circles of business, in the form of promissory notes, other than required for a legitimate credit business—checks, due-bills, accepted orders, and the like, all substituted for a medium of exchange, because of the insufficiency and absence of the legal tender from the thoroughfares of trade. I know of no available statistics from whence could be gleaned the proximate quantity, in numerals, of these "promises to pay," but if they could be counted in the volume of the currency, the swelling figures might puzzle the accountant to cypher their denomination. This private emission generally makes the circuit of the locality from whence it is issued, answering the end of money. In my view, far greater detriment results to the community from the circulation of this bastard currency than would follow a realization of

the fears regarding a redundant circulation arising from legitimate issues. Give to owners of capital facility to procure its representation in the currency, and such illegal and irresponsible issues would not be resorted to. Do away with this host of money-makers, and confer upon the State the exclusive attribute of creating equivalents; and, to guard against redundancy, restrict the proposed issues to a per centage on values truthfully assessed.

I would remark in this connection that an expanded credit system is the inevitable tendency of this illegal issue. Parties embarking in trade, possessed of real estate not immediately convertible, issue notes for their purchases, perhaps without a dollar of an available medium to provide for a contingency. The facility with which credit is procured induces, in its turn, corresponding facilities, and credit thus becomes enlarged and expanded, to the detriment of the general interests of society. Could these owners of capital have procured a loan upon it, from the State, it would have enabled them to make cash payments for their purchases; and the immediate presence of means would prompt greater caution in the selection of customers. These are truths beyond misconception or gainsay.

Let us proceed to notice some comments and strictures made by M. Louis Chitti, in the January number of the Magazine. It appears that neither the plan proposed by "Bacon," nor that advocated by "N. F. C.," meets the approval of this distinguished economist and writer. And yet we are on a kindred scent, and our quarry is the same. We widely differ, however, as to *remedies*. His is a *money* of paper issued by the State, possessed of value in itself, intrinsic, and ultimate, and not convertible. Ours is a *paper* money issued by the State upon bond and mortgage on real property, the medium itself being of no value, but the *representative*, merely, of other values, and convertible, not to gold and silver, but to the farm and homestead which they represent. It is scarcely necessary for us to point out the errors of an irredeemable *money* of paper, though its paternity be the State. An indefinite issue must be the result of such a system, as there is neither limit nor bound to its creation. To make population the standard of its issue, without a specific pledge to justify its increase, would be vitally wrong; and the bitter past is too fresh upon the records to expect for it a moment's consideration or regard. I cannot conceive the policy or the wisdom in endowing bits of paper with an intrinsic attribute, and the world will never confer an estimation upon them necessary to their becoming ultimate. Let gold and silver continue to be the standard of *value*, but not the basis of circulation. But let *values*, the result of *labor*, as measured by the standard of gold and silver, be that basis, and let the Government, in its sovereign right, create the medium with which to represent those values, in the manner before proposed.

M. Chitti is correct in denominating these State issues a loan upon bond and mortgage without interest; and is it not eminently conservative in its every feature, or could a better mode be adopted, whereby the community will be supplied with a medium of exchange? From his making no attempt to prove it erroneous, I infer that his objections are not vital. Indeed, he labors rather to prove that the system of State issues with mortgage guaranties is not *his* system of an *inconvertible money* of paper, and not that *my* system is fallacious. He brings no tangible argument to disprove the truth of my theory. I plead, however, guilty to the charge which is the burden of his complaint, that I have provided a guaranty for these State issues, and required each emission to have a specific security, in the form of a mortgage

upon real property, the *labor* required to produce which being the chief criterion of its value.

In answer to another of M. Chitti's scruples in regard to the aggregate of money increasing as capitalists procure new loans, I would remark, that owners of real property will be loth to encumber it unless there exists a demand for money from quarters precluded from borrowing from the State, to whom they can safely loan it at a remunerating rate upon personal security. Thus the amount of money will not be increased unless there should arise a demand for it. The risk incident to loaning on personal security will require an interest to be paid for capital, and the possibility of loss will deter many owners of real estate from encumbering it, although not required to pay the State interest thereon. Thus the excessive issues anticipated will be avoided, and mutual indebtedness will be canceled by State notes, instead of due-bills, checks, orders, promissory notes, and bank bills. Specie will remain as now, occupying the same relative position.

M. Chitti is correct when speaking of "Bacon's" plan of a stock redemption bearing interest, that it would be nothing less than requiring the "State to pay interest on its own money." In my former article, published in your Magazine for October, occurs the following passage, in allusion to this subject:—"It will be a novelty indeed when a State sovereignty shall be required to pay interest on the currency it has caused to be created to represent the values of the people."

That the adoption of this system will inure to the benefit of the mass, a moment's reflection will render apparent. The price of money will come down, and the leeches of society cease their blood-sucking. The owners of large capital will not possess privileges to the exclusion or detriment of the less affluent. Men will be enabled to realize on dormant values which will give them ability to widen the sphere of their usefulness, by embarking in enterprizes giving employment to labor. The execution of every useful improvement will follow quickly its conception. The comforts of life will be increased and cheapened. A renewed impetus will be given to manufacturing, from the low rates of interest arising from abundant capital, enabling them to compete with older countries. Our varied climate, susceptible of growing all the elements of manufactures—wool, cotton, and silk, will invite industry, and impart fresh vigor to the faculties of production. Every distant place will be made near by the magic wand of railway and canal, and millions annually saved the nation, in the form of interest and dividends paid to foreign capitalists.

It is a question of the gravest import, and one which must ere long claim the attention, and perhaps the interposition, of the Federal Government, the fact of the immense drain upon our country, in the form of interest and dividends, arising from our indebtedness to foreign holders of our public and private stocks. A considerable portion of the capital stock of our railroad, insurance, and other companies, is held by communities who expend their dividends in alien lands. Thus the profits of our people, and the freights earned upon our public works, are taken from us to minister to foreign opulence and splendor. Is it not possible to avert this unnatural exhaustion by legislation, giving to our home *values* a home medium which will represent them, and preclude the necessity of paying for the use of foreign means, when we could create those means ourselves? The *guaranties*, the *securities*, the *values*, pledged for these foreign means, are here upon our own soil,

and the parental authority of Government should interpose its conservative arm to save the nation from such unnecessary depletion.

I do not wish to be misunderstood or misconceived upon the subject of foreign capital. In the infancy of a country, before labor has created value by leveling forests, by digging canals, by building bridges, railroads, and cities, foreign capital is not only necessary, but its introduction is a positive blessing; and that people must be short sighted indeed who would refuse to avail themselves of its undoubted advantages. But it is another matter when a nation has passed the stages of infancy and the vigor of manhood is upon it—when a people count by millions and not by hundreds—when labor has circled a continent with 20,000 miles of railway and canal, when its ships fill the harbors of every commercial mart, and its navy rides the victor of the seas, I repeat that it is another matter then, for labor has created collaterals to justify *domestic loans!* It is certainly not asking *too* much of the sovereign authority to give to *home* values the estimation which foreign capitalists cheerfully confer, and consequently create such a form of State issues as will represent them in the currency! This can readily be accomplished by loaning on bond and mortgage such amounts as the State may in its wisdom see fit. These issues having a basis taking precedence of the stock itself will effectually preclude the necessity of resorting to foreign capital. Thus the dividends and interest engendered by our public works and corporations, will be kept from going abroad, and a prodigal and debilitating expenditure averted. I have no statistics at hand, but I would not transgress the margin in computing the amount of our public and private securities in foreign hands at 60 millions sterling, to meet the annual interest on which requires near 20 millions of dollars! All sent out of the country, not a farthing of this immense sum retained to benefit a *home* creditor, as is the case with the interest on the national debt of England, by which a colossal nation has sustained itself for ages, and whose morning gun booms the notes of empire from the Carnatic to the Canadas.

In conclusion I would remark that I deem it a matter for self-congratulation, that the views embodied in my previous article have met not only the approbation of private circles but the favorable notice of distinguished writers. Public opinion is the forerunner of law, and before many moons roll by, a potential voice will be heard at every capitol demanding an abridgment of chartered privileges. From hall and Senate Chamber an edict will go forth responsive to the popular will, more potent than the musket's thousand-fold rattle by which the monkey despots of other lands force their measures upon an unwilling but terrified people!

There is a deep significance in the many voices already on the records in condemnation of the present fiscal system. The seeming miracle of a coincidence of views upon the part of Chitti, Bacon, and others, is but a silent though eloquent forerunner of those ever-existent truths which the Almighty withholds from the travailed thoughts of man until he wills their development. It is an omen of the truth of my theory, and bids us hope that the small hours of the night of error have already past and the dawn is not far off.

N. F. C.

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

NUMBER XXX.

ST. LOUIS; AND HER MEANS OF ADVANCEMENT AND WEALTH.

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

To tell of the greatness and growth of cities, and, at the same time, to furnish proofs in detail, so as to satisfy the most skeptical reader, are characteristic merits of a journal so much relied on as yours. To send therefore a document just published by the editors of the *Missouri Republican*, accompanied by a few remarks in a general way upon subjects not treated of in it, so that from the whole you may be enabled to draw correct conclusions as to what St. Louis has been engaged in during the past year, may not be unacceptable to you.

This "Annual Report," so ably and correctly prepared by Messrs. Chambers & Knapp, speaks alone of the "*Commerce of St. Louis in 1851*," and, confining itself strictly to the subject, notes without comment the arrival at this port during the year, of no less than twenty-five hundred steamboat cargoes, *all discharged here*—of the payment by our merchants to the Government, of nearly three hundred thousand dollars in duties collected at the custom-house here, upon direct importations from Europe and the West Indies; and besides other statistics of interest, giving us a list of home imports, the aggregate value of which may safely be estimated at from twelve to fifteen millions of dollars.

The commercial growth of St. Louis is far from being all that she may be proud of—manufactures, the mechanic arts, agriculture, and last, though not least, internal improvements, are each receiving the attention and giving employment to numbers of her citizens, as well as affording a large return upon the capital invested in them.

Already a population of nearly one hundred thousand find comfort, independence, and wealth here; and yet the riches of this region—its inexhaustible fertility of soil and boundless mineral resources, are comparatively untouched.

St. Louis combines and possesses more elements of true and lasting greatness than any other city of her age in ancient or modern times, and her people are fully capable of and actively engaged in developing her wonderful resources. In a circuit of *less than ninety miles around the city*, confined to that part within the State of Missouri, she can procure sufficient iron, coal, lead, and probably copper, to *supply the wants of the Union for ages*. These are no random assertions, but truths, well known here and acted upon. Had they been better known abroad, then the capital, the labor, and life that have been wasted in far-off lands might have found a certain, large, and fitting reward much nearer home.

If we could but cast from our minds the delusive yet enchanting visions that distance and imagination lend to remote scenes of enterprise, and look at the boundless wealth that Providence has here placed within our reach—did we but use a tithe of the energy and means to obtain it that we devote to questionable undertakings and rash schemes, how little would we have to complain of fortune.

In illustration of my remarks relative to the immediate resources of St.

Louis, I know of no one whose authority would sooner be relied on, or whose language is more to the point, than those of the Hon. Lewis F. Levin, late Senator in Congress from Missouri. In a letter addressed by him to the Chairman of the Committee on Commerce, he says:—

“It will be found in a report made in the year 1835 by the United States Geologist that in a certain location in Washington County, Missouri, (less than ninety miles from St. Louis,) a micaceous oxyd of iron is found, yielding at least seventy-five per cent of the purest and finest iron, of an indefinite amount. It exists in the form of a vein, at least 500 feet broad from east to west, and in the other direction 1,900 feet, when it disappears from the superficial soil. It reappears, however, in parts of the adjacent country, and always in connection with the scienitic chain of hills that rise in an isolated position amid the galiniferous secondary limestone, where the lead mines are worked.

“This vein may be said to enlarge on the eastern side, and, strictly speaking, extends upwards of 3,000 feet; but the character, there, is less metallic. The formation, however, is very ponderously impregnated with metal, most of which yields 50 per cent of very superior iron; and it is probable, judging from analogy which experience has established, that this vein becomes richer as it descends many thousand yards toward the inferior crusts of the earth. This ferruginous deposit must be of great antiquity, for upon an examination of the adjacent country, immense deposits of the oxyd of iron, of a productive and valuable quality, are found in a countless number of localities together with rich bog ore.

“The *superficial* contents of the great vein of what is emphatically called the ‘Iron Mountain,’ and which is situated near the sources of the St. Francois river, would, it could easily be shown, justify heavy expenditures to open communications to these ferruginous deposits. But when we add to them the subterranean contents, which most certainly exist at depths equal to *any* mines that have been worked in any part of the world, and which most probably descend much lower than any generation of man we can look to will follow, we are compelled to use the term *indefinite* when we speak of their contents, and most confidently assert that this part of North America will one day be as celebrated for its iron mines as Sweden now is.”

These are truths that our railroads will soon enable each one to verify in less than four hours from the time he leaves St. Louis, while at the same time he will perceive that not only this mountain of iron, but a still larger one in the vicinity, called the “Pilot Knob,” are no longer the wondrous monuments unnoticed save in the descriptions of travelers, but now the great central points for Vulcan’s fires and forges to act upon—making rich our citizens now engaged there, and destined to enrich thousands of others.

“In the calcareo-silicious hills of the southern part of Missouri, lead is found *everywhere*, sometimes near the surface, while in other places rich veins are discovered, dipping profoundly into the bowels of the earth, amply rewarding the laborer for his trouble and expense in following them through caves and sinuities in the rock.

“There are also many deposits of blend ore of zinc, of copper, cobalt, manganese, alum, sulphur, saltpetre, sulphate of iron, arsenic, sal-ammoniac in enormous masses, marbles of exquisite beauty, while crystals of radiated quartz, sulphate of barytes and of lime, glitter in the sunbeams over hill and valley. Over this extensive region Providence has scattered blessings with unbounded profusion, awaiting but the industry of man for their fullest developments.”

In describing another part of the country adjacent, and still nearer to St. Louis—St. Genevieve county, famed for its lead mines and marble quarries—and again briefly referring to the iron region, I am fortunate in being able to use the language of other most respectable authorities—of A. Vallé, Esq., and Dr. James H. Relfe, addressed by them in letters to the editor of the

Gazetteer of the State of Missouri. The names of these gentlemen are a sufficient guaranty for the fidelity of the description. "The produce (of St. Genevieve county) is principally corn, wheat, oats, and tobacco. The climate is healthy. The greatest resources of this section of country are its minerals, which are found in great abundance; copper, lead, iron, salt, and zinc, and several other minerals unknown. I received ten thousand pounds of red copper, which I sold in New York, and have been informed that it was of excellent quality. The copper ore is abundant, and yields a good per cent."

"Lead ore is found from five to eight miles back from this place, and our lead mines are pronounced by English and German miners richer, easier worked, and at less expense, than the famed mines of Galena. I ship annually from this place three million pounds of lead." "There are quantities of beautiful white and variegated marble twelve miles back of this place, (St. Genevieve,) said to be nearly as handsome as the Italian marble. The quarry has been opened, but not worked. The ridge in which it was found is upwards of a mile in length, and is supposed to contain a solid bed. There are immense caves of white sand, resembling snow, within four miles of this place, of which large quantities are sent to Pittsburg and used in the manufacture of flint glass." "The valley of Bellevue must be considered as the center of the iron region of Missouri, affording productions of that mineral far surpassing, in quality and in quantity, any other portion of the globe now known. It is much to be regretted that the few mineralogists who have visited our section of the State have examined it so superficially, and been content to report our productions of lead, and noticed only the iron to be found at one of the sources of the St. François river, generally called the 'Iron Mountain.' That, to be sure, is a prodigy, and strikes the observer with astonishment. It is literally a mountain of magnetic iron, so pure in its quality as to yield from seventy to eighty per centum under the ordinary process for converting ore into malleable iron."

"There is much variety in the iron ore of this region. Occasionally masses are found in which a considerable portion of copper is blended, and I should think, frequently so rich with copper as to justify a process of separation. Five miles south of the mountain is a magnificent pyramid of the micaceous oxyd of iron. It rises abruptly at the head of the valley to an elevation of two hundred and fifty and three hundred feet; its base is a mile and a half in circumference; competent judges say it will yield eighty per cent. The immense quantity of rich ore which this country affords, renders it of no value to *individual proprietors*; for, believe me, there is more to be found on three or four townships of land than would supply the consumption of the United States for a thousand years, and this can be obtained without mining. The purity of the ore is such that any ingenious blacksmith can forge from it any article of cutlery, giving it a fine temper, after the manner he would work a piece of steel."

The agricultural riches of Missouri, about to be developed by her great lines of railroad, and which are destined to make St. Louis the granary of the West, if they are not so marvelous as the minerals in regard to quantity, *are yet equal to any to be found in the United States*, whether we consider the depth and richness of the soil, its great and unsurpassed fertility, or the variety of its products.

If St. Louis during the last ten years has increased from a fraction over sixteen thousand inhabitants to a fraction under one hundred thousand, *without* the impulse of railroads, and notwithstanding a combination of calamities

ties such as never before tried an American city,—what must be her progress, and what her population, during the *next* ten years, when, independent of other causes of increase, she will have more railroads concentrating within her limits than Boston now has. To say that she will then have half a million of inhabitants, and be the third city in the Union in size, would be only relying upon what the past and present is proving, and what the future indicates unerringly. The reader fond of statistics may learn that she duplicates her population *every four years*,* and can easily calculate the result at the period alluded to.

The people of this State have decided for themselves what, under Providence, shall be their destiny. They have entered upon measures of public improvement whose vastness is only equaled by the wisdom which has planned them; and such is her solid wealth and credit, and the fixed purpose of her people, that they will certainly carry out what they have begun. She will not be stopped, either, by any failure on the part of Congress to do her justice in the application made by her for a fair share of the public lands, but will push to completion her great railroads—"The Pacific," "The Hannibal and St. Joseph," "The St. Louis and North Missouri *via* St. Charles," and, besides numerous smaller ones, the St. Louis and Ohio City railroad, by which she will connect herself with the Gulf of Mexico by the Mobile and Ohio railroad, connecting Mobile Bay with the mouth of the Ohio.

Knowing her own wealth, as well as the activity and proverbial industry of her citizens, St. Louis views with no jealous eye the efforts made in the State of Illinois and elsewhere to carry out railroad enterprises, such as the Central railroad, from Chicago and Dubuque to Cairo, and the various cross lines that are being extended from the Lakes to the Mississippi—the latter, profitable as they may be to the parties interested, *will yet mainly benefit St. Louis*, by converting the thinly inhabited country through which they pass into populous and flourishing districts, connected with St. Louis by intersecting roads, whose people will resort to her to exchange their products for her manufactures of iron, glass and cotton, and for the various supplies which now reach her from the West Indies, from the South and the East—while the Central railroad, by developing a still greater region, comparatively unimproved, and, (to use the words of the Hon. Robert Rantoul, Jr.) "sparsely settled," extending through Illinois from north to south, will, as it were, create and open to the trade of St. Louis a populous belt of country in front and to the right and left of her, the main road through which will be reached in less than two hours' time by her railroad to the East *via* Vincennes, to be commenced in February.

By virtue of railroad connections, St. Louis will thus be made the immediate center of Commerce and Manufactures for no less than a million and a half of people—the population of Illinois being over nine hundred thousand, and that of Missouri seven hundred thousand—while in ten years, without any stretch of the imagination or deviation from the known laws of progression, we may expect to see her with a population approaching half a million, and the acknowledged capital and exchange mart of four millions of people.

C. H. H.

In accordance with our general custom, and in order to preserve the statistics

* See the views of one of the ablest contributors to the *Merchants' Magazine*, J. W. Scott, Esq., of Ohio, in Vol. xxv., pp. 652-565.

of the Commerce of St. Louis, we present the readers of the *Merchants' Magazine* with a brief review of the markets for the past year, accompanying which are tables showing the monthly receipts of principal articles of import, a comparative statement with previous years, the tonnage of the Port of St. Louis, &c. These tables have been compiled with great care to accuracy, and are strictly reliable.

Before entering into a review of each of the important staples of our trade, we congratulate our readers that the Commerce of the Port of St. Louis, notwithstanding the general suspension of business during the months of June and July, in consequence of the high water and inundation of principal shipping points upon the upper rivers, presents a degree of healthfulness truly gratifying to every citizen having an interest in the rapid improvement which has been made in our commercial resources. Our import tables for the year 1851, will show, compared with the year 1850, a decrease in the receipts of several principal articles of trade; namely: flour, wheat, lead, &c., but an increase in the receipts of a majority of the products of the country tributary to this port.

With these remarks, we shall proceed briefly to review the principal articles of import and comparative prices during the year.

TOBACCO. The receipts of this important staple, exceed the receipts of last year 1,316 hhds. The market has been active throughout the year, and an improvement in prices for the better grades has been manifested. The respective grades, however, have been superior to those of the previous year. In the following comparative statement, we give the prices for 1850, and a general view of the opening and closing prices for the past year. The various grades that are offered, and prices obtained for inferior lugs to good shipping and manufacturing leaf, renders a general view of the comparative prices of each month, nominally speculative. The receipts during the year were 10,371 hhds., of which about 9,500 hhds. were inspected at the two warehouses of our city. About 500 hhds. are at present in store, 250 of which are in the hands of manufacturers and shippers.

COMPARATIVE STATEMENT FOR THE YEARS 1850 AND 1851.

1851.		1850.	
January	\$2 00 a 5 50	January	No sales.
February	2 50 5 50	February	No sales.
March .....	.....	March	\$3 00 a 12 00
April .....	.....	April	4 45 7 75
May .....	.....	May	3 00 12 00
June	3 00 12 00	June	4 15 13 20
July .....	.....	July	4 45 8 45
August .....	.....	August	5 50 10 50
September .....	.....	September	5 00 13 50
October .....	.....	October	5 45 9 35
November .....	.....	November	6 00 15 00
December	2 25 6 00	December	4 75 8 50

HEMP. The receipts of this staple article during the last year, greatly exceed the receipts of any previous year since 1847, and exceed the receipts of the year 1850, by 4,504 bales. The market, throughout the year, has not been characterized by that firmness which was experienced in 1850, and although the qualities offered have been superior, the general average of prices shows a uniform decline. The stock in warehouse and upon the market at present is about 3,000 bales, in addition to which manufacturers have on hand about 1,200 bales. The market for the past month has been quiet, in consequence of the close of navigation, and we quote as nominal closing rates, \$78 a \$92 per ton, for good to choice lots. The annexed statement of monthly average prices will give a ready view of the state of the market during each month of the year, compared with the prices of the year previous:—

MONTHLY PRICES PER TON IN 1850 AND 1851.

1851.		1850.	
January.....	\$85a110	January.....	\$120a125
February.....	80 105	February.....	90 105
March.....	85 95	March.....	87 90
April.....	70 90	April.....	85 93
May.....	70 85	May.....	80 90
June.....	75 82	June.....	85 89
July.....	75 95	July.....	80 90
August.....	80 95	August.....	80 86
September.....	80 90	September.....	75 90
October.....	75 85	October.....	85 93
November.....	75 85	November.....	83 92
December.....	78 92	December.....	85 95

LEAD. The receipts of this article have been gradually declining since 1845, and compared with the receipts of 1850, show a decline of 69,931 pigs. The demand for home consumption has materially increased, and the exports have greatly fallen off. In consequence of this falling off in the receipts, prices have been steady, at a slight advance, holders at the close being firm at \$4 25 to \$4 30 per 100 lbs. The stock at present on the market slightly exceeds 25,000 pigs, of which, about 1,200 is of lower mines. The total receipts by river during the last year (including the upper and lower mines) amounts to 503,571 pigs. The annexed table will furnish a comparative statement of the monthly prices for the year 1850-51:—

1851.		1850.	
January.....	\$4 37½a4 40	January.....	\$3 92 a 3 95
February.....	4 37½ 4 40	February.....	3 95 4 00
March.....	4 40 4 45	March.....	4 37 4 50
April.....	4 25 4 35	April.....	4 70 4 75
May.....	4 15 4 20	May.....	4 58 4 60
June.....	4 25 4 30	June.....	4 00 4 35
July.....	4 25 4 30	July.....	4 15 4 20
August.....	4 25 4 30	August.....	4 10 4 15
September.....	4 20 4 25	September.....	4 10 4 15
October.....	4 05 4 10	October.....	4 25 4 30
November.....	4 12½ 4 15	November.....	4 25 4 30
December.....	4 25 4 30	December.....	4 30 4 40

In connection with the above statement we may remark, that in addition to the receipts there given, about 18,000 pigs have been received by wagons, all of which were from the lower mines.

Received by river during the year.....pigs	503,571
Received by wagons.....pigs	18,000
Total from both sources.....	521,571

FLOUR. The receipts by river during the past year fall short 98,826 bbls., compared with 1850, and the market closed with a lighter stock on hand than we have ever before noticed.

This, together with the advances South, and the markets on the Atlantic coast, caused prices at the close of the year to advance. It will be observed, from the comparative statement which follows, that there has been a gradual decline throughout the year:—

1851.		1850.	
January.....	\$3 87 a 4 50	January.....	\$4 75 a 5 12½
February.....	3 75 4 60	February.....	4 90 5 25
March.....	3 60 4 50	March.....	5 37½ 5 50
April.....	3 50 4 50	April.....	5 00 5 37½
May.....	3 50 4 50	May.....	5 62½ 6 00
June.....	3 60 4 50	June.....	6 00 6 35
July.....	3 75 4 50	July.....	4 25 5 25
August.....	3 75 4 50	August.....	3 75 4 00
September.....	3 60 4 37	September.....	4 00 4 37½
October.....	3 50 4 50	October.....	3 75 4 12½
November.....	3 40 4 50	November.....	3 80 4 25
December.....	3 75 4 75	December.....	4 00 4 50

Including 45,000 bbls. received by wagons, 193,892 bbls. received by the river, and about 450,000 bbls. estimated to have been manufactured by our city mills, we have a grand total of 668,892 bbls. as the amount upon the market during the last year. In connection with this, we annex the following remarks in regard to flouring mills and the quantity of flour manufactured in this city in 1851.

The mills mentioned in the following table, manufactured during the year just ended, 450,823 barrels of flour; the greater portion of which was exported. The amount of flour manufactured this year cannot be taken as a fair average criterion of that usually manufactured by the city mills. Almost every one of our mills has been idle several months, some having remained so for various untoward causes, more than half the year. We give the total manufacture of flour as reliable and correct. We intended to add the exact proportion of flour shipped and flour sold in the city, but were prevented, in part, by the impossibility of obtaining the figures from two or three establishments; and, again, because of the inaccuracies which must appear in such statement, even were the relative amounts from all of the mills furnished. A large proportion of the flour sold here is shipped by the purchasers so soon as delivered, leaving no data whereby to ascertain the relative city trade and exportation. Thus, the following figures were given us in one mill: "Total amount flour manufactured during the year, 32,000 bbls.; shipped, 15,075 bbls.; sold in the city, 16,925 bbls.;" and to this is added in explanation, "of the 16,925 bbls. sold here, 14,565 bbls. were shipped by the purchasers." In the other mills, the disproportion is not so striking; but the present instance is quoted to show the utter impossibility of arriving at the correct relative estimates of the shipments and city sales.

Name of mills.	Location of mills.	Name of owners.	Runs of stone.	Capacity per day in barrels.
Missouri.....	St. Charles-street....	Joseph Powell.....	4	500
Pacific.....	Corner 3d and Cedar.	W. C. McElroy.....	5	500
Park.....	Thirteenth.....	Backland & Co.....	4	250
United States.....	South Seventh.....	A. W. Fagin.....	4	350
Saxony.....	Lombard.....	Leonharat & Shuricht ..	2	100
Phoenix.....	Barry.....	H. & S. B. Pilkington....	4	140
Planter's.....	Franklin Avenue....	Wm. T. Hazard.....	2	160
Choteau.....	Eighth.....	Wm. T. Hazard.....	3	126
Atlantic.....	Plum.....	Ball & Chapin.....	4	250
Nonantum.....	South Fourth.....	Henry Whitmore.....	2	125
Franklin.....	61 Franklin Avenue.	Geo. P. Plant & Co.....	3	80
O'Fallon.....	Hazel & Fourth....	Jos. G. Shands.....	2	80
Star.....	South Levee.....	A. D. Pomeroy & Co.....	1	250
Washington..	Seventh.....	Charles L. Tucker.....	3	120
Eagle.....	Main and Bates....	Dennis Marks.....	2	150
Empire.....	North Broadway....	Robinson & Goodfellow ..	4	300
Cherry-street.	Cherry.....	J. Batt.....	3	100
Magnolia.....	North St. Louis....	Hendrick's.....	2	100
Union.....	North Levee.....	Ed. Walsh.....	2	200

Total number of flouring mills, 19; aggregate runs of stone, 56; capacity of

daily manufacture, 3,880 bbls. We have failed to mention the Telegraph Mills—which might with propriety be called a city mill—on account of its location without the city limits, and the Diamond Mill near Bremen, because of the difficulty of obtaining its report. The figures of the latter, however, would make no material difference in the results given below.

WHEAT. The receipts during the year, fall short 91,366 bushels, compared with the year 1850. This deficiency is not so great as in flour. The demand has been steady, and throughout the year there has been very moderate change in prices. The annexed statement will show, that until the close of the year, there has been a gradual decline, compared with the monthly prices of 1850:—

1851.		1850.	
January	75 a 80½	January	98 a 1 15
February	70 80	February	80 1 05
March	70 80	March	75 1 20
April	60 80	April	95 1 25
May	70 85	May	90 1 27
June	65 78	June	80 1 25
July	65 80	July	75 95
August	70 80	August	70 90
September	55 70	September	60 85
October	70 76	October	60 80
November	70 75	November	65 82
December	75 82	December	75 86

In the above comparative statement, we have not included the inferior grades, confining ourselves altogether to fair, prime, and choice qualities. We quote as the nominal closing rates, inferior, 60 a 70c.; fair to good, 73 a 77c.; and prime and choice 80 a 85c. per bushel.

The following statement, furnished us by the clerk of the Millers' Exchange, shows the total quantity of sacks and barrels of wheat received, and the quantity of sacks from each river; also a total quantity of flour received from all sources. Between this statement and our own statistics there are slight discrepancies:—

Dates.	Sacks.	Barrels.	Missouri river.	Mississippi river.	Illinois river.	Flour.
January	28,661	1,248	23	10,772	17,866	15,848
February	24,704	618	2,245	5,360	17,099	8,846
March	64,468	1,296	7,676	18,791	38,001	14,119
April	67,754	1,539	12,021	27,444	28,289	20,595
May	90,405	3,222	11,480	43,519	35,406	21,972
June	44,025	1,971	10,217	8,200	25,607	13,275
July	51,535	1,174	6,107	17,501	27,927	2,469
August	121,961	2,558	16,959	27,007	77,995	15,893
September	85,422	1,573	8,755	27,323	49,344	19,062
October	110,753	1,414	10,778	27,701	72,274	26,115
November	96,112	701	9,489	26,730	60,253	18,553
December	50,914	669	2,050	16,858	32,006	7,590
Totals.....	826,713	17,978	97,800	256,846	482,067	185,337

CORN. Our comparative table of receipts will show a gradual increase during the past three years; and for the last year nearly doubling the receipts of 1850. During the spring and summer, the bulk of the receipts were damaged. Our monthly statement of prices, in which is embraced fair mixed to prime yellow and white lots, shows a steady decline throughout the year. The market closed at 36 to 36½c. for mixed; 37 to 38c. for pure yellow, and 39 to 40c. for pure white lots in new gunnies.

COMPARATIVE STATEMENT OF MONTHLY PRICES.

1851.		1850.	
January.....cts.	44 a 48	January.....cts.	38 a 41
February.....	41 46	February.....	37 40
March.....	35 40	March.....	45 48
April.....	35 40	April.....	44 45
May.....	34 38	May.....	56 60
June.....	33 36	June.....	60 62½
July.....	38 43	July.....	58 64
August.....	35 40	August.....	58 61
September.....	35 38	September.....	50 52
October.....	35 40	October.....	52½ 55
November.....	31 36	November.....	46 48
December.....	36 40	December.....	46 55

OATS. The receipts for the year comprise 794,431 bushels, against 697,432 bushels during the year 1850, showing an increase of 96,999 bushels. The prices have varied, opening at 45 a 50, and closing at 30 a 32c. The stock on hand at present is estimated at 60,000 bushels.

COMPARATIVE STATEMENT OF MONTHLY PRICES DURING THE YEARS

1851.		1850.	
January.....cts.	45 a 50	January.....cts.	42 a 44
February.....	52 53	February.....	43 45
March.....	45 47	March.....	44 46
April.....	36 40	April.....	46 47
May.....	35 37	May.....	58 60
June.....	31 33	June.....	55 56
July.....	30 31	July.....	53 55
August.....	25 26	August.....	50 53
September.....	26 27	September.....	37 40
October.....	25 26	October.....	37 38
November.....	26 27	November.....	40 42
December.....	30 32	December.....	45 50

BARLEY. During the early part of the year prices ruled high; and the stock on the market, which consisted almost entirely of prime and choice Kentucky and Ohio, was taken at 87½c. to \$1 00 per bushel. Until May the receipts from the upper rivers were light, and, corresponding with the subsequent increased receipts from this source, prices declined, and continued uniform to the close, ranging from 45 to 60c. per bushel, including sacks. We annex the monthly prices for the years—

1851.		1850.	
January.....cts.	87½ a 1 00	January.....cts.	80 a 90
February.....	87½ 1 00	February.....	95 1 05
March.....	75 90	March.....	1 00 1 10
April.....	80 85	April.....	1 10 1 15
May.....	60 65	May.....	1 15 1 20
June.....	58 60	June.....	1 00 1 10
July.....	55 70	July.....	95 1 00
August.....	45 60	August.....	75 80
September.....	45 55	September.....	65 70
October.....	50 55	October.....	60 85
November.....	55 60	November.....	62½ 85
December.....	55 60	December.....	65 87½

RYE. There has been little demand during the year, and prices have slightly varied—the market opening at 60 a 65c. and closing at 55 a 60c. per bushel. The receipts are about 7,500 bushels. We annex the monthly prices for the years—

1851.		1850.	
January.....cts.	60 a 65	January.....cts.	55 a 60
February.....	60 65	February.....	50 55
March.....	60 65	March.....	65 70
April.....	55 60	April.....	70 75
May.....	55 60	May.....	87½ 1 00
June.....	55 60	June.....	70 75
July.....	60 65	July.....	70 75
August.....	55 60	August.....	55 60
September.....	75 80	September.....	60 65
October.....	50 55	October.....	50 55
November.....	45 50	November.....	45 50
December.....	55 60	December.....	55 60

CASTOR BEANS. Increased receipts have caused a decline in prices, and during the year, as will be observed by our comparative monthly statement, hereto annexed, there has been a material falling off. At the rates given, there has been a steady demand.

MONTHLY PRICES PER BUSHEL DURING THE YEARS

1851.		1850.	
January.....	\$1 10 a 1 15	January.....	\$2 20 a 2 37½
February.....	1 10 1 12	February.....	2 25 2 50
March.....	1 00 1 05	March.....	2 50 2 60
April.....	95 1 00	April.....	2 60 2 65
May.....	95 1 00	May.....	2 55 2 60
June.....	.. ..	June.....	1 75 1 80
July.....	85 87½	July.....	1 70 1 75
August.....	95 1 10	August.....	1 60 1 70
September.....	75 80	September.....	1 45 1 50
October.....	50 55	October.....	1 35 1 40
November.....	50 55	November.....	1 25 1 30
December.....	.. ..	December.....	1 30 1 35

FLAXSEED. The receipts by river have not exceeded 11,000 bushels, and prices have fluctuated during the year, as will be observed by the following statement of monthly prices. There has been a steady demand for home consumption, and the market closed firm at \$1 30 to \$1 35 per bushel.

MONTHLY PRICES DURING THE YEARS

1851.		1850.	
January.....	\$1 60 a 1 65	January.....	\$1 45 a 1 50
February.....	.. ..	February.....	1 40 1 50
March.....	.. ..	March.....	1 50 1 55
April.....	.. ..	April.....	1 55 1 60
May.....	.. ..	May.....	1 50 1 55
June.....	1 55 1 60	June.....	1 80 1 35
July.....	1 50 1 55	July.....	1 30 1 35
August.....	1 00 1 12½	August.....	1 25 1 30
September.....	1 20 1 25	September.....	1 10 1 20
October.....	1 30 1 35	October.....	1 25 1 30
November.....	1 25 1 30	November.....	1 45 1 50
December.....	.. ..	December.....	1 50 1 55

POTATOES. The market has greatly fluctuated during the year—opening at \$1 15 a \$1 20 per bushel, and closing at 70 a 75c. Received during the year, 73,642 sacks and 4,747 bbls. The following will exhibit the comparative monthly prices during the years—

1851.			1850.		
January	\$1 15 a	1 20	January	cts.	50 a 55
February	90	1 00	February		45 50
March	90	95	March		65 70
April	..	..	April		50 80
May	..	..	May		75 1 00
June	..	..	June		80 85
July	90	95	July		80 85
August	35	40	August		75 80
September	30	37	September		46 65
October	45	55	October		50 45
November	50	55	November		80 90
December	70	75	December		85 1 05

HAY. Received by river during the year, 23,717 bales. Good and prime Timothy was sold in January at 60 to 65c., but gradually declined to 45 to 50c., when a scarcity of receipts had a tendency to raise the price to 55 to 60c., at which figures we quote the market. A comparative monthly review of prices in 1851 and 1850, hereto annexed, will afford the general range of the market:—

1851.			1850.		
January	cts.	60 a 65	January	cts.	75 a 80
February		60 70	February		70 75
March		60 65	March		75 80
April		60 65	April		80 1 00
May		60 65	May		1 10 1 20
June		55 68	June		75 85
July		60 65	July		75 80
August		50 55	August		80 85
September		55 60	September		60 65
October		45 50	October		55 60
November		45 50	November		62½ 65
December		55 60	December		70 75

WHISKY. The receipts of raw whisky, by river, during the year, comprises 47,991 bbls., showing an increase upon the receipts of 1850, of 22,032 bbls. The extremes of the market were in 1851, 18¼ to 23¼c., against 21 to 27¼c. during 1850. The following will exhibit the average monthly prices for raw, during the years:—

1851.			1850.		
January	cts.	22 a 23	January	cts.	22½ a 23
February		22½ 23½	February		22½ 23
March		20 21	March		23 23½
April		18¼ 19	April		22 23
May		19 19½	May		23½ 24
June		20½ 21	June		25 27½
July		18¼ 19	July		25 26
August		19½ 19¾	August		26 26½
September		21¼ 22	September		25½ 26
October		20 20½	October		24 25½
November		20½ 21	November		21 22
December		21½ 22	December		21 23

SUGAR. Received during the year, 29,276 hhd., 20,854 bbls., and 15,833 bxs. which exceeds the receipts of 1850, (throwing the bbls. into hhd.,) about 8,000 hhd. Prices have ruled steady, as will be seen by the annexed monthly statement. The market for fair to prime qualities closed firm at \$5 25 to \$6 00 per 100 lbs.

1851.			1850.		
January	\$5 00	a 5 87½	January	\$4 12½	a 5 00
February	5 50	5 75	February	4 00	5 00
March	5 25	5 75	March	3 35	4 75
April	5 00	5 75	April	3 25	4 50
May	5 75	6 75	May	4 62½	5 50
June	6 00	6 75	June	5 50	6 00
July	6 00	6 50	July	5 75	6 25
August	5 75	6 50	August	6 00	6 50
September	6 12½	7 00	September	6 25	7 00
October	6 00	6 75	October	6 25	7 00
November	5 75	6 50	November	5 75	6 25
December	5 25	6 00	December	4 75	5 75

MOLASSES. The receipts comprise 40,231 bbls. of all descriptions, during the year. Louisiana Sugar House, at the close, was selling at 32 to 34c. in limited quantities, and St. Louis brands at 36 to 40c. per gallon. The following statement of monthly prices refers to prime New Orleans and plantation only:—

1851.		1850.	
January	27 a 29	January	25 a 26
February	30 32	February	25 26
March	30 31	March	24 25
April	33 34	April	24 24½
May	35 37	May	28 30
June	33 35	June	32 33
July	32 34	July	32 34
August	32 34	August	34 35
September	30 33	September	32 34
October	29 31	October	32 33
November	30 31	November	30 32
December	29 31	December	28 31

COFFEE. The receipts of the past year are 101,904 sacks, showing an increase upon the receipts of 1850, of 28,231 sacks. The market during the year has greatly fluctuated, as will be seen by the following statement:—

MONTHLY PRICES DURING THE YEAR 1851.

January	\$11 00	a 11 50	July	\$9 25	a 9 50
February	11 50	12 25	August	9 25	9 50
March	11 25	11 50	September	9 12½	9 00
April	10 75	11 00	October	8 25	8 50
May	10 00	10 25	November	8 25	8 75
June	9 62½	9 75	December	8 50	9 00

SALT. The market has been steady during the year, and the demand active. In January, G. A. sold at \$1 10 to \$1 20, and continued to advance steadily up to the close. We quote as closing rates—G. A. in bleached sacks at \$1 50 to \$1 55. T. I. dull at 50 to 60c., and market well supplied; and Kanawha brisk at 30c. per bushel. The receipts the past year, of all descriptions, comprise 46,260 bbls. and 216,963 bags against 19,158 bbls. and 261,250 bags during the year 1850.

HIDES. Received during the year, of all descriptions, 99,736, which shows an increase of about 5,000 compared with the year 1850. the market opened at 9 to 9½c. for dry flint; 7 to 7½c. for dry salted; and 4 to 4½c. for green salted. In April and the two succeeding months, sales were made at 10c., 8½c., and 4½c. These prices, with but slight variation, prevailed until October, and the market closed at 8c. for dry flint; 7c. for dry salted; and 3½ to 4c. for green salted.

FEATHERS. There has been very little variation in the price of this article, and the supply has been about equal to the demand. The range for good live feathers has been from 28 to 32c. At the close, we quote at 30 to 32c.

LARD. The market for prime No. 1, in bbls. and tes. opened at 6½ to 7c., and continued to advance until November. Prices then ruled at 8½ to 9c., and

gradually declined to the close, when $7\frac{1}{2}$ to $8\frac{1}{2}$ c. were the market rates. The receipts by river during the year comprise 13,465 csks., 37,743 bbls., and 14,450 kgs. We annex a statement of the monthly prices of good and prime No. 1 per 100 lbs., during the years 1851 and 1850:—

1851.		1850.	
January	\$6 75 a 7 00	January	\$4 50 a 5 50
February	7 50 8 00	February	4 50 5 50
March	7 50 7 87 $\frac{1}{2}$	March	5 25 6 50
April	7 50 7 75	April	4 50 5 80
May	8 50 9 00	May	4 75 6 00
June	8 50 8 75	June	6 35 7 65
July	8 25 9 00	July	6 00 7 00
August	9 00 9 12 $\frac{1}{2}$	August	6 25 6 75
September	9 00 6 25	September	5 50 6 12 $\frac{1}{2}$
October	9 12 $\frac{1}{2}$ 9 00	October	5 62 $\frac{1}{2}$ 6 25
November	8 50 10 00	November	6 00 7 00
December	7 75 8 25	December	6 70 7 10

PORK. The receipts of the past year of barreled pork, slightly vary from the receipts of 1850, and the bulk of the sum total, as will be seen by reference to our monthly statement of receipts, is the product of the year 1850. Up to the present date, compared with the last packing season, there is a falling off of some 20 to 25,000 head of hogs slaughtered at the establishments in and about the city. We annex a statement of the monthly prices of mess pork during the year, remarking that clear and prime have had the usual average above and below these figures:—

January	\$10 50 a 11 00	July	\$13 25 a 14 00
February	11 00 11 50	August	14 25 14 50
March	11 25 11 75	September	15 00 15 25
April	12 50 13 25	October	14 75 15 00
May	14 25 14 50	November	12 00 12 50
June	13 25 13 50	December	12 00 12 50

The decline at the close of the year is caused by the new crop coming upon the market. In salted and pickled meats the market closed firm, holders being indisposed to operate to any great extent. We quote dry salted and pickled shoulders at 5 to $5\frac{1}{2}$ c.; ribbed sides at $6\frac{1}{4}$ to $6\frac{1}{2}$ c.; and hams at $6\frac{1}{4}$ to $6\frac{1}{2}$ c. per lb. Our table of imports will show the quantity of each description received by river during the year.

BALE ROPE AND BAGGING. Received during the year 34,088 coils of the former, and 2,845 pieces of the latter. The market closed at $5\frac{1}{2}$ to 6c., and $12\frac{1}{2}$ to 13c.

BEESWAX. The market opened in January at $19\frac{1}{2}$ to 20c., and continued steady at these figures until June. From that period to the close prices ranged from 20 to 22c., according to quantity.

TALLOW. A prime article has been in steady demand, prices ranging from $5\frac{1}{2}$ to $6\frac{1}{2}$ c., during the year; the market closed at $6\frac{1}{4}$ to $6\frac{1}{2}$ c. per lb.

BUTTER. Received during the year, 2,009 bbls. and 7,598 kegs and firkins. Prices have considerably varied, good shipping ranging from 11 to 14c.; and roll and good table from 14 to 18c. per lb.

CHEESE. The market, until toward the close, has been bountifully supplied; Western Reserve has ranged from $6\frac{1}{2}$ to $7\frac{1}{2}$ c., and English dairy at 11 to 13c. per lb.

SUNDRIES. We give under this head the closing rates of articles not enumerated above, namely: Dried Apples at \$1 75 to \$2, and Peaches at \$2 12 $\frac{1}{2}$ to \$2 25 per bushel. Castor Oil at 50 to 55c., and Linseed Oil at 65 to 70c. per gallon. White Beans at \$1 90 to \$1 95 per bushel. Clover Seed at \$6 50 to \$7, and Timothy Seed at \$2 to \$2 25 per bushel.

MANUFACTURED TOBACCO. Although the marked increase of home manufacture, a commensurate demand has kept down stocks in first hands. There is not

more now on hand than will supply the current demand for the next several months: meanwhile, stocks must decrease, as the manufacturers will for awhile be entirely idle, owing to the seasons. Missouri manufactured is daily growing in favor, and the productiveness of our soil, and in consequence of the reasonable rates of leaf, it behooves the consumers to look to their interest, in the relative costs of the Missouri and Virginia tobacco. We quote country Missouri 7 to 18; City Missouri 9 to 30, as extremes.

REMARKS. Annexed we publish, in tabular form, statements showing the monthly receipts of the principal articles of produce &c., for the year, together with a comparative statement for the five years preceding. Also, statements respecting the tonnage and number of arrivals at this port, &c. The total number of arrivals of steamboats and barges is 3,003, of which 375 were barges, namely:—

January.....barges	21	July.....barges	6
February.....	45	August.....	12
March.....	71	September.....	18
April.....	41	October.....	15
May.....	51	November.....	66
June.....	2	December.....	27

COMPARATIVE STATEMENT SHOWING THE MONTHLY ARRIVALS OF STEAMBOATS AT THE PORT OF ST. LOUIS, FROM NEW ORLEANS, THE OHIO RIVER, ILLINOIS RIVER, UPPER MISSISSIPPI, MISSOURI RIVER, CAIRO, AND OTHER POINTS, DURING THE PAST FIVE YEARS, VIZ: 1847, '48, '49, '50, AND 1851.

	New Orleans.					Ohio River.				
	1847.	1848.	1849.	1850.	1851.	1847.	1848.	1849.	1850.	1851.
January.....	22	29	13	18	20	8	11	5	12	13
February.....	15	26	32	35	22	16	12	18	26	22
March.....	48	53	33	45	29	28	38	58	64	45
April.....	77	47	36	27	21	41	43	65	61	62
May.....	93	22	22	20	40	61	37	38	47	59
June.....	49	30	19	24	25	37	44	38	52	34
July.....	67	30	21	12	13	41	48	13	32	28
August.....	24	26	17	23	23	37	55	16	28	45
September....	23	43	31	15	22	30	42	33	36	34
October.....	22	51	26	20	27	67	43	40	40	37
November....	32	49	27	36	29	42	48	43	65	47
December....	23	35	31	28	19	22	8	39	30	31
Total.....	502	426	313	301	300	430	429	406	493	457

MONTHLY ARRIVAL OF STEAMBOATS—CONTINUED.

	Illinois River.					Upper Mississippi.				
	1847.	1848.	1849.	1850.	1851.	1847.	1848.	1849.	1850.	1851.
January.....	9	26	14	12	23	4	24	2	..	10
February.....	8	32	19	55	36	8	20	4	13	12
March.....	85	73	82	91	78	41	48	79	80	65
April.....	91	67	63	70	63	74	76	117	60	65
May.....	106	82	42	69	78	128	67	73	76	97
June.....	60	53	56	83	37	91	75	77	78	56
July.....	58	55	33	56	30	81	51	53	49	48
August.....	41	71	62	75	61	51	75	67	48	61
September....	45	64	37	63	54	57	66	77	63	63
October.....	57	70	70	63	52	80	82	87	59	56
November....	60	63	93	98	83	69	66	100	81	77
December....	38	34	65	53	39	33	47	61	28	29
Total.....	658	690	686	788	634	717	697	806	635	639

MONTHLY ARRIVAL OF STEAMBOATS—CONTINUED.

	Missouri River.					Cairo and other points.				
	1847.	1848.	1849.	1850.	1851.	1847.	1848.	1849.	1850.	1851.
January .....	..	1	..	1	..	16	29	19	19	25
February	1	1	3	7	..	16	22	22	18	17
March	14	19	44	35	32	16	45	37	22	35
April	32	33	63	58	28	13	32	30	30	25
May	63	33	50	57	46	39	43	32	27	43
June	48	39	43	42	48	21	29	33	25	13
July	45	34	19	32	22	38	33	16	15	15
August	32	40	28	45	35	24	43	22	36	32
September	23	39	41	45	34	46	85	30	33	33
October	31	36	34	26	35	52	104	30	30	22
November	16	42	21	32	25	31	54	29	19	20
December	9	5	9	10	5	28	71	39	16	14
Total	414	327	355	390	301	348	590	339	290	294

A TABLE, SHOWING THE MONTHLY ARRIVALS OF STEAMBOATS AND BARGES, KEEL AND FLAT BOATS, WITH THEIR RESPECTIVE TONNAGE, WHARFAGE, HARBOR MASTER'S FEES, ETC., FOR THE YEARS 1850 AND 1851.

	Arrivals of steamboats and barges.		Arrivals of keel and flatboats.	
	1850.	1851.	1850.	1851.
January	64	112	3	2
February	173	154	9	1
March	400	354	29	4
April	349	315	15	5
May	312	414	16	13
June	334	210	20	2
July	218	162	3	0
August	276	269	0	1
September	259	258	3	7
October	274	244	1	1
November	412	347	13	7
December	168	164	3	0
Total	2,332	3,003	215	43

MONTHLY ARRIVAL OF STEAMBOATS, ETC.—CONTINUED.

	Tonnage of steamboats and barges.		Wharfage.	
	1850.	1851.	1850.	1851.
January	14,129	23,942	\$683 80	\$1,777 52
February	37,241	29,013	1,825 50	2,002 17
March	81,969	71,819	4,091 90	5,630 49
April	79,505	73,069	3,865 75	5,048 94
May	71,825	98,371	3,566 15	6,974 42
June	72,984	57,938	4,048 92	3,066 85
July	43,196	40,273	3,137 10	2,493 91
August	51,789	62,842	3,518 87	4,809 99
September	54,610	59,066	3,870 48	4,132 72
October	58,268	57,729	4,267 15	4,132 49
November	82,980	73,441	5,718 46	5,159 09
December	34,756	35,637	2,601 00	2,927 45
Total	681,256	683,140	\$41,195 08	\$48,156 04

MONTHLY ARRIVAL OF STEAMBOATS, ETC.—CONTINUED.

	Harbor Master's fees.		Paid into City Treasury.	
	1850.	1851.	1850.	1851.
January	\$54 70	\$106 65	\$629 10	\$1,670 87
February	146 04	120 13	1,670 46	1,882 04
March	327 35	337 83	3,764 55	5,292 66
April	309 26	302 94	3,556 49	4,746 00
May	285 29	418 46	3,280 86	6,555 96
June	232 01	184 01	3,839 71	2,882 84
July	188 22	149 63	2,948 88	2,344 28
August	211 13	288 60	3,907 74	4,521 39
September	232 23	247 96	3,638 25	3,884 76
October	250 03	249 95	3,917 12	3,884 54
November	343 11	309 54	5,375 35	4,849 55
December	156 06	175 65	2,444 94	2,752 80
Total	\$2,735 43	\$2,892 35	\$38,382 44	\$45,266 69

THE LUMBER TRADE. From the monthly reports of the Lumber Master, made officially to the City Register, we derive the following statistics of the lumber trade, for the year 1851:—

Months.	Lumber. Feet.	Shingles.	Laths.	Coopers' stuff. Pieces.
January	203,205	.....	.....	64,000
February	348,423	.....	40,000	34,600
March	622,818	.....	300,000	78,000
April	1,883,563	1,375,000	250,000	201,000
May	1,311,537	750,000	.....	247,000
June	2,283,632	650,000	.....	25,000
July	1,926,963	550,000	.....	.....
August	3,355,193	650,000	500,000	76,800
September	1,491,772	1,160,500	.....	356,500
October	1,049,982	1,078,500	175,000	471,500
November	1,632,928	1,531,500	.....	261,500
December	700,000	60,000	.....	.....
Total	16,820,016	7,805,500	1,265,000	1,835,900

Add to the above about 7,000,000 feet not measured or included in the report, and about 15,000,000 feet estimated to have been cut by the different mills of this city and suburbs, and we have, as a grand total of lumber manufactured:—

Received by river	feet	23,820,016
Cut by city mills		15,000,000
		38,820,016
Reported from same sources last year		29,676,099
Increase in 1851		9,143,917

We next append a comparative statement of the different descriptions for the last five years:—

	Lumber.	Shingles.	Laths.
1847	16,017,850	13,098,800	2,817,000
1848	22,137,209	15,851,500	2,598,915
1849	24,188,651	7,334,500	1,290,500
1850	14,676,099	4,316,000	283,000
1851	16,820,016	7,805,500	1,265,000

The following statement, kindly furnished us by W. W. Green, Esq., Collector of the Port of St. Louis, shows the importations of foreign merchandise, &c., during the past year:—

PORT OF ST. LOUIS, January 3, 1852.

As requested, I make the following report of importations of foreign merchandise.

dise into this port, in 1851, the amount of duties collected, &c., as follows, namely:—

Foreign merchandise imported into St. Louis in the year 1851, and entered here, the foreign value of which amounts to.....	\$757,509 00
Foreign merchandise entered at other ports in 1851, and now in transportation under bond for the payment of duties at St. Louis, the entries being received, the foreign value of which is.....	107,902 00
Amount of duties on foreign merchandise collected in 1851.....	239,318 68
Amount of duties unpaid on foreign merchandise—on goods in store, 31st December, 1851.....	8,261 89
Amount of duties unpaid on foreign merchandise in transit from other ports, destined to this port.....	32,679 20
Amount of duties paid and accruing on merchandise imported for this port in 1851.....	\$280,259 77
Of the above, exclusive of the said merchandise in transit, there was imported from England, merchandise, the foreign value of which ..	\$406,113
From France.....	38,404
From Germany and Holland.....	23,239
From Spain and dependencies.....	220,770
From Brazil.....	68,983
Total foreign value.....	\$757,509

The general description of merchandise imported, entered for consumption and warehoused in the year, and foreign value thereof, is as follows, namely:—

Sugar and molasses.....	\$289,753	Brandy, wines, gin, cordials, &c	\$24,712
Hardware, &c.....	133,401	Burr stones.....	2,259
Railroad iron.....	100,211	Drugs and medicines.....	2,618
Earthenware.....	98,786		
Tin plates, tin, iron, copper, &c.	81,482	Total.....	\$757,509
Dry goods and fancy goods..	24,287		
Hospital money collected at this port in 1851.....			\$2,941 03
Ditto expended in this port in 1851 for the relief of sick and disabled boatmen.....			3,441 44

TABLE SHOWING THE QUANTITY OF LIQUORS, OILS, MOLASSES, ETC., INSPECTED DURING THE YEAR 1851, AS REPORTED BY THE INSPECTORS TO THE CITY REGISTER.

	Whisky.		Molasses.		Oils.		Turpentine.		Liq'rs. Vin'gr.	
	Bbbs.	Bbbs.	Hf bbls.	Bbbs.	Casks.	Bbbs.	Pkgs.	Bbbs.		
January.....	4,288	3,084	137	466	..	73	244	..		
February.....	4,252	2,090	384	508	..	284	51	100		
March.....	6,921	4,406	924	303	60	110	509	26		
April.....	6,683	4,543	748	461	19	83	94	32		
May.....	6,760	5,715	625	608	82	142	95	60		
June.....	2,887	3,174	346	473	18	193	22	60		
July.....	3,775	4,052	726	306	84	119	231	..		
August.....	4,992	2,952	328	432	7	165	171	40		
September....	5,470	1,686	434	417	7	41	157	..		
October.....	5,621	854	28	781	5	62	52	..		
November.....	5,416	3,267	502	659	3	16	27	..		
December.....	4,017	1,899	301	425	.	39	213	40		
Total.....	61,082	37,722	5,488	5,639	285	1,273	1,666	358		
				Whisky.		Molasses.		Oils.		
Inspected in 1849.....				25,668		21,113		3,310		
Inspected in 1851.....				61,082		40,484		5,924		

IMPORTS INTO ST. LOUIS DURING THE PAST YEAR. The following table comprises all the important and many of the minor articles of Merchandise, Groceries and Produce, received by the river during the past year, from all sources. It has been compiled with great care to accuracy, and to merchants and others, it will be a source of ready reference, as to the extent of the trade to this port during the year:—

Articles.	January.	February.	March.	April.	May.	June.	July.
Ale bbls.	455	238	2,221	2,014	3,078	162	320
Apples, green	323	631	2,907	722	....	....	162
Bacon casks & hhds.	366	722	4,272	4,206	4,020	696	320
Bacon boxes	260	...	1,068	42	67	12	18
Bacon pieces	...	5,597	....	...	2,700	330	...
Bagging	54	107	....	359	175	120	432
Bale rope coils	325	602	4,558	3,628	4,603	3,256	3,453
Barley and malt sacks	3,405	7,140	5,242	1,080	8,454	4,393	1,134
Beans, w. and c. bbls.	65	64	120	265	198	251	10
Beans, w. and c. sacks	106	157	391	351	175	347	585
Beef tcs & casks	...	...	831	2,015	...	...	...
Beef bbls.	20	726	1,001	178	197	14	...
Beeswax pkgs.	48	10	81	56	40	84	5
Beeswax bbls. & bxs.	...	2	82	59	51	23	15
Butter bbls.	312	170	318	156	77	197	259
Butter kegs & firkins	246	264	492	218	498	604	679
Candles bxs	120	220	759	541	303	250	104
Cheese cks	3	2	99	71	40	3	33
Cheese bxs	663	410	3,022	4,492	1,594	2,230	1,713
Cider bbls.	45	17	221	64	186	...	8
Corn bush.	119,662	165,544	222,199	337,011	813,477	169,731	159,889
Cotton yarn bags	190	128	1,155	355	1,000	1,345	1,299
Coffee	5,384	7,094	12,422	9,513	7,007	5,989	9,581
Dried apples sks & bbls.	982	2,116	9,017	4,114	1,119	135	281
Dried peaches	484	310	821	927	204	232	197
Flaxseed bbls. & sks.	54	868	826	407	135	187	65
Flour bbls.	15,848	7,232	14,827	19,456	28,519	13,848	3,740
Feathers bags	47	40	76	71	45	51	72
Hay bales	1,308	790	2,482	2,970	3,720	1,789	1,851
Hemp	27	1,078	4,796	9,461	12,142	12,064	6,350
Hides	5,540	3,446	22,476	18,605	8,981	2,745	3,629
Iron pig. to s.	921	395	1,132	744	825	461	770
Lard tcs.	2,987	2,962	3,657	1,617	1,262	176	440
Lard bbls.	6,130	3,426	12,173	7,922	1,175	523	180
Lard kegs	2,322	1,807	1,670	2,489	906	245	382
Lead pigs	1,621	4,731	18,724	73,620	73,072	48,330	55,158
Leather pkgs & bxs	471	1,196	2,169	1,465	1,004	649	690
Molasses bbls.	3,843	2,661	4,166	5,038	5,482	4,952	3,875
Nails kegs	2,421	3,786	14,138	18,492	9,263	4,875	1,414
Oakum bales	66	60	842	156	30	100	100
Oats bush.	20,886	55,410	102,834	130,179	100,627	58,408	64,969
Oil, linseed bbls.	135	114	215	71	49	157	58
Oils, other kinds	207	110	400	220	321	113	491
Onions sks and bbls.	91	74	82	20	10	...	18
Pork casks and tcs.	3,010	1,982	4,740	1,957	337	358	99
Pork bbls.	11,831	12,672	24,736	34,176	5,676	267	748
Pork, bulk pcs.	38,918	272,553	321,045	107,343	24,128	450	...
Pork, pickled tons	...	...	...	108	...	...	...
Potatoes sacks	610	322	3,818	14,413	10,988	5,402	1,924
Potatoes bbls.	459	473	600	2,500	259	16	57
Powder packages	5,625	...	7	1,624	64	2,751	900
Rice tcs. & bbls.	380	320	404	499	27	34	294
Rye bush.	13	280	111	1,018	218	184	106
Salt bbls.	560	957	125	2,574	13,146	8,377	759
Salt sacks	12,941	810	6,919	10,483	16,350	27,500	8,704
Starch bxs.	110	163	350	25	80	50	356
Soap	175	67	529	440	79	251	35
Sugar hhds.	1,821	3,997	5,582	4,536	3,497	2,045	1,003
Sugar bbls.	165	304	2,614	1,764	1,570	1,645	713
Sugar boxes	364	118	995	1,322	2,452	4,105	1,115
Tallow tcs. and bbls.	17	137	175	209	53	32	74
Tar bbls.	606	843	1,403	683	204	533	530

Articles.	January.	February.	March.	April.	May.	June.	July.
Tar.....kegs	639	1,352	1,246	711	478	346	300
Tobacco.....hhds.	27	39	218	672	1,356	2,037	1,768
Tobacco.....bxs.	31	564	735	1,319	846	758	413
Tin plate.....	296	1,320	849	525	265	849	705
Rope...tarred & Manilla	36	275	495	203	157	61	42
Vinegar.....bbls.	10	30	2	54	161	20	252
Wheat.....bush.	61,720	50,913	122,622	140,135	192,087	94,948	107,179
Whisky.....bbls.	2,529	3,592	5,920	4,879	4,960	3,520	2,324
Wool.....bales	18	15	11	19	39	427	590

IMPORTS INTO ST. LOUIS—CONTINUED.

Articles.	August.	Sept'ber.	October.	November.	December.	Total.
Ale.....bbls.	332	270	68	134	709	10,031
Apples, green.....	1,015	611	2,120	5,417	397	14,305
Bacon.....casks & hhds.	319	402	369	378	621	16,791
Bacon.....boxes	25	...	30	26	16	1,564
Bacon.....piec's	...	...	...	...	...	6,627
Bagging.....	372	277	459	186	196	2,746
Bale rope.....coils	4,366	2,399	3,769	2,536	793	34,088
Barley and malt.....sacks	1,654	11,859	23,087	50,857	3,669	101,674
Beans, w. and c.....bbls.	5	8	2	826	3,136	1,730
Beans, w. and c.....sacks	732	662	48	608	43	4,205
Beef.....tierces & casks	...	10	...	1,761	1,023	5,640
Beef.....bbls.	...	...	346	4,366	2,024	8,872
Beeswax.....packages	10	17	9	14	12	388
Beeswax.....bbls. & boxes	16	29	23	28	5	333
Butter.....bbls.	100	...	210	134	76	2,009
Butter.....kegs & firkins	266	525	1,440	2,029	247	7,598
Candles.....boxes	193	30	...	165	69	2,763
Cheese.....casks	2	...	43	25	...	321
Cheese.....boxes	2,400	2,143	1,145	6,712	4,964	31,488
Cider.....bbls.	13	...	1	7	20	582
Corn.....bush.	144,206	68,322	52,120	45,866	42,782	1,840,909
Cotton yarn.....bags	1,034	305	...	...	451	7,262
Coffee.....	9,071	8,511	14,289	8,405	4,638	101,904
Dried apples...sacks & bbls.	142	14	68	987	700	18,648
Dried peaches.....	207	165	249	628	151	4,576
Flaxseed.....bbls. & sacks	218	523	640	784	139	4,064
Flour.....bbls.	16,653	19,158	22,543	21,390	8,678	193,892
Feathers.....bags	106	190	123	139	40	1,000
Hay.....bales	1,242	982	2,000	3,160	1,423	23,717
Hemp.....	8,660	7,894	2,292	438	264	65,366
Hides.....	3,360	4,253	5,401	16,453	4,897	99,786
Iron.....pig. to s.	888	360	...	345	304	7,145
Lard.....tierces	254	133	6	94	877	14,465
Lard.....bbls.	768	1,581	726	1,538	1,601	37,743
Lard.....kegs	643	94	30	2,766	1,096	14,450
Lead.....pigs	63,711	57,070	41,681	58,264	7,589	503,571
Leather...packages & boxes	868	873	959	1,406	658	12,409
Molasses.....bbls.	2,494	1,020	1,730	2,473	2,497	40,231
Nails.....kegs	2,004	1,180	985	1,024	3,330	57,862
Oakum.....bales.	5	33	98	...	...	1,490
Oats.....bush.	43,070	64,376	60,717	77,027	15,938	794,421
Oil, linseed.....bbls.	156	124	171	203	60	1,513
Oils, other kinds.....	88	195	113	45	20	2,323
Onions.....sacks & bbls.	596	7,630	9,073	4,118	88	21,800
Pork.....casks & tcs.	116	13	...	448	2,238	15,298
Pork.....bbls.	1,340	411	107	2,201	8,848	103,013
Pork, bulk.....pieces	...	...	...	2,047	2,335	768,819
Pork, pickled.....tons	39	...	...	...	...	147
Potatoes.....sacks	3,402	4,748	14,605	12,560	670	73,462
Potatoes.....bbls.	35	121	237	269	21	4,747

Articles.	August.	Sept'ber.	October.	November.	December.	Total.
Powder.....packag's	4	1,553	759	907	...	14,194
Rice.....tcs & bbls.	273	51	40	221	277	2,820
Rye.....bush.	392	2,856	1,516	756	...	7,450
Salt.....bbls.	1,692	8,899	824	2,373	5,964	46,250
Salt.....sacks	17,689	23,254	8,704	11,287	12,292	216,933
Starch.....boxes	214	184	185	225	288	2,233
Soap.....	62	17	...	31	....	1,686
Sugar.....hhds.	2,600	725	596	1,279	1,595	29,276
Sugar.....bbls.	2,570	1,849	4,037	964	1,959	20,854
Sugar.....boxes	2,252	1,047	1,338	671	54	15,835
Tallow.....tcs & bbls.	57	79	80	335	198	1,444
Tar.....bbls.	1,260	185	345	185	100	6,899
Tar.....kegs.	...	...	200	393	...	5,965
Tobacco.....hhds.	1,680	1,597	719	150	108	10,371
Tobaco.....boxes	912	480	685	1,200	437	8,380
Tin plate.....	53	386	803	547	507	7,105
Rope.....tared and Manilla	221	114	180	13	...	1,797
Vinegar.....bbls.	109	13	...	...	...	651
Wheat.....bush.	252,875	176,349	226,455	194,677	80,758	1,700,708
Whisky.....bbls.	4,684	3,685	3,996	5,700	2,202	47,991
Wool.....bales	120	117	...	75	6	1,128

COMPARATIVE STATEMENT, SHOWING THE IMPORTS INTO ST. LOUIS OF EIGHTEEN OF THE PRINCIPAL ARTICLES OF PRODUCE, PROVISIONS, GROCERIES, ETC., FOR THE PAST SIX YEARS, NAMELY, 1851, 1850, 1849, 1848, 1847, AND 1846—COMMENCING JANUARY 1ST, AND ENDING DECEMBER 31ST, OF EACH YEAR.

	1851.	1850.	1849.	1848.	1847.	1846.
Wheat.....bush.	1,700,708	1,792,074	1,792,535	2,194,789	2,432,377	1,888,926
Flour.....bbls.	793,892	292,718	306,412	387,314	308,568	220,457
Corn.....bush.	1,840,909	963,028	305,383	699,693	1,016,318	688,649
Oats.....	794,421	697,432	252,291	243,700	202,365	95,612
Barley and malt....	101,674	69,488	46,263	55,502	57,380	10,150
Pork.....cks & tcs.	15,298	2,969	.....	.....	.....	.....
Pork.....bxes & bbls.	103,013	101,762	13,862	97,642	43,692	48,981
Pork, bulk.....pcs.	768,819	449,556	.....	.....	.....	.....
Pork, bulk.....tons	147	.....	.....	.....	.....	.....
Salt.....sacks	216,933	261,230	291,709	204,741	106,302	177,724
Salt.....bbls.	46,250	19,158	23,553	38,809	41,380	58,948
Hemp.....bales	65,366	60,862	46,290	47,270	72,222	33,853
Lead.....pigs	503,571	573,502	590,293	705,718	749,128	730,829
Tobacco.....hhds.	10,371	9,055	9,879	9,014	11,015	8,588
Beef.....tcs & cks.	5,640	2,586	10,687	9,369	5,735	.....
Beef.....bbls.	8,872	6,049	12,336	7,806	4,720	1,716
Hides.....	90,736	94,228	68,902	62,097	71,877	63,396
Whisky.....bbls.	47,991	25,959	29,085	29,758	22,239	29,882
Sugar.....hhds.	29,276	25,796	26,501	26,116	12,671	11,603
Sugar.....bbls.	20,854	5,034	.....	.....	.....	.....
Sugar.....boxes	15,833	11,328	7,348	14,812	20,111	5,752
Coffee.....sacks	101,904	73,673	67,353	78,842	77,767	65,128
Molasses.....bbls.	40,231	29,518	29,214	21,943	21,554	14,996
Lard.....	14,465	61,535	58,279	67,339	32,021	26,462
Lard.....tcs.	37,743	17,925	15,801	6,579	2,150	.....
Lard.....kegs	14,450	11,549	18,845	14,180	8,595	14,730
Bacon.....cks & tcs.	16,701	30,035	16,280	29,423	14,425	11,803
Bacon.....boxes	1,564	1,320	3,245	6,622	1,289	1,648
Bacon.....pieces	6,629	49,321	.....	.....	.....	.....

Art. V.—THE CURRENCY—GOLD AND SILVER.

The tardiness with which great speculative truths often make their way in legislative bodies, would form a curious chapter in the annals of human knowledge. Is it that these bodies share in the ignorance of their constituents, or, from flattery or timidity, show it a respect they do not feel. Be this as it may, the progress of truth is sometimes marvelously slow; and Error may not seldom boast of its hundred victories on the battlefield of legislation, before Truth finally prevails. Adam Smith had demonstrated that the corn laws of England, instead of securing to the people a more certain supply of bread, made it scarcer and dearer, nearly three-fourths of a century before the British parliament profited by his reasoning. It has been almost as long since Bentham conclusively proved that usury laws, (which, by the way, had the sanction of Adam Smith,) besides other objections to them, increased the very evil they were meant to cure. Beccaria had shown, that severe punishments were less efficacious in repressing crime than mild ones, because they were more uncertain, some forty or fifty years before Pennsylvania had the honor of first testing his wise and humane system by a penitentiary; and, lastly, though Locke, as far back as 1691, had made it clear that a double standard of value is both absurd and inconvenient, it was more than a hundred years before the legislature of his country conformed to his theory. Very few States, have, however, yet followed her example—most of them seeming to think that a single standard, which they aim at in all other measures, would be unsafe in a measure of value.

We have adopted this mistaken policy, and have found the inconvenience of it. At one time gold was rated too high by law; then it was rated too low, and now it is confessedly too high again; and in all those discrepancies between the legal and the market relative value of the precious metals, which no regulation can permanently prevent, the undervalued metal is sure to be drawn out of circulation, by being exported, hoarded, or melted up. This is the case at present with silver.

But the Secretary of the Treasury proposes to remedy the mischief by adopting the English monetary system, by making silver a legal tender for no sum exceeding ten dollars, after subjecting it to a heavy seignorage, and making gold the sole legal tender for all sums exceeding that amount. Without doubt this course would remedy the evil for the time. The country would be adequately supplied with silver coin, which would not be advantageously exported. The remedy, however, would be but temporary. The immense yield of gold from the mines of Siberia, of California, and of Australia, leave no doubt that gold will continue to depreciate, and thus, in no long time, the silver currency, notwithstanding its proposed adulteration, will be, as at present, worth more than its legal price in gold, in which case it will, as at present, be withdrawn from circulation. The legislature must then resort to the same expedient, of the further debasement of the silver coin—for if it is wise now it will be wise then—and continue to repeat the same legislative botching, as gold continues to grow cheaper, until they discover that they must do at last what they ought to have done at first.

But again: is this a time for imitating the English system in making gold the principal legal tender, when, in addition to the arguments used by Locke and others, in favor of silver as the sole standard of value, the recent unprecedented influx of gold, insuring its great depreciation, no longer

leaves a doubt of the unfitness of that metal as the measure of value? Nay, besides the injustice which the depreciation of gold will cause in England, to the whole mass of creditors, public and private, that depreciation will in a few years drive out of circulation all its silver currency, in spite of its high seignorage, and thus that country will be obliged to rescind the very system that we, forsooth, are now invited to imitate.

Is there then no remedy for this evil, and are we forever doomed to such a course of legislative tinkering? By no means. The remedy within our reach is at once simple and sure. Let there be but one standard of value, and one legal tender, for all sums, great and small, and let that be silver. This would not preclude a seignorage to a moderate extent; for if it exceed certain limits, others will insist on sharing the profits of the government, and the country will have a redundancy of the spurious coin—not a much less evil than a scarcity of coin.

But to this plan two objections will be likely to present themselves. The first is, that if we make one metal the sole standard of value and legal tender, we shall be deprived of the use of the rejected metal, and each of them has its own advantages as a currency. The objection would be a valid one if the assumed consequence were to be inferred. But this is in contradiction to all experience; Russia has but a single standard, which is silver, and yet gold, according to Storck, readily circulates there as currency. We ourselves have sometimes refused to make foreign coins a legal tender; but there never was a time when such coins have failed to pay debts, to purchase goods, and to perform all the functions of money; and, *a fortiori*, this would be the case with the coins struck at our own mint, and with which our citizens have always been familiar. It is altogether an illusion to suppose that the making of gold and silver coins a legal tender, can give them any additional value except by overrating them. Holland and Belgium have both lately adopted silver as the only standard, without waiting for it to rise in value, and without doubt gold coins are used there as elsewhere, in all large payments and in many small ones.

The other objection is, that as silver now commands a premium of about three per cent, debtors would have to pay that much more than if they paid in gold. A sufficient answer to this objection on the score of justice would be, that since the difference in the legal prices of the two metals results from the fall of gold rather than the rise of silver, the creditors, in getting this three per cent, would receive no more than their due: but as, by the delay in the legislature in preventing this injustice, the debtors have now the legal right to the benefit, I would do as the world has always done, take the side of the debtor, and let the loss fall on the party best able to bear it. This may be done by providing that all debts may be discharged by three per cent less in silver (supposing that to be the actual difference) than in gold.

If, then, the legislature make the silver dollar the sole standard of value, and leave the price of gold to be regulated by the market, to secure its ready circulation and determine its rate, the Treasury Department might, twice a year, or oftener, declare at what rate it should be receivable in public dues, and payable by the government. As to the gold coins, two plans have been suggested.

One is to let the coins be struck off of a given weight without any regard to their value in dollars—as in ounces, half-ounces, quarter-ounces, and perhaps as low as one or two pennyweights—by which plan, after a while, contracts would often be made payable in ounces of gold, and no loss could

ensue that the parties had not been willing to risk; and every one would then be made to see that the precious metals are, in fact, a merchandise, and are obedient to all the laws of buying and selling—an ignorance of which simple truth has been the source of much false reasoning on the subject of money.

The other plan,* supposing there would be a practical inconvenience in using gold coins which would be rated in irregular sums of dollars and fractions of a dollar—as, for instance, an ounce of gold at \$18 30—proposes to strike off gold coins, as at present, of the nominal value of \$5, \$10, and \$20, and let the Treasury Department determine their value from time to time by a per-centage deduction, in case of their depreciation; which would afford a simple and easy mode of adjusting payments in gold. In either way gold would then be as readily and nearly as extensively used as at present, for all purposes of currency.

In this, as in all other human concerns, some inconvenience is unavoidable, and we have only to choose that course which is the least liable to objection. T.

Art. VI.—LAWS RELATIVE TO DEBTOR AND CREDITOR IN WISCONSIN.

Since the publication of the Digest of the laws relative to debtor and creditor in Wisconsin, in vol. vi. of the *Merchants' Magazine*, the whole judicial system, and nearly all the laws relating to the collection of debts, have been entirely changed, by the adoption of a State Constitution, and the revision of the statute laws consequent thereon.

COURTS.

The judicial power of the State is vested in a supreme court, circuit courts, county courts, and justice courts.

The supreme court, the highest tribunal in the State, and exercising appellate jurisdiction only, is composed of the six circuit judges, who meet in bank in December and June at the seat of government.

The State is divided into six judicial districts, in each of which a circuit judge is elected by the people of the district, for six years; and the districts are so arranged that a new judge is elected every year.

The circuit courts have original jurisdiction in all criminal matters, and in all civil matters when the value in controversy exceeds one hundred dollars. They likewise have chancery jurisdiction, and the judges exercise the duties of chancellor in their respective circuits.

The terms are held semi-annually.

A county judge is elected in each organized county for the term of four years, who has concurrent jurisdiction with the circuit court in civil matters, where the matter in controversy does not exceed five hundred dollars; they also have appellate jurisdiction from justices' courts, and perform the duties of probate courts.

Terms of the county courts are held quarterly.

Justices of the peace have cognizance of civil matters where the amount of the claim does not exceed one hundred dollars.

* I owe this suggestion to an ingenious young gentleman in the Mint, Mr. Robert M. Patterson, jr.

The United States District Court sits at Milwaukee on the first Monday of January, and at Madison on the first Monday of July.

There are also two special terms held at Milwaukee in the spring and fall.

PROCESS.

Actions are those usually brought at common law: pleadings and defences the same as in the English practice, and the decisions of their courts are recognized as authority with us.

Suits for the recovery of a debt or damages may be commenced either by summons or by filing declaration with the clerk, and entering a rule requiring defendant to plead within twenty days after service of a copy of the declaration and notice of such rule, personally on defendant.

A person cannot be sued in any other county than the one in which he resides or in which he may be found, unless there are two or more defendants, in which case action may be brought in the county in which either of them lives.

Personal actions, in actions *ex delicto*, may be commenced by *capias* when the plaintiff makes affidavit that he has a claim for damages over one hundred dollars.

Personal actions may also be commenced by *capias* in cases of claims for damages, other than those upon contract, when an order for bail shall be indorsed on the writ by a judge of any court of record.

When arrested on a *capias*, the body of the defendant is kept in custody until discharged according to law.

A creditor may also proceed by attachment against his debtor, upon making, or causing to be made, an affidavit of the amount of the indebtedness as near as may be over and above all offsets, and that the indebtedness is also due upon an express or implied contract, or on a judgment or decree, and also making affidavit—

1. That the defendant has absconded or is about to abscond from the State, or that he is concealed therein to the injury of his creditors, or

2. That the defendant has assigned, or disposed of, or concealed, or is about to assign, dispose of, or conceal his property, with intent to defraud his creditors, or

3. That the defendant has removed or is about to remove any of his property out of the State with intent to defraud his creditors, or

4. That he has fraudulently contracted the debt respecting which the suit is brought, or

5. That the defendant is a non-resident of the State, or

6. That the defendant is a foreign corporation, or

7. That the defendant has fraudulently conveyed or disposed of his property, or a part of it, or is about fraudulently to convey or dispose of the same with intent to defraud his creditors.

The property attached may be receipted by the defendant upon executing a bond, with two or more sufficient sureties, to the officer attaching.

The defendant in attachment may also, by plea or answer, deny the existence of any one or more of the material facts alleged in the affidavit required to commence the suit, and it shall then be incumbent on the plaintiff to prove the truth of the facts so traversed to the satisfaction of the court. If the court finds this issue for the defendant the attachment is quashed, but the plaintiff, upon paying costs, may be allowed to proceed as in ordinary summons.

The garnishee or trustee process is also in force in this State, and third persons may be compelled to answer under oath all questions put to them, touching the property, credits, and effects of defendant in their possession.

TRIAL AND EVIDENCE.

The *practice* in the circuit courts of this State is nearly similar to the practice as it existed in the State of New York, previous to the adoption of their present system.

The ancient statute of amendments has been re-enacted here.

When suit is upon any written instrument, purporting to be signed by any person, it is proof that it was so signed, unless the person by whom it purports to be signed shall deny the same by his oath or affidavit.

If the parties, in their declaration or plea, allege that the opposite parties, or third persons, were partners at any particular time, such averments shall be taken for true unless expressly denied by affidavit.

Either party may call upon the other to be sworn on the trial of the cause, and if said adverse party shall refuse to be sworn and testify, or to produce his deposition, the party giving the notice may himself be sworn.

Account books are *prima facie* evidence for the party offering them, upon oath "that they are his account books," kept for that purpose, "that they contain the original entries of charges for articles delivered or work performed, that such entries are just to the best of his knowledge and belief, that said entries are in his own handwriting, and that they were made at or about the time the articles were delivered, the work or other services were performed, or the materials were found."

When the entries are in the handwriting of an agent or clerk, he may be admitted in like manner to verify the same. But such books are not evidence of any item of money delivered at one time over five dollars, or of money paid to third persons, or for rent.

Suits commenced by declaration, in which a plea has been filed, are for trial the first term thereafter, and can only be continued by an affidavit of merits, and that due diligence has been used to prepare for trial.

Judgments are consequently generally obtained at the first term after suit brought, unless a crowded docket prevents a trial.

In the United States District Court an affidavit of merits is required to every plea of defendant in actions founded on contract. Upon an ordinary note of hand, therefore, no defence can be admitted, and judgment is almost uniformly obtained at the first term after suit is commenced.

JUDGMENTS—EXECUTIONS.

Judgments are a lien upon the real estate of defendant (not exempt from execution) as soon as rendered, but upon personal property only after levy.

Execution issues forthwith upon rendition of judgment against the property of defendant, but against the body only in cases of *tort*, returnable at the next term of the court.

After the expiration of two years judgment must be revived by application to the court before execution can issue.

A homestead consisting of forty acres and the dwelling house and appurtenances thereon, to be selected by the owner, and not included in any town plot, or city, or village, or instead thereof, at the option of the owner, a lot of land in a city or village, not exceeding one quarter of an acre with the dwelling house and appurtenances, owned and occupied by a resident of the

State, is not subject to execution upon any debt contracted since January 1st, 1849.

A dwelling house upon leased land, occupied by the owner, is also exempt.

The following personal property is also exempt from attachment or execution:—

Family library, family pictures, pew in a church, rites of burial for the dead, all wearing apparel of debtor and his family, all beds, bedsteads, and bedding used by the debtor and his family, all stoves and appendages kept for use, all cooking utensils, and other household furniture not exceeding two hundred dollars in value:

Two cows, ten swine, one yoke of oxen and one horse, or, in lieu of one yoke and a horse, a span of horses, ten sheep, and the wool from the same, either raw or manufactured, the necessary food for all the stock mentioned in this section for one year's support, either provided or growing, or both, as the debtor may choose, also one wagon, cart, or dray, one sleigh, one plough, one drag, and other farming utensils, including tackle for teams, not exceeding fifty dollars in value:

The provisions for the debtor and his family necessary for one year's support, either provided or growing, or both, and fuel necessary for one year:

The tools and implements, or stock in trade of any mechanic, or miner, or other person, used and kept for the purpose of carrying on his trade or business, not exceeding two hundred dollars in value: the library and implements of any professional man, not exceeding two hundred dollars in value; all of which articles shall be chosen by the debtor, his agent, servant, clerk, or legal representatives.

REDEMPTION.

Real estate sold upon execution is subject to be redeemed by the judgment debtor or his representative, at any time within two years from the sale, upon payment of the amount for which it was sold and ten per cent interest.

Judgment creditors of the judgment debtors may also redeem the premises sold, within three months after the expiration of the two years, by paying the purchaser the amount of his bid and seven per cent interest.

In the same manner any third, or other judgment creditor, may redeem of the creditor who became the last purchaser.

INSOLVENCY.

Insolvent debtors may be discharged from their debts upon executing an assignment of all their property real and personal, except such as may be by law exempt from execution, for the benefit of their creditors, and petitioning the circuit court for a discharge.

The forms required by statute in reference to schedules of property, list of creditors, etc., etc., are nearly similar to those in general use during the life of the late general bankrupt law of the United States.

It is not supposed that any discharge under our State insolvent laws will release from a debt contracted out of the State.

BILLS OF EXCHANGE.

Damages are allowed upon foreign bills, duly protested for non-payment or non-acceptance, payable without the limits of the United States, at the rate of five per cent, together with exchange and legal interest.

Upon bills payable out of this State, but within the United States, and not in an adjoining State, duly protested, etc., damages are allowed at the rate of ten per cent with legal interest, costs, and charges.

Upon bills payable out of this State, but within some State adjoining this, duly protested, etc., five per cent damages are allowed, with charges, etc.

The holder of any bill or note, instead of bringing separate suits against drawers, makers, indorsers, etc., may include all or any of said parties in one action, and proceed to judgment and execution in the same manner as though all the defendants were joint contractors; but each defendant is entitled to the same defense as if he had been sued separately.

Bills and notes payable at sight, or at a future day certain, in which there is not an express stipulation to the contrary, are subject to three days' grace.

But bills, notes, and drafts, payable *on demand*, are not subject to grace.

The general rules and customs of the *Law Merchant*, with reference to bills, notes, and drafts, are recognized by our statutes, and enforced in the several courts of the State.

Lost notes may be recovered upon by proving the loss and contents thereof; but to entitle the plaintiff to recovery he must first execute an approved bond to defendant to save him harmless from the lost note.

STATUTES OF LIMITATIONS.

Actions in ejectment must be commenced within twenty years after the right to the land in question accrued.

Every action of debt founded on any contract or liability not under seal, except such as are brought upon the judgment of some court of record, all actions of assumpsit or on the case founded on any contract or liability, all actions for waste, replevin, or trespass, must be commenced within six years after the cause of action accrued.

These provisions do not apply to a note signed in presence of an attesting witness, nor to the bills of a bank.

Actions for slander, assault and battery, false imprisonment, and actions against officers, are limited to a shorter time.

All other personal actions may be commenced within twenty years after the cause of action accrued.

If any person entitled to bring any of the above actions should be a minor, feme-covert, insane, imprisoned, or absent when the cause of action accrued, such person may commence suit within the times above limited, after the disability is removed.

If the cause of action arose without this State upon a simple contract more than six years previous to the commencement of the suit, or upon a sealed or attested instrument in writing, or judgment or decree of any court, more than ten years before the commencement of the action, the defendant may plead the statute in bar.

The statute cannot be pleaded if it is shown that the defendant has changed his name, or been known by any different name, within the previous six years.

CONVEYANCES.

Conveyances of land are made by deed, signed, attested by two witnesses, and acknowledged before a judge, commissioner, notary public, or justice, and recorded in the county where the land lies.

Deeds made out of the State may be executed according to the laws of

the State where made, and should be acknowledged before any officer authorized by the laws of such State to take acknowledgments, or before a commissioner appointed by the Governor of this State, but, except in case of said commissioner, the deed should have attached the certificate of the clerk of a court of record of the county where the acknowledgment was made, under seal of his office, that the person whose name is subscribed to the acknowledgment was at the date thereof, such officer as he is therein represented to be, that he believes the signature of such person subjoined thereto, is genuine, and that the deed is executed and acknowledged according to the laws of such State or district.

Conveyances not recorded are void against subsequent purchasers in good faith.

A conveyance of land exempt by law from execution, is totally void unless the wife of the grantor, if he has one, joins in its execution.

A scroll or other device used for a seal by the grantor, has the same force as if a seal had actually been impressed.

Bonds, contracts, and agreements concerning any interest in lands under seal, attested, and acknowledged, and recorded, take precedence of subsequent deeds, and operate as a lien upon the lands described, according to their import and meaning.

Lands upon which the taxes are unpaid, are annually sold for the taxes, and if not redeemed within three years from the sale, with interest at the rate of twenty-five per cent, a deed is made by the county to the purchaser or his assignee.

INTEREST.

Seven per cent is the legal interest, but any rate that parties may agree upon, not exceeding twelve per cent, is valid.

Since April, 1851, the reservation of more than twelve per cent renders the whole contract void.

For about eighteen months previous to April last we had no law restricting the amount of interest that could be taken, and parties could take and give any rate that they could agree upon.

LIEN.

Judgments are a lien upon all real estate of the judgment debtor, except exempted property, within the county where the record or a certified transcript thereof shall be filed.

Mechanics and others engaged in furnishing labor or materials for the construction of buildings, have a lien upon the building for the value of the labor or material.

MORTGAGES

Executed by husband and wife are sufficient to convey their rights in real estate.

The usual method of foreclosure is by bill in chancery. A decree is as easily obtained as a judgment at law. After the decree the premises mortgaged are sold upon six weeks' advertisement *without redemption*.

As a general thing it is easier to *realize* upon a mortgage than upon any other security that must be litigated.

MARRIED WOMEN.

The real estate of a married woman is not subject to the disposal of her husband.

A female married since February, 1850, has control over both her real and *personal* property.

A married woman may receive by inheritance, gift, grant, or devise, from any person other than her husband, any real or personal property, or any rents, issues, and profits thereof, and may control and dispose of the same, and in neither of these last cases is the property subject to the disposal of her husband, or liable for his debts.

ART. VII.—FEARLESS FEAT OF AN AMERICAN WHALEMAN.

FREEMAN HUNT, ESQ., *Editor of the Merchants' Magazine, etc.* :—

Sir :—The printed article accompanying this, giving a narrative of the remarkable feat of Benjamin Clough, third mate of whale ship Sharon, was cut from the Boston *Mercantile Journal*, in which it was republished from the New Bedford Mercury. It was laid by carefully, as worthy of preservation and deserving of an imperishable record, among the many fearless deeds of sailors and whalemen, as one *surpassing all in danger*, that danger plainly in view, and executed with so much coolness and deliberation. The deed was so noble and bold, that I have ever since kept M. Clough in remembrance, hoping that some time I should see him, and, as curiosity might prompt, test the science of physiognomy, and “and with greedy ear devour up his discourse ;” also learn his subsequent history, how much of deserved good fortune had attended him.

A gentlemen of New Bedford, of whom I have made inquiries, informs me that Mr. Clough is now in command of a new, first rate ship of 600 tons, called the Niagara, built purposely for him; and that the ship was cleared at New Bedford the 9th of this month for the north Pacific, on a whaling voyage, by Messrs. N. Church & Son, of Fairhaven.

The article is inclosed to you in hopes that you will republish it in your Magazine, as it so nearly falls in with its scope and design. It will give the deed a renewed and more extensive promulgation. As it is now published in newspapers only, and in very few libraries, bound up with others without index, it will seldom, if ever be seen. In your *Merchants' Magazine*, it will be accessible in the best form, and become a record that cannot and should not be overlooked.

Captain Benjamin Clough was born in Monmouth, Maine, and will be twenty-eight years old next March. This will be his third voyage as master of a whale ship.

Inquiries will undoubtedly arise in the minds of the readers of this narrative about the boy Manuel, for his aid in this rescue. He cannot be passed by and forgotten. He better deserves a silver pitcher than some who have obtained one. All information concerning him, now obtainable, is that he went home to the Western Islands on the return of the Sharon, and that Captain Clough has had no tidings of him since.

Your obedient servant,

HENRY GASSETT.

Boston, February, 1851.

MURDER OF CAPTAIN NORRIS OF THE WHALING SHIP SHARON, OF FAIRHAVEN, AND RECAPTURE OF THE SHIP FROM MUTINEERS, BY MR. BENJAMIN CLOUGH, HER THIRD OFFICER.

The Sharon having been some time cruising for whales in the vicinity of the Caroline Islands, put in at Ascension the 15th October, 1842, for wood, water, and recruits. The requisite supplies being obtained, preparations were made to

proceed upon the voyage, when eleven of the crew deserted, and being secreted and protected on shore, all efforts to retake them were fruitless. The ship sailed again on the 27th October, with a crew of seventeen men, all told, four of whom were natives of King's Mill group, and two of other islands in the South Sea. The intention was to touch at Bay of Islands or Port Jackson to make up the compliment of men. On Sunday, November, 6th, lat. $2^{\circ} 20' N.$, lon. $162^{\circ} E.$, whales were raised and both boats lowered in chase, leaving Captain Norris, a Portuguese boy named Manuel Jose dos Reis, who acted as steward, and three of the King's Mill Islanders on board. The boats soon succeeded in capturing a whale, which the ship ran down to and took along side—they continuing in pursuit of others. At 3 o'clock P. M., the mate's boat being about a mile and a half from the ship, her signal was discovered at half-mast, and he immediately pulled towards her. The singular and unaccountable management of the ship for some time previous, had already been remarked by those in the boat, and excited the liveliest apprehensions as they approached her. Coming up upon her quarter within speaking distance, the boy who was aloft and had cut the main-top-gallant halyards, told Mr. Smith, the mate, that the islanders had killed Captain Norris and were in possession of the ship. Just then one of them, armed with a cutting-spade and entirely naked, leaped upon the taffrail, and brandishing his weapon with most furious and menacing gestures, dared the crew to come on board. The other two were also naked and stationed one at each side of the ship, where they had collected all the whaling craft, billets of wood, hammers, belaying-pins, in short, everything that would serve as a missile or offensive weapon, determined to repel any attempt to board. The fourth native of the same islands was in the boat, and one of the mutineers addressed him in his own language, telling him, it was supposed, what they had done and inviting him to join them. He made a gesture of disapproval, upon which the other caught up the cook's axe and hurled it at him with such precision of aim, though a ship's length distant, that it cut through the back of his shirt as he stooped to avoid the blow. A shower of missiles followed, thrown with such force that the bone belaying-pins were broken into several pieces on striking the boat, but fortunately no one was seriously injured by them. The mate then ordered Manuel to cut the main-top-gallant sheets and main-topsail halyards, and to go forward on the stay and cut the halyards of the head-sails and clear them from the yards, which was done. The task of retaking the ship was evidently one of extreme difficulty and danger, for the mutineers had the advantages of position and a plentiful supply of arms, with the resolution and skill to use them effectively, so that the second mate and his crew, who had in the meantime come up, were called to consult upon the best course to pursue. It was proposed that both boats should advance and board the ship, one upon each side, at the same time; but Mr. Smith, upon whom by the melancholy catastrophe on board, the responsibility and duties of master had devolved, thought that a proper regard for the interest of the owners as well as for the safety of the men under his command, required him to avoid all personal risk, for which reason he proposed that both crews should take the other boat and proceed to the ship, leaving him alone to await the issue. This proposal met with no favor, the men declaring a wish rather to start for the nearest land—five or six days' sail distant—and the second mate relishing it so little that he suffered his boat to drop astern out of talking distance. Mr. Clough, the third mate, who acted as Mr. Smith's steersman since the ship was short manned, had darted his lance several times at the naked savage on the rail, but for want of sufficient warp it fell short three or four feet at each trial; he requested therefore, that the boat might be pulled within reach, as the fellow kept his position without flinching and insolently defied him; but the mate thought the danger too great, and refused to gratify him. He then offered to go on board over the bows, if the boy would cut the fore-royal stay and let the end fall overboard, so that he could ascend it to the jib-boom with a lance-warp in his teeth: but the boy Manuel had become so exhausted by fright and fatigue that he was unable to get up to the royal-mast-head to execute his part of the task.

His next plan and the one he executed was, that both boats should pull ahead

of the ship, and when it was quite dark, taking every precaution to avoid exciting the suspicion of the mutineers, he would jump into the sea, and passing close by the side of the ship, enter her by the cabin windows. The ship and boats were surrounded by sharks, attracted probably by the carcass of the whale killed in the morning, to defend himself against which he took a boat-knife in his teeth, and let himself into the water as silently as possible. At the same moment the ship took aback and it became necessary to swim; but to "strike out" and make the best of his way would cause a sparkling of the water, and betray his approach to the look out, so that he was obliged to "walk water," by which scarcely any agitation was made and almost as little progress. It was a tedious passage of more than an hour and a half in duration, terminated at length by diving under the ship, seizing the rudder at the heel, and ascending by the after part of it to the starboard cabin window, through which he made his entry. Two large sharks were close to the boat when he left her, and kept him company the whole time without offering to molest him, and the knife, which luckily had been useless, he left upon the transom as he got in at the window.

He then divested himself of his clothing, that the enemy might have no advantage over him on the score of nakedness should they come to close quarters, and applied himself to listening to the movements upon deck; as these indicated that there were yet no suspicions of his presence, he then proceeded to search for arms and ammunition. Two cutlasses were soon found, and amongst all the muskets, two only were fit for service, so far as he could judge by careful handling—it was too dark to see; every locker in the cabin was then ransacked for powder and ball, which being found, the muskets were loaded and placed with the cutlasses at the foot of the cabin stairs; while engaged in loading a fowling piece, he heard a step in the gangway and some one descended the stairs, hitting the arms at the bottom and knocking them down upon the floor. Mr. Clough ran to the spot, but unable to see anything, groped about by the intruder's feet till he caught hold of a cutlass, with which he ran him through the body; as he drew it out a struggle ensued for the weapon, and both fell to the floor; the officer luckily uppermost; planting his knees upon his breast he took out one of his eyes, and with a good deal of trouble brought the edge of the sword to bear upon the back of his neck, and made an attempt to cut off his head; he pulled it back and forth several times but it was an awkward operation, for the other kept hold of the sword and struggled violently, wounding Mr. C. severely by twisting the blade several times in his hand. After a while he became quiet, and supposing him to be dead, Mr. C. got up, but the other immediately rose and struck about furiously with the cutlass, hitting him at almost every pass, until, exhausted probably by loss of blood, he uttered a slight groan and fell upon the floor. Going again to the stairs, the officer saw another in the gangway with a cutting-spade pointed towards him, when, feeling for a loaded musket he succeeded after snapping twice, in putting a ball through his heart. At the same moment the spade dropped or was thrown down, taking effect in the thick part of Mr. Clough's arm, and the blood gushed so violently from the wound that he supposed the artery to be severed, and began to give way to unpleasant reflections, when the third came to the gangway, armed also with a spade, and endeavored to look into the darkness below: Mr. Clough made several ineffectual attempts to gain another musket, but his right hand and left arm were both disabled—the man stood still a few minutes, then dropped his spade and walked forward. Mr. Clough now hailed the boats, which were so near that he could hear the conversation going on amongst the men. He told them that two of the mutineers were dead, himself dangerously wounded, and urged them to hasten on board. They said they did not believe more than one had been killed, as they had heard but one gun and did not consider it prudent for them to come near him; so the wounded man had to sit down and suffer his blood to flow, for his right hand had become so stiff and sore that he could not use it to place a bandage on his arm. More than half an hour having elapsed since the hail, and no further news being heard, the boats ventured alongside. A light being struck and brought into the cabin, the floor was found covered with the blood of both combatants. The man who

had first entered the cabin was reclining on the transom, still grasping the cutlass, and with it the boat-knife left by Mr. Clough when he came on board; one of his eyes hung upon his cheek and his body was covered with gore; he was still alive, but did not move, and made no noise but a kind of suppressed groan. One of the men stabbed him twice with a boat-spade, and Mr. Smith discharged a musket at him; he was then caught by the hair, dragged upon deck, and thrown into the sea. The deck presented a shocking spectacle, all dabbled and tracked with clotted blood—the mangled and headless body of the unfortunate captain was lying there, as was that of one of his murderers, which was unceremoniously thrown over the side, while the remains of Captain Norris were collected and reserved for burial the next day. The surviving mutineer jumped overboard and swam some distance from the ship, but returned during the night and hid himself in the forehold. When the crew attempted to take him out the next day he made some show of resistance, but at last came upon deck and surrendered himself; he was put in irons and taken to Sydney, where he was left in prison when the ship sailed.

The Sharon completed her voyage, under the command of Mr. Smith, more successfully than could have been expected after such a melancholy and disheartening interruption, Mr. Clough remaining on board as second mate. To his daring and almost unaided exertions are to be attributed the return of a valuable ship and cargo, and, what is far more important, the preservation of the surviving crew, from the miserable fate which must have overtaken them had they persisted in seeking the nearest land in their boats. The owners of the Sharon have shown their appreciation of his services by giving him the command of a fine ship, and it is to be presumed that other parties who have escaped a heavy loss, will not withhold such a testimonial of their approval, as will at once gratify him and incite others, under like circumstances, to emulate his conduct.

JOURNAL OF MERCANTILE LAW.

CASE OF LIBEL BY THE CONSIGNEE OF GOODS, FOR A FAILURE TO DELIVER THEM
ACCORDING TO CONTRACT.

In United States District Court. In Admiralty. Before JUDGE KANE; Pennsylvania, July 25th, 1851. Heinrich Wiener vs. the Rafael Arroyo.

The facts in this case sufficiently appear, in the opinion of the Court, as follows:—

Judge K. Schleicher & Co., manufacturers at ———, sent certain goods to Bremen, to be there shipped by Bachman, a forwarding merchant, to the libellant, Wiener, at Philadelphia. The city of Bremen is not accessible to large vessels, and it is the practice, in consequence, to transport goods that are intended for exportation, by lighters to Bremen-haven, some miles lower down the Weser, where they are received on ship board.

The bill of lading is signed when the goods are delivered to the lighterman; and as it is known with certainty beforehand whether the ship will be able to carry all the goods that come down for her to Bremen-haven, the custom is said to prevail of giving the master a memorandum of defeasance called a "Revers," by which the bill of lading is declared to be null as to the part of the cargo not actually taken on board. Bachman sent down the goods by a lighter, taking from the master of the "Rafael Arroyo" a clean bill of lading, in which Wiener was named as consignee, and executing at the same time the customary "Revers." The goods, however, were either not received on board the vessel in consequence of her being already full, or they were landed again after she had proceeded some miles, in consequence of her being obliged to return to have her cargo restowed. The bill of lading came to the libellant by the vessel, with a letter of advice from Bachman, which, however, made no mention of the "Revers;"

but the goods of course were not delivered in Philadelphia according to the terms of the bill. They arrived in another ship some weeks afterwards, and while this suit was pending.

So far as third persons are concerned, the master and his vessel are bound absolutely by the terms of the bill of lading. No agreement or understanding between the parties to the shipment can vary or affect this liability. *Stille vs. Traverse*, 3 W. C. C. R. 43. The asserted usage of the port of Bremen may interpret and define the reciprocal engagements of the shipper and the carrier, for the bargain between them must be understood as made with reference to it. But as to the rest of the world, the bill of lading is a negotiable instrument, known as such to the law merchant everywhere, and the obligations which it imports appear upon its face.

The real question in this case is whether the libellant had a property in the goods before their arrival and delivery to him; for if he is merely the representative of the shipper, his rights may perhaps be restricted by a reference to the Bremen usage.

In general, it is true, that as against the shipper, a factor consignee has not such a property until the goods are actually in his possession, even though he be also a creditor; unless there has been some act of appropriation to his use by the shipper, something to indicate that the shipment was intended for the protection at least of the factor. *Kinlock vs. Craig*, 3 D. & E. 122, 787; *Walter vs. Ross*, 2 W. C. C. R. 287.

But as between the carrier and the consignee, the law is different. The factor consignee acquires by the execution and delivery of the bill of lading, a qualified or contingent interest, which it is not in the power of the carrier, nor, except under certain circumstances, of the shipper, also to divest or question. See *Anderson vs. Clarke*, 2 Bing. 20. The right of the consignee to sue in assumpsit or in trover at his election assumes this.

Now the fact is not disputed that the libellant was at the time of shipping, and has since continued to be, in advance to the shippers; and there is nothing from which we can infer that the shipment was not intended to secure him for his current advances.

The shipper does not stand in his way. The decree therefore must be for the libellant for costs; the goods having since been delivered to him. *P. C.*, decree accordingly.

HOMESTEAD EXEMPTION LAW OF SOUTH CAROLINA.

The following "Act to increase the amount of property, exempt from levy and sale," was passed at the annual session, and ratified on the 16th December, 1851.

AN ACT TO INCREASE THE AMOUNT OF PROPERTY EXEMPT FROM LEVY AND SALE.

I. *Be it enacted* by the Senate and House of Representatives, now met and sitting in General Assembly, and by the authority of the same, That the following property, in addition to that now exempted by law, to wit:—to each family the dwelling house, and houses appurtenant thereto, together with 50 acres of land, and also one horse, and twenty-five dollars worth of provisions, be, and the same are hereby exempted from levy and sale, under fieri facias and assignment under mesne or final process: *Provided*, that the said exemption shall not include, or extend to any property situate within the limits of any city or town corporate of this State. And *provided* further, that the value of the said real estate shall not exceed the sum of five hundred dollars.

II. That in all cases, where the landed property of the debtor shall exceed fifty acres, three Commissioners shall be appointed by the clerk of the court, upon the application of either the plaintiff or defendant in the execution, whose duty it shall be to lay off to the debtor fifty acres of land, including the homestead, which shall always be done most favorably and beneficially for the family

for whose benefit the provision is made; the remainder of whose land may be liable as in other cases.

III. And if the said fifty acres, including the homestead so laid off, shall exceed in value, by the estimate of said Commissioners, or a majority of them, the sum of five hundred dollars: then and in all such cases, the said Commissioners shall proceed to lay off such quantity less than fifty acres, as hereinbefore provided, the value of which shall not exceed the said sum of five hundred dollars, the remainder of which may be sold as in other cases.

IV. That the said Commissioners shall make a full return under their hands and seals, of their proceedings in the premises, together with a plat or some other concise description of the lands laid off by them, to the clerk of the court, and shall be entitled to receive a compensation for their services, not exceeding one dollar each, per day, to be paid by the defendant; and the clerk of the court shall keep a suitable book, in which the appointment of the Commissioners, together with their return, and all other proceedings in the case, shall be recorded, for which services, the said clerk shall be entitled to receive in like manner, from the defendant, the sum of three dollars.

V. That this Act shall take effect, from and after the first day of March next, in relation to all debts thereafter contracted.

ACTION ON A BILL OF LADING.

In the Supreme Court of Louisiana, November, 1851. *Lewis Bond vs. S. W. Frost and owners of Steamboat Concordia.*

A bill of lading which acknowledges the receipt of goods in good order, throws the burden of proof upon the carrier, and its recital cannot be overthrown or qualified except by evidence of a very clear and convincing character.

This is a suit for damages alleged to have been sustained by the plaintiff on a lot of cotton, which was shipped on the steamboat *Naomi* on the *Hatchee* river, for New Orleans, with the privilege of reshipping, was discharged at Memphis, and reshipped on the steamboat *Concordia*, consigned to the plaintiff's factors here. The *Concordia* gave a bill of lading, in which the cotton is receipted for, as in good order and condition. The bill stipulated freight from Memphis to New Orleans at one dollar a bale—the consignees to pay also a sum of \$106 87, amount of freight and charges, advanced by the *Concordia* to the *Naomi*. Upon the arrival of the cotton at New Orleans, it was found that fifty bales were damaged by water. The consignees refused to pay defendants their bill of freight and charges; but received the cotton, with the exception of five bales, which the defendants retained to reimburse themselves, and subsequently sold without the plaintiff's consent. The plaintiff brought suit, and claimed for the five bales short, loss of weight caused by picking fifty damaged bales, costs of picking, &c.

There was judgment in the fourth district court for the plaintiff, for the whole amount claimed, and the defendants appealed. The cotton was damaged on one side only, and the principal contest between the parties was, whether this damage occurred before or after the shipment on board the *Concordia*. It was contended for the defendants, that the bill of lading was not conclusive against the vessel, and was open to explanation.

Slidell, Justice—Held that the receipt throws the burden of proof on the vessel, and that its recital cannot be overthrown or qualified, except by evidence of a very clear and convincing character.

The court concurs with the district judge, that the evidence preponderates in favor of the plaintiff, and that it was not shown that the damage had occurred before the shipment on the *Concordia*.

It was also contended for the defendants, that the damage, if shown to have occurred on board the *Concordia*, arose rather from the usual practice of carrying cotton on deck, and not from any fault on the part of the carrier; but no evidence was introduced sufficient to show that the damage was the necessary consequence of a mode of transportation to which the shipper assented. In the plaintiff's bill of damages, there is an item for loss of weight in picking amounting to 1,713 pounds,

for which defendant is charged \$205 56. The cotton picker testified that he kept the cotton picked from the damaged bales, dried it, sold it, and got the money for it, and that the damaged cotton which he kept is considered part of the price of picking. The court considered that if the defendants are made to pay for the sound value of the cotton damaged, it would be unreasonable not to allow them for its proceeds; that although the amount in the case is not large, it involves the justice and reasonableness of a practice, the propriety of which is questionable; and that as the evidence in this branch of the case is unsatisfactory, the case should undergo further investigation. Judgment reversed, and case remanded for a new trial.

COMMERCIAL CHRONICLE AND REVIEW.

COMPARATIVE TRADE FOR JANUARY AND FEBRUARY—DISTINCTIVE FEATURES OF THE SEASON'S BUSINESS—CHARACTER OF THE AMERICAN MERCHANT, SHOWING THE VALUE OF LESSONS OF CAUTION—DIFFICULTIES NOW EXPERIENCED RESULTING FROM HEEDLESSNESS DURING PAST PROSPERITY—STATE OF THE COUNTRY IN THE SOUTH AND WEST, WITH PROSPECTS FOR THE FUTURE—COMPARATIVE PRICES OF BREADSTUFFS, AND THE OPENING DEMAND FROM ABROAD—HEAVY PAYMENTS DUE IN MARCH AS COMPARED WITH CORRESPONDING RECEIPTS—CONDITION AND PROSPECTS OF THE COTTON AND WOOLEN MANUFACTURING INTERESTS—RELATIVE COST OF RAW MATERIALS—DIFFICULTY OF INCREASING WOOL CROP—PROPRIETY OF ABOLISHING DUTIES ON ALL RAW MATERIALS AND DYE-STUFFS—OTHER OBSTACLES TO SUCCESS IN MANUFACTURING—RETURN OF FEDERAL STOCKS FROM ABROAD, WITH THE REASONS THEREOF, AND A COMPARISON OF PRICES AT DIFFERENT DATES—CONDITION OF THE BANKS—DEPOSITS AND COINAGE FOR THE MONTH OF JANUARY AT THE PHILADELPHIA AND NEW ORLEANS MINTS—IMPORTS AT NEW YORK FOR JANUARY—IMPORTS OF DRY GOODS FOR THE SAME PERIOD—RECEIPTS OF CASH DUTIES—EXPORTS FROM NEW YORK FOR JANUARY—SUMMARY OF THE LEADING ARTICLES OF PRODUCE EXPORTED AS COMPARED WITH THE SAME PERIOD OF 1851—FALLING OFF IN GENERAL IMPORTS AT NEW YORK, AND THROUGHOUT THE UNITED STATES—DECLINE IN VALUE OF AMERICAN COIN AT LONDON, ETC.

SINCE our last the spring trade has been more active throughout the country, although in amount the sales are still far behind the corresponding period of last year. In our large commercial cities, the sales of dry goods from first hands for January, were only about 50 per cent of the amount sold during January, 1851; and in most other articles of trade the sales exhibited a corresponding reduction. The comparison for February is far more favorable, and in many items a portion of the January decrease has been recovered. A marked feature of the trade this season is the caution evinced by buyers, showing that the lessons of the past have exerted a most salutary influence. One of the greatest faults in the character of the American merchant is too much self-reliance, accompanied with a sanguine temperament, which often leads him into a sphere too large for his means. There are very few sufficiently cool to resist the temptation of doing all the business which legitimately offers, and this is the rock on which a great many make shipwreck. We have had several years of prosperity, and public confidence has been so general, that those whose business was far too extended for their capital, have not felt the consequences of their presumption. During the present season, their position has been troublesome, and not a few have felt that if safely over this crisis, they would not again venture beyond their depth. As a consequence of this, the purchases since the spring trade opened, have been made in very small lots, and with greater caution. One of the most ominous signs of trouble has been the difficulty of making collections throughout the country. The falling off in the means realized through this source, we have

ascertained by a careful average to be about 25 per cent at the South, and about 33½ per cent at the West. In both sections, however, the returns are improving. The rapid decline in cotton, which took away the spirit of Southern merchants, has been checked, and a lower estimate of the crop has given more firmness to the price of this staple in all the markets of the world. Farther fluctuations may, and doubtless will, occur, but the large sales made both at the north and south show that present rates have been made the basis of extensive operations, in the belief that a fair average price had been attained. Similar causes have operated to strengthen public confidence in the financial ability of the West. The scarcity of money either to remit, or to buy produce, with the very low prices of the latter, which disinclined all parties to send forward their surplus, occurred just at the setting in of a very severe winter, which shut up all the more ordinary channels of communication, and left the merchants on the seaboard without a large portion of the means they expected to derive from their maturing sales. The rivers and canals are still, to a great extent, ice-bound, and the produce is locked up in the granary far from market; but the demand has improved, and there are some indications that the old world is again to be fed by the new. Even if no farther rise in breadstuffs should be realized, or even a concession be made from present rates, should an opening be found abroad for \$20,000,000 of flour and grain, this quantity could easily be spared from our western surplus, and the whole country be relieved. Flour is fully \$1 00 per barrel higher in our Atlantic cities than at the close of autumn, and this difference will draw out large quantities of cereals when navigation is once more resumed. The month of March will undoubtedly be the trying period with the jobbers; but if confidence be maintained no commercial disasters need be anticipated. The fact that large payments are due, as shown by the notes held by the banks, proves also that large receipts may be expected, and the one will fully balance the other. The money realized for the paper falling due will furnish ample accommodations for those having the payments to make, and will be applied to this end if nothing occur to justify a farther contraction, or to create a greater stringency in the money market.

The manufacturing interest throughout the country is, on the whole, in a more hopeful condition, although the exceptions to a general prosperity are still numerous. The decline in the price of cotton, from the excessive rates of last year, has not been accompanied by a corresponding decline in the value of fabrics, so that the cotton spinners are generally doing better than last year. In the woolen business the prospect is less cheering. There has been some decline in the price of the raw material, but much less than manufacturers had reason to expect. The wool crop is less under the influence of supply and demand than crops taken from the produce of the earth. The average price of this staple for the last two years has been fully 10 cents per pound, above the fair market value as compared with other crops of the same cost. It is not easy to increase the production of wool in a single year. The only way to effect any marked difference in the supply, is to save the thousands of sheep and lambs annually slaughtered for food. The high price of mutton, as an article of provision, has more than counter-balanced the inducement to spare the sheep for the wool, and thus with a largely increased consumption of wool, the demand has continued sufficient to prevent any serious decline. In justice to our manufacturers, the

duty on wools ought to be at once removed. The protectionists who seek to aid the manufacturer, and the advocates of free trade can both unite in this measure, and it ought to be carried at once. The same principle ought also to be extended to raw silk, and to all articles of dye-stuffs and chemicals used in manufacturing.

There is still another difficulty in the way of manufacturers; the outside machinery is too cumbersome. It is notorious that while stockholders in large manufacturing establishments have found the business a poor investment, nearly all others connected with the production have grown rich, or at least gained a competence. The unnecessary expenses attending the getting up, and carrying on of a large establishment, are often quite sufficient to swallow up the profits.

During the month past a considerable amount of federal stocks have been returned here, from abroad, for sale. At first this excited some attention, as many supposed that fear of the future foreign policy of our government led European bondholders to distrust our national securities. It has since been ascertained that these returned bonds are but proofs of greater confidence in the permanence of our prosperity. The high price of United States Stocks as compared with equally safe city and railroad bonds, has induced many foreigners to sell out the former to invest in the latter. Not a few of our government bonds were taken below the present quotations, and the tempting prices now obtained, in connection with the favorable opportunities offered for investments believed to be fully as secure, are having their influence upon bondholders. We annex a comparison of the price of United States 6's of 1867 at the corresponding period of the last four years:—

	1849.	1850.	1851.	1852.
February 23d.....	111 $\frac{1}{4}$	112 $\frac{3}{8}$	115 $\frac{3}{8}$	115 $\frac{1}{2}$

The banks throughout the country are in a very healthy condition, and it is believed will be able to sustain themselves without any farther contraction of their loans and discounts. The institutions established for the sake of mere circulation have been more closely watched, and their business has been less profitable.

We annex our usual monthly statement of the deposits and coinage at the Philadelphia and New Orleans mints for the month of January:—

	NEW ORLEANS.		PHILADELPHIA.	
	From California.	Total.	From California.	Total.
Gold.....	\$669,167 05	\$680,580 78	\$4,041,000	\$4,160,500
Silver.....	4,469 17	9,473 88	17,650	17,650
Total.....	\$663,636 22	\$690,054 66	\$4,058,650	\$4,178,150

	GOLD COINAGE.			
	Pieces.	Value	Pieces.	Value.
Double eagles.....	39,750	\$795,000	173,930	\$3,478,600
Eagles.....	.....	.....	13,020	130,200
Half eagles.....	.....	.....	31,320	156,600
Quarter eagles.....	.....	.....	112,884	282,210
Gold dollars.....	.....	.....	174,505	174,505
Total gold coinage...	39,750	\$795,000	505,659	\$4,222,115

SILVER COINAGE.

	Pieces.	Value.	Pieces.	Value.
Half dollars	24,000	\$12,000	.....	.....
Dimes.....	.....	.....	125,000	\$12,500
Half dimes.....	.....	.....	100,000	5,000
Total silver coinage..	24,000	\$12,000	225,000	\$17,500

COPPER COINAGE.

Cents.....	.....	.....	274,149	\$2,741
Total coinage.....	63,750	\$807,000	1,004,808	\$4,242,356

The receipts of California gold since the opening of the year have disappointed the expectations of the public, the whole amount up to this present writing (about the close of February) not having reached \$7,000,000. Correspondents in San Francisco, however, seem not to have lost their courage, and are still quite sanguine of sending forward large amounts during the spring months.

The year has opened with a decline in the value of our foreign imports, which will be very acceptable to those who judge by this comparison of the prosperity of the country. At New York the falling off as compared with the previous year, for the month of January, was about \$3,500,000, or more than one quarter of the entire receipts, as will be seen by the following comparison:—

IMPORTS FROM FOREIGN PORTS AT NEW YORK FOR JANUARY.

Year.	Dutiable.	Foreign.	Specie.	Total.
1852.....	\$10,168,963	\$1,041,456	\$104,736	\$11,315,155
1851.....	13,732,764	937,650	210,455	14,880,869
1850.....	11,446,496	437,270	433,882	12,317,648

Notwithstanding the lateness of the trade, more goods have been withdrawn from warehouse during the month than have been entered, showing that the stock in bond has actually decreased; this is a state of things which has not happened before during the month of January, since the present bonded system was adopted:—

WAREHOUSING MOVEMENT AT NEW YORK FOR JANUARY.

Year.	Entered warehouse.	Withdr'n f'm warehouse
1852.....	\$1,281,594	\$1,584,652
1851.....	1,611,847	1,024,246
1850.....	950,753	902,965

The decline in the imports from the corresponding month of last year, of three-and-a-half millions, as shown above, is only about half of it in dry goods—this will be fully seen in the following comparative statement:—

IMPORTS OF DRY GOODS ENTERED FOR CONSUMPTION, AT THE PORT OF NEW YORK, DURING THE MONTH OF JANUARY.

	1850.	1851.	1852.
Manufactures of wool.....	\$1,585,186	\$1,600,098	\$1,306,322
Manufactures of cotton.....	1,774,838	1,843,441	1,308,452
Manufactures of silk.....	2,061,815	4,032,002	2,970,633
Manufactures of flax.....	1,055,755	692,138	569,167
Miscellaneous dry goods.....	270,898	540,204	451,243
Total.....	\$6,748,492	\$8,707,833	\$6,605,811

WITHDRAWN FROM WAREHOUSE DURING THE SAME PERIOD.

	1850.	1851.	1852.
Manufactures of wool.....	\$94,513	\$105,827	\$214,102
Manufactures of cotton.....	190,243	254,224	280,601
Manufactures of silk.....	149,029	106,370	291,886
Manufactures of flax.....	40,889	109,935	121,635
Miscellaneous dry goods..	26,031	53,950	22,320
Total.....	\$500,705	\$630,306	\$930,544
Add entered for consumption..	6,748,492	8,708,883	6,605,811
Total thrown upon the market	\$7,249,197	\$9,338,189	\$7,537,355

The falling off has been pretty uniform in woollens, cottons, silks, and linens, as far as it relates to the goods entered directly for consumption, which comprises the bulk of the importation. There have been more dry goods entered for warehousing than usual, particularly of silks—the trade in staple silk fabrics not having opened until the 1st of February:—

ENTERED FOR WAREHOUSING DURING THE MONTH OF JANUARY.

	1850.	1851.	1852.
Manufactures of wool.....	\$79,830	\$139,656	\$184,111
Manufactures of cotton.....	295,557	222,412	208,856
Manufactures of silk.....	116,006	206,005	837,357
Manufactures of flax.....	56,145	54,355	66,839
Miscellaneous dry goods.....	8,012	42,253	24,402
Total.....	\$555,550	\$664,681	\$1,321,565

The exports from New York for January, also show a considerable decline from the corresponding period of 1851, in the articles of domestic produce other than specie, although the aggregate total is greater:—

EXPORTS FROM NEW YORK, TO FOREIGN PORTS, FOR JANUARY.

Year.	Domestic produce.	Foreign mer'dise.	Specie.	Total.
1852.....	\$2,419,296	\$884,937	\$2,868,958	\$5,673,191
1851.....	3,152,744	473,979	1,266,281	4,893,004
1850.....	2,715,320	456,851	90,361	3,262,532
1849.....	2,109,095	152,590	122,582	2,384,267

The following comparison will show the relative shipments of the different articles of produce comprised in the above statement for the first two periods named, and will be found very interesting in this connection. We have compiled it from official entries expressly for the readers of the Magazine:—

EXPORTS OF CERTAIN ARTICLES OF DOMESTIC PRODUCE FROM NEW YORK, TO FOREIGN PORTS, FROM JANUARY 1, TO FEBRUARY 22.

	1851.	1852.
Ashes—Pot.....	bbls.	
Pearl.....	3,953	1,298
Beeswax.....	775	77
Beeswax.....	57,051	43,141
Breadstuffs—		
Wheat flour.....	bbls.	
Rye flour.....	80,660	69,667
Corn meal.....	153	337
Wheat.....	4,126	3,734
Rye.....	52,664	121,810
Oats.....	.....	3,003
Corn.....	548	919
Candles—Mould.....	47,029	68,267
Sperm.....	5,913	7,826
Coal.....	213	190
	410	3,885

	1851.	1852.
Cotton	bales 39,147	56,255
Hops.....	.....	202
Naval Stores.....	bbls. 30,403	70,130
Oil—Whale.....	gallons 118,033	7,731
Sperm.....	.....	13,023
Lard.....	.....	13,980
Linseed.....	.....	2,378
<i>Provisions—</i>		
Pork.....	bbls. 4,322	5,816
Beef.....	.....	4,514
Cut meats.....	lbs. 682,594	628,408
Butter.....	.....	80,512
Cheese.....	1,035,325	311,269
Lard.....	260,744	240,628
Rice.....	tes. 5,967	7,417
Tallow.....	lbs. 790,856	237,522
Tobacco—Crude.....	pkgs. 3,182	2,680
Manufactured.....	lbs. 402,927	283,500
Whalebone.....	75,823	36,528

It will be seen from the above that the decline since January 1st, in the exports of flour from New York, has been fully made up by the increase in wheat. In corn there has also been an increase, and most other articles of domestic produce exhibit a favorable comparison. In our last we gave a similar statement for the year 1851, and we propose to continue it throughout the current year as a matter of growing interest to our readers. Our predictions of a decline in the imports, in the face of the estimates of the Secretary of the Treasury, anticipating a continuance of the large amounts received last year, have been fully verified. The imports at New York for January as given above, show a falling off of about \$3,500,000, and the decline in February will swell this difference to nearly, or quite \$6,000,000. This decline at the port where two-thirds of all the imports of the country are received, is a fair index of the business of the whole, and shows that our foreign commerce will regulate itself without those restraints, which those who think their will stronger than the laws of demand and supply, would impose. Supposing the same comparative difference to have extended to other parts, and the decline throughout the United States in two months would equal \$8,000,000, or at the rate of about \$50,000,000 for the year. This is a reduction of nearly 25 per cent on our entire imports; but this ratio of decrease is not likely to continue throughout the year.

The news brought by the Cambria of a decline of 1d. per ounce in the price paid by the Bank of England for American gold coin, has had a tendency to check the shipments of specie, and to increase the relative value of exchange. The reason given for the decline is the increased quantity of alloy said to be detected by assay, but the truth of this theory is very doubtful.

The price now paid is £3 16s. 1½d. which will make a difference of nearly ¼ in the net return of shipments as compared with bills of exchange.

JOURNAL OF BANKING, CURRENCY, AND FINANCE.

RESOURCES, TAXATION, ETC., OF PENNSYLVANIA.

STATEMENT SHOWING THE VALUATION OF REAL AND PERSONAL ESTATE IN THE SEVERAL COUNTIES OF THE COMMONWEALTH, TAXABLE FOR STATE PURPOSES, AND THE ASSESSMENT OF TAX THEREON FOR THE YEAR 1851, AS FIXED BY THE REVENUE COMMISSIONERS AT THEIR LAST TRIENNIAL MEETING—ALSO, THE POPULATION OF EACH COUNTY, ACCORDING TO THE CENSUS OF 1850, AND THE TAXABLE INHABITANTS THEREIN, FOR THE SAME YEAR.

Counties.	Valuation.	Assessment of tax.	Population.	Taxables.
Adams	\$4,673,224	\$14,372	25,981	5,761
Allegheny	24,008,220	74,785	138,290	25,067
Armstrong	2,071,330	6,690	29,560	6,002
Beaver	3,609,585	11,072	26,689	5,727
Bedford	2,207,904	6,786	23,052	4,545
Berks	22,536,613	68,720	77,129	15,949
Blair	4,042,564	12,554	21,777	4,556
Bradford	3,564,791	10,883	42,831	8,763
Bucks	16,940,832	51,746	56,091	13,151
Butler	2,620,125	8,051	30,346	7,490
Cambria	1,063,185	3,450	17,773	3,642
Carbon	2,057,999	6,685	15,686	3,742
Center	5,043,376	15,620	23,355	4,945
Chester	21,899,432	66,966	66,438	14,784
Clarion	1,633,882	5,019	23,565	5,087
Clearfield	1,115,792	3,384	12,586	2,672
Clinton	1,837,669	5,854	11,207	2,346
Columbia	4,885,477	15,050	17,710	6,670
Crawford	2,984,162	9,142	37,849	8,130
Cumberland	10,595,808	32,843	34,327	7,553
Dauphin	9,784,493	30,577	35,754	7,683
Delaware	8,578,363	26,441	24,679	5,253
Elk	393,330	1,201	3,531	876
Erie	3,848,526	11,966	38,742	8,434
Fayette	5,248,920	16,161	39,112	7,888
Forest .....	.....	.....	.....	.....
Franklin	11,939,842	36,867	39,904	9,312
Fulton	710,205	2,179	7,567	1,716
Greene	2,882,862	8,918	22,136	4,447
Huntingdon	5,403,633	16,664	24,786	5,637
Indiana	2,534,692	7,788	27,170	5,540
Jefferson	980,958	3,003	13,518	2,622
Juniata	2,709,392	8,253	13,029	3,112
Lancaster	30,615,081	94,293	98,944	23,240
Lawrence	2,804,064	8,659	21,079	4,425
Lebanon	7,870,054	23,993	26,071	5,949
Lehigh	8,489,166	26,225	32,479	7,286
Luzerne	5,176,352	15,827	56,072	11,027
Lycoming	3,575,326	11,096	26,257	6,141
McKean	539,404	1,636	5,254	1,213
Mercer	3,446,214	10,563	33,172	7,729
Mifflin	4,153,775	12,745	14,980	3,252
Monroe	1,566,116	4,832	13,270	3,052
Montgomery	16,649,664	50,983	58,291	13,422
Montour .....	.....	.....	13,239	.....
Northampton	13,708,659	42,362	40,235	9,285
Northumberland	4,434,205	13,895	23,272	4,643
Perry	3,057,500	9,375	20,088	4,455
Philadelphia	136,589,627	432,331	408,762	79,259
Pike	670,403	2,079	5,881	1,198

VALUATION OF REAL AND PERSONAL ESTATE, ETC.—CONTINUED.

Counties.	Valuation.	Assessment		Taxables.
		of tax.	Population.	
Potter	646,000	1,955	6,048	1,348
Schuylkill	8,972,005	27,522	60,713	12,935
Somerset	2,833,818	8,617	24,416	5,642
Sullivan	350,254	1,109	3,694	820
Susquehanna	2,607,359	7,928	28,688	6,222
Tioga	1,597,193	4,904	23,987	5,228
Union	5,862,853	18,242	26,083	6,197
Venango	1,275,221	3,948	18,310	4,027
Warren	1,196,736	3,757	13,671	3,145
Washington	9,267,728	28,394	44,939	10,030
Wayne	1,371,750	4,219	21,890	4,363
Westmoreland	7,663,939	23,480	51,726	11,853
Wyoming	883,780	2,754	10,655	2,401
York	10,616,397	32,384	57,450	13,088
Total	\$492,898,829	\$1,529,757	2,311,786	491,977

CONDITION OF THE STATE BANK OF INDIANA.

COMPARATIVE VIEW OF THE LIABILITIES AND RESOURCES OF THE STATE BANK OF INDIANA, 1847-51.

	LIABILITIES.			
	Nov., 1847.	Nov., 1848.	Nov., 1850.	Nov. 15, 1851.
Capital owned by the State... individuals.	\$968,054	\$982,404	\$1,008,604	\$1,006,604
“ “	1,114,820	1,100,506	1,074,346	1,076,403
Circulation	3,606,452	3,552,210	3,421,445	3,772,193
Individual deposits	555,774	452,625	556,433	630,036
Due to the State	134,200	81,646	46,231	42,035
Bank balances	34,545	82,293	112,175	123,817
Dividends unpaid	25,710	21,581	27,662	27,807
Funds to cover losses	453,444	527,800	750,678	806,914
Profit and loss	77,176	125,454	131,860	216,257
Balances between branches...	69,150	71,420	6,168	15,809
Total liabilities	\$7,039,324	\$6,997,937	\$7,135,602	\$7,717,875
	RESOURCES.			
Bills discounted	\$1,574,722	\$1,647,620	\$1,709,935	\$1,522,258
Bills of exchange	1,464,076	1,791,320	2,414,951	2,835,267
Suspended debt	460,115	442,600	270,213	264,102
Bank balances	1,081,195	227,040	148,861	499,736
Branch “	81,272	148,640	.....	.....
Real and personal estate	373,460	382,076	364,233	324,827
Funds <i>in transitu</i>	247,700	231,156	247,048	266,301
Sinking fund & Treas’y notes..	337,555	241,106	108,486	.....
Indiana and U. S. bonds	36,000	71,000	.....	.....
Notes of other banks	299,250	147,451	224,842	334,286
Coin on hand	1,083,980	1,273,896	1,197,880	1,245,408
Eastern Funds .....	.....	394,025	449,153	425,590
Total resources	\$7,039,324	\$6,997,937	\$7,135,602	\$7,717,875

FIRE INSURANCE IN GERMANY.

Fire insurance, in so far as the *private* companies, (*Die Privatversicherungs Gesellschaften*), are concerned, is fully established in Germany, and in its management, with respect to the insured, is carried on in a spirit of justice and liberality, and knowledge of affairs, found in few other countries. From the very active competition which exists amongst the native companies,—not to speak of foreign companies to which the

liberty of operation has been conceded,—it is almost generally taken advantage of by the population, with the exception only of the inhabitants of the chief towns in Austria; namely, Vienna, Prague, and Pesth; as also people of the fourth rank, being petty tradespeople, day-laborers, handicraftsmen, small cultivators of land, and cottagers; the first, because they are believed to dwell in fire-secure buildings; and the last, because, on account of their small property, the costs of insurance would come higher to their share than the just premiums, and they are impressed with the idea that they could not afford the outlay; neither does it happen that the companies seek to draw the latter to them, however great in other respects may be their hunting after insurance.

The condition of the German private insurance companies may in general be looked on as normal, though the pernicious custom “not to make the premium reserve dependent on a full and careful account, but on the close of the year to reserve an arbitrary sum,” is not yet laid aside by two of the companies.—*London Assurance Magazine*.

“CREDIT IS MONEY.”

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

DEAR SIR:—Observing an article on money by M. Chitti, published in the late number of your journal, I send you a copy of a letter addressed some time since to a distinguished statesman, in consequence of a previous conversation in which I asserted “credit to be money.” Of course I use the word credit in the financial acceptance.

Respectfully yours,

ROBERT HARE.

DEAR SIR.—In support of the opinion yesterday expressed to you that credit is money, I would urge that specie is money, only so far as it commands credit, or the belief of the holder that it will pass for a certain value. Obviously, credit, derived from *credo* (I believe) or *creditum*, (believed,) implies the belief entertained respecting the realization of a promise or expectation excited. Nothing can act as money which cannot create such an expectation as that above defined. I offered to pay a farmer for a quarter of veal with a quarter eagle; he objected; and only agreed to receive it upon my giving credit to it, which it previously wanted with him, by promising that if it did not pass, I would give him other money. He took the gold therefore, not because he trusted to it, but because he trusted *in me*. Of course he would have taken a bank note, under the same impression.

People are governed altogether by their knowledge and experience of the certainty with which anything, tendered them as good money, will be received as such in the market; and hence, bank notes are more readily taken in those parts of the country, where they are believed to be good, than gold coin of which the dealers concerned are not judges, while they have no means at hand of either testing or weighing.

A piece of coin might be made to resemble gold by alloying copper with platina, or a piece of platina plated with gold might be in circulation for ages, and would pass only by the credit it commanded. A goldsmith would be a loser who should buy it to melt up, but no person would lose by holding it as money, so long as its credit should be sustained by its fallacious exterior. Of course whenever any other substance, or substitute for specie, can produce the same credit as specie does, whether genuine or spurious, so as to produce in the holder the impression that it will pass, it will have equal competency to perform the part of good money.

If it be said, that in this respect confidence in the competency of gold is more likely to be sustained, is more durable, and that it has in this respect a peculiar universality, this is only proving that the best means of establishing a currency capable of producing durable and universal credit is to employ hard money. It may be said that *paper* money is more liable to lose its credit. This is an argument against the use of the paper money, but does not disprove that credit is money, since so long as the paper has credit it performs the office of money as well as coin, and passes in consequence of a qualification common to both, and when coin ceases to have credit, it ceases to be competent to perform the office of money.

Whenever a knowledge of the coinage and its mechanical qualities does not intuitively create confidence, whenever a resort must be had to assay, it becomes bullion, not money. It will then have no more value than the price of its metallic constituent in the form of an ingot.

Hence it strikes me that credit (embodied in a bank note, check, or draft) may act as money without the aid of specie, but that specie cannot act as money without the aid of credit.

The idea of the holders of notes generally, is not to exchange them for specie, the immediate idea is to pass them in payment of what they may owe, or as the price of what they may buy. Reference to specie is almost always ideal, as we refer to the digits to express *numbers* abstractly; when associated with silver or gold, they express both *number and value* abstractly. Ten dollars conveys an abstract idea as much as the No. 10. The digits are associated with these metals as they may be associated with the liquid or solid measurement in which an ideal resort to solidity or fluidity is made, in like manner.

If the precious metals are preferable as a means of interchange, it is only because they are the simplest and surest means of inspiring confidence, or creating credit, in other words, of creating and supporting the belief that they will pass in the market for their alleged value. Coin does not pass on account of its intrinsic value, but in consequence of the *belief* that it has an intrinsic value. *False* coin will pass better with *this belief*, than real coin *without it*.

But a piece of gold may be in circulation for a hundred years, without benefiting the holders by any of those metallic properties to which it owes its value. It will have done nothing for them which *good* bank notes would not have accomplished, whatever may be said of trade. Yet so long as paper passes for the value at which it is taken, those who thus receive and pay it away lose nothing.

It is the holder of a note *which depreciates while he holds it*, that suffers. A ten dollar bill which is taken for nine specie dollars is virtually a nine dollar note, and answers to the taker an equally good purpose.

CONDITION OF THE BANKS OF BOSTON.

CONDENSED STATEMENT OF THE CAPITAL, CIRCULATION, DEPOSITS, PROFITS, COIN, AND LOANS OF THIRTY BANKS IN BOSTON, AND ONE HUNDRED BANKS IN THE INTERIOR; FOR THE YEARS 1847-51.

	LIABILITIES.			
	Sept., 1848.	Sept., 1849.	Sept., 1850.	May, 1851.
Capital.....	\$2,985,000	\$34,630,011	\$36,925,050	\$33,265,000
Circulation.....	10,807,193	13,014,194	13,984,953	16,365,195
Circulation under \$5....	2,388,837	2,686,741	3,020,873	3,329,503
Profits on hand.....	3,737,434	3,011,996	4,627,660	3,824,608
Due other banks.....	4,083,650	4,720,816	6,549,930	*7,003,441
Deposits.....	8,094,970	9,875,317	11,176,827	12,969,775
Deposits on interest....	470,016	746,415	442,085	870,129
Total liabilities.....	\$62,567,100	\$68,685,490	\$76,727,378	\$82,627,651
	RESOURCES.			
Gold and silver.....	\$2,578,030	\$2,749,917	\$2,993,178	\$2,478,858
Real estate.....	1,073,116	1,126,162	988,236	998,214
Notes of other banks...	2,130,578	3,416,074	3,715,848	5,837,836
Notes out of the State..	206,240	321,077	332,673	397,951
Due from Banks.....	3,469,034	4,472,950	5,335,003	6,550,233
Total loans.....	53,110,102	56,599,310	63,330,024	66,341,109
Dorchester and M. B. loss.	.....	.....	32,416	23,450
Total resources.....	\$62,567,100	\$68,685,490	\$76,727,378	\$82,627,651

LONDON AND WESTMINSTER BANK.

We are indebted to JAMES WILLIAM GILBERT, Esq., the general manager of this bank, for an official copy of the report of the directors to the proprietors at the half-yearly meeting, January 21st, 1852, from which it appears that the net profits of the bank, during the last half-year, amount to £41,993 7s. 9d. Out of these profits the directors declared a dividend for the half-year at the rate of 6 per cent per annum, on the paid up capital of £1,000,000. They also, at the same time, declared a bonus of

* Including an error of \$1,520 in the statement of the Adams Bank.

eight shillings per share—being equal to 2 per cent on the capital. After these payments, the report shows a surplus fund amounting to £104,152.

Under the efficient management of Mr. Gilbert, this bank has attained a position second to no similar institution in Europe. The London and Westminster Bank, as we have before remarked, is the largest of its class in London, and second only in importance to the Bank of England.

The subjoined statement shows the debit and credit account, or condition of the bank on the 31st December, 1851:—

DEBTOR.

To proprietors for paid up capital.....	£1,000,000	0	0
To amount due by the bank for deposits, circular notes, &c.....	4,677,298	9	11
To rest or surplus fund.....	112,158	13	4
To net profits of the past half-year.....	41,893	7	9
Total	£5,831,450	11	0

CREDITOR.

By Government stock, exchequer bills, and India bonds.....	£1,054,018	10	0
By other securities, including bills discounted, loans to customers, &c.	4,123,485	4	5
By cash in hand.....	653,946	16	7
Total	£5,831,450	11	0

PROPERTY AND TAXES OF MARYLAND.

We are indebted to the Treasurer of the State of Maryland for an official copy of his annual report for the fiscal year ending first of From this report we derive the subjoined tabular statement:—

SHOWING THE ASSESSED VALUE OF REAL AND PERSONAL PROPERTY, WITH THE AMOUNT OF LEVY MADE THEREON, IN EACH SEPARATE COUNTY, AND BALTIMORE CITY, FOR THE YEAR 1851.

	Assessed value of property for 1851.	Amount of levy for 1851.	Specific Tax for 1851.
The Counties and Baltimore City.			
Allegany.....	\$3,949,216	\$9,873 04	\$111 15
Anne Arundel.....	5,754,769	14,386 92	.....
Howard.....	3,410,772	8,526 93	.....
Baltimore city.....	*70,305,140	175,762 85	.....
Baltimore county.....	*13,406,400	33,516 00	.....
Calvert.....	2,073,357	5,184 09	.....
Carroll.....	6,632,733	16,581 83	.....
Caroline.....	1,492,162	3,730 40	6 38
Charles.....	3,355,539	8,388 84	41 36
Cecil.....	5,248,415	13,121 01	200 79
Dorchester.....	4,131,535	10,328 83	.....
Frederick.....	18,193,276	45,483 19	413 50
Harford.....	4,799,076	11,997 76	.....
Kent.....	3,699,512	9,248 78	186 65
Montgomery.....	5,202,277	13,005 68	.....
Prince George's.....	9,400,791	23,501 97	.....
Queen Anne's.....	3,916,736	9,791 84	179 70
Somerset.....	3,354,735	8,386 84	116 62
Saint Mary's.....	3,869,908	9,674 77	.....
Talbot.....	4,422,683	11,056 70	170 07
Washington.....	11,728,660	29,321 65	.....
Worcester.....	3,540,396	8,850 99	.....
Total.....	\$191,838,088	\$479,720 91	\$1,426 22

* From the counties thus marked, no returns have been received, they are from returns of former years.

THE BRITISH POST OFFICE PACKET SERVICE.

A Parliamentary paper just issued shows the estimate for the Post Office packet service for the coming year as compared with that for the twelve months which will terminate on the 5th of April. The increase in the amount of contracts is £98,135, caused chiefly by the new lines for Ireland, Brazil, and the Cape. On the other hand there is a diminution of £52,875 in the expense of Queen's vessels employed, so that the total augmentation is limited to £45,260. The total amount for 1850-51 was £764,236; for 1851-2, £809,496.

PUBLIC LOANS OF PENNSYLVANIA.

STATEMENT SHOWING THE SEVERAL LOANS OF THE COMMONWEALTH—THEIR RATES PER CENT INTEREST—PERIODS WHEN REIMBURSABLE—AND AMOUNTS, AS THEY SEVERALLY STOOD ON THE 1ST DAY OF DECEMBER, 1851—FROM THE OFFICIAL REPORT OF THE AUDITOR-GENERAL.

Loans, &c.		Rate of int.	Reimbursable.	Amount.
Stock loan per act of	April 2, 1821....	6	June 1, 1841	\$20,322 99
"	April 1, 1826....	5	Decem. 1, 1846	286,760 31
"	April 9, 1827....	5	Decem. 1, 1850	988,202 42
"	March 24, 1828....	5	Decem. 1, 1853	1,973,154 86
"	Dec. 18, 1828....	5	January 1, 1854	770,903 97
"	April 22, 1829....	5	Decem. 1, 1854	2,146,529 83
"	Dec. 7, 1829....	5	Bank chart'r loan	50,000 00
"	March 13, 1830....	5	March 4, 1853	3,977,805 89
"	March 21, 1831....	5	July 1, 1856	2,437,161 06
"	March 28, 1831....	5	March 28, 1861	118,300 00
"	March 30, 1831....	5	July 1, 1856	294,029 43
"	March 30, 1832....	5	July 1, 1860	2,283,950 37
"	April 5, 1832....	5	July 1, 1860	298,436 06
"	Feb. 16, 1833....	5	July 1, 1858	2,516,195 06
"	March 1, 1833....	4½	April 10, 1863	198,200 00
"	March 27, 1833....	5	July 1, 1858	528,232 06
"	April 5, 1834....	5	July 1, 1862	2,243,711 91
"	April 13, 1835....	5	July 1, 1865	949,604 98
"	Jan. 26, 1839....	5	July 1, 1859	1,162,201 49
"	Feb. 9, 1839....	5	July 1, 1864	1,239,931 32
"	March 16, 1839....	5	July 1, 1864	91,851 79
"	March 27, 1839....	5	July 1, 1863	467,125 43
"	June 7, 1839....	5	August 1, 1859	47,798 10
"	June 27, 1839....	5	June 27, 1864	1,115,505 17
"	July 19, 1839....	5	July 1, 1863	2,043,641 77
"	Jan. 23, 1840....	5	January 1, 1865	826,550 18
"	April 3, 1840....	5	August 1, 1864	810,943 37
"	June 11, 1840....	5	July 1, 1870	1,907,763 98
"	Jan. 16, 1841....	6	August 1, 1846	800,000 00
"	March 4, 1841....	6	July & Nov. 1847	22,335 06
Loan (relief)	May 4, 1841....	0	May 4, 1846	650,163 00
Stock loan	May 5, 1841....	5	Bank ch't'r loans	526,791 06
"	May 6, 1841....	6	June 1, 1846	909,677 01
Int. certifiets	July 27, 1842....	6	August 1, 1843	30,624 69
"	March 7, 1843....	6	August 1, 1846	58,133 14
Stock loan	April 29, 1844....	5	March 1, 1849	53,861 90
Int. certifiets	May 31, 1844....	5	August 1, 1846	61,473 99
Stock loan	April 16, 1845....	5	August 1, 1855	4,478,040 26
"	Jan. 22, 1847....	5	Bank ch't'r loans	69,500 00
"	April 11, 1848....	6	April 11, 1853	161,688 45
Inc. Pl. loan	April 10, 1849....	6	April 10, 1879	400,000 00
Total.....				\$40,017,102 36

The loan per act of 20th April, 1846, for the construction of the outlet lock at Wells Falls (originally \$20,000, and now amounting to \$12,500) is not embraced in the foregoing table, for the reason that the faith of the Commonwealth is not pledged for its

redemption. It is payable out of a fund arising from tolls on boats passing through said lock, and in that fund there was, on the 1st of December, 1851, applicable to a further payment of the principal and interest of said loan, the sum of \$3,620 53.

The loans over due, as well as those becoming due, may be thus stated, viz:—

Amount over-due and unprovided for				\$3,081,159 69
When reimbursable.		When reimbursable.		
1853	\$2,134,848 31	1864		3,258,231 65
1854	2,917,433 80	1865		1,776,155 16
1855	4,478,040 26	1868		2,510,767 20
1856	2,781,190 49	1870		1,907,763 98
1858	7,022,233 01	1879		400,000 00
1859	1,209,999 59	Amount of b'k charter &		
1860	2,582,386 43	oth. loans provided for		1,446,685 88
1861	118,300 00			
1862	2,243,711 91	Total		\$4,017,102 86
1863	198,200 00			

PUBLIC DEBT OF PENNSYLVANIA.

STATEMENT SHOWING THE INDEBTEDNESS OF THE COMMONWEALTH OF PENNSYLVANIA ON THE 1ST DAY OF DECEMBER, 1851—DERIVED FROM THE REPORT OF THE AUDITOR-GENERAL.

Funded debt, viz:—

6 per cent loans	\$2,314,023 51	
5 per cent loans	36,704,484 03	
4½ per cent loans	198,200 00	
Total funded debt		\$29,216,707 54

Unfunded debt, viz:—

Relief notes in circulation	\$650,163 00	
Interest certificates outstanding	150,231 82	
Ditto unclaimed	4,448 38	
Int. on outstand'g & uncl'm'd certificates, when funded	9,752 91	
Domestic creditors	82,932 74	
Total unfunded debt		\$897,528 85

Total public debt

\$40,114,236 39

By the 55th section of the act of 15th April, 1851, the State Treasurer was authorized to borrow, on temporary loan, \$98,000, to be applied to improving the curves on the Columbia Railroad. This was done. But as the amount is reimbursable out of the proceeds of the sale to the Reading Railroad Company, of the Schuylkill viaduct and the railroad leading therefrom to the city of Philadelphia, and is a mere anticipation of some of the instalments from that company, it is not embraced in the above statement, nor in the table of loans.

COINAGE OF THE MINT AT DAHLONEGA.

The coinage at the Branch Mint at Dahlonega, for 1851, was as follows:—

	Pieces.	Value.
Half eagles	62,710	\$313,550
Quarter eagles	11,264	28,160
Gold dollars	9,882	9,882
Total	83,856	\$351,592

The deposits of gold for the year were:—

From California	\$214,072 50	Promiscuous	\$950 56
From South Carolina	3,236 03	From Georgia	154,722 96
From Alabama	2,104 72		
From Tennessee	2,250 60	Total	\$379,308 53
From North Carolina	1,971 21		

COINAGE OF THE NEW ORLEANS MINT IN 1851.

We give below a statement, derived from the officers of the Mint, of the deposits and coinage at that establishment for the year ending January 1, 1852 :—

STATEMENT OF THE DEPOSITS AND COINAGE AT THE BRANCH MINT, NEW ORLEANS, DURING THE YEAR 1851.

DEPOSITS.

Gold, of which \$3,769,682 45 was from California	\$8,928,060 51
Silver, of which \$60,600 54 parted from California gold	96,560 55
Total deposits	\$9,124,621 06

GOLD COINAGE.

	Pieces.	Value.
Double eagles	315,000	\$6,300,000
Eagles	263,000	2,630,000
Half eagles	41,000	205,000
Quarter eagles	148,000	370,000
Gold dollars	290,000	290,000
Total gold coinage	1,057,000	\$9,795,000

SILVER COINAGE.

Half dollars	402,000	\$201,000
Quarter dollars	88,000	22,000
Dimes	400,000	40,000
Half dimes	860,000	43,000
Three-cent pieces	720,000	21,600
Total silver coinage	2,470,000	\$327,600
Total coinage	3,527,000	\$10,122,600

By reference to the above statement, it will be observed that the amount coined exceeds that of deposits by nearly one million of dollars.

DEBT AND FINANCES OF MICHIGAN.

The funded and fundable debt of the State not yet due is as follows :—

General fund bonds, due May, 1856	\$100,000 00
University bonds, due July, 1858	100,000 00
Detroit and Pontiac Railroad bonds, due July, 1858	100,000 00
Penitentiary bonds, due January, 1859	20 000 00
Ditto, 1860	40,000 00
Full paid \$5,000,000 loan bonds, due January, 1863	180,000 00
Adjusted bonds, due January, 1863	275,732 83
Internal Improvement warrant bonds, due January, 1870	234,200 00
Total	\$1,049,932 83

The part paid of the \$5,000,000 loan bonds outstanding, will, if funded previous to January, 1853, amount to	1,503,336 30
Bonds issuable for outstanding internal improvement warrants, say	15,000 00

Making the total funded and fundable debt not yet due

\$2,568,269 13

The amounts due the educational funds are considered permanent loans, and will probably so remain—at least until the other portion of the State indebtedness shall have been cancelled.

Amount due primary school fund	\$238,252 18
Amount due university fund	22,608 39
Amount due Normal school endowment fund	2,220 06

Total due educational funds

\$263,080 53

FUNDED DEBTS OF MARYLAND.

We compile from the annual report of the Treasurer of the State of Maryland, for the fiscal year ending December 1st, 1851, to the General Assembly of Maryland, the following statement of "Funded Debts contracted by the State, as of 1st December, 1851:"—

	Debts.		Amount.
6	per cent debt, 1835.....	\$30,000	00
6	" " 1843.....	30,000	00
6	" " 1845.....	81,984	15
6	" " 1846.....	21,705	52
			<i>a</i> \$163,689 67
5	" " 1821.....		630,000 00
5	" " 1821.....	\$27,947	30
5	" " 1826.....	30,000	30
5	" " 1834.....	20,000	00
6	" " 1836.....	20,000	00
			<i>c</i> 97,947 30
5	" " 1842.....		<i>d</i> 3,000 00
			\$294,636 97
5	" " 1827.....	\$256,189	
5	" " 1830.....	115,811	
5	" " 1833.....	125,000	
		\$497,000 00	
5	per cent sterling debt, 1838.....	3,200,000	00
			<i>e</i> 3,697,000 00
5	per cent currency debt, 1833.....		<i>f</i> 500,000 00
5	" " 1827..	\$262,500	
5	" " 1830..	234,500	
		\$497,000 00	
5	" " 1833.....	125,000	00
6	" " 1834.....	2,000,000	00
6	" " 1835.....	35,000	00
5	" sterling debt, 1838.....	3,162,222	22
5	" " 1838.....	1,375,000	00
			<i>g</i> 7,194,222 22
4½	" currency debt, 1830.....	\$100,000	00
6	" " 1834.....	1,000,000	00
3	" " 1837.....	500,000	00
5	" " 1838.....	88,710	97
6	" " 1839.....	543,334	34
			<i>h</i> 2,232,045 31
5	" sterling debt, 1838.....	\$60,000	00
6	" currency debt, 1839.....	160,000	00
			<i>i</i> 220,000 00
5	" sterling debt, 1838.....		<i>j</i> 1,000,000 00
5	" " 1838.....	\$60,000	00
5	" currency debt, 1839.....	81,463	77
6	" " 1841.....	11,300	37
			<i>k</i> 152,764 14
Total.....			\$15,290,668 64

a For account of the State's Tobacco Warehouses in Baltimore. *b* For the service of the Medical Department of the Baltimore University. *c* For the service of the Maryland Penitentiary. *d* For account of the Washington Monument in Baltimore. *e* For account of the Baltimore and Ohio Railroad. *f* For account of the Baltimore and Washington Railroad. *g* For account of the Chesapeake and Ohio Canal. *h* For account of the Baltimore and Susquehanna Railroad. *i* For account of the Annapolis and Elk-Ridge Railroad. *j* For account of the Susquehanna and Tide Water Canals. *k* For account of the Eastern Shore Railroad.

FINANCES OF THE UNITED STATES.

RECEIPTS AND EXPENDITURES OF THE UNITED STATES, EXCLUSIVE OF TRUST FUNDS, FROM OCTOBER 1, TO DECEMBER 31, 1851.

TREASURY DEPARTMENT, REGISTER'S OFFICE, JANUARY 30, 1852.

RECEIPTS.

From customs.....	\$9,601,509 40
Sales of public lands.....	589,043 82
Incidental sources.....	34,289 02
Loan of 1847, (treasury notes funded).....	3,400 00
Total.....	\$10,228,242 24

EXPENDITURES.

Civil, miscellaneous, and foreign intercourse.....	\$4,809,656 94
Pensions.....	\$163,246 67
Indian affairs.....	1,604,598 84
	1,768,845 51
Army proper, &c.....	\$1,925,277 78
Fortifications, armories, &c.....	332,742 66
	2,258,020 44
Navy.....	2,604,509 37
Interest, &c., on public debt and treasury notes.....	1,813,290 33
Reimbursement of treasury notes.....	3,550 00
Redemption of stock loan of 1847.....	1,070,450 00
Redemption of stock loan of 1843.....	445,637 50
Premium and commission on purchase of stock loan of 1847.....	167,999 55
Premium and commission on purchase of stock loan of 1843.....	2,063 87
Total.....	\$14,943,023 51

EARLY CURRENCY IN MAINE.

Long before any permanent settlements were made on the shores of Maine, there was an extensive Commerce carried on with the Indians of that territory by the fleets which annually came from Europe for fish and peltry. In such intercourse, cash was scarcely known. The natives were ready to barter large amounts of skins for beads, knives, hatchets, and blankets, and especially for tobacco, powder, shot, guns, and strong water. Philanthropists, who desired the highest welfare of the red man, and sought to bring him under the salutary restraints of the Gospel, according to the professed purpose of every charter for American colonies, perceived that the most of such merchandise tended to demoralize and render him a dangerous neighbor. They petitioned and obtained restrictions. Their benevolent action, as usual in attempts to suppress gainful but deleterious customs, caused much excitement among the numerous traders, who set more by their own interest than they cared for others' ruin.

The article of peltry, so abundantly offered by the natives and so eagerly sought by foreigners, was received and passed as cash by the colonists.

Another commodity, adopted by them from the aborigines, for a similar end, was wampum. This was brought from Manhadoes, afterwards New York, on a voyage thither in 1628. It is thus described by Governor Bradford:—"That which in time turns most to our advantage is, their now acquainting and entering us into the trade of wampum. By which and provisions, we quite cut off the trade both from the fishermen and straggling planters. And strange it is, to see the great alteration it in a few years makes among the savages. For the Massachusetts and others, in these parts, had scarce any, it being only made and kept among the Pequots and Narragansetts, who grew rich and potent by it; whereas the rest, who use it not, are poor and beggarly." Here we have the position, long assumed by the great body of the civilized, that a circulating medium, aside from the fruits of the field and of the chase, tends to enrich and strengthen a people, confirmed by the experience of men in a state of nature.

Roger Williams, in his observations on such money of the New England Indians, gives the succeeding account:—"Their own is of two sorts, one white, which they make of the stem or stock of the periwinkle, when all the shell is broken off; and of

this sort, six of their small beads, which they make with holes to string their bracelets, are current with the English for a penny. The second is black, inclining to blue, which is made of the shell of a fish, which some English call hens—poquaboek; and of this sort, three make an English penny. One fathom of this their stringed money is worth five shillings."

UNITED STATES TREASURER'S STATEMENT, JANUARY 26, 1852.

TREASURER'S STATEMENT, SHOWING THE AMOUNT AT HIS CREDIT IN THE TREASURY, WITH ASSISTANT TREASURERS AND DESIGNATED DEPOSITARIES, AND IN THE MINT AND BRANCHES, BY RETURNS RECEIVED TO MONDAY, JANUARY 26, 1852, THE AMOUNT FOR WHICH DRAFTS HAVE BEEN ISSUED BUT WERE THEN UNPAID, AND THE AMOUNT THEN REMAINING SUBJECT TO DRAFT. SHOWING, ALSO, THE AMOUNT OF FUTURE TRANSFERS TO AND FROM DEPOSITARIES, AS ORDERED BY THE SECRETARY OF THE TREASURY.

	Amount on deposit.	Drafts heretofore drawn but not yet paid, though payable.	Amount subj. to draft.
Treasury of United States, Washington...	\$187,834 90	\$14,487 57	\$173,347 33
Assistant Treasurer, Boston, Mass.	650,850 67	68,600 08	582,250 59
Assistant Treasurer, New York, N. Y.	1,561,850 85	238,564 95	1,323,285 90
Assistant Treasurer, Philadelphia, Pa.	687,109 06	57,282 99	629,826 07
Assistant Treasurer, Charleston, S. C.	111,458 18	34,567 70	76,890 48
Assistant Treasurer, New Orleans, La. ...	405,162 50	244,924 83	160,237 67
Assistant Treasurer, St. Louis, Mo.	525,514 52	78,864 60	446,649 92
Depositary at Buffalo, New York.	108,767 73	513 35	108,254 38
Depositary at Baltimore, Maryland.	35,062 19	5,940 61	29,121 58
Depositary at Richmond, Virginia.	20,958 96	637 00	20,321 96
Depositary at Norfolk, Virginia.	118,385 04	54,994 14	63,390 90
Depositary at Wilmington, North Carolina.	2,024 63	2,024 63	.....
Depositary at Savannah, Georgia.	55,375 67	2,228 00	53,147 67
Depositary at Mobile, Alabama.	41,345 03	5,762 84	35,582 19
Depositary at Nashville, Tennessee.	40,346 14	1,602 72	38,743 42
Depositary at Cincinnati, Ohio.	19,603 38	1,765 75	17,837 63
Depositary at Pittsburg, Pennsylvania.	1,624 87	1,487 51	187 36
Depositary at Cincinnati, (late).	3,301 37	.....	3,301 37
Depositary at San Francisco.	549,391 09	345,662 75	203,728 34
Depositary at Little Rock, Arkansas.	38,242 71	9,775 76	28,466 95
Depositary at Jeffersonville, Indiana.	65,066 55	17,402 69	47,663 86
Depositary at Chicago, Illinois.	53,446 09	6,452 52	46,993 57
Depositary at Detroit, Michigan.	51,568 44	10,123 68	41,444 76
Depositary at Tallahassee, Florida.	17,873 56	4,315 00	13,558 56
Suspense account. \$2,486 66	.....	2,486 66	.....
Mint of the U. S., Philadelphia, Penn.	5,684,690 00	.....	5,684,690 00
Branch Mint of U. S., Charlotte, N. C.	32,000 00	.....	32,000 00
Branch Mint of U. S., Dahlonega, Ga.	26,850 00	.....	26,850 00
Branch Mint of U. S., New Orleans, La.	960,000 00	200,000 00	760,000 00
Total.	12,055,704 13	1,410,418 13	10,647,772 46
Deduct suspense account. ....	.....	.....	2,486 66
			\$10,645,285 80
Add difference in transfers.			1,481,460 00
Net amount subject to draft.			\$12,126,745 80
Transfers ordered to Treasury of the United States, Washington.			\$360,000 00
Transfers ordered to Assistant Treasurer, New York.			400,000 00
Transfers ordered to Assistant Treasurer, New Orleans, Louisiana.			575,000 00
Transfers ordered to Assistant Treasurer, St. Louis, Missouri.			50,000 00
Transfers ordered to Depositary at Norfolk, Virginia.			120,000 00
			\$1,505,000 00
Transfers ordered from Mint of the United States, Philadel., Pa..			23,540 00

COMMERCIAL STATISTICS.

IMPORTS AT NEW YORK.

The imports at New York, of the under-mentioned articles, for the three years past, from January 1, to December 31, have been as follows:—

Articles.	Foreign.	Coastwise.	Total.	Total.
	1851.	1850.	1851.	1850.
Brandy..... hf. pipes	13,970	381	14,351	17,327
Brandy..... qr., casks, bbls.	33,340	560	33,900	30,796
Coal..... tons	57,896	....	57,896	80,054
Cochineal..... cases	2,196	3	2,201	1,350
Cocoa..... bags	8,182	1,442	9,624	11,514
Coffee.....	495,012	62,331	557,343	382,986
Cotton..... bales	930	456,637	457,567	451,164
Duck.....	470	230	700	772
Duck..... pieces	2,710	11,237	13,947	7,687
Earthenware..... cts., & casks	39,427	127	39,554	34,579
Figs..... drums	191,537	77,850	268,887	119,298
Gin..... pipes	4,987	13	5,000	3,643
Hemp..... bales	41,645	19,476	61,121	63,773
Hemp..... tons	1,289	112	1,401	749
Hides..... bales	772	326	1,098	692
Hides..... No.	1,132,154	203,628	1,335,782	1,436,070
Iron, bar..... tons	51,478	1,227	52,405	54,746
Iron, pig.....	50,138	3,680	53,818	43,089
Iron..... bbls.	673,380	6,207	679,587	506,223
Indigo..... cases	1,772	286	2,058	1,949
Indigo..... ceroons	729	3	732	1,426
Lead..... pigs	310,453	176,538	486,996	443,931
Molasses..... hhds.	72,972	12,650	85,622	68,816
Molasses..... tierces	4,402	1,247	5,649	5,645
Molasses..... bbls.	4,130	39,797	43,927	46,320
Olive Oil..... casks	1,414	....	1,414	709
Olive Oil..... boxes & bkts.	26,805	152	26,957	60,146
Pepper..... bags	....	5,684	5,684	61,087
Pimento.....	13,292	2,004	15,296	12,857
Rags..... bales	25,894	3,844	29,738	34,218
Raisins..... casks	24,243	1,035	25,278	9,310
Raisins..... boxes	460,677	32,041	492,718	363,293
Raisins..... drums	2,076	960	3,036	2,095
Rice..... tierces	....	42,433	42,433	40,717
Rum..... puncheons	1,176	81	1,257	1,821
Salt..... bushels	2,269,590	10,180	2,279,770	1,986,570
Saltpetre..... bags	46,952	5,687	52,640	13,521
Sugar..... hhds.	126,019	21,448	147,467	116,848
Sugar..... tierces	1,666	58	1,724	1,311
Sugar..... bbls.	8,089	36,268	44,357	35,019
Sugar..... boxes	189,499	3,599	193,098	132,814
Sugar..... bags	155,076	13,733	168,809	61,260
Tin..... slabs	11,951	8,544	20,495	39,689
Tin..... plates & bxs.	314,643	1,000	315,643	275,527
Tobacco..... hhds.	252	14,827	15,079	16,391
Tobacco..... bales, &c.	27,222	428	27,650	27,873
Wines..... butts & pipes	1,371	2	1,373	3,518
Wines..... hhds. & hf. pipes	17,279	401	17,680	16,655
Wines..... quarter casks	42,040	917	42,957	49,221
Wines..... bbls.	9,371	720	10,091	11,936
Wines..... boxes	69,774	1,514	71,288	49,584
Wool..... bales	39,166	10,692	49,858	34,133

THE TOBACCO TRADE.

From the annual circular of Messrs. Charles D. De Ford & Co., of Baltimore, dated February 2, 1852, we compile the following statement of the tobacco trade in that city and for the United States:—

STATEMENT OF MANUFACTURED TOBACCO.

	Stock in factors' hands.	Receipts.	Stock for the year.	Sales.
January 1, 1848 .....packages	17,000	54,000	71,000	48,000
1849.....	23,000	46,000	69,000	60,000
1850.....	9,000	50,000	59,000	47,000
1851.....	12,000	51,000	63,000	50,000
1852.....	13,000	.....	.....	.....

The stock of manufactured tobacco in factors' hands in Baltimore, at the above date, it will be seen, is 1,000 packages *more* than at the same time last year, and *less* by 1,800 packages than the average for the past five years.

The following list presents the extreme prices of manufactured tobacco last year and at this date, which are *nominal*:—

Fancy ...lb. lumps	Unchanged.	Fine 5's & 8's..lb. l'ps	28 a 30 to 19 a 22c.
Extra	30 a 35 to 25 a 30c.	Good 5's & 8's.. lump	20 a 25 to 14 a 17c.
Fine	28 a 30 to 20 a 25c.	Common 8's.....	18 a 20 to 10 a 13c.
Good.....	23 a 28 to 15 a 20c.	Com. 16's, 18's, & 20's	15 a 16 to 9 a 10c.
Common.....	19 a 22 to 10 a 12c.		

The stock of manufactured tobacco in factors' hands in the United States, at this date, may be safely estimated at 70,000 packages, and is not well assorted to meet the spring trade.

The gradual decline in the price of manufactured tobacco has deterred dealers, for several months past, from purchasing more than sufficient to fill their orders, and we do not think they will alter their course before the autumn trade. In the unsettled condition of the market, stocks must increase in factors' hands, and may have an unfavorable influence on prices, as in 1848 and 1849.

We do not consider the quantity of manufactured tobacco from 30,000 hhds. of Virginia tobacco more than adequate to meet the wants of the various markets, and leave the necessary stock in factors' hands at the close of the year.

After a full review of the markets in this country and Europe, with a comparison of the *stocks* of leaf and manufactured tobacco—the probable crops to come into the market, and the consumption—we are induced to express our opinion that the downward tendency of those articles is not justified by the *actual* condition of the markets, or by the facts which alone should govern prices.

INSPECTIONS OF LEAF TOBACCO.

Amount of tobacco on hand in warehouses in Baltimore and on shipboard, January 1, 1851.....	hhds.	10,617
Amount insp eted, 1851.....		42,742
Stocks by inspections.....		53,359
Received from Dist. of Colum., not inspected here, but included in shipm'ts		657
Shipped to foreign ports, 1851.....		34,124
Shipped coastwise and for home consumption, 1851.....		2,548
Total.....		37,329
On hand January 1st, 1852.....		16,030
The kinds inspected during the year 1851:—		
Maryland.....	hhds.	25,013
Ohio.....		16,798
Kentucky.....		878
Pennsylvania.....		53
Virginia.....		
Total.....		42,742

The shipments to foreign ports for 1851, are as follows:—

Bremen	hhds. 12,654	Russia	hhds. 602
Rotterdam	9,694	Hamburg	175
Amsterdam	4,154	West Indies	166
France	*2,327	Africa	24
Spain	1,158		
Austria	1,850	Total	34,124
England	1,320		

TABLE OF LEAF TOBACCO INSPECTIONS IN BALTIMORE, FOR THE LAST FIVE YEARS.

Years.	Maryland.	Ohio.	Ky. & oth. kinds.	Total.
1847	hhds. 34,580	15,219	772	50,571
1848	23,490	9,702	703	33,906
1849	30,689	13,664	1,248	45,601
1850	27,085	13,965	783	41,833
1851	25,013	16,798	931	42,742
Average for past 5 yrs.	28,171	13,869	887	42,930

EXPORTS OF LEAF TOBACCO FROM THE PORT OF BALTIMORE FOR THE LAST FIVE YEARS.

Years.	Bremen.	Rotterdam.	Amsterdam.	France.	Other placés.	Total.
1847	hhds. 22,967	7,819	11,388	9,413	1,895	53,482
1848	12,787	7,910	3,103	4,959	131	38,890
1849	18,821	13,783	8,725	9,562	1,033	51,924
1850	15,864	7,814	5,973	8,177	6,540	44,368
1851	12,654	9,694	4,154	2,327	5,292	34,124
Average for past 5 yrs.	16,018	9,404	6,668	6,887	2,978	44,557

STATEMENT OF LEAF TOBACCO.

Stocks of leaf tobacco in Europe, December 31st, 1851	hhds. 61,000
Ditto in United States, December 31st, 1851.....	38,000
Total stock in hand December 31st, 1852.....	99,000

Estimate for the crop to come in 1852, as follows, viz:—

Maryland and Ohio.....	hhds. 40,000
Virginia.....	39,000
Kentucky and other Western States.....	75,000
Total crop.....	154,000

Total stock for 1852.....	253,000
Consumption of Europe for 1852.....	hhds. 120,000
Consumption of the United States—Maryland Ohio.....	5,000
Ditto, Virginia	28,000
Ditto, Kentucky.....	18,000
Total	51,000

Total	171,000
Stock in Europe and in the United States, January 1st, 1852.....	32,000

By reference to our circular of last year, it will be seen that our estimate of the whole crop of tobacco in the United States for the year 1851, was 128,000 hhds., and is about the quantity produced, although the *actual* inspections amount to 138,000 hhds., including all the tobacco *reinspected*. It will be observed that at this date there remain in first hands less by 9,000 hhds. in Europe, and 2,000 hhds. in the United States, than at the commencement of 1851.

The demand for chewing tobacco in the United States, manufactured from Virginia leaf tobacco, is increasing, and has this year reduced the exports from Virginia to 4,420

* Including 350 hogsheads shipped via New York.

hhds., and the entire crop, in a few years, will be required for the home manufacturers. It is worthy of remark, that, in consequence of the gradual advance in the price of Virginia manufactured tobacco, they have begun in the Western States to manufacture out of Kentucky and Missouri leaf. Virginia manufactured tobacco will be found, throwing out of view extreme prices resulting from a peculiar state of the market, to have gradually and regularly advanced in price since 1830. From 5,000 to 10,000 hhds. of Kentucky and Missouri leaf are required by the manufactories in the Western States for chewing tobacco, about half of which is of the finest grade.

SUGAR TRADE OF THE UNITED STATES.

For the subjoined statement of imports, exports, stocks, and consumption of sugar, from 1st of January, 1801, to 31st December, 1851, we are indebted to the New York *Shipping List*:—

RECEIPTS OF FOREIGN, FROM 1ST JANUARY, 1851, TO 31ST DECEMBER, 1851.

	Hhds. & tcs.	Barrels.	Boxes.	Bags.	Cases.
At New York	127,667	8,257	188,411	154,954	303
Boston	11,571	1,223	32,906	88,126	....
Philadelphia	27,648	5,085	34,971	53,907	....
Baltimore	17,044	2,542	3,597	8,310	....
New Orleans	350	....	28,619	....	1,683
Other ports	6,168	321	11,071	5,320	....
Total receipts in United States	190,448	17,427	349,575	310,617	1,986
Add stock at all the ports, Jan. 1, 1851	3,525	....	20,261	7,102	....
Total supply	193,973	17,427	369,836	317,719	1,986
Deduct export from all the ports in 1851	2,951	2,904	6,542	1,344	....
	191,022	14,523	363,294	316,375	1,986
Deduct stock at all the ports, Jan. 1, '52	9,367	....	31,446	27,425	303
Total consumption of foreign	181,655	14,523	331,848	288,950	1,683
Or about				tons	201,405
Add crop of 1850-51, Louisiana, Texas, &c., the bulk of which came to market in 1851, and assuming the stock, 1st of January, each year, to be equal				tons	120,331
Would make the total consumption in the United States, from January 1, 1851, to December 31, 1851				tons	321,736
Consumption of foreign in 1850					160,210
Add crop of Louisiana, Texas, Florida, &c., 1849-50					141,592
Would make the total consumption of 1850					301,802
Excess in 1851					19,934

STOCK 1ST OF JANUARY.

Ports.	1852.				1851.		
	Hhds. &c.	Bxs.	Bags.	Cases.	Hhds. &c.	Bxs.	Bags.
At New York	4,141	13,512	26,105	303	1,213	8,835	3,798
Boston	774	10,013	....	....	400	7,514	3,054
Philadelphia	1,852	7,541	1,320	....	1,287	2,900	250
Baltimore	250	....	....	....	600	....	....
New Orleans .....	....	....	....	....	....	700	....
Other ports	350	400	....	....	425	312	....
Total stock	9,367	31,466	27,425	303	3,525	20,261	7,102

The above statement we believe to be a correct exhibit of the quantity of raw, clayed, &c., sugar, taken from the ports for consumption in the country. It will be observed, we do not include the receipts of European refined sugar, being unable to

obtain any reliable data for them, and we do not embrace in our exports any foreign or domestic refined sugar, having confined ourselves wholly to the descriptions noticed. The quantity of sugar made here from molasses is large, and the production of the maple tree the last season is estimated at 17,500 tons.

PRICES OF COTTON IN LIVERPOOL IN 1851.

For the subjoined statement of the quotations of cotton wool in Liverpool, at the close of each week in the year 1851, we are indebted to George Holt & Co., Cotton Brokers, Liverpool. We also annex, from the same reliable source, the weekly amount of sales, and proportion on speculation at the close of each week.

JANUARY.				
	10th.	17th.	24th.	31st.
Upland, fairpence	7½ a 7¾	7½ a 7½	7½ a 7½	7½ a 7½
New Orleans, fair	8½ 8½	7½ 8	7½ 8	7½ 7½
Sea Island	10½ 20	10½ 20	10½ 20	10½ 20
Pernambuco	8 9	8 9	8 9	8 9
Maranham	7½ 8½	7 8½	7 8½	7 8½
Egyptian	7½ 11	7 11	7 11	7 11
Surat	4 6½	4 6½	4 6½	4 6½
West India	6 8½	6 8½	6 8½	6 8
Amount of salesbales	28,760	21,100	23,630	26,540
Proportion on speculation	1,590	1,920	1,250	2,290

FEBRUARY.				
	7th.	14th.	21st.	28th.
Upland, fairpence	7½ a 7½	7 a 7½	7 a 7½	7½ a 7½
New Orleans, fair	7½ 7½	7½ 7½	7½ 7½	7½ 7½
Sea Island	10 20	10 20	10 20	10 20
Pernambuco	7½ 8½	7½ 8½	7½ 8½	7½ 8½
Maranham	7 8½	7 8½	7 8½	7 8½
Egyptian	7 11	7 10½	7 10½	7 10½
Surat	4 6½	4 6½	4 6½	4 6½
West India	6 8	6 8	6 8	6 8
Amount of salesbales	23,350	24,700	33,640	39,460
Proportion on speculation	1,720	1,890	5,430	9,810

MARCH.				
	7th.	14th.	21st.	28th.
Upland, fairpence	7½ a 7½	7½ a 7½	7½ a 7½	7½ a 7½
New Orleans, fair	7½ 7½	7½ 7½	7½ 7½	7½ 7½
Sea Island	10 20	10 20	10 20	10 20
Pernambuco	7½ 8½	7½ 8½	7½ 8½	7½ 8½
Maranham	7 8½	7 8½	6½ 8½	6½ 8½
Egyptian	7 10½	7 10½	7 10½	7½ 10½
Surat	4 6½	4 6½	4 6½	3½ 6½
West India	6 8	6 8	6 8	6 8
Amount of salesbales	35,640	31,180	42,630	47,710
Proportion on speculation	6,560	2,990	10,100	14,360

APRIL.				
	4th.	11th.	17th.	25th.
Upland, fairpence	7½ a 7½	7½ a 7½	7 a 7	6½ a 6½
New Orleans, fair	7½ 7½	7½ 7½	7½ 7½	7½ 7½
Sea Island	10 20	10 20	10 20	10 20
Pernambuco	7½ 8½	7½ 8½	7½ 8½	7½ 8½
Maranham	6½ 8½	6½ 8½	6½ 8½	6½ 8½
Egyptian	7 10½	7 10	7 10	7 10
Surat	3½ 6½	3½ 6½	3½ 6½	3½ 6½
West India	6 8	6 8	6 8	6 8
Amount of salesbales	37,380	28,600	25,400	28,770
Proportion on speculation	4,420	1,600	2,560	2,700

MAY.

	2d.	9th.	16th.	23d.	30th.
Upland, fair.....pence	6½ a 6⅝	6 a 6½	5½ a 5⅞	5½ a 5⅞	5½ a 5⅞
New Orleans, fair.....	6⅞ 7	6⅞ 6⅞	6½ 6⅞	6⅞ 6½	6⅞ 6½
Sea Island.....	10 20	10 20	10 20	10 20	9 20
Pernambuco.....	7½ 8½	7½ 8½	7 8½	7 8½	7 8½
Maranham.....	6⅞ 8⅞	6½ 7⅞	6½ 7⅞	6½ 7⅞	6½ 7⅞
Egyptian.....	7 10	6⅞ 10	6½ 10	6 10	6 10
Surat.....	3¼ 5⅞	3 5⅞	3 5⅞	2½ 5¼	2½ 5¼
West India.....	6 8	6 8	6 8	6 8	6 8
Amount of sales.....bales	29,050	32,700	45,750	41,270	51,080
Proportion on speculation..	3,510	3,010	8,120	4,860	5,040

JUNE.

	6th.	13th.	20th.	27th.
Upland, fair.....pence	5½ a 5⅞	5½ a 6	5½ a 6	5½ a 5⅞
New Orleans, fair.....	6⅞ 6½	6½ 6½	6½ 6½	6½ 6½
Sea Island.....	9 20	9 20	9 20	9 20
Pernambuco.....	7 8½	7 8½	6⅞ 8½	6½ 8½
Maranham.....	6½ 7⅞	6½ 7⅞	5⅞ 8	5½ 8
Egyptian.....	6 10	6 10	6 9½	5½ 9½
Surat.....	2½ 5¼	2½ 5¼	2½ 5¼	2½ 5
West India.....	6 8	6 8	6 8	6 8
Amount of sales.....bales	45,230	46,810	53,600	34,350
Proportion on speculation.....	4,630	3,200	8,010	1,450

JULY.

	4th.	11th.	18th.	25th.
Upland, fair.....pence	5½ a 5⅞	5½ a 5⅞	5½ a 5⅞	5½ a 5⅞
New Orleans, fair.....	6 6¼	5⅞ 6	5⅞ 6	5⅞ 5⅞
Sea Island.....	9 20	8½ 20	8½ 20	8 20
Pernambuco.....	6½ 8½	6 8½	6 8½	6 8
Maranham.....	5½ 8	5 8	5 8	5 7⅞
Egyptian.....	5½ 9	5½ 9	5½ 9	5½ 9
Surat.....	2½ 4⅞	2½ 4¾	2½ 4¾	2½ 4¾
West India.....	5½ 8	5½ 8	5½ 8	5½ 7½
Amount of sales.....bales	30,670	34,230	39,210	45,620
Proportion on speculation.....	1,200	1,300	470	1,480

AUGUST.

	1st.	8th.	15th.	22d.	29th.
Upland, fair.....pence	5½ a 5⅞				
New Orleans, fair.....	5⅞ 5⅞	5⅞ 5⅞	5½ 5⅞	5⅞ 5⅞	5⅞ 6
Sea Island.....	8 20	8 20	8 21	8 21	8 21
Pernambuco.....	6 8	6 8	5⅞ 8	5⅞ 8	5⅞ 8
Maranham.....	5 7⅞	5 7⅞	4⅞ 7½	4⅞ 7½	4½ 7⅞
Egyptian.....	5½ 9	5½ 9	5 9	5 9	5½ 9
Surat.....	2½ 4½	2½ 4½	2½ 4½	2½ 4½	2½ 4⅞
West India.....	5½ 7½	5½ 7½	5½ 7½	5½ 7½	5½ 7½
Amount of sales.....bales	69,770	59,190	47,090	67,980	57,270
Proportion on speculation.....	9,830	8,570	7,830	10,270	14,290

SEPTEMBER.

	5th.	12th.	19th.	26th.
Upland, fair.....pence	5½ a 5½	5½ a 5½	5½ a 5½	5½ a 5½
New Orleans, fair.....	5⅞ 6	5⅞ 6	5⅞ 6	5⅞ 6
Sea Island.....	8 21	9 21	9 21	9 21
Pernambuco.....	5⅞ 8	6 8½	6 8½	6 8½
Maranham.....	4⅞ 7⅞	5 8	5 8	5 8
Egyptian.....	5½ 9	5½ 9	5½ 9	5½ 9
Surat.....	2½ 4⅞	2½ 4⅞	2½ 4⅞	2½ 4⅞
West India.....	5½ 7½	5½ 7½	5½ 7½	5½ 7½
Amount of sales.....bales	36,570	51,640	36,860	39,360
Proportion on speculation.....	3,580	10,480	2,320	3,580

OCTOBER.

	3d.	8th.	17th.	24th.	31st.
Upland, fairpence	5 $\frac{3}{4}$ a 5 $\frac{1}{2}$	5 $\frac{3}{4}$ a 5 $\frac{1}{2}$	5 $\frac{1}{2}$ a 5 $\frac{3}{8}$	5 a 5 $\frac{1}{2}$	5 a 5
New Orleans, fair	5 $\frac{3}{4}$ 6	5 $\frac{3}{4}$ 6	5 $\frac{3}{8}$ 5 $\frac{3}{4}$	5 $\frac{3}{8}$ 5 $\frac{1}{2}$	5 $\frac{1}{2}$ 5 $\frac{1}{4}$
Sea Island	9 21	9 21	9 $\frac{1}{2}$ 21	10 $\frac{1}{2}$ 21	10 $\frac{1}{2}$ 21
Pernambuco	6 8 $\frac{1}{2}$	6 8 $\frac{1}{2}$	6 8	6 8	6 8
Maranham	5 8	5 8	4 $\frac{3}{4}$ 7 $\frac{1}{2}$	4 $\frac{3}{4}$ 7 $\frac{1}{2}$	4 $\frac{3}{4}$ 7 $\frac{1}{2}$
Egyptian	5 $\frac{1}{2}$ 9	5 $\frac{1}{2}$ 9	5 9	5 9	5 9
Surat	2 $\frac{1}{2}$ 4 $\frac{3}{4}$	2 $\frac{1}{2}$ 4 $\frac{3}{4}$	2 $\frac{1}{2}$ 4 $\frac{1}{2}$	2 $\frac{1}{2}$ 4 $\frac{1}{2}$	2 $\frac{1}{2}$ 4 $\frac{1}{2}$
West India	5 $\frac{1}{2}$ 7 $\frac{3}{4}$	5 $\frac{1}{2}$ 7 $\frac{3}{4}$	5 7	5 7	5 7
Amount of salesbales	33,680	29,990	29,610	40,940	46,100
Proportion on speculation	2,900	1,820	680	1,960	1,850

NOVEMBER.

	7th.	14th.	21st.	28th.
Upland, fairpence	5 a 5	5 a 5	5 a 5	5 a 5 $\frac{1}{2}$
New Orleans, fair	5 $\frac{1}{2}$ 5 $\frac{1}{4}$	5 $\frac{1}{2}$ 5 $\frac{1}{4}$	5 $\frac{1}{2}$ 5 $\frac{1}{4}$	5 $\frac{1}{2}$ 5 $\frac{3}{8}$
Sea Island	10 $\frac{1}{2}$ 21	10 $\frac{1}{2}$ 21	10 $\frac{1}{2}$ 21	10 $\frac{1}{2}$ 22
Pernambuco	6 8	6 8	6 8	6 8
Maranham	4 $\frac{3}{4}$ 7 $\frac{3}{4}$	4 $\frac{3}{4}$ 7 $\frac{3}{4}$	4 $\frac{3}{4}$ 7 $\frac{3}{4}$	4 $\frac{3}{4}$ 7 $\frac{1}{2}$
Egyptian	5 9	5 9	5 9	5 $\frac{1}{2}$ 9
Surat	2 $\frac{1}{2}$ 4 $\frac{3}{4}$	2 $\frac{1}{2}$ 4 $\frac{3}{4}$	2 $\frac{1}{2}$ 4 $\frac{3}{4}$	2 $\frac{1}{2}$ 4 $\frac{1}{2}$
West India	5 7	5 7	5 7	5 7
Amount of salesbales	58,820	70,640	40,650	59,240
Proportion on speculation	5,880	15,550	6,960	17,390

DECEMBER.

	5th.	12th.	19th.	24th.
Upland, fairpence	5 a 5 $\frac{1}{2}$	4 $\frac{7}{8}$ a 5	4 $\frac{7}{8}$ a 5	4 $\frac{7}{8}$ a 5
New Orleans, fair	5 $\frac{1}{2}$ 5 $\frac{1}{4}$	5 $\frac{1}{2}$ 5 $\frac{1}{4}$	5 5 $\frac{1}{4}$	5 5 $\frac{1}{2}$
Sea Island	10 $\frac{1}{2}$ 22	11 22	10 22	10 22
Pernambuco	6 8	5 $\frac{7}{8}$ 7 $\frac{3}{4}$	5 $\frac{3}{4}$ 7 $\frac{3}{4}$	5 $\frac{3}{4}$ 7 $\frac{3}{4}$
Maranham	4 $\frac{3}{4}$ 7 $\frac{3}{4}$	4 $\frac{3}{4}$ 7 $\frac{3}{4}$	4 $\frac{3}{4}$ 7 $\frac{1}{2}$	4 $\frac{3}{4}$ 7 $\frac{1}{2}$
Egyptian	5 $\frac{1}{2}$ 9	5 9	5 9	5 9
Surat	2 $\frac{1}{2}$ 4 $\frac{1}{2}$	2 $\frac{1}{2}$ 4 $\frac{1}{2}$	2 $\frac{1}{2}$ 4 $\frac{1}{2}$	2 $\frac{1}{2}$ 4 $\frac{1}{2}$
West India	5 7	5 7	4 $\frac{1}{2}$ 7	4 $\frac{1}{2}$ 7
Amount of salesbales	39,370	31,780	28,030	34,360
Proportion on speculation	8,710	6,380	6,120	5,920

THE WHALE FISHERY OF THE UNITED STATES.

We have published in former volumes of the *Merchants' Magazine*, full statistics of the whale fishery of the United States, and we now copy from the *Whaleman's Shipping List* (New Bedford) a full and interesting summary of the whale fishery for the year 1851, together with complete tables of exports and imports of oil. The statements of the *Shipping List* upon this subject may be confidently relied upon:—

Notwithstanding many disasters, a reference to these tables will show that 1851 has been a year of great prosperity to the trade. The number of arrivals has been very large, and the aggregate of oil imported greater than in any year since 1847, notwithstanding which, the prices for all varieties have been well sustained, and the market active.

The amount of tonnage employed in the trade has been considerably increased during the last year, in spite of numerous losses in the Arctic seas. The number of vessels employed in the service at present is as follows, namely:—558 ships and barks, 27 brigs, and 35 schooners, being an increase over last year of 56 ships, 3 brigs, and 8 schooners. This number is large, but it still falls below that of 1846, when there were 678 ships, 35 brigs, and 22 schooners in the trade.

The intelligence from the Arctic fleet, in 1851, has been of a disastrous character, for, in addition to a very considerable loss of shipping, the average catchings have been smaller than in any previous year. This will seriously affect the importations of whale oil in 1852; and from the best estimate which we can now make, the

amount during the present will hardly exceed 100,000 barrels, and may fall considerably below that figure. In addition to this, the accounts from the sperm whale fishery are not encouraging, and there is a probable prospect that importations during the year to come will not exceed 65,000 barrels.

The general conclusion to which we come is, that the business has been pushed, by the enterprise of our merchants, to nearly if not quite its utmost limits, unless new grounds are discovered, which does not at present seem probable. Still the prospect of a fair remuneration and return to those now engaged in it is good, though the policy of extended investment would be very doubtful.

IMPORTATIONS OF SPERM AND WHALE OIL, AND WHALEBONE, INTO THE UNITED STATES IN 1851.

Ports.	Ships and Barks	Brigs and Schooners.	Sperm Oil. Bbls.	W hale Oil. Bbls.	W halebone. Pounds.
New Bedford.....	89	5	45,150	155,711	2,349,000
Fairhaven.....	13	.	9,480	15,385	97,100
Dartmouth.....	..	1	48	14	.....
Westport.....	7	2	4,040	1,769	14,400
Mattapoisett.....	3	2	1,747	2,581	12,000
District of New Bedford.....	112	10	60,565	175,460	2,473,400
Edgartown.....	3	..	2,874	3,810	44,000
Nantucket.....	13	2	16,601	3,385	38,000
Falmouth.....	1	..	.....	2,719	24,300
Provincetown.....	1	24	2,911	229	.....
Boston.....	6	6	6,842	280	9,300
Beverly.....	..	1	250	.....	.....
Lynn.....	1	..	135	2,740	28,700
Warren.....	1	..	168	2,789	59,100
Newport.....	2	..	1,262	1,765	12,200
Stonington.....	8	..	1,310	15,859	125,000
Mystic.....	6	..	163	15,757	168,800
New London.....	26	2	2,914	67,508	609,000
Sag Harbor.....	4	..	133	11,066	67,200
Greenport.....	7	..	839	13,486	115,100
Cold Spring.....	4	..	217	11,591	130,000
New York.....	2	3	2,042	.....	42,400
Philadelphia.....	..	1	60	.....	.....
Truro.....	..	1	175	8	.....
Orleans.....	..	1	210	.....	.....
Total in 1851.....	197	51	99,591	318,483	3,916,500
		Sperm Oil. Barrels.	W hale Oil. Barrels.	W halebone. Pounds.	
Imports for 1850.....		92,892	200,608	2,869,200	
“ 1849.....		100,944	248,492	2,281,100	
“ 1848.....		107,976	280,656	2,003,000	
“ 1847.....		120,753	313,150	3,341,680	
“ 1846.....		99,217	207,493	2,276,939	
“ 1845.....		157,917	272,730	3,167,142	
“ 1844.....		139,594	262,047	2,532,445	
“ 1843.....		166,985	206,727	2,000,000	
“ 1842.....		165,637	161,041	1,600,000	
“ 1841.....		159,304	207,348	2,000,000	
Average for 11 years.....		128,793	244,434	2,544,364	

EXPORTS OF WHALE OIL FROM THE PORT OF NEW BEDFORD IN 1851.

To Bremen.....gallons	345,353	To Rotterdam.....gallons	127,581
Falmouth, (Eng.) & a mar't	107,693	Amsterdam.....	145,251
Stettin.....	87,423		
Total exports in 1851.....			813,401
“ “ 1850.....			109,451
“ “ 1849.....			233,775
“ “ 1848.....			538,446
“ “ 1847.....			309,487
“ “ 1846.....			1,004,661

EXPORTS FROM BOSTON IN 1851.

Sperm Oil.....gallons 43,797 | Whale Oilgallons 108,179

STATEMENT OF THE STOCK OF WHALE OIL ON HAND, JANUARY 1, 1852.

	Sperm Oil.	Whale Oil.
New Bedford.....barrels	7,500	19,500
Fairhaven	1,850	4,500
Mattapoissett.....	500	....
Westport.....	3,400	....
Nantucket.....	4,000	2,200
Edgartown .....	....	1,300
Other places, (estimate).....	....	9,000
Total	17,250	36,500

Of the stock of whalebone on hand, January 1, 1852, we have been unable to form any estimate. The following table will show the amount of oil and whalebone on hand from 1851 to 1845, inclusive:—

	Sperm Oil. Barrels.	Whale Oil. Barrels.	Whalebone. Pounds.
January 1, 1851.....	3,610	14,062	242,000
1850.....	3,760	13,000	400,000
1849.....	10,147	20,936	934,600
1848.....	5,696	29,126	921,500
1847.....	14,613	7,775	112,800
1846.....	40,701	5,221	211,000
1845.....	32,992	12,950	unknown

COMMERCE OF ALBANY.

The Albany *Evening Journal* furnishes from the books of the harbor master the number of vessels arriving at the port of Albany, during the year 1851; and their estimated tonnage, to which we annex the figures of the previous season:—

	1850.		1851.	
	Number.	Tons.	Number.	Tons.
Schooners.....	339	25,100	322	25,600
Sloops.....	325	19,594	301	18,182
Barges.....	119	17,542	129	18,500
Steamers.....	39	16,234	42	16,574
Propellers.....	5	898	8	1,324
Scows.....	15	800	12	630
Brigs.....	2	380	..	...
Total.....	845	80,548	814	80,810

Although the returns show a decrease in the number of vessels ascending and descending the river, there is a slight increase in the aggregate tonnage of the past, over the previous season.

The following is the total amount of tonnage for each year since 1837:—

1838.....tons.	36,721	1845.....tons.	70,985
1839.....	40,369	1846.....	71,011
1840.....	39,416	1847.....	97,019
1841.....	50,797	1848.....	77,983
1842.....	49,356	1849.....	79,122
1843.....	55,354	1850.....	80,548
1844.....	65,507	1851.....	80,810

During the greater part of last year freights were abundant, and all description of vessels were kept in service. Sail vessels made more trips, and remunerating prices were paid. To show the dispatch, we give the movements of a single propeller, as shown by the books of the agent, G. M. Griffin. The propeller Albany, rated at 235 tons, made, between April 8th and December 12th, 32 trips between Hartford and this city—distance 680 miles; making in the aggregate for the season, her running at 22,000 miles. Her cargoes have averaged 285 tons. This multiplied by the number of trips, shows an aggregate of 9,121 tons.

EXPORTS FROM THE PORT OF NEW YORK IN 1851.

MONTHLY SUMMARY OF EXPORTS FROM THE PORT OF NEW YORK FOR THE YEAR 1851.

Months.	Domestic merchandise.	Foreign merchandise.		Specie and bullion.
		Dutiable.	Free.	
January	\$3,152,744	\$422,395	\$51,584	\$1,266,281
February	2,585,786	295,567	60,930	1,007,689
March	3,976,198	318,494	29,121	2,368,861
April	4,561,770	320,981	50,904	3,482,182
May	4,402,052	361,015	113,371	4,206,135
June	3,778,289	265,290	56,435	6,462,367
July	3,188,027	284,397	2,311	6,004,170
August	3,259,594	334,549	22,974	2,673,444
September	2,593,986	316,047	134,271	3,490,142
October	2,702,382	358,292	106,626	1,779,707
November	2,451,511	397,597	62,368	5,033,996
Total	\$36,642,460	\$4,072,628	\$689,995	\$36,774,924

AGRICULTURAL PRODUCTIONS OF THE UNITED STATES IN 1850.

The subjoined statement of the agricultural productions of the several States, etc., is derived from an official copy of the United States census for 1850:—

States.	Acres of land improved.	Value of farming im- plements and machinery.		Value of live stock.	Bushels of wheat.	Bushels of Indian corn.
Maine	2,019,593	\$2,363,517	\$9,831,488		367,980	1,741,715
New Hampshire	2,251,388	2,314,125	8,871,901		185,658	1,573,670
Vermont	2,322,923	2,774,959	11,292,748		493,666	1,625,776
Massachusetts	2,127,924	3,173,809	9,619,964		29,784	2,326,167
Rhode Island	337,672	473,385	1,466,636		39	516,133
Connecticut	1,734,277	2,043,026	7,353,996		40,167	1,996,462
New York	12,285,077	22,217,563	74,672,356		13,073,357	17,844,808
New Jersey	1,770,337	4,267,124	10,678,264		1,508,216	8,605,396
Pennsylvania	8,619,631	14,931,993	42,146,711		15,482,191	19,707,702
Delaware	524,364	471,385	1,718,386		466,784	2,888,896
Maryland	2,797,905	2,463,443	7,997,634		4,494,680	11,104,631
District of Columbia	17,083	40,220	71,573		17,370	65,280
Virginia	10,150,106	7,021,658	33,607,962		14,516,950	35,538,582
North Carolina	5,443,137	4,056,006	17,837,108		2,147,899	28,286,999
South Carolina	4,074,855	4,143,709	15,060,015		1,066,278	16,272,308
Georgia	6,323,426	5,901,050	25,727,408		1,085,784	30,428,540
Florida	349,423	675,885	2,945,668		1,225	1,993,462
Alabama	4,387,088	5,066,814	31,558,686		292,429	28,485,966
Mississippi	3,489,640	5,759,738	19,303,593		215,181	21,836,154
Louisiana	1,567,998	11,326,310	10,983,508		84	10,915,051
Texas	635,913	2,095,308	10,263,086		42,448	5,796,735
Arkansas	780,333	1,594,941	6,728,254		193,902	8,857,296
Tennessee	5,087,057	5,351,178	29,134,193		1,638,470	52,137,863
Kentucky	6,068,633	5,388,092	29,898,386		2,184,763	58,922,788
Ohio	9,730,650	12,716,153	43,276,187		14,967,056	59,788,750
Michigan	1,923,582	2,764,171	8,005,429		4,918,706	5,620,215
Indiana	5,019,822	6,748,722	22,398,965		6,625,474	52,887,564
Illinois	5,114,041	6,349,826	24,817,954		9,433,965	57,179,283
Missouri	2,911,422	3,977,449	19,764,672		2,943,840	35,709,042
Iowa	814,173	1,202,978	3,602,769		1,442,074	8,475,027
Wisconsin	1,011,308	1,701,047	4,594,717		4,292,208	1,933,378
California	34,312	88,593	3,456,725		98,282	90,082
Minnesota	5,035	15,981	103,859		3,422	16,665
Oregon	135,357	183,403	1,875,989		228,882	2,928
Utah	15,219	78,495	533,951		103,401	9,144
New Mexico	161,296	78,217	1,504,497		196,575	355,795
Total	112,042,000	151,820,273	552,705,238		104,799,230	591,686,053

AGRICULTURAL PRODUCTIONS OF THE UNITED STATES—CONTINUED.

States.	Tobacco, pounds of.	Ginned cotton, bales of 400 lbs. each.	Wool, pounds of.	Wine, gallons of.	Butter, pounds of.	Cheese, pounds of.
Maine.....	.....	.....	1,366,866	306	8,488,234	2,201,105
N. Hampshire..	50	.....	1,108,476	35	6,977,056	3,196,563
Vermont.....	.....	.....	3,492,087	140	12,128,095	6,755,006
Ma-sachusetts..	119,306	.....	576,736	4,122	7,825,337	7,124,461
Rhode Island..	.....	.....	111,937	842	1,066,625	296,748
Connecticut....	1,383,932	.....	512,529	3,346	6,620,579	4,512,019
New York.....	70,222	.....	10,021,507	6,483	82,043,823	49,785,905
New Jersey....	.....	.....	375,932	517	9,070,710	500,819
Pennsylvania...	857,619	.....	4,784,367	23,839	40,554,741	2,395,279
Delaware.....	.....	.....	52,887	85	1,034,867	3,187
Maryland.....	21,199,281	.....	477,438	2,099	4,206,160	3,925
Dis. of Columbia	15,000	.....	.....	863	14,869	.....
Virginia.....	56,516,492	2,767	2,850,909	4,280	11,126,795	434,850
North Carolina.	12,058,147	98,028	915,289	10,801	4,144,258	95,043
South Carolina.	73,235	300,901	487,243	3,650	2,979,975	4,810
Georgia.....	420,123	494,023	988,802	664	4,640,074	46,391
Florida.....	982,584	45,078	23,235	10	375,853	18,324
Alabama.....	163,605	560,360	637,829	14	3,961,592	30,423
Mississippi....	48,349	494,774	556,057	301	4,388,112	20,314
Louisiana.....	23,922	163,034	105,393	...	685,186	1,148
Texas.....	60,770	55,945	122,118	94	2,319,574	92,018
Arkansas.....	224,164	64,987	181,427	10	1,854,104	28,440
Tennessee.....	20,144,380	192,635	1,340,833	204	8,130,686	179,577
Kentucky.....	55,765,259	1,669	2,246,168	4,202	10,115,267	228,744
Ohio.....	10,480,967	.....	10,089,607	44,834	34,180,458	21,350,478
Michigan.....	2,225	.....	2,047,364	1,443	7,043,794	1,012,551
Indiana.....	1,035,146	5	2,502,763	13,004	12,748,186	666,986
Illinois.....	844,129	8	2,129,139	2,343	12,605,554	1,283,758
Missouri.....	17,038,364	.....	1,635,182	10,193	7,762,124	201,597
Iowa.....	2,012	.....	363,398	420	1,933,128	198,444
Wisconsin.....	768	.....	243,065	68	888,816	440,961
California.....	1,000	.....	4,800	...	705	150
Minnesota.....	.....	.....	260	...	1,100	.....
Oregon.....	325	.....	29,596	...	211,734	36,030
Utah.....	.....	.....	8,897	...	74,064	32,646
New Mexico...	1,118	.....	32,641	2,053	101	5,887
Total.....	199,532,494	2,474,214	52,422,797	141,295	312,202,286	103,184,585

AGRICULTURAL PRODUCTIONS OF THE UNITED STATES—CONTINUED.

States.	Hay, tons of.	Hemp, dew-rotted, tons of.	Hemp, water- rotted, tons of.	Flaxseed, bush. of.	Maple sugar, pounds of.	Cane sugar, hhd. of 1,000 lbs.	Value of home- made man- ufactures.
Maine.....	794,780	.....	.....	362	87,541	.....	\$510,998
New Hampshire..	598,854	.....	.....	94	1,292,429	.....	393,455
Vermont.....	763,579	.....	.....	307	5,159,641	.....	261,589
Massachusetts...	645,749	5	.....	72	768,596	.....	210,076
Rhode Island....	73,353	.....	.....	.....	.....	.....	26,098
Connecticut....	499,706	.....	.....	9,775	37,781	.....	188,995
New York.....	3,714,734	81	20	53,824	10,310,764	.....	1,277,170
New Jersey.....	429,119	.....	.....	12,353	5,886	.....	110,350
Pennsylvania...	1,826,265	173	686	43,627	2,218,644	.....	755,104
Delaware.....	30,159	.....	16	838	.....	.....	32,809
Maryland.....	145,070	63	.....	2,816	47,740	.....	111,828
Dist. of Columbia	1,974	.....	.....	.....	.....	.....	75
Virginia.....	370,177	3,450	1,149	53,333	1,223,905	.....	2,756,073
North Carolina..	145,180	13	478	38,183	27,448	...	2,008,884
South Carolina..	25,427	.....	.....	11	200	150	909,546
Georgia.....	23,427	.....	.....	585	50	1,273	1,888,093
Florida.....	2,620	.....	.....	...	...	47,411	74,362

States.	Hemp,				Maple sugar, pounds of.	Cane sugar, bhd. of 1,000 lbs.	Value of home- made man- ufactures.
	Hay, dew-rotted, tons of.	Hemp, rotted, tons of.	water-rotted, tons of.	Flaxseed, bush. of.			
Alabama	31,801	....	70	54	473	28	1,890,258
Mississippi.....	12,517	2	....	21	110	278	1,165,195
Louisiana.....	20,672	....	....	....	260	262,486	188,773
Texas.....	8,327	....	....	16	....	7,017	265,526
Arkansas.....	3,924	....	145	695	8,825	....	644,928
Tennessee.....	72,942	405	535	19,405	159,647	....	3,168,116
Kentucky.....	115,296	37,163	2,685	80,458	388,525	....	2,487,493
Ohio.....	1,360,636	628	464	185,598	4,521,643	....	1,696,301
Michigan.....	394,717	40	14	1,186	2,423,897	....	354,936
Indiana.....	402,791	794	775	35,803	2,921,638	....	1,647,200
Illinois.....	586,011	1,099	1,828	11,873	246,078	....	1,218,211
Missouri.....	116,284	17,061	4,014	13,439	171,943	....	1,662,749
Iowa.....	84,598	1,200	80	2,182	70,680	....	202,533
Wisconsin.....	295,927	....	100	834	661,969	....	57,506
California.....	2,038	....	....	....	....	....	2,500
Minnesota.....	2,069	....	....	....	2,950	....	....
Oregon.....	373	....	....	....	....	....	....
Utah.....	4,288	....	....	5	....	....	1,304
New Mexico.....	....	....	....	....	....	....	6,031
Total.....	13,605,384	62,182	13,059	567,749	32,759,263	318,644	27,525,545

"The great amount of labor requisite to the extraction of the returns of agriculture, will admit, at this time, of presenting but limited accounts, though, perhaps, to some extent, of the most important separate interests.

"The returns of the wheat crop, for many of the Western States, will not at all indicate the average crop of those States. This is especially the case with Ohio, Indiana, and Illinois, from which, especially the former, the assistant marshals return a 'short crop,' to the extent of 50 per cent throughout the whole State. The shortness of the wheat crop in Ohio, in 1849, is verified by returns made during the subsequent season, by authority of the Legislature. The causes which affected the wheat crop in those States were not without their influence in reducing that of Western Virginia and Western Pennsylvania to some considerable extent."

THE BRITISH TEA TRADE.

The subject of the tea trade, in all its bearings, has been almost exhausted in former numbers of the *Merchants' Magazine*, but we cannot resist the temptation of publishing from the circular of MESSRS. LITTLEDALE, the subjoined table, showing its extraordinary increase in the United Kingdom:—

	Imported.	Exported.	Total delivery.	Total delivery of the U. Kingdom.
1833.....lbs.	.....	.....	.....	32,084,080
1834.....	} 7,029,207	} 921,550	} 4,948,329	} 36,150,656
1835.....				
1836.....				
1837.....	7,336,389	639,990	5,999,207	53,412,099
1838.....	7,120,531	505,233	4,568,935	35,341,454
1839.....	4,165,567	1,123,272	6,222,890	34,929,470
1840.....	4,629,337	984,675	6,402,088	38,446,199
1841.....	4,612,837	1,233,897	6,572,494	34,636,012
1842.....	3,992,255	588,242	5,619,864	41,166,030
1843.....	7,433,948	1,212,310	6,788,054	43,066,039
1844.....	5,062,906	492,597	6,840,358	44,981,607
1845.....	9,846,200	842,529	3,388,534	46,677,000
1846.....	13,514,087	769,930	11,956,148	48,427,000
1847.....	18,000,000	575,534	13,560,991	51,000,000
1848.....	13,025,701	1,000,906	12,730,559	50,793,649
1849.....	10,143,460	628,696	13,320,426	52,231,006
1850.....	9,197,340	1,144,184	13,410,046	55,300,000
1851.....	9,117,726	1,366,020	11,820,024	56,400,000
1852.....	16,781,049	1,011,203	14,112,247	59,000,000

The imports for the year, into the United Kingdom, will be about 72,000,000 lbs. against 48,300,000 lbs. in 1850. Deliveries, 59,000,000 lbs., against 56,400,000 lbs. in 1850. Stocks, 48,000,000 lbs., against 34,500,000 in 1850.

We perceive here that the importations in a single year have increased 23,700,000 lbs., or an increase within 7,000,000 lbs. of the *entire* importations into the United States during the year 1851.

IMPORT, RE-EXPORT, AND CONSUMPTION OF FOREIGN MERCHANDISE OF THE UNITED STATES, FROM 1821 TO 1851.

STATEMENT EXHIBITING THE VALUE OF FOREIGN MERCHANDISE IMPORTED, RE-EXPORTED, AND CONSUMED ANNUALLY, FROM 1821 TO 1851, INCLUSIVE—AND ALSO THE ESTIMATED POPULATION, AND RATE OF CONSUMPTION PER CAPITA, DURING THE SAME PERIOD.

—VALUE OF FOREIGN MERCHANDISE.—

Years ending September 30.	Imported.	Re-exported.	Consumed and on hand.	Population.	Consumption per capita.
1821.....	\$65,585,724	21,302,488	41,283,236	9,960,974	\$4 54
1822.....	83,241,511	22,286,202	60,955,309	10,283,757	5 22
1823.....	77,579,267	27,543,622	50,035,649	10,606,540	4 19
1824.....	80,549,007	25,337,157	55,211,850	10,929,323	5 21
1825.....	96,340,075	32,590,643	63,649,432	11,252,106	5 60
1826.....	84,974,477	24,539,612	60,434,612	11,574,889	5 77
1827.....	79,484,068	23,403,136	56,080,932	11,857,672	4 41
1828.....	83,509,824	21,595,017	66,914,807	12,220,455	5 76
1829.....	74,924,227	16,657,478	57,834,049	12,543,233	4 61
1830.....	70,876,920	14,387,479	56,489,441	12,866,020	4 39
1831.....	103,191,124	20,033,526	83,157,598	13,286,364	6 25
1832.....	101,029,266	24,036,473	76,989,793	13,706,707	5 61
1833.....	108,118,311	19,822,735	88,295,576	14,127,056	6 25
1834.....	126,521,332	23,312,811	103,208,521	14,547,393	7 09
1835.....	149,895,742	20,504,495	129,391,247	14,967,736	8 93
1836.....	189,980,035	21,746,360	168,233,675	15,388,079	10 93
1837.....	140,989,217	21,854,963	119,134,255	15,808,422	7 53
1838.....	113,717,284	12,452,795	101,264,609	16,228,766	6 23
1839.....	132,092,132	17,494,525	144,597,607	16,649,108	8 68
1840.....	107,151,619	18,190,312	88,951,207	17,069,453	5 21
1841.....	127,956,177	15,499,081	112,447,096	17,612,507	6 38
1842.....	100,162,087	11,721,538	88,440,549	18,155,561	4 87
1843*.....	64,755,799	6,552,707	58,201,092	18,698,615	3 11
1844†.....	108,435,035	11,484,867	96,950,168	19,241,670	5 03
1845†.....	117,254,564	15,346,830	101,907,735	19,784,725	5 15
1846†.....	121,891,797	11,346,623	110,345,174	20,337,780	5 42
1847†.....	146,545,638	8,011,158	138,534,480	20,870,835	6 60
1848†.....	154,998,928	21,132,315	133,866,613	21,413,890	6 25
1849†.....	147,857,439	13,088,865	134,768,574	21,956,945	6 13
1850†.....	178,136,318	14,951,808	163,184,510	22,500,000	7 25
1851†.....	215,725,995	9,738,695	205,987,300	23,500,000	8 75

THE COMMERCE OF BELFAST, IRELAND.

The total value of the annual exports from Belfast, linens and linen yarns, muslins, and other cotton manufactures, cured provisions, flax and tow, &c., is about £5,600,000. The chief imports are grain, timber, flax, flaxseed, and sugar. The most important branch of Commerce is the cross-channel trade; but there is, also, an extensive trade with the United States and Canada, the West Indies, the Mediterranean, the Baltic, Archangel, and of late a limited traffic with China and the East Indies. In 1850 the shipping of the port numbered 4,490 vessels, tonnage 624,113, yielding a revenue of £29,012. The gross produce of Customs' duties during the same period was £352,658; the amount of postage collected in the town, £7,246 7s. 3d.; the stamp duties received on the Belfast collection, £26,991; and the inland revenue collected in the district, £206,278.

* Nine months to June 30.

† Year to June 30.

IMPORTS INTO NEW YORK IN 1851.

We give below a statement of the value of the imports of merchandise, distinguishing the dutiable and free, and the specie and bullion, also the value of merchandise entered and withdrawn from warehouse, together with the cash duties received in each month of the calendar year 1851:—

MONTHLY SUMMARY OF IMPORTATIONS INTO THE DISTRICT OF NEW YORK IN THE YEAR 1851.

Months.	Dutiable merchandise.	Free merchandise.	Specie and bullion.	Withdrawn from warehouse.	Entered for warehouse.	Cash duties received.
January.....	\$12,708,518	\$937,650	\$210,455	\$1,024,246	\$1,611,847	\$3,511,610
February.....	9,442,007	1,208,036	164,031	899,438	1,240,329	2,658,835
March.....	10,651,142	982,530	270,505	1,068,437	1,181,925	3,124,811
April.....	8,546,184	555,386	521,665	1,144,068	1,238,313	2,547,582
May.....	8,952,711	785,326	111,443	858,519	1,148,428	2,504,640
June.....	8,097,631	668,716	121,234	717,633	1,043,345	2,305,185
July.....	12,373,199	1,027,481	81,143	1,167,644	1,022,725	3,558,400
August.....	11,279,000	638,334	186,503	1,252,245	1,358,089	3,234,764
September.....	8,384,172	366,153	115,572	1,669,304	864,916	2,609,832
October.....	5,765,795	1,548,720	23,165	1,602,436	1,204,994	1,958,516
November.....	4,399,085	415,838	218,473	1,377,100	988,056	1,488,740
December.....	5,042,399	552,797	25,367	1,117,723	1,027,115	1,576,294
Total.....	105,641,847	9,636,967	2,050,056	13,900,793	13,880,022	31,079,209

MACKEREL FISHERY OF MASSACHUSETTS.

The following tabular statement is obtained through the returns made by the deputy inspectors to CHARLES MAYO, the inspector general of fish for the commonwealth of Massachusetts, for the year 1851, and therefore may be relied upon as correct. It shows at a glance the extent and localities of that branch of commercial enterprise, the number of vessels owned in Massachusetts and other States engaged in the mackerel fishery, and which have packed their mackerel in the State of Massachusetts, the amount of tonnage, and the number of men and boys employed on board these vessels.

Where owned.	Vessels.	Tonnage.	Men & b'ys.	Where owned.	Vessels.	Tonnage.	Men & b'ys.
Boston.....	7	596	85	Orleans.....	5	336	54
Beverly.....	12	761	97	Plymouth.....	6	561	65
Barnstable.....	28	1,918	339	Provincetown.....	61	4,322	688
Brewster.....	4	259	47	Rockport.....	42	1,537	233
Charlestown.....	2	74	14	Salem.....	1	80	9
Chatham.....	19	1,346	230	Scituate.....	13	715	119
Cohasset.....	44	2,885	561	Salisbury.....	4	305	48
Dartmouth.....	1	117	16	Truro.....	52	3,626	581
Dennis.....	47	3,096	585	Wellfleet.....	79	5,411	852
Eastham.....	3	170	23	Yarmouth.....	14	990	169
Essex.....	1	71	10				
Gloucester.....	241	13,639	2,326		853	53,712	9,117
Harwich.....	48	3,231	577	Maine.....	47	3,019	446
Hingham.....	37	2,492	491	N. Hampshire.....	8	515	84
Lynn.....	4	167	33	Rhode Island.....	7	479	71
Manchester.....	1	45	8	Connecticut.....	23	1,551	255
Marblehead.....	1	80	5	Maryland.....	2	141	25
Martha's Vin'd.....	6	420	65				
Nantucket.....	3	168	30		940	59,417	9,998
Newburyport.....	67	4,343	707				

The whole amount of mackerel inspected in Massachusetts in 1851 was 329,242 barrels, of which amount 140,906 barrels were caught at Bay Chaleur, or in the British waters; and on the shores of the United States, or in American waters 188,336, showing a total of 329,242 barrels caught during the year 1851. The reader is referred for further information on this branch of industry, to the interesting series of papers relating to the "Fisheries of the United States" in the present and preceding numbers of the *Merchants' Magazine*.

NAUTICAL INTELLIGENCE.

TIDAL SIGNALS AT DOVOR HARBOR.

Notice is hereby given, that on and after the first day of January, 1852, the following tidal signals will be exhibited at Dovor harbour instead of those now in use:

Depth of water on ebb and flow by index at north pier—7 to 10 feet. *Day signals*—Red flag with a black ball under at the customary staff on the south pier. *Night signals*—A small low red light on the north pier, and a similar light on the outer extremity of the south pier. *Depth of water on ebb and flow by index at north pier*—10 to 13 feet. *Day signals*—Red flag on the same staff. *Night signals*—The lights now in use, viz.: two large red lights on the signal staffs of the south pier, and the above-mentioned small low red light on the north pier. *Depth of water on ebb and flow by index at north pier*—13 feet and upward. *Day signals*—Red flag with a black ball over on the like staff. *Night signals*—Lights as above.

A brilliant green light projecting its rays toward the harbor's mouth will be exhibited throughout the night, by the clock-tower in the inner part of the harbor, and will show midway between the piers.

No signal to ships in general will be made between seven feet at ebb and seven feet at flood, by the index board, and whenever, at other times, the harbor is inaccessible to vessels, the flag (if in the day) will be pulled down, and (if at night) the light or lights on the south pier will be extinguished, and only upon the former being rehoisted, or the latter relighted, can the harbor be entered.

By order of the honorable warden and assistants of Dovor harbor,

G. T. THOMPSON, Registrar.

Dovor, Sept. 11, 1851.

YOUGHAL LIGHT-HOUSE, SOUTH COAST OF IRELAND.

A light-house has been erected on the Western side of the entrance of Youghal harbor, county Cork, from which a light was exhibited on the night of the 1st of February, 1852, and will thereafter be lighted every night from sunset to sunrise.

Specification given of the position and appearance of the light by Mr. Halpin, inspector of light-houses.

Youghal harbor light-house is erected on the west side and within entrance of the harbor, in lat. $51^{\circ} 56' 34''$ N., and long. $7^{\circ} 50' 33''$ W., and bears—

From Black Rocks (East Point) N. E. $\frac{3}{4}$ E., distant $2\frac{3}{8}$ nautic miles.

From Capel (or Cable) Island (East Point) N. E. by N., distant $3\frac{3}{8}$ nautic miles.

From Bar Rocks (S. W. Point) N. by E. $\frac{1}{2}$ E., distant $1\frac{1}{2}$ nautic miles.

From Black Ball Ledge (N. E. Point) N. by W. $\frac{3}{4}$ W., distant $1\frac{1}{2}$ nautic miles.

From Black Ball Head N. W. $\frac{1}{2}$ W., distant $\frac{7}{8}$ nautic miles.

From Ferry Point S. W. $\frac{3}{4}$ S., distant $\frac{3}{4}$ nautic miles.

The lantern is 78 feet over high-water level. The light will be a fixed bright light, open to the harbor and seaward to S. W. by S., and in clear weather will be seen at the distance of two leagues.

The tower is circular, of a light stone color.

The bearings stated are magnetic—var. $27^{\circ} 50'$ W.

NOTE.—Capel Island, on the West side of Youghal Bay, bears from Ballycotin Island flashing light E. $\frac{1}{2}$ N., distant 6 miles, and from Mine Head intermitting light W. $\frac{1}{2}$ S., distant 12 miles.

CARYSFORT IRON LIGHT-HOUSE, FLORIDA REEF.

This light-house is now nearly completed. The reef selected for the site of this light-house is about eighty-five miles east from Key West, and nine miles from the nearest land. A more desirable location cannot be found, as it stands on the most eastern shoal of the reef, near what is called the Elbow, and within half a mile of the unfathomable waters of the Gulf Stream. The entire structure is of iron. The plan of the base is octagonal, consisting of eight angles and one center pile of wrought iron. These piles, twenty-five feet long and eight inches in diameter, were driven by blows of a ram weighing two thousand pounds, into the solid coral bank, until an iron shoul-

der attached to the end of each, brought up on dirks which have a large bearing surface, and through which they were driven. These piles are imbedded ten and twelve feet below the surface, which is coral rock and sand. The structure is composed of a series of iron pillars, the lower of which stands perpendicular, being ten feet above high-water mark. Upon the heads of the lower tiers are cast-iron sockets, or coupling-boxes, in which are placed the heads of the second series of pillars, departing from the perpendicular at an angle of $10\frac{1}{2}$ degrees, thus narrowing the building as it rises, and presenting the frustum of a cone, with a base fifty feet in diameter. About forty feet above high-water mark, the pillars are inclosed by two rows of cast-iron plates, inside of which are laid two floors, and the whole covered in with a roof. The lower of the rooms thus formed is intended for water and stores, while the upper serves as a dwelling for the keeper. From the roof of these rooms ascends a cylinder tower, inclosing the stairway to the watch-room and lantern. The height of the entire structure, that is, from the heel of the center pile to the silvered ball above the lantern, is 128 feet. The light, which will be revolving, it is calculated can be seen thirty miles—the atmosphere being sufficiently clear for it to penetrate that far. In addition to the radial and periphery ties, or braces, by which the center and angle piles are attached to each other, the whole is secured by tension bracing, tightened by a lever and turnbuckle, which make it perfectly tight. An ornamental gallery is arranged around the dwelling-house, giving it a light and airy appearance.

IMPROVEMENTS IN LIGHT-HOUSES.

A plan of much importance to commercial interests has been put forward by Mr. George Wells, of the British Admiralty, for giving a telegraphic character to various light-houses. The evils of existing light-houses are alleged to be:—“1. Their unnecessary elevation, which gives them the appearance of being at a greater distance than they really are. 2. In giving colored lights to some, which is worse than useless, as in hazy or foggy weather the density of the atmosphere creates such an optical illusion as completely to vary all descriptions of color, and consequently to lead the seamen to agitation, and thence too often to destruction. 3. The general insufficiency of the light, and its similarity in appearance, which not unfrequently misleads the mariner as to the actual locality of the light-house and the course of his ship; as was evidenced, amid many other instances, in the disaster that befell the Great Britain, though under the guidance of a most experienced sailor.” And the following is the remedy proposed:—“The process of the proposed change in the existing light-house is exceedingly simple, and the expense of it comparatively trifling, bearing in mind the security it would insure, being no more than the cutting of four or more circular apertures in all the present structures, just below the lantern, and fitting the openings with glazed sashes of ground plate-glass, painted so as to leave the initial of the particular light-house bold and distinct. The length of the letter being three times the size of the light of the lantern, would be more clearly visible, and leave no doubt as to what the light-house is and where situated. ‘Tis the few moments lost in thinking what light-house it is, that allows the ship to be drawn by wind or current upon the iron-bound rock, where all are lost.’ This alteration is suggested for the existing light-houses, but where it might be necessary to construct new ones it would be better they should not be carried to the present altitude, as the nearer the light is level to the eye, the less probability would exist as to any mistake in the distance of it.”

NEW MODE OF DETERMINING LONGITUDE.

The *Pacific* publishes a new method of determining longitude at sea, by observation independent of the chronometer, discovered by Rev. Tyler Thacher, on his late passage to San Francisco. This method of determining longitude by a single observation of any heavenly body, seen by night or day, either on meridian, or at any angle with the meridian, is perfectly geometrical, and as obvious and certain in its results as any case whatever in spherical trigonometry. He employs the same observation also to fix the longitude. The method by which this is done is partly geometrical and partly arithmetical, but is plain and certain. The certificates from the master and the first mate of the ship *Capitol*, show the discovery was made and tested by Mr. Thacher during the late voyage to that State. Mr. Thacher is now preparing for the press a work which will contain his discovery, so important to mariners and to the whole commercial world.

COMMERCIAL REGULATIONS.

BRITISH LAW REGULATING THE CARRIAGE OF PASSENGERS IN MERCHANT VESSELS.

We give below extracts, (embracing the substance,) of the British law regarding the carriage of passengers in merchant vessels:—

SECTION 1. Repeals laws inconsistent with this Act.

SEC. 4. This Act shall extend to every passenger ship proceeding on any voyage from the United Kingdom to any place out of Europe, and not being within the Mediterranean Sea, and on every colonial voyage as hereinafter described, but not to any steam vessel carrying mails under contract with the government of the country to which such steam vessel may belong.

SEC. 8. The master of every ship, whether a passenger ship or otherwise, fitting or intended for the carriage of passengers, or which shall carry passengers upon any voyage to which this Act extends, shall afford to such emigration officer as aforesaid at any port or place in her Majesty's dominions, and, in the case of British ships, to her Majesty's consul at any foreign port or place at which such ship shall be or arrive, every facility for inspecting such ship, and for communicating with the passengers, and for ascertaining that the provisions of this Act, so far as the same may be applicable to such ships, have been duly complied with.

SEC. 9. No passenger ship shall be allowed to clear out or proceed on any voyage to which this Act extends until the master thereof shall have obtained from the Emigration Officer at the port of clearance a certificate under his hand that all the requirements of this Act, so far as the same can be complied with before the departure of such passenger ship, have been duly complied with.

SEC. 10. No ship shall be allowed to clear out or shall proceed on her voyage with a greater number of persons on board (including the master and crew, and cabin passengers, if any,) than in the proportion of one person to every two tons of the registered tonnage of such ship, nor, whatever may be the registered tonnage of such ship, with a greater number of passengers on board, exclusive of bona fide cabin passengers, than in the following proportions to the space occupied by such passengers and appropriated for their use, and unoccupied by stores, not being their personal luggage; (that is to say,) on the main deck, and on the deck immediately below the same, or in any compartment of either, appropriated as aforesaid, one passenger for every twelve such clear superficial feet; or if such ship is destined to pass within the tropics, and the duration of the intended voyage, computed as hereinafter mentioned, exceeds 12 weeks, one passenger for every fifteen such clear superficial feet: Provided always, that no passenger shall in any case be carried on an orlop deck; and if there shall be on board of any ship at or after the time of clearance a greater number either of persons or of passengers than in the proportions respectively hereinbefore mentioned, the master of such ship shall be liable, on such conviction as hereinafter is mentioned, to the payment of a penalty not exceeding £5 nor less than £2 sterling for each person or passenger constituting any such excess.

SEC. 11. For the purposes of this Act two children, each being under the age of fourteen years, shall be computed either as one person or as one passenger, as the case may require, except in the case hereinafter mentioned, but that children under the age of one year shall not be included in such computation.

SEC. 12. The master of every ship, whether a passenger ship or otherwise, carrying passengers on any voyage to which this Act extends, shall, before demanding a clearance for such ship sign two lists, setting forth the name and other particulars of the ship, and of every passenger on board thereof; and the said lists, when signed, shall be delivered to the officer of the customs from whom a clearance of the said ship shall be demanded, and such officer shall thereupon countersign and return to the said master one of such lists, hereinafter described as the master's list; and the said master shall exhibit such last mentioned list, with any additions which may from time to time be made thereto, as hereinafter directed, to the chief officer of her Majesty's Customs at any port or place in her Majesty's possessions, or to her Majesty's consul at any foreign port at which the said passengers or any of them shall be landed, and shall deposit the same with such chief officer of customs, or such consul, as the case may be, at the final port or place of discharge.

SEC. 13. If at any time after such lists shall have been signed and delivered as aforesaid there shall be taken on board any additional passenger, in every such case the master shall, according to the form aforesaid, add to the master's list the names and other particulars of every such additional passenger, and shall also sign a separate list, made out according to the form aforesaid, containing the names and other particulars of every such additional passenger; and such last mentioned list, when signed, shall, together with the master's list to which such addition shall have been made, be delivered to the chief Officer of Customs as aforesaid, and thereupon such officer shall countersign the master's list, and shall return the same to the said master, and shall retain the separate list; and so on in like manner whenever any additional passenger or passengers may be taken on board; or if no Officer of Customs shall be stationed at the port or place where such additional passenger or passengers may be taken on board, the said lists shall be delivered to the Officer of Customs at the next port or place at which such vessel shall touch or arrive and where any such officer shall be stationed, to be dealt with as hereinbefore mentioned.

SEC. 14. No passenger ship shall be allowed to clear out or proceed on her voyage unless she shall have been surveyed, under the direction of the Emigration Officer at the port of clearance, but at the expense of the owner or charterer thereof, by two or more competent surveyors, to be duly authorized and approved of by the said colonial land and emigration commissioners for each port at which there may be an Emigration Officer, and for other ports by the Commissioners of Customs, nor unless it shall be reported by the same, or by two other surveyors to be appointed as aforesaid, that such passenger ship is in their opinion seaworthy, and fit in all respects for her intended voyage: Provided always that the precautions for ascertaining the seaworthiness of ships and their fitness for their intended voyages respectively shall be the same for foreign as for British ships.

SEC. 15. In every passenger ship there shall be lower or hold beams of adequate strength, forming part of the permanent structure of such a ship, and also a second deck or platform not less than one and a half inches in thickness, properly laid upon the lower or hold beams, or substantially secured to the same, at least three inches clear above the bottom thereof; and further, that there shall be between the upper and the second deck or platform a height of at least six feet, and a like height between such second deck or platform and any deck beneath it, if used for carrying passengers; and that there shall not be more than two tiers of berths on any one deck in such passenger ship, and that the interval between the floor of the berths and the deck or platform immediately beneath them shall not be less than six inches, and that the berths shall be securely constructed, and of dimensions not less than after the rate of six feet in length and eighteen inches in width for each passenger; and that not more than two passengers, unless members of the same family, shall be placed in any one berth; and that no berths occupied by passengers during the voyage shall be taken down until forty-eight hours after the arrival of such ship at the port of final discharge unless all the passengers shall have voluntarily quitted the ship before the expiration of that time.

SEC. 16. For the purpose of insuring a proper supply of light and air in every passenger ship, the passengers shall at all times during the voyage (weather permitting) have free access to and from the between decks by the whole of each hatchway situate over the space appropriated to the use of such passenger: Provided always, that if the main hatchway be not one of the hatchways appropriated to the use of passengers, or if the natural supply of light and air through the same be in any manner unduly impeded, it shall be lawful for the Emigration Officer at the port of clearance to direct such other provision to be made for affording light and air to the between decks as the circumstances of the case may, in the judgment of such officer, appear to require; and in case of noncompliance with any such directions the owner, charterer, or master of such ship shall be liable, on such conviction as hereinafter is mentioned, to the payment of a penalty not exceeding £50 nor less than £20: Provided also, that no passenger ship having on board as many as 100 passengers shall clear out or proceed on her voyage without having on board an adequate and proper ventilating apparatus, to be approved by the Emigration Officer at the port of clearance, and fitted to his satisfaction.

SEC. 17. Every passenger ship shall carry a number of boats according to the following scale: (that is to say,) two boats for every ship of 100 tons and upward; three boats for every ship of 200 tons and upward, in case the number of passengers shall exceed fifty; four boats for every ship of 500 tons and upward, in case the number of passengers shall exceed 200: Provided always, that one of such boats shall

in all cases be a long boat, and one shall be a properly fitted life boat, and that each of such boats shall be of a suitable size, to be approved by the Emigration Officer at the port of clearance, and shall be seaworthy, and properly supplied with all requisites for use; provided also, that there shall likewise be on board two properly fitted life buoys, kept ready at all times for immediate use.

SEC. 18. No passenger ship shall be cleared out or proceed to sea until it shall be proved to the satisfaction of the officer from whom a clearance of such ship may be demanded that she is manned with a proper complement of seamen for the intended voyage.

SEC. 19. No passenger ship shall clear out or proceed on her voyage if there shall be on board as cargo any gunpowder, vitriol, guano, green hides, or any other article likely to endanger the safety of the ship or the health or lives of the passengers, or if any part of the cargo shall be on deck.

SEC. 20. For the purposes of this Act, the following shall be the number of weeks deemed necessary for the voyage of any ship carrying passengers from the United Kingdom to the under mentioned places respectively; (that is to say,) to North America, except the West coast thereof, ten weeks; to the West Indies, ten weeks; to any part of the East coast of the Continent of Central or South America Northward of the 25th degree of South latitude, except British Guiana, twelve weeks; to the West coast of Africa, twelve weeks; to the Cape of Good Hope or the Falkland Islands, or to any part of the East coast of South America Southward of the 25th degree of South latitude fifteen weeks; to the Mauritius and to the Western coast of America South of the Equator, eighteen weeks; to Ceylon, twenty weeks; to Western Australia, twenty weeks; to any other of the Australian Colonies, twenty-two weeks; to New Zealand and to the Western coast of America North of the Equator, twenty-four weeks: Provided nevertheless, that for the like purposes it shall be lawful for the said colonial land and emigration commissioners, acting by and under the authority of one of her Majesty's principal Secretaries of State, from time to time, by any notice in writing issued under the hands of any two of such commissioners, and published in the London Gazette, to declare what shall be deemed to be the length of voyage from the United Kingdom to any of the said hereinbefore mentioned places, or to any port or place whatsoever, anything herein contained to the contrary notwithstanding.

SEC. 21. No passenger ship shall be allowed to clear out or to proceed on her voyage until there shall be supplied, by and at the expense of the owner or charterer thereof, and properly stowed away on board under hatches for the use of the passengers during the voyage, pure water, and wholesome provisions in a sweet and good condition, of a quality to be approved by the Emigration Officer, and in quantities sufficient to afford the allowances to each passenger as hereafter provided; and if any person shall fraudulently obtain a clearance for any passenger ship which shall not be then stored with the requisite quantities of such water and provisions as aforesaid, he shall be liable, on such conviction as hereinafter is mentioned, to the payment of a penalty not exceeding £100 nor less than £50.

SEC. 22. In every passenger ship the water to be laden on board, as hereinbefore required, shall be carried in tanks or casks to be approved of by the Emigration Officer at the port of clearance: Provided always, that all such casks shall be sweet and tight, of sufficient strength, and properly charred inside, and shall not be made of fir or soft wood staves, nor be capable severally of containing more than 300 gallons each, and shall have been filled with water for the space of twenty-four hours at least, before the same shall be put on board.

SEC. 23. Before any passenger ship shall be cleared out the Emigration Officer at the port of clearance shall survey or cause to be surveyed by some competent person the provisions and water hereinbefore required to be placed on board for the consumption of the passengers, and shall ascertain that the same are of good quality and in a sweet and good condition, and shall also ascertain, that over and above the same there is on board an ample supply of water and stores for the victualling of the crew of the ship and all other persons, if any, on board: Provided nevertheless, that if any passenger ship shall be destined to call at any intermediate port or place during the voyage for the purpose of taking in water, and if an engagement to that effect shall be inserted in the bond hereinafter mentioned, then it shall be sufficient to place on board, at the port of clearance such supply of water as may be requisite, according to the rate hereinafter mentioned, for the voyage of the said ship to such intermediate port or place, subject to the following conditions; (that is to say,)

1st. That the Emigration Officer signify his approval in writing of the arrangement, to be carried among the papers of the ship, and exhibited to the chief Officer of

Customs, or to her Majesty's Consul, as the case may be, at such intermediate port or place, and to be delivered to the chief Officer of Customs, or to her Majesty's Consul, as the case may be, on the arrival of the said ship at the final port or place of discharge.

2d. That if the length of either portion of the voyage, whether to such intermediate port or place or from such intermediate port or place to the final port or place of discharge, be not prescribed in or under the provisions of this Act, the Emigration Officer at the port of clearance shall in every such case declare the same:—

3d. That the ship shall have on board at the time a clearance is demanded tanks or water casks of the description hereinbefore mentioned, sufficient for stowing the quantity of water required for the longest of such portions of the voyage as aforesaid:—

SEC. 24. In addition to and irrespective of any provisions of their own which any passengers may have on board, the master of every passenger ship shall make to each passenger during the voyage, including the time of detention, if any, at any port or place before the termination of such voyage, the following issues of pure water and sweet and wholesome provisions: (that is to say,) of water at least three quarts daily, and of provisions at the rate per week of two and a half pounds of bread or biscuit, not inferior in quality to what is usually called navy biscuit, one pound of wheaten flour, five pounds of oatmeal, two pounds of rice, two ounces of tea, half a pound of sugar, and half a pound of molasses: Provided always, that such issues of provisions shall be made in advance, and not less often than twice a week, the first of such issues to be made on the day of embarkation: Provided also, that potatoes, when good and sound, may be substituted for either the oatmeal or rice, in the proportion of five pounds of potatoes to one pound of oatmeal or rice; and that in ships clearing out from the port of Liverpool, or from Irish or Scotch ports, oatmeal may be substituted in equal quantities for the whole or any part of the issues of rice.

SEC. 26. No passenger ship carrying as many as 100 passengers shall clear out or proceed on her voyage unless there shall be on board a seafaring person who shall be rated in the ship's articles as passengers' cook, to be approved by the Emigration Officer at the port of clearance, and engaged for the purpose of cooking the food of the passengers, nor unless a convenient place for that purpose shall have been set apart on deck, and a sufficient cooking apparatus, properly covered in and arranged, shall have been provided to the satisfaction of the said Emigration Officer, together with a proper supply of fuel adequate in his opinion for the intended voyage.

SEC. 27. It shall not be lawful for any passenger ship having on board as many as fifty persons, if the length of the intended voyage, computed as hereinbefore mentioned, shall exceed twelve weeks, nor, whatever may be the computed duration of the voyage, for any passenger ship having on board as many as 100 persons, except she be bound to North America, (including in both cases the master and crew, and cabin passengers, if any,) to clear out or proceed on her voyage, unless there shall be on board, and rated on the ship's articles, some person duly authorized by law to practice in the United Kingdom, as physician, surgeon, or apothecary, and whose name shall have been notified to the Emigration Officer at the port of clearance, and not objected to by him; and further, that no passenger ship bound to North America having on board as many as 100 persons, exclusive of the master and crew, and cabin passengers, if any, shall clear out or proceed on her voyage without having on board, and rated on the ship's articles, such duly authorized medical practitioner, whose name shall have been notified to the Emigration Officer at the port of clearance, and not objected to by him: Provided nevertheless, that if in any ship bound to North America there be appropriated on the second deck or platform, or in the poop, (if any,) instead of twelve clear superficial feet, as hereinbefore required, fourteen clear superficial feet, unoccupied by stores not being the personal luggage of the passengers, for each passenger on board, counting for this purpose each child above the age of one year as one passenger, then and in such case, but not otherwise, it shall be lawful for such ship to clear out and proceed to sea without having on board a medical practitioner as aforesaid.

SEC. 28. In every passenger ship there shall be furnished and laden on board, at the expense of the owner or charterer thereof, a medicine chest containing a supply of medicines, instruments, and other things proper and necessary for diseases and accidents incident to sea voyages, and for the medical treatment of the passengers during the voyage, including an adequate supply of disinfecting fluid or agent, together with printed or written directions for the use of the same respectively; and that such medicines and other things shall be good in quality, and, in the judgment of the Emigration Officer at the port of clearance, sufficient in quantity for the probable ex-

agencies of the intended voyage, and shall be placed under the charge of the surgeon, when there is one on board, to be used at his discretion.

SEC. 29. Except as hereinafter provided, no passenger ship shall clear out or proceed on her voyage until some medical practitioner, to be appointed by the Emigration Officer at the port of clearance, shall have inspected the medicine chest of the said ship, and also all the passengers about to proceed in her, and shall certify to the said Emigration Officer that the said ship contains a sufficient supply of medicines, instruments, and other things requisite for the medical treatment of the passengers during the intended voyage, and that none of the passengers appear to such medical practitioner likely, by reason of being affected by any infectious or other disease, to endanger the health of the other persons about to proceed in such vessel.

SEC. 30. In case any such medical practitioner shall notify to the Emigration Officer at the original port of clearance, or at any other port or place in the United Kingdom into which the vessel may subsequently put, or in case the said Emigration Officer shall be otherwise satisfied, that any person about to proceed in any such passenger ship as aforesaid is likely, by reason of being affected by any infectious or other disease, to endanger the health of the other persons on board, it shall be lawful for such Officer to reland or cause to be relanded any such person, and such members of his family, if any, that may be dependent on him: or as may be unwilling to be separated from him; and no passenger ship shall clear out or proceed on her voyage so long as any such diseased person shall be on board.

SEC. 31. Provides that passengers so relanded may recover passage money.

SEC. 32. Provides for the return of passage money and compensation to passengers where passage is not provided for them according to contract.

SEC. 33. Provides for subsistence in case of detention.

SEC. 34. Provides that in case of wreck, &c., passengers shall be provided with a passage by some other vessel; and in default, may recover compensation by summary process.

SEC. 35. The master of any ship, whether passenger ship or otherwise, shall not land or cause to be landed any passenger, without his previous consent, at any port or place other than the port or place at which such passenger may have contracted to land.

SEC. 36. Every passenger in a passenger ship arriving at the end of his voyage shall be entitled for at least 48 hours next after his arrival to sleep in such ship, and to be provided for and maintained on board thereof in the same manner as during the voyage, unless in the further prosecution of her voyage such ship shall quit the port or place within the above mentioned period.

SEC. 38. If any passenger ship shall, after having obtained her clearance, be detained in port for more than seven days, or shall, after having been to sea, put into or touch at any port or place in the United Kingdom, it shall not be lawful for any such passenger ship to proceed on her voyage until there shall have been laden on board, at the expense of the owner, charterer, or master of such ship, such further supply of pure water, wholesome provisions of the requisite kinds and qualities, and medical stores, as may be necessary to make up the full quantities of those articles herein before required for the use of the passengers during the whole of the intended voyage, nor until the master of the said ship shall have obtained from the Emigration Officer or his Assistant, or, where there is no such officer, or in his absence, from the officer of Customs at such port or place, a certificate to the effect as the certificate hereinbefore required to enable the ship to be cleared out; and in case of any default herein the said master shall be liable, on conviction, as hereinafter mentioned, to the payment of a penalty not exceeding £100 nor less than £50; and further, if the master of any passenger ship so putting into or touching at any port or place as aforesaid shall not within 24 hours thereafter report his arrival, and the cause of his putting back, and the condition of his ship and of her stores and provisions, to the Emigration Officer, or, as the case may be, to the officer of Customs at the port, and shall not produce to such officer the official or master's list of passengers, such master shall for each offence be liable to the payment of a penalty not exceeding £10 nor less than £2.

SEC. 42. It shall not be lawful, in any passenger ship, to sell to any passenger during the voyage any spirits or strong waters; and that if any person shall during the voyage, directly or indirectly, sell or cause to be sold any spirits or strong waters to any such passenger, he shall be liable for every such offence, on such conviction as hereinafter mentioned, to the payment of a penalty not exceeding £20 nor less than £5.

SEC. 43. And for the more effectually securing the due observance of the several

requirements as well of this Act as of any rules or regulations which may at any time be prescribed by any order in council as aforesaid, and also for the better securing the due payment of all penalties which the master of any passenger ship may be adjudged to pay, under or by virtue of the provisions of this Act or of any such order in Council, be it enacted, That before any passenger ship shall clear out or proceed on any voyage to which this Act shall extend, the owner or charterer, or, in the absence of such owner or charterer, one good and sufficient person on his behalf, to be approved by the chief officer of Customs at the port of clearance, shall, with the master of the said ship, enter into a joint and several bond in the sum of £1,000 to Her Majesty, her heirs and successors, the condition of which bond shall be, and that the said ship is in all respects seaworthy, and that all and every the requirements of this Act, and of the Colonial Land and Emigration Commissioners acting in the manner prescribed by this Act, and of any order in Council passed in virtue of this Act, shall in all respects be well and truly fulfilled and performed, and, moreover, that all penalties, fines, and forfeitures which the master of such ship may be adjudged to pay for or in respect of the breach or nonperformance of any of such requirements as aforesaid shall be well and truly paid; and in Scotland such bond shall be deemed and taken to be a probative deed: Provided always, that such bond shall be without stamps: provided also, that no such bond shall be put in suit, and that no prosecution, suit, action, information, or complaint shall be brought, under or by virtue of this Act, upon or by reason of the breach of any of the requirements thereof, in any of Her Majesty's possessions abroad, after the expiration of 12 calendar months next succeeding the termination of any such voyage as aforesaid, nor in the United Kingdom, after the expiration of 12 calendar months next after the return of the said ship or of the said master to the United Kingdom.

SEC. 44. Provides that no person may act as passage broker in respect of passengers to North America without a license.

SEC. 47. Provides that contract tickets must be given in respect of passages to North America.

SEC. 50. In every ship, whether a passenger ship or otherwise, fitting or intended for the carriage of passengers, or which shall carry passengers on any voyage to which any of the provisions of this Act may for the time being extend, if every such facility for inspection shall not be afforded as hereintofore required, and that if any such passenger ship shall clear out or proceed on her voyage before the master shall have obtained a certificate as hereinbefore required that all the requirements of this Act have been complied with, or if before a clearance be demanded for any ship, whether a passenger ship or otherwise, such lists of passengers, or if at any time during the voyage all such additions to the master's lists, or if such additional or separate lists, as hereinbefore required, shall not be duly made, signed, and delivered to the proper officer, or if any such list or any additions to the same shall not be duly exhibited to or deposited with the proper officer at any port or place as hereinbefore required, or if any of such lists or the additions thereto respectively shall be wilfully false, or if any passenger ship shall clear out or proceed on her voyage without having been duly surveyed as hereinbefore required, or if the lower or hold beams at any time during the voyage in any such passenger ship shall not form part of her permanent structure, or if the second deck or platform shall not be of the thickness and laid or secured in such manner as hereinbefore required, or if the height between such second deck or platform and the upper deck, or between such second deck or platform and the deck beneath it, when used for carrying passengers, shall be less than six feet, or if there shall be more than two tiers of berths on any one deck, or if such berths shall not be securely constructed, or shall not be of such dimensions as hereinbefore required, or if there shall not be such an interval between the deck and the floor of the berths as hereinbefore required, or if any of the berths shall be taken down contrary to the requirement in that behalf hereinbefore contained, or if the passengers shall not have free access to or from the between decks in the manner hereinbefore required, or if any passenger ship carrying as many as 100 passengers shall clear out or proceed on her voyage without having on board such adequate ventilating apparatus as hereinbefore required, or if there shall not be provided boats and life buoys of such description and number as hereinbefore required, or if any such passenger ship shall proceed on her voyage without being properly manned, or shall have on board as cargo any articles likely to endanger the safety of the ship or the health or lives of the passengers as hereinbefore mentioned, or if any part of the cargo shall be carried on deck, or if in any passenger ship at any time during the voyage there shall not be on board properly stowed away under hatches for the use and consumption of the passengers,

such water and provisions, and of description, quantity, and quality, as may be required by or under the provisions of this Act, or if such water and provisions shall not be issued in the quantities and in manner hereinbefore required, or if the water shall not be carried in such tanks or casks as hereinbefore required, or if there shall not be on board of any ship carrying as many as 100 passengers at all times during the voyage such passengers, cook and place for cooking and cooking apparatus as hereinbefore required, or if any passenger ship carrying as many as 50 persons on any voyage of which the computed length shall exceed 12 weeks, or any other voyage, except to North America, as many as 100 persons, or (except as hereinbefore excepted) on any voyage to North America as many as 100 passengers, shall clear out or proceed on her voyage without having on board, or shall not at all times during the voyage have on board, such medical practitioner as hereinbefore required, or if there shall not be on board of any passenger ship such medicines, instruments, and medical apparatus, and such printed or written directions for the use of the same, as may at any time be required by or under the provisions of this Act, or if any passenger ship, except as hereinbefore provided, shall clear out or proceed on her voyage before such medical inspections of the medicines and passengers shall have taken place, and such certificate of the medical inspector shall have been granted as hereinbefore required, or if any diseased person on board any such passenger ship, or the members of his family, shall not be relanded as hereinbefore required, or if any passenger shall without his previous consent be landed at any place other than the place at which he may have contracted to land, or if any passenger shall not be allowed to sleep and be maintained on board the ship after arrival for the period and in manner hereinbefore provided, or if there shall not be kept on board copies of this Act, or if one of such copies shall not be produced on demand, as hereinbefore required, then and in every such case respectively the master of every such ship, or, as the case may be, of every such passenger ship, shall be liable for and in respect of each and every such offence as aforesaid, on such conviction as hereinafter mentioned, to the payment of a penalty not exceeding £50 nor less than £5.

SEC. 51. enforces the penalty on falsifying or forging forms of application for free passages, or the certificates in support thereof.

SEC. 52. Prescribes forms for the recovery of penalties and compensation moneys.

RAILROAD, CANAL, AND STEAMBOAT STATISTICS.

PASSAGES OF BRITISH AND AMERICAN OCEAN STEAMSHIPS.

In the *Merchants' Magazine* for September, 1851, (vol. xxv., pages 337-379,) and in the number for November, 1851, (vol. xxv., pages 635-639,) we published full statistics of the British and American Ocean Steamers from January to June, 1851. We now present, from tables prepared by the *Courier and Enquirer*, the several trips of each line since that date, the amount of specie taken to Liverpool on each voyage, and the passengers carried from port to port to the close of the past year. The statement is also valuable as a matter of reference, showing the relative speed of the different steamers, and the average of time consumed by the two lines during this period of six months. We have in the recapitulation the subjoined result, namely:—

FOURTEEN TRIPS OF THE COLLINS LINE FROM LIVERPOOL.

	Days.	Hours.	Min.
Total time occupied.....	158	21	15
Average time per trip.....	11	8	00
Quickest trip since July, by the Baltic.....	9	13	40
Longest " " " Atlantic.....	13	17	30
Average number of passengers, 106.			

THIRTEEN TRIPS OF THE CUNARD LINE FROM LIVERPOOL.

	Days.	Hours.	Min.
Total time occupied.....	161	4	15
Average time per trip.....	12	9	00
Quickest trip since July, by the Africa.....	10	6	00
Longest " " " Europa.....	16	20	00
Average number of passengers, 101.			

THIRTEEN TRIPS OF THE CUNARD LINE TO BOSTON.

	Days.	Hours.	Min.
Total time occupied.....	151	10	00
Average time per trip.....	11	15	00
Quickest trip since July, by the Asia.....	10	4	30
Longest " " " Canada.....	13	12	00
Average number of passengers, 74.			

THIRTEEN TRIPS OF THE COLLINS LINE TO LIVERPOOL.

Total time occupied.....	142	10	45
Average time per trip.....	10	23	00
Quickest trip since July, by the Baltic.....	10	4	45
Longest " " " Baltic.....	12	9	00
Average number of passengers, 63.			

FOURTEEN TRIPS OF THE CUNARD LINE TO LIVERPOOL.

Total time occupied.....	160	18	45
Average time per trip.....	11	11	00
Quickest trip since July, by the Africa.....	10	9	30
Longest " " " Europa.....	14	3	00
Average number of passengers, 69.			

THIRTEEN TRIPS OF THE CUNARD LINE TO LIVERPOOL FROM BOSTON.

Total time occupied.....	140	22	30
Average time per trip.....	10	20	00
Quickest trip since July, by the Asia.....	9	20	45
Longest " " " Cambria.....	12	21	00
Average number of passengers, 35.			

Specie shipped per Collins and Cunard steamers from New York, July 1st to January 1st.....	\$19,069,089
Specie shipped per Cunard steamers from Boston, July 1st to Jan. 1st.....	2,431,632

FOR LIVERPOOL FROM NEW YORK—COLLINS LINE.

Date.	Name of Steamship.	No. of passengers.	Specie.	Time.		
				D.	H.	M.
July 5.....	Arctic.....	121	\$1,086,890	10	10	15
19.....	Baltic.....	70	668,000	10	4	45
Aug. 6.....	Atlantic.....	70	100,000	10	10	15
16.....	Pacific.....	68	413,000	10	8	35
30.....	Baltic.....	37	537,626	10	21	30
Sep. 13.....	Atlantic.....	70	275,000	10	20	00
27.....	Pacific.....	90	552,862	10	7	00
Oct. 11.....	Baltic.....	78	22,000	10	19	00
25.....	Atlantic.....	39	400,000	11	20	15
Nov. 8.....	Pacific.....	46	799,804	11	00	00
22.....	Baltic.....	59	1,096,644	12	9	00
Dec. 6.....	Atlantic.....	35	842,500	11	6	00
20.....	Arctic.....	40	371,500	11	18	00

FROM LIVERPOOL TO NEW YORK—COLLINS LINE.

Date.	Name of Steamship.	No. of passengers.	Time.		
			D.	H.	M.
July 9.....	Pacific.....	117	12	4	45
23.....	Atlantic.....	132	10	17	30
30.....	Arctic.....	36	11	19	39
Aug. 6.....	Baltic.....	148	9	13	40
20.....	Atlantic.....	176	11	14	30
Sep. 3.....	Pacific.....	194	10	17	30
17.....	Baltic.....	97	10	17	00
Oct. 1.....	Atlantic.....	139	13	17	30
15.....	Pacific.....	143	11	00	00
29.....	Baltic.....	91	10	19	00
Nov. 12.....	Atlantic.....	62	10	12	00
26.....	Pacific.....	50	11	9	00
Dec. 10.....	Baltic.....	61	13	5	00
24.....	Atlantic.....	44	11	00	00

FOR LIVERPOOL FROM NEW YORK—CUNARD LINE.

Date.	Name of Steamship.	No. of passengers.	Specie.	Time.		
				D.	H.	M.
July 2.....	Niagara.....	91	950,328	11	3	00
16.....	Africa.....	90	1,001,543	10	9	30
30.....	Asia.....	154	641,000	11	1	15
Aug. 13.....	Niagara.....	69	415,000	11	1	00
27.....	Africa.....	71	857,000	10	10	30
Sep. 10.....	Asia.....	76	997,000	11	00	00
24.....	Niagara.....	55	535,000	11	19	00
Oct. 8.....	Africa.....	73	494,000	10	15	00
22.....	Asia.....	60	380,000	10	10	30
Nov. 5.....	Niagara.....	29	945,000	12	18	00
19.....	Canada.....	54	1,295,992	13	2	00
Dec. 3.....	Africa.....	62	1,425,000	11	8	00
17.....	America.....	29	1,120,000	11	14	00
31.....	Europa.....	54	847,000	14	3	00

FROM LIVERPOOL TO NEW YORK—CUNARD LINE.

Date.	Name of Steamship.	No. of passengers.	Time.		
			D.	H.	M.
July 5.....	Asia.....	107	10	20	00
19.....	Niagara.....	112	12	5	00
Aug. 2.....	Africa.....	109	10	6	00
16.....	Asia.....	163	12	5	30
30.....	Niagara.....	128	12	4	00
Sep. 13.....	Africa.....	144	10	20	00
27.....	Asia.....	124	12	20	15
Oct. 11.....	Niagara.....	110	13	20	30
28.....	Canada.....	115	11	17	00
Nov. 8.....	Africa.....	101	11	3	00
22.....	America.....	40	13	10	00
Dec. 6.....	Europa.....	32	16	20	00
20.....	Africa.....	32	12	21	00

FOR LIVERPOOL FROM BOSTON—CUNARD LINE.

Date.	Name of Steamship.	No. of passengers.	Specie.	Time.		
				D.	H.	M.
July 9.....	Europa.....	101	575,000	11	00	00
23.....	Canada.....	48	185,000	10	00	00
Aug. 6.....	America.....	35	50,000	10	15	45
20.....	Europa.....	25	50,000	10	15	30
Sep. 3.....	Canada.....	28	230,000	10	7	00
17.....	America.....	32	.....	10	15	00
Oct. 1.....	Europa.....	37	800	10	10	30
15.....	Canada.....	33	.....	11	7	00
29.....	America.....	23	150,000	11	10	00
Nov. 12.....	Europa.....	20	178,500	10	10	00
26.....	Cambria.....	16	603,000	12	21	00
Dec. 10.....	Asia.....	40	409,332	9	20	45
24.....	Niagara.....	15	.....	11	10	00

FROM LIVERPOOL FOR BOSTON—CUNARD LINE.

Date.	Name of Steamship.	No. of passengers.	Time.		
			D.	H.	M.
July 12.....	America.....	60	11	19	15
26.....	Europa.....	80	10	6	45
Aug. 9.....	Canada.....	108	10	2	15
23.....	America.....	121	12	3	30
Sep. 6.....	Europa.....	137	10	17	00
20.....	Canada.....	72	11	6	10
Oct. 4.....	America.....	96	12	16	00
10.....	Europa.....	106	11	7	15
Nov. 1.....	Cambria.....	41	12	15	00
15.....	Asia.....	53	10	4	30
29.....	Niagara.....	31	13	10	00
Dec. 13.....	Canada.....	32	13	12	00
27.....	Cambria.....	28	11	00	30

STEAM MARINE OF THE UNITED STATES.

At the last session of Congress the Senate, by resolution, directed the Secretary of the Treasury to collect and report statistics, exhibiting officially the external and internal steam marine of the United States. The aggregate results far exceed in magnitude and importance the most extravagant estimates and anticipations. These reliable facts and statistics were recently reported to the Senate by the Secretary of the Treasury. We take the subjoined statement from the report.

The steam marine of the United States on the Atlantic and Pacific coasts and the Gulf of Mexico, is as follows:—

From Passamaquoddy bay to Cape Sable there are 46 ocean steamers; 274 ordinary steamers; 65 propellers, and 80 ferry boats. Tonnage 154,270 tons. High pressure steamers 116; low pressure 342. Number of officers and crew 6,348. Passengers annually 33,114,782. Average miles traveled 8,118,989. These statistics refer to the year ending July 1, 1851.

The steam marine on the Gulf of Mexico, from Cape Sable to the Rio Grande, consists of 12 ocean steamers; 95 ordinary steamers; 2 propellers. Tonnage 23,244. High pressure 97; low pressure 10. Number of officers and crew 3,473. Passengers during the year 148,700. Number of miles traveled 1,360,380.

The steam marine on the Pacific coast consists of 37 ocean steamers; 13 ordinary steamers. Tonnage 37,936. High pressure 3; low pressure 47. Officers and crew 1,949. Average miles traveled 79,209.

The aggregates of the external steam marine are:—

Ocean steamers 96; ordinary steamers 382; propellers 67; ferry boats 80; total 625. Total tonnage 212,500. High pressure 213; low pressure 412. Officers and crew 11,770. Annual passengers 33,342,846. Of the annual passengers 24,009,550 were by ferry boats.

The shipwrecks in the United States on the Atlantic and Pacific coasts and Gulf of Mexico, during the year ending July 1, 1851, were 50 ships; 59 brigs; 190 schooners; 9 sloops and 20 steamers. Total 320, of which 278 were by tempest, 14 by fire, 15 by collisions, 19 by snags and 2 by explosion. The number of lives lost was 318.

The "human movement" by steamboat, on the principal tide water lines was as follows:—

	Passengers.
On Long Island Sound.....	302,397
On Hudson River.....	995,100
Between New York and Philadelphia by steamers.....	840,000
On Potomac and James Rivers and Chesapeake Bay.....	422,100
Gulf of Mexico.....	169,508
Pacific coast.....	79,209

In 26 districts on the Atlantic coast, there were 160 vessels lost, valued at \$1,559,171, and on which insurance was paid to the amount of \$968,350.

In New York the marine insurance paid was.....	\$3,520,161
In Philadelphia.....	906,616
In Boston.....	504,865

The total marine (not inland) insurance paid during the year is estimated at \$6,227,000.

The inland steam marine of the United States comprises three grand divisions—the Northern Frontier, the Ohio Basin, and the Mississippi Valley.

	Steamers.	Tonnage.	Officers and crew.	Passengers.
Northern Frontier has.....	164	69,165	2,835	1,513,390
Ohio Basin.....	348	67,601	8,338	3,464,967
Mississippi Valley.....	255	67,957	6,414	882,593
Total.....	767	204,723	17,607	5,860,950

Of the passengers 2,481,915 were by ferry boats, and in addition to the above there were 1,325,911 passengers by railroads, 86,000 by canals, and 27,872 by stages on the Northern Frontier line of travel, and 265,936 railroad and 28,773 stage passengers on the Ohio Basin line.

TRAVEL TO AND FROM INLAND COMMERCIAL CENTERS

Pittsburgh (last year).....	Passengers.	466,856
St. Louis.....		367,795
Buffalo.....		622,423
Chicago.....		199,883
Total.....		1,656,957

The resident population of these four cities is but 217,966.
The travel to and from Buffalo "comes and goes" as follows:—

By ordinary steamers.....	157,257	
Propellers.....	14,300	
Ferry Boats.....	26,280	
Buffalo and Rochester Railroad.....	262,386	
Niagara Railroad.....	119,200	
Erie Canal.....	43,000	
Total.....		622,423

St. Louis has 131 steamers; New Orleans 109; Detroit 47; Buffalo 42; Pittsburgh 12. During eight years ending July 1, 1851, the tonnage in the Buffalo districts has increased 19,217 tons; in Presque Isle 2,777; Cuyahoga 4,563, and in Detroit 14,416. The steamboat tonnage on the upper lakes has more than quadrupled in eight years, and on the Mississippi valley it has doubled in nine years.

The steamboat disasters on the Mississippi and tributaries since the introduction of steam, to the year 1848, are by collision 45; fire 104; snags 469; total 618. The original cost of the boats £9,899,748; deficiency in value \$5,186,757; final losses \$4,719,991. The loss in 1849 is stated at \$2,000,000.

Losses on the lakes and rivers during the year ending July 1, 1851, by tempest 35; fire 80; collision 18; snags 32. Persons lost on the lakes 67, and on the rivers 628; total 695.

The average tonnage of lake steamers is 437 tons; of the Ohio basin 206; of the Mississippi valley 273.

Of the 558 ordinary steamers on the rivers, 317 are enrolled in the districts of the Ohio basin, and 241 in those of the Mississippi valley.

Of the 147 ordinary steamers and propellers on the lakes, 31 are enrolled on the lakes Champlain and Ontario and the St. Lawrence, 66 on lake Erie, and 60 at Detroit and the lakes above.

Of the 164 steam vessels on the lakes, 105 are ordinary steamers, 52 are propellers, and 43 are ferry boats.

Of the 601 steam vessels on the rivers, 558 are ordinary, and 43 are ferry-boats.

With but two very slight exceptions, there is an uninterrupted line of steam navigation from the waters of the Gulf of St. Lawrence to those of the Gulf of Mexico, a distance of about 28,000 miles, and upon which is employed, for the purpose of trade and travel, a steam tonnage of 69,166 tons. The Ohio basin forms, in itself, a cross section of about 1,100 miles in length.

The steam marine of Great Britain and her dependencies, is stated to consist of 1,184 boats with 142,080 tonnage; while the inland steam marine of the United States consists of 766 boats, with a tonnage of 204,723 tons—showing that, exclusive of the steam tonnage of the Atlantic and Pacific seaboard and the gulf coast, the inland steam tonnage exceeds that of Great Britain and her dependencies by 62,643 tons.

LIGHT LOCOMOTIVE ENGINES ON RAILWAYS.

On the 3d of August, 1851, says the *Bury Post*, an engine called the Little England was forwarded to the Edinburgh and Glasgow Railway, under a guaranty that she was to work their express trains between Edinburgh and Glasgow, consisting of seven carriages, to keep good time as per time bill, and not to consume more than ten lbs. of coke per mile: if she did that to the satisfaction of Adie, the company's engineer, they should purchase her for £1,200. Mr. Adie placed one of the best engines belonging to the company, called the Sirius, to run from the opposite end, at the same hours, and with a similar train, in order to compare the one with the other. They worked well, the Sirius starting the morning trip from Edinburgh, and the Little England from Glasgow. They then changed; and the Sirius started from Glasgow and the

Little England from Edinburgh, thus making a fair division of the work, and the result proved that the small engine kept better time than the larger one. Her consumption of coke was 8lb. 3 oz. per mile, while that of the Sirius was 29lbs. 1 oz. per mile. The Little England would frequently run a mile in sixty seconds, and sometimes less. She started with less slipping, and could be brought to a stand in much less distance than the larger engine. She is now running the express trains between Edinburgh and Glasgow, consisting of five carriages, with a consumption of only 6½lbs. of coke per mile. During the heavy gales and bad weather which prevailed in the early part of January she was the only engine upon the line which kept time.

JOURNAL OF MINING AND MANUFACTURES.

WAGES OF LABOR IN FACTORIES.

The following table of wages is taken from the census of the United States; it distinguishes those paid to females and males, and the difference between those of one State and another. We do not vouch for its veritableness, even although it is a "Census Report."

States, &c.	Wrought Iron Works.		Cotton Factories.		Woolen Factories.	
	Male.	Female.	Male.	Female.	Male.	Female.
Alabama.....	\$0 67	\$0 42	\$0 30	\$....	\$....	\$....
Arkansas.....	....	0 55	0 19	....	....	....
Columbia Dist. of.....	....	0 53	0 30	1 15	....	....
Connecticut.....	1 21	0 73	0 42	0 93	0 50	0 50
Delaware.....	0 93	0 60	0 43	0 71	0 65	0 65
Florida.....	....	1 23	0 19	....	....	....
Georgia.....	0 43	0 55	0 28	0 92	0 55	0 55
Illinois.....	....	0 84	0 48	....	....	....
Indiana.....	1 05	0 50	0 26	0 83	0 42	0 42
Iowa.....	....	....	....	0 43	....	....
Kentucky.....	1 23	0 55	0 35	0 58	0 43	0 43
Maine.....	....	1 06	0 46	0 86	0 44	0 44
Maryland.....	0 90	0 59	0 37	0 70	0 45	0 45
Massachusetts.....	1 01	1 27	0 52	0 88	0 54	0 54
Michigan.....	....	....	....	0 82	0 44	0 44
Mississippi.....	....	0 54	0 19	....	....	....
Missouri.....	1 15	0 42	0 38	1 23	0 25	0 25
New Hampshire.....	1 23	0 97	0 50	0 37	0 55	0 55
New Jersey.....	1 07	0 68	0 36	0 95	0 32	0 32
New York.....	1 01	0 70	0 37	0 80	0 45	0 45
North Carolina.....	0 39	0 44	0 24	0 68	0 27	0 27
Ohio.....	1 29	0 64	0 44	0 77	0 42	0 42
Pennsylvania.....	1 06	0 65	0 28	0 74	0 39	0 39
Rhode Island.....	1 00	0 71	0 49	0 79	0 58	0 58
South Carolina.....	....	0 53	0 31	....	....	....
Tennessee.....	0 58	0 42	0 25	0 69	0 23	0 23
Texas.....	....	....	....	0 77	0 77	0 77
Vermont.....	1 22	0 59	0 47	0 94	0 44	0 44
Virginia.....	0 81	0 39	0 38	0 70	0 37	0 37
Wisconsin.....	....	....	....	0 85	....	....
Highest.....	1 29	1 27*	0 52	1 23	0 77	0 77
Lowest.....	0 39	0 39	0 19	0 43	0 23	0 23
Mean.....	0 97	0 65	0 35	0 82	0 44	0 44

WEST NEWTON SILK RIBBON MANUFACTORY.

About a year ago, the manufactures of silk ribbons was commenced in West Newton, (Mass.) four power looms were put in operation with foot power. The average number of pieces of ribbon woven at the same time, on each loom, are twelve, which have proved successful. Six more looms have been added to operate with steam power. The ribbons which have been made, have proved, for color and beauty, equal to any which are imported.

MANUFACTURE OF WROUGHT IRON IN THE UNITED STATES.

State.	Capital invested.	Tons, pig metal.	Tons, blooms used.	Tons, ore used.	Tons, mineral coal.	Bushels, coke and charcoal.	Value of raw material used.	No. hands employed.	Average wages per month.	Tons of iron made.	Value of other products.	Value of entire products.
								M. es. Fe's. Males. Females.				
New Hampshire...	\$4,000	145	....	....	....	50,000	\$5,600	6 ..	\$32 00	110	.....	\$10,400
Vermont.....	62,700	750	525	2,625	....	337,000	66,194	57 ..	31 05	2,045	.....	163,986
Massachusetts.....	610,000	7,030	....	....	11,022	78,500	221,194	260 ..	22 50	6,720	.....	428,320
Rhode Island.....	208,000	3,000	....	....	6,000	.....	111,750	220 ..	26 00	2,650	.....	222,400
Connecticut.....	529,500	7,081	1,644	....	5,062	783,600	358,780	374 ..	31 59	6,325	\$5,000	667,560
New York.....	1,131,300	8,530	....	44,642	13,908	5,554,150	838,314	1,037 ..	26 00	13,636	195,000	1,423,963
New Jersey.....	1,016,843	10,430	....	14,549	4,507	1,994,180	320,950	593 ..	27 78	8,162	.....	629,273
Pennsylvania.....	7,620,066	163,702	20,405	....	325,967	3,939,998	5,488,391	6,764 7	27 68 \$7 50	182,506	219,500	8,902,907
Delaware.....	15,000	510	60	....	....	228,000	19,500	50 ..	24 19	550	.....	55,000
Maryland.....	780,650	10,172	3,389	....	10,455	246,000	439,511	568 ..	23 33	10,000	.....	771,431
Virginia.....	791,211	17,296	2,500	....	66,515	103,000	591,448	1,295 ..	23 62	15,328	.....	1,254,995
North Carolina...	103,000	....	....	4,650	....	357,900	28,114	173 14	10 37 5 28	850	.....	66,980
South Carolina...	....	....	....	....	....	....	....	....	....	....	.....	....
Georgia.....	9,200	100	....	....	....	76,600	5,986	26 1	11 35 5 00	90	.....	15,384
Florida.....	....	....	....	....	....	....	....	....	....	....	.....	....
Alabama.....	2,500	120	....	....	....	30,000	3,000	14 ..	20 00	100	.....	7,500
Mississippi.....	....	....	....	....	....	....	....	....	....	....	.....	....
Louisiana.....	....	....	....	....	....	....	....	....	....	....	.....	....
Texas.....	....	....	....	....	....	....	....	....	....	....	.....	....
Arkansas.....	....	....	....	....	....	....	....	....	....	....	.....	....
Tennessee.....	755,050	11,696	825	9,151	62,038	.....	385,616	731 55	15 20 5 00	10,348	38,800	670,618
Kentucky.....	176,000	2,000	1,600	....	....	280,000	180,800	183 ..	32 06	3,070	.....	299,700
Ohio.....	620,800	12,675	2,900	....	22,755	466,900	604,493	708 ..	33 61	14,416	.....	1,076,192
Michigan.....	....	....	....	....	....	....	....	....	....	....	.....	....
Indiana.....	17,000	50	....	3,150	....	85,000	4,425	22 2	27 45 4 00	175	.....	11,760
Illinois.....	....	....	....	....	....	....	....	....	....	....	.....	....
Missouri.....	42,100	1,204	....	....	9,834	....	24,509	101 ..	30 00	963	.....	68,700
Iowa.....	....	....	....	....	....	....	....	....	....	....	.....	....
Total.....	\$14,495,220	251,491	33,344	78,787	538,063	14,510,828	\$9,698,109	13,178 79		278,044	\$458,300	\$16,747,074

MANUFACTURING ESTABLISHMENTS IN THE UNITED STATES.

The following tabular statement of the number of manufacturing establishments in operation in 1850, derived from the census of that year, probably falls far short of the actual number:—

NUMBER OF ESTABLISHMENTS IN OPERATION.

States.	Cotton.	Woolen.	Castings.	Pig iron.	Wrought iron.
Maine.....	12	36	25	1	..
New Hampshire.....	44	61	26	1	2
Vermont.....	9	72	26	3	8
Massachusetts.....	213	119	68	6	6
Rhode Island.....	158	45	20	..	1
Connecticut.....	128	149	60	13	18
New York.....	86	249	323	18	60
New Jersey.....	21	41	45	10	53
Pennsylvania.....	208	380	320	180	131
Delaware.....	12	8	13	..	2
Maryland.....	24	38	16	18	17
Virginia.....	27	121	54	29	39
North Carolina.....	28	1	5	2	19
South Carolina.....	18	..	6	..	..
Georgia.....	35	3	4	3	3
Florida.....	..	..	..	..	..
Alabama.....	12	..	10	3	1
Mississippi.....	2	..	8	..	..
Louisiana.....	..	..	8	..	..
Texas.....	..	1	2	..	..
Arkansas.....	3	..	..	..	..
Tennessee.....	33	4	16	23	42
Kentucky.....	8	25	20	21	4
Ohio.....	8	130	183	35	11
Michigan.....	..	15	63	1	..
Indiana.....	2	33	14	2	3
Illinois.....	..	16	29	2	..
Missouri.....	2	1	6	5	2
Iowa.....	..	1	3	..	..
Wisconsin.....	..	9	15	1	..
California.....	..	..	1	..	..
District of Columbia.....	1	1	2	..	..
Total.....	1,094	1,559	1,391	377	422

COTTON;—FACTS IN ITS HISTORY AND MANUFACTURE.

The following statistical facts in the history of Cotton, will no doubt prove new to the most of our readers, and instructive to all. As facts for future reference, they are invaluable:—

Up to the beginning of the eighteenth century, the small amount of cotton imported into England was from Cyprus and Smyrna.

The annual average importation into England, the five years inclusive from 1700 to 1705 amounted to 1,171,000 pounds.

In 1730, Mr. Wyatt first spun yarn cotton by machinery.

In 1733, on the 25th November, the trustees for the settlement of Georgia, were presented with a paper of cotton seed by Mr. Phillip Miller, of Chelsea, England, which reached Georgia in March, 1734.

In 1735, the first cotton was sent to Holland by the Dutch colony of Surinam, in South America.

In 1741, raw cotton imports into England amounted to 1,900,000 pounds.

In 1742, at Birmingham, England, the first cotton spinning mill was built; its motive power was mules or horses.

In 1760, only £200,000 was the entire value of manufactured cotton goods in England.

In 1761, Arkwright (afterwards knighted) obtained the first patent for his spinning frame.

In 1767, the spinning-jenny was invented by James Hargrave, which spun eight threads instead of one. Raw cotton imports this year were about 3,000,000 pounds.

In 1774, a bill prohibiting the exportation of machinery employed in the manufacture of cotton received the royal assent of England. Five years after, the mule-jenny was invented.

In 1781, Ireland first exported cotton goods to England, having sent over 239 pounds raw cotton, mixtures of cotton and manufactures, to the value of £157, and 17,338 pairs of cotton stockings.

In 1782, England received her first cotton from Brazil. The same year England received 11,828,000 pounds imports, and exported 421,000 pounds, setting down the quantity manufactured at 11,500,000 pounds.

In 1785, Rev. Mr. Cartwright invented the power loom. The same year Watt's steam-engines were first introduced as the motive power in driving machinery in cotton manufactories.

The following year, chlorine was first used for bleaching.

In 1787, the first cotton-spinning machinery was set up in France.

In 1789, short staple cotton began to be cultivated in the South, and sea island cotton first introduced here.

In 1790, at Pawtucket, Rhode Island, Mr. Slater erected a cotton mill—the first in America.

In 1792, Eli Whitney of New Haven, Connecticut, then residing in Georgia invented his first cotton gin.

In 1798, Switzerland introduced cotton mills. The United States exported this year, 9,300,000 pounds. Prices in England from 22d. to 23d.; in American exports amounted to \$3,500,000.

In 1802, New Hampshire built her first cotton factory. Two years after, the first power-loom was introduced into the United States, at Wheltham, Massachusetts.

In 1822, first cotton factory erected at Lowell, Massachusetts. The following year Egypt first exported cotton to England.

In 1826, Roberts, in England, invented his self-acting mule-spinner.

In the meantime, from £100,000, the value of cotton manufactures in England in 1760, it increased in little more than half a century, to over £34,000,000.

In 1841, the Eastern States had invested in cotton manufactures a capital of \$40,612,984.

On some future occasion, I will bring up the last ten years, and give a short history of the progress of manufactures in the Southern States.

THE IRON MOUNTAIN ON LAKE SUPERIOR.

We find in the *Detroit Tribune*, the subjoined statement of this celebrated mountain of Iron, on the borders of Lake Superior:—

The property known as the Iron Mountain on Lake Superior has changed hands, and is now owned by the Sharon Iron Company, in Pennsylvania. They purpose, in the spring, to build a plank road from the mountain to the lake shore, and their estimated cost of iron, when made into blooms at Sharon, (about seventy-five miles south of Lake Erie,) is made up as follows:—

Quarrying, or picking up in loose blocks.....	per ton,	\$0 25
Transportation to lake shore.....		1 00
Transportation from lake shore to Erie, Pennsylvania.....		2 00
Transportation from Erie to Sharon.....		1 00
Converting into blooms.....		12 00
Total cost of blooms.....	per ton,	\$16 25

Juniata blooms (the best made in Pennsylvania, but by no means equal to blooms made from this ore) now sell, in Pittsburgh, from fifty-five to sixty dollars per ton.

Iron enough to build Whitney's Pacific railroad might be taken from the Mountain, and not be missed. It lies three miles from the lake shore. It exists there in such abundance, and is of such an extraordinary quality, that in a late report of the United States Geologists, this prophecy was made in regard to it. Says the report:—

"This region possesses an inexhaustible supply of iron ore of the very best quality, removed from twelve to thirty miles from the lake shore, with a soil by no means sterile, with a heavy growth of maple, yellow birch, pine, and oak; and it is to this source that the Great West will finally look for the finer varieties of bar iron and steel.

STATISTICS OF POPULATION, &c.

OCCUPATIONS IN MASSACHUSETTS.

For the following table of occupations in Massachusetts we are indebted to Hon. AMASA WALKER, Secretary of the Commonwealth, who has prepared the eighth annual Registration of Births, Marriages, and Deaths in Massachusetts, from May 1, 1848, to January, 1850, with great care, skill, and industry. It is a most interesting and useful document.

STATEMENT EXHIBITING THE NUMBER, WITH THEIR AGGREGATE AND AVERAGE AGES, OF PERSONS HAVING PURSUED DIFFERENT VOCATIONS, WHO HAVE DIED DURING THE TWENTY MONTHS BETWEEN MAY 1, 1848, AND DECEMBER 31, 1849—ALSO, A LIKE STATEMENT FOR THE FIVE PREVIOUS YEARS.

(THESE ABSTRACTS INCLUDE ONLY PERSONS OVER TWENTY YEARS OF AGE.)

Occupations.	TWENTY MONTHS.			FIVE YEARS.		
	From May 1, 1848, to Dec. 1, 1849.	Whole number.	Average age.	From May 1, '43, to Apr. 30, '48.	Whole number.	Average age.
AGRICULTURISTS.....	1,507	94,021	62.39	3,467	223,440	64.45
LABORERS.....	1,088	44,951	43.31	1,245	58,680	47.13
MECHANICS.						
Bakers.....	19	803	42.26	28	1,318	47.07
Barbers.....	13	607	46.69	11	530	48.18
Basketmakers.....	3	120	40.00	1	69	69.00
Blacksmiths.....	99	4,781	48.29	218	11,645	53.41
Bookbinders.....	7	310	44.28	3	136	45.33
Brickmakers.....	3	142	47.33	5	183	36.60
Brushmakers.....	2	109	54.50	3	178	59.33
Butchers.....	16	885	55.31	27	1,125	41.67
Cabinetmakers.....	28	1,253	44.89	60	2,810	46.83
Calico Printers.....	2	86	43.00	..	..	..
Cardmakers.....	5	224	44.80	7	341	48.71
Carpenters.....	243	11,894	48.94	419	20,724	49.57
Carriagemakers.....	13	537	41.31	9	575	63.89
Caulkers and Gravers..	12	775	64.58	12	776	64.67
Cigarmakers.....	4	182	45.50	10	398	39.80
Clockmakers.....	..	..	..	3	133	44.33
Clothiers.....	5	185	37.00	8	480	60.00
Combmakers.....	2	83	41.50	10	447	44.70
Confectioners.....	1	38	38.00	3	104	34.67
Coopers.....	43	2,629	61.14	83	4,783	57.63
Coppersmiths.....	..	..	..	2	89	44.50
Outlers.....	..	..	..	3	82	27.33
Dentists.....	5	159	31.80	2	86	43.00
Distillers.....	2	115	57.50	3	256	85.33
Druggists & Apothecaries	6	309	51.50	6	291	48.50
Dyers.....	9	340	37.78	9	360	40.00
Engravers.....	..	..	..	7	246	35.14
Founders.....	4	220	55.00	4	159	39.75
Furnacemen.....	3	83	27.67	10	487	48.70
Glass Blowers.....	2	71	35.50	2	69	34.50
Glass Cutters.....	3	145	48.33	4	172	43.00
Gunsmiths.....	11	593	53.91	5	223	44.60
Harnessmakers.....	21	845	40.24	23	1,156	50.26
Hatters.....	17	822	48.36	30	1,798	59.33
Jewelers.....	14	565	40.36	22	946	43.00
Leather Dressers.....	6	259	43.17	14	671	47.93
Machinists.....	58	2,103	36.26	88	3,081	35.01
Manufacturers.....	63	2,696	42.79	87	3,646	41.91

Statistics of Population, etc.

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OCCUPATIONS IN MASSACHUSETTS—CONTINUED.

Occupations.	TWENTY MONTHS.			FIVE YEARS.		
	From May 1, 1848, to Dec. 1, 1849.			From May 1, '43, to Apr. 30, '48.		
	Whole number.	Aggregate age.	Average age.	Whole number.	Aggregate age.	Average age.
Masons.....	57	2,602	45.65	94	4,587	48.80
Mechanics.....	65	2,842	43.72	79	3,467	45.15
Millers.....	9	496	55.11	25	1,586	63.44
Millwrights.....	6	315	52.50	9	432	48.00
Nailmakers.....	7	243	34.71	14	520	37.14
Operatives.....	41	1,355	33.05	60	1,816	30.27
Painters.....	58	2,431	41.91	90	3,829	42.54
Papermakers.....	11	545	49.55	13	595	45.72
Pianofortemakers.....	1	30	30.00	1	24	24.00
Potters.....	1	71	71.00	1	80	80.00
Powdermakers.....	..	..	..	4	123	30.75
Pump and Blockmakers.....	2	129	64.50	8	535	66.87
Printers.....	22	784	35.64	24	915	38.12
Reedmakers.....	1	32	32.00	..	..	..
Riggers.....	5	276	55.20	3	159	53.00
Ropemakers.....	16	905	56.56	22	1,127	51.23
Sailmakers.....	9	505	56.11	6	341	56.83
Shipwrights.....	34	1,795	52.79	48	2,825	58.25
Shoecutters.....	5	172	34.40	..	..	..
Shoemakers.....	326	14,551	44.64	685	28,961	42.28
Silversmiths.....	2	82	41.00	..	..	..
Stevedores.....	2	125	62.50	..	..	..
Stonecutters.....	29	1,178	40.62	60	2,629	43.82
Stove Dealers.....	4	116	29.00	..	..	..
Tailors.....	34	1,468	43.18	48	2,277	47.44
Tallow Chandlers.....	1	44	44.00	7	392	56.00
Tanners and Curriers.....	25	1,140	45.60	39	2,032	52.05
Tinsmiths.....	10	348	34.80	9	321	35.67
Tobacconists.....	3	160	53.33	..	..	..
Trunkmakers.....	4	139	34.75	..	..	..
Upholsterers.....	1	64	64.00	..	..	..
Weavers.....	14	577	41.21	17	861	50.65
Well-diggers.....	1	56	56.00	1	25	25.00
Wheelwrights.....	24	1,343	55.96	57	2,433	42.93
Whipmakers.....	3	150	50.00	3	89	29.67
Wool Sorters.....	3	123	41.00	7	316	45.14
Wood Turners.....	1	69	69.00	3	144	48.00
Total.....	1,581	72,229	45.62	2,678	124,014	46.30

MERCHANTS.

Booksellers.....	1	38	38.00	6	221	36.83
Clerks.....	53	1,890	35.68	69	2,273	32.94
Grocers.....	14	679	48.50	..	..	..
Merchants.....	107	5,434	50.79	243	12,427	51.14
Peddlars.....	25	876	35.04	..	..	..
Traders.....	87	4,033	46.93	135	5,973	44.24
Total.....	287	13,000	45.30	453	20,894	46.12

PAUPERS.....	58	3,831	66.05	124	8,591	69.28
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PROFESSIONAL MEN.

Artists.....	10	439	43.90	2	48	24.00
Civil Engineers.....	1	23	23.00	10	337	33.70
Clergymen.....	37	2,049	55.38	70	4,477	57.39
Editors.....	4	122	30.50	8	93	48.50
Lawyers.....	19	1,142	60.10	36	2,003	55.64
Musicians.....	4	194	48.50	5	192	38.40

OCCUPATIONS IN MASSACHUSETTS—CONTINUED.

Occupations.	TWENTY MONTHS.			FIVE YEARS.		
	From May 1, 1848, to Dec. 1, 1849. Whole number.	Aggregate age.	Average age.	From May 1, '43, to Apr. 30, '48. Whole number.	Aggregate age.	Average age.
Physicians.....	45	2,599	57.76	105	5,682	54.12
Professors.....	..	....	....	4	195	48.75
Students.....	16	370	23.12	32	718	22.44
Teachers.....	14	501	35.79	72	2,694	37.42
Total.....	150	7,439	49.59	346	16,439	47.51
PUBLIC MEN.						
Baggage Masters.....	1	25	25.00	2	63	31.50
Bank Officers.....	3	187	62.33	..	...	....
Brakemen.....	4	119	29.70	6	164	27.33
Brokers.....	2	88	44.00	2	108	54.00
Chimney Sweeps.....	1	35	35.00	..	...	....
Comedians.....	2	49	24.50	..	...	....
Cooks.....	1	50	50.00	..	...	....
Drivers.....	5	244	48.80	21	744	35.43
Drovers.....	1	35	35.00	2	78	39.00
Engineers and Firemen..	10	338	33.80	..	...	....
Expressmen.....	1	46	46.00	..	...	....
Fencing Masters.....	1	28	28.00	..	...	....
Ferrymen.....	1	58	58.00	..	...	....
Gentlemen.....	29	1,339	63.41	55	3,873	70.42
Innkeepers.....	34	1,542	45.35	37	1,891	51.11
Judges and Justices.....	3	195	65.00	..	...	....
Light-house Keepers...	1	38	38.00	..	...	....
News Carriers.....	1	28	28.00	..	...	....
Pilots.....	4	295	73.75	3	207	69.00
Public Officers.....	6	345	57.50	27	2,136	57.68
R. R. Agents & Conduct's	5	205	41.00	..	...	....
Sextons.....	2	90	45.00	4	234	58.50
Sheriffs and Constables .	4	229	57.50	..	...	....
Soldiers.....	5	214	42.80	..	...	....
Stablers.....	12	458	38.37	9	372	41.33
Teamsters.....	34	1,478	43.47	30	1,184	39.60
Ticket Masters.....	1	44	44.00	..	...	....
Victualers.....	5	241	48.20	8	397	49.62
Watchmen.....	9	416	46.22	..	...	....
Weighers and Gaugers..	1	67	67.00	..	...	....
Total.....	189	9,126	48.28	216	11,451	53.01
SEAMEN.....	225	10,505	46.79	826	34,617	41.91
FEMALES.						
Domestics.....	14	433	30.93	86	3,855	44.82
Dressmakers.....	8	343	42.83	45	1,304	28.93
Housekeepers.....	84	4,635	55.18	1,147	59,657	52.01
Milliners.....	4	130	32.50	17	597	35.12
Nurses.....	1	28	28.00	12	669	55.75
Operatives.....	35	959	27.40	153	4,285	28.00
Seamstresses.....	3	95	31.67	42	1,880	44.76
Shoebinders.....	7	337	48.14	14	610	43.57
Strawbraiders.....	2	76	38.00	16	585	36.56
Tailoresses.....	7	283	40.43	62	2,553	41.16
Teachers.....	8	270	33.75	39	1,099	28.02
Total.....	173	7,589	43.87	1,633	77,093	47.23

RECAPITULATION.

Occupations.	TWENTY MONTHS.			FIVE YEARS.		
	From May 1, 1848, to Dec. 31, 1849.	From May 1, '43, to Apr. 30, '48.		From May 1, '43, to Apr. 30, '48.		
	Whole number.	Aggregate age.	Average age.	Whole number.	Aggregate age.	Average age.
Agriculturists.....	1,607	94,021	62.39	3,467	223,440	64.45
Laborers	1,038	44,951	43.31	1,245	58,680	47.13
Mechanics	1,581	72,229	45.62	2,678	124,014	46.30
Merchants	287	13,000	45.30	453	20,894	46.12
Paupers.....	58	3,831	66.05	124	8,591	69.28
Professional Men.....	150	7,439	49.59	346	16,439	47.51
Public Men	189	9,126	48.28	216	1,451	53.01
Seamen	225	10,505	46.79	826	34,617	41.91
Total	5,035	255,103	50.67	9,355	488,126	52.18
Females.....	173	7,589	43.87	1,633	77,093	47.23

The foregoing table is intended to illustrate the influence of different vocations on health and longevity. The number from the different classes of persons is so limited in most cases, however, that it would be unsafe to take the average ages given, as the representative number expressing the general law. When observations upon the various points shall become sufficiently extensive, important results may be deduced in relation to the value of life under different occupational circumstances.

There are a few of the more common pursuits of life that include a sufficient number in the table to furnish statements which closely approximate the truth. Thus, of *agriculturists or farmers*, we find nearly five thousand (4,974) with an average age of 63.83 years. Of ordinary *laborers* there were 2,283, many of whom were probably foreigners, with less healthy habitations than the home of the planter. With the laborer we find the average age to be only 45.39, being 18.44 years less than the average life of the husbandman. A similar disparity is noticed, also, in examining the number of each of those classes which were furnished by the separate years.

Again, let us compare the two trades, *carpenters*, who are not confined by their labor to one place, or to in-door influences, and the *shoemaker*, who is subject, under present arrangements in most workshops, to serious influences, tending to deteriorate health and abridge life. The 662 carpenters lived an average age of 49.28 years, while the 1,011 shoemakers enjoyed an average life of only 43.04 years, being 6.24 years less than their more fortunate brethren just alluded to, and 20.79 years less than the highly favored farmer. This difference, though quite sufficiently important to arrest attention, receives additional claims to notice, when we consider that the race which finds a goal at such unequal distances, does not commence prior to the 21st year of life. Taking the extreme cases, we find the farmer and the shoemaker, at the age of 20, with a prospect of living 43.83 years extended to the former, while that of the latter is curtailed to only 23.04 years, showing a difference of nearly 100 per cent. Laying aside all considerations more elevated than those of merely a pecuniary element, and we find the farmer paying the same premium for life or health assurance as those of other callings in life, although the latter may have no chance of living much more than one-half as long as the former. But there are other and far higher considerations, which, it is believed, will commend themselves to the interested.

DEATHS IN THE UNITED STATES IN 1850.

The following table of deaths in the several States and Territories of the United States for the year ending 1st June 1850, is derived from the last census:—

TABLE OF DEATHS DURING THE YEAR ENDING 1ST JUNE, 1850.

	No. of Deaths.	Ratio to the No. living.		No. of Deaths.	Ratio to the No. living.
Maine.....	7,545	77.29	Connecticut.....	5,781	64.13
New Hampshire.....	4,268	74.49	New York.....	44,339	69.85
Vermont.....	3,132	100.13	New Jersey.....	6,467	75.70
Massachusetts.....	19,414	51.13	Pennsylvania.....	28,318	81.63
Rhode Island.....	2,241	65.83	Delaware.....	1,209	75.71

	No. of Deaths.	Ratio to the No. living.		No. of Deaths.	Ratio to the No. living.
Maryland.....	9,594	60.77	Arkansas.....	2,987	70.18
Virginia.....	19,053	74.61	Ohio.....	28,949	68.41
North Carolina.....	10,207	85.12	Indiana.....	12,728	77.65
South Carolina.....	7,997	83.59	Illinois.....	11,619	73.28
Georgia.....	9,920	91.33	Michigan.....	4,520	88.19
Alabama.....	9,084	84.94	Iowa.....	2,044	94.03
Mississippi.....	8,711	69.63	Wisconsin.....	2,884	105.82
Louisiana.....	11,948	42.85	California.....	.....	.....
Texas.....	3,046	69.79	Minnesota.....	30	202.56
Florida.....	933	93.67	Oregon.....	47	282.82
Kentucky.....	15,206	64.60	New Mexico.....	1,157	53.15
Tennessee.....	11,759	85.34	Utah.....	239	47.61
Missouri.....	12,211	55.81	District of Columbia...	846	61.09

MERCANTILE MISCELLANIES.

DELVING, DIVING, DIGGING, DREDGING.

In the days when we went digging—when “revolving an old tin pan,” filling up a cradle, or “a rocking of the same,” was a pretty, if not a pleasant pastime, amid the sylvan shades of the piney glades on the banks of the Americano—there came great projects into the land for the development of the wonderful wealth of the placer.

Human ingenuity, together with a great amount of Connecticut invention, had been suspended from the manufacture of Planetarium printing presses, patent wooden clocks, and perpetual motion machinery, to be concentrated and applied for the production of apparatus for gold-digging in newly-discovered California. The science of mechanics was tasked to its utmost, and all manner of complicated power produced, which was intended

“To dig the mountains down,
And drain the rivers dry.”

Then went forth the expedition of conquering gold-seekers. The world never saw such a spectacle since the days when Old Spain was haunted with visions of El Dorado. From the frozen lakes of Maine to the southern shores of Florida, legions were assembled, and armies of gold-hunters organized, companies formed, and leaders elected. Charters and constitutions, framed and fashioned after the model instruments of the model republic were solemnly adopted. There was the Madawaska Mining and Mercantile Company; the Wachita Washing, Delving, and Dry-Digging Association; the Okahumky Diving, Draining, Dredging and Trading Union; and the Tallahassee Dry-Mining, Mountain-Scaling, River-Drugging, Valley-Widening and—but expletives fail in ordinary compounds to tell of the wonders which were to be done by these all-creation-splitting heroes, who were armed with patent pumps and water works, consisting of diggers and divers, trenchers, and tunnelers, rockers and rotary indescribables of all sorts, shapes, and kinds for the digging up and turning over of newly found El Dorado. “*Veni, vidi, vici*,” was worn upon every man’s crest. This, translated, made every man a Julius, whose motto was, “I seas it, I sees ’em, I seize her!”—and seize her they did, an army in impetuosity and necessity before her golden gates—it was well for California that their engines of conquest were made for extorting silver instead of extracting gold.

Alas, the day! Gone are the glories of golden organizations—perished the rich prospects that once sustained associated labor! The ranks of the hungry hordes have been ruinously thinned, and no longer they march to invade our soil “by companies” as of yore; not now does the soldier

—“doff his feathers, for Feather-river’s shore,
And Majors all turn miners to drill the yellow ore.”

The day has gone by, and a better time has come—a better day is dawning.

Of all the ponderous machinery freighted hither from afar in the early days of the gold-fever, scarcely a remnant remains. And utterly valueless and inapplicable as it

proved to be, it was scarcely less inefficient for the prosecution of labor in this country, than those company organizations formed in the East, were found to be. The charm of union was soon dissolved when its practical utility was determined, and when the application of the science of Yankee mechanism come to be tested, and was rendered nugatory, alas for the fine schemes of diving, digging, delving, dredging and sub-marine explorations. The complicated machinery transported at such cost was about as effective in the various branches of mining, as would be the adaptation of the mechanism of a Yankee churn.—*Alta California*.

ARTIFICIAL LEATHER.

A correspondent of the New York Advertiser, who has recently visited Abingdon, Massachusetts, states that on going into a shop a few days ago, he witnessed another triumph of art aided and guided by science. A steam engine of six or eight horse power is erected for grinding up the chips and shavings of leather which are cut off by the shoe and boot makers, and which have heretofore been burnt or thrown away. These are ground to a powder resembling coarse snuff, and this powder is then mixed with certain gums and other substances, so thoroughly, that the whole mass becomes a kind of melted leather. In a short time this dries a little, and is rolled out to the desired thickness—perhaps one twenty-fourth of an inch. It is now quite solid, and is said to be entirely waterproof. On putting the question whether it was strong, the manufacturer cut several strips a foot long and half an inch wide, which our informant endeavored in vain to break.

This new fashioned leather will make good middle soles for shoes, and perhaps inner soles; and would be very durable round the shafts of a carriage, or in any place where mere chafing is all the wear desired. It is supposed it would wear well as bands for some kinds of machinery, and will doubtless be used for many other purposes. A patent has been secured, and the article will soon be in the market and in use.

A SUCCESSFUL COMMERCIAL ENTERPRISE.

The New Bedford *Mercury* gave, some time since, an account of a commercial enterprise, so remarkable, that, although some time has elapsed since its occurrence, we cannot resist the temptation of giving it a permanent record in the pages of the *Merchants' Magazine*.

In reporting the return home of Capt. W. T. Walker, of New Bedford, of the ship *Envoy*, from San Francisco, where he left his ship, after disposing of her cargo, the *Mercury* states that the ship *Envoy*, which had been formerly employed in the whale fishery, was sold in 1847, as a vessel only fit to be broken up, for the sum of \$325. The purchaser, Mr. Wm. O. Brownell, fitted her for sea, having fortunately engaged Capt. Walker to command her, who purchased a quarter part of the ship. She sailed from New Bedford July 12, 1848, and being deemed by the insurance companies unseaworthy, without insurance. She proceeded to the Island of Whytrotacke, where Capt. W. had, on a previous voyage, stored a thousand barrels of oil, which he had purchased from a wrecked vessel; took the oil on board, proceeded with it to Malta, and thence shipped it to London, where it has been sold at a net profit of \$9,000.

He then proceeded to the North Pacific, and, in a cruise of 55 days, took 2,800 barrels of Whale Oil, with which he returned to Manilla in the fall of 1849, whence he shipped to London 1,800 barrels of oil, and 40,000 pounds of whalebone, on which he made a net profit of \$37,500. The ship then proceeded again to the Pacific, and during the last season took 2,500 barrels more of whale oil, with which, and the 1,000 barrels remaining on board, and 3,500 pounds of whalebone, he proceeded to San Francisco. Capt. W. arrived there Nov. 5th, sold his oil on hand for \$73,450, shipped his whalebone for Boston, estimated worth, \$12,500, and had an offer of \$6,000 for the ship. The *Mercury* thus sums up the result of the voyage:—

Net profits on 1,000 bbls. of oil shipped to London.....	\$ 9,000
“ “ on oil and bone, catchings of first season.....	37,500
Sales at San Francisco.....	73,450
Value of whalebone shipped home.....	12,500
Value of ship.....	6,000

VESSELS LIBELED FOR VIOLATION OF THE PASSENGER LAW.

The following vessels, as we learn from the Baltimore *Price Current*, have been libeled at that port for non-compliance with the law regulating the carrying of passengers, viz:—

Ships Athens and Living Age, from Liverpool; English brig Falcon, from Wexford, Ireland; Bremen ships Wickelhausen, Martha, Goethe, Adler, and Brig Arion, from Bremen. The law provides that every vessel carrying passengers shall have a separate berth for each passenger, failing in which the master or owner is finable \$5 for every passenger on board. The number of passengers allowed is two to every five tons measurement, and for every passenger over this amount the ship shall be fined \$50. Each passenger's berth must be 18 inches wide by 7 feet in length; besides the privilege of 14 square feet of room between decks. All the above vessels have been libeled for failing to put up sufficient berths. The aggregate number of passengers brought by them was 1,280, which, at a fine of \$5 each, makes the amount to be paid \$6,400.

VESSELS BORED BY WORMS.

A list of American vessels, sold at Valparaiso, between January 1st and September 1st, 1851, exhibits an average price of less than \$4,000. As but five out of the entire thirty are even schooners, the sales were ruinously low. The causes of the sacrifice may be partly explained by the comparative glut in the market, but this does not seem to us wholly to account for it. A paragraph in the Baltimore *American* may throw light upon it, however. The paragraph to which we allude is the notice of a piece of the barque Mary Theresa, which was lately forwarded from San Francisco to the editor of the *American*, and which was completely riddled by a species of worm inhabiting the California waters. The wood had been in the water almost five months, and was drilled through and through, as if by machinery. As these worms are numerous in the bay of San Francisco, and do great injury to vessels, the low prices of the vessels sold at Valparaiso may be accounted for partially in this way. We notice several Philadelphia craft among those thus sold.

THE LEADING COMMERCIAL PORTS OF ENGLAND.

A Parliamentary return lately made, shows that Liverpool is the greatest port in the British empire in the value of its exports and the extent of its foreign Commerce. New York is the only place out of Great Britain which can in any way compete with Liverpool. New York is the Liverpool of America; Liverpool is the New York of Europe. The two ports are, together, the gates or doors of entry between the Old World and the New. Liverpool exports in value more than half the total amount of the exports of Great Britain and Ireland. The principal ports in Great Britain rank as follows for the year 1850:—

Liverpool exports in value.....	£35,000,000
London " "	14,000,000
Hull " "	10,366,000
Glasgow " "	3,768,000
Southampton " " nearly.....	2,000,000
Cork " " above.....	1,000,000

ANTHRACITE COAL: ITS CONSUMPTION IN THE COAL REGION.

The Pottsville *Miners' Journal*, good authority, puts down the number of steam-engines employed at the mines, at 298 of which 179 are engaged in the Schuylkill region; 64 in the Lehigh; and 55 in the Lackawana; making a total as above stated of 298 engines engaged in the coal trade. The *Journal* estimates that the engines in Schuylkill county consume about 240,000 tons of coal, as the larger portion of them run both day and night throughout the whole year. The consumption of Lehigh and Lackawana can safely be put down at 175,000 tons; the consumption in families and for steam purposes other than mining, can be put at 250,000 tons, giving an aggregate of 665,000 tons consumed in the coal regions, which added to the 4,383,795 tons sent to market, makes the product of Anthracite coal in 1851, five millions, forty-eight thousand two hundred and ninety-five tons.

 THE BOOK TRADE.

- 1.—*Nicaragua; its People, Scenery, Monuments, and the proposed Inter-Oceanic Canal.* With numerous original Maps and Illustrations. By E. G. SQUIER, late Charge to the Republics of Central America. 2 vols., 8vo., pp. 454 and 450. New York: D. Appleton & Co.

These volumes form one of the most splendid books of the season. Nothing resembling them has issued from the press in this country, since the publication of Stephens's Central America. The author, in his official character, was received with extraordinary demonstrations, and thus possessed every opportunity to view the country under the most favorable aspect. His work is divided into five parts, which contain a geographical and topographical account of Nicaragua and of the other States of Central America, with observations of their climate, agricultural and mineral productions, and general resources; a narrative of his residence in Nicaragua, with an account of explorations of its aboriginal monuments, notices of the people, their habits, customs, and modes of life, descriptions of scenery, &c.; an account of the geography and topography of Nicaragua, as connected with the proposed Inter-Oceanic Canal, with a sketch of the various negotiations respecting it; notes on the aborigines of the country, with such original information of their geographical distribution, relations, languages, institutions, customs, and religion, as serves to define their ethnical position; an outline of the political history of Central America since its independence of Spain. The volumes are embellished with nine original maps of the country, twenty-five lithographic plate and sixty wood engravings. They are written in a very animated and lively style, and are full of incidents and adventures which constantly secure the reader's attention. The information which they contain respecting the route by Nicaragua Lake to California, is of the highest importance, and it is very full and complete. In a word it would not be easy to conceive of two volumes more agreeable in their contents or more attractive in their character, respecting any foreign country, than these which present us with such striking pictures of Nicaragua.

- 2.—*Women of Christianity Exemplary for acts of Piety and Charity.* By JULIA KAVANNAH. 12mo., pp. 384. New York: D. Appleton & Co.

It has been the usual practice of historical writers to devote their labors to the relation of the great and glorious actions of men in some public or prominent department of social affairs; but in this instance the author has described the lives of those who were distinguished for their lowliness, and their simple gracefulness of character. Commencing at the Christian era, she spreads before us the lives of those women, in all subsequent ages, who have been eminent for their actions of piety. Thus furnishing a mass of historical information of the most interesting kind, which it is difficult to find elsewhere, except in a detached and fragmentary form. The author is a writer of uncommon talent, and displays a truthfulness and depth of feeling in the appreciation of her subject which is rare.

- 3.—*Adrian; or the Clouds of the Mind: A Romance.* By G. P. R. JAMES and MAUNSELL B. FIELD. 12mo., pp. 301. New York: D. Appleton & Co.

As a literary work this is entitled to no ordinary praise. It has been written with uncommon care by two writers of reputation and accomplishments, whose style is, in this instance, so similar that it is impossible to detect their several parts. As a tale, it is a work of fascinating interest, abounding in animated and stirring scenes, and with striking and truthful delineations of character.

- 4.—*Geology of the Bass Rock.* By HUGH MILLER. With its Civil and Ecclesiastical History and Notices of some of its Martyrs, by Dr. McCRIE and others. 12mo., pp. 288. New York: Robert Carter.

The Bass Rock stands in the mouth of the Frith of Forth, about a mile and a half from the shore. It is fully a mile in circumference, and four hundred and twenty feet above the surface of the sea. It is inaccessible except at one point. At one time it was used as the State prison of Scotland for the Covenanters. There are many historical records and associations connected with this wonderful rock, all of which are interwoven with particulars respecting the rock itself, in this entertaining and instructive volume.

- 5.—*The World of Waters: or A Peaceful Progress o'er the Unpathed Sea.* By Mrs DAVID OSBORNE. With illustrations. 12mo., pp. 363. New York: Robert Carter.

The leading object in the preparation of this volume has been to render it such as shall tend to awaken a taste for the science of Geography in the minds of youth. There is, therefore, much geographical information in its pages, but it is interspersed with so much that is romantic and agreeable, that the entertainment of youth would seem to be its leading aim. Thus prepared, and illustrated with many beautiful engravings, it is sure of a welcome reception.

- 6.—*The Principles of Geology Explained, and Reviewed in their Relation to Revealed and Natural Religion.* By Rev. DAVID KING, LL. D., with notes and an appendix by JOHN SCONLER, M. D. 16mo., pp. 220. New York: Robert Carter.

A knowledge of the principles of geology, connected with religion, can be obtained only from works expressly prepared on the subject, of which this is one. The author aims to show that geology is consistent with the truths of religion, in such a manner that it can be understood by all.

- 7.—*Select Poetry for Children and Youth: With an Introduction.* By TRYON EDWARDS, D. D. First American from the twelfth London Edition, with alterations and improvements. 16mo., pp. 285. New York: M. W. Dodd.

These selections of poetry for the young present an admirable mirror, in which they may see their own best feelings reflected, and wherein whatsoever is excellent is set before them in the most attractive form. The selections are brief, and made from the best poets. The little volume is well worthy of the attention of parents and teachers.

- 8.—*The Art Journal for January, 1852.* New York: George Virtue.

The embellishments of this number are unusually fine. They consist of the "Dangerous Playmates," from a picture in the Vernon Gallery; "The Cavaliers' Pets," "Patienza," a wood engraving, and an engraving of "Night," from the original bas relief, by Thorswalden. The number of cuts illustrating the numerous articles of the text are very great, and are well executed.

- 9.—*Arvine's Cyclopedia of Anecdotes, of Literature, and the Fine Arts, containing a copious and choice selection of Anecdote, of the various forms of Literature, of the Arts, of Architecture, Engravings, Music, Paintings, and Sculpture; and of the most Celebrated Literary Characters and Artists of different Countries, &c: With Numerous Illustrations.* 8vo. Parts 1, 2, 3, 4, 5, 6. Boston: Gould, Lincoln, & Co.

This is a liberal selection of anecdotes relating to all the subjects enumerated in the title. They are well chosen, and possess much interest apart from their intrinsic importance. The whole are classified under appropriate subjects, alphabetically arranged, and furnished with a copious index. The work consists of eight numbers, forming a large mass of choice miscellaneous reading.

- 10.—*Eclogæ ex Q. Horatii Flacci Poematibus.* 16mo., pp. 311. Philadelphia: Blanchard and Lea.

This is a selection of the poems of Horace, belonging to the classical series of Schmitz and Zumpt, which is admirably adapted to the use of schools.

- 11.—*Woman and her Needs: Shadow Land, or The Seer.* By Mrs. E. OAKES SMITH. 12mo., pp. 249. New York: Fowlers & Wells.

These separate productions, which form one volume, may be regarded as the contribution to the public of a mind that is active, liberalized, and sensitive to the vast evils that beset the present social condition of woman. The latter of the two works is not devoted to this subject immediately; it rather presents the glimpses and conceptions of an aspiring spirit, which are written with much merit.

- 12.—*The Great Metropolis; or New York Almanac for 1852.* Published annually. Eighth Publication. 18mo., pp. 220. New York: H. Wilson.

This is a most complete register of New York, and more full of that species of information which every man daily needs, than any publication of the kind other than a directory. It describes with great fullness, public places, churches, offices, and buildings, streets, banks, public institutions, &c., besides containing a large amount of interesting information respecting the city. Its contents are almost entirely distinct from previous editions.

- 13.—*The Works of Shakspeare: The text carefully restored according to the first editions; with Introductions, Notes Original and Selected, and a Life of the Poet.* By the Rev. H. N. HUDSON, A. M., in eleven volumes. Vol. 1. 12mo., pp. 450. Boston: J. Munroe & Co.

The celebrity which Mr. Hudson obtained as a lecturer on Shakspeare is a guaranty that this will be an invaluable edition of the plays of the immortal bard. His aim in the preparation of this and the succeeding volumes, will be to restore the text as nearly as possible to its original purity, and to free it from innumerable puerile corrections which deface so many other editions. The notes will be gathered from all sources, and will often contain illustrative passages. In the introductions there will be presented all the historical information that has yet been made accessible, concerning the times when the several plays were written and first acted, and the sources whence the plots and materials of them were taken. The aim of the critical remarks will be to conduct the reader by silent processes to such a state and habit of mind that he may contemplate the plays as works of art, and see all the parts and elements of a given structure, intertwining, and coalescing, and growing up together in vital, organic harmony and reciprocity. Such are some of the promises held forth in this edition. It is needless for us to speculate upon the admirable manner in which they will be performed, satisfied as we are, that this will prove one of the most acceptable of all the editions recently issued.

- 14.—*The Life and Writings of Rev. George Herbert: With the Synagoyue, in imitation of Herbert.* 12mo., pp. 451. Boston: James Munroe & Co.

Herbert, a poet of exquisite sentiment and pathos, and a man of excellent character, has come in modern days to hold the place to which his fine spirit entitles him. His genius was kindled at the altar of Christian devotion, and his productions were highly esteemed by the learned of his time. In this volume we have a brief memoir of him, and a large collection of his poetry, which is worthy to be placed among the choicest sacred lyrics.

- 15.—*Elfin Land, and other Poems.* By BENJAMIN WEST BALL. 12mo., pp. 150. Boston: James Munroe & Co.

Smoothness of versification, with a flowing fancy, and occasionally much elevation of sentiment, characterize these agreeable poems.

- 16.—*Man and his Migrations.* By R. G. LATHAM, M. D. 12mo., pp. 261. New York: C. B. Norton.

This volume forms the first number of a series of publications which are to be issued under the title of "Norton's Railroad Library." The merits of Latham as a writer are of no inferior order. In this volume we are presented with a course of six lectures delivered at the Mechanics' Institution, Liverpool, about a year since; they have since been revised and issued in a more complete and systematic form.

- 17.—*Woman, her Education, and Influence.* By Mrs. HUGO REID. With a General Introduction, by Mrs. C. M. KIRKLAND, with numerous Illustrations, Stereotype Edition. 12mo., pp. 192. New York: Fowlers & Wells.

Nothing, certainly, can come amiss which relates to woman and her improvement. This volume attempts to throw some light on the peculiarities of her position in society, and to show that social equality with man is necessary for the free growth and development of woman's nature. This social equality it extends to all rights and privileges of a public nature. The work has been received with great favor in England.

- 18.—*The History of the United States of America.* By W. H. BARTLETT. Part 1, 8vo. New York: George Virtue.

Few historical works are issued in better style than this one. It is printed on fine paper with clear and open type, and embellished with numerous beautiful maps. As an historical work it is written with judgment, and discrimination, and careful accuracy.

- 19.—*The British Colonies.* By R. M. MARTIN. Parts 35 and 36. New York: John Tallis & Co.

The contents of these parts relate to the natural history of New Zealand and the Falkland Islands. They are embellished with a map of the latter, and a portrait of Viscount Falkland, executed with much skill.

20.—*The Practical Metal Worker's Assistant, containing the arts of working all metals and alloys, forging of iron and steel, hardening and tempering, melting and mixing, casting and founding works in short metal, the processes dependent on the ductility of metals, soldering and the most improved processes, and tools employed by metal workers. With the application of the art of Electro-Metallurgy to manufacturing processes; collected from original sources and from the works of Haltzappel, Bergeron, Leupold, Plumin, Wapier and others. The whole arranged with numerous engravings on wood, to suit the American Metal Worker.* By OLIVER BYRNE, C. E. 8vo. pp. 464. Philadelphia: H. C. Baird.

It appears to have been a leading object with this author, to prepare his work with such clearness and simplicity, that any mechanic previously unacquainted with the subjects of which it treats, can, by following its directions, succeed in his earliest attempts to accomplish even the most difficult processes described. In this respect it is a highly practical work, well adapted to aid and assist the great mass of American mechanics in their pursuits. The vast range of its subjects is indicated by the title page, and it is sufficient to say, that on all its branches it seems to be very minute and accurate in its information.

21.—*Christian aspects of Faith and Duty.* By JOHN JAMES TAYLOR, B. A. From the London Edition, with an introduction. 12mo. pp. 349. New York: C. S. Francis.

Although this work wears the form of religious discourses, yet the reader will be greatly mistaken who presumes to place it in the same class with these productions. It is in the sentiment and the thoughts that the sermons differ from ordinary discourses. The author has contemplated religious principles with a liberal and humane spirit, quite disenfranchised from the peculiar influences of theology technically so called, but possessing withal, so much of the genuine Christian spirit, that every one must feel refreshed and instructed with his work. It is devoted to subjects of practical piety, which it invests with a charm in which they are rarely clothed; it discusses the questions which now so much interest the public mind, with rare talent and marked ability.

22.—*Examples of Life and Death.* By Mrs. L. H. SIGOURNEY. 16mo. pp. 348. New York: Charles Scribner.

In one respect these examples are alike; they relate to individuals all of whom died in the Christian faith. They may more properly, perhaps, be called sketches of individuals lived in a period of thirteen centuries, and who filled almost every variety of station from the peasant to the monarch. Different in age and sex, in intellect and attainment, in clime and profession, yet in religious faith they were alike. The sketches are brief, and written with that thoughtfulness and reflection peculiar to the author. The table of contents contains twenty-four names, such as Bode, Thomas A. Kempis, Jane Gray, Sir Walter Raleigh, Lord Bacon, Richard Baxter, Col. Gardiner, and others.

23.—*Lectures on the History of France.* By Sir JAMES STEPHENS, LL. D. 8vo. pp. 710. New York: Harper & Brothers.

These lectures were delivered at the University of Cambridge within the last two years. They contain a summary of the History of France subsequently to the downfall of the Roman power. The value of this summary consists in its accuracy and research; in the many new subjects which are comprised in it, in the clear and enlightened views of the author, and in the learning and accomplishments displayed by him. It is not less valuable, as a general history of France, than any one in possession of the public; certainly there is none by an English pen entitled to precedence over it.

24.—*Illustrated Atlas and Modern History of the World.* Parts 44 and 45. New York: John Tallis & Co.

These parts of this superb atlas contains a general index of this elegant work, and beautiful maps of the cities of Dublin and Brussels.

25.—*The Snow-Image, and other Twice-told Tales.* By NATHANIEL HAWTHORNE. 12mo. pp. 273. Boston: Ticknor, Reed, & Fields.

Hawthorne has presented us in these pages with selections both from his earlier and his later writings. They are quite miscellaneous in their character, and have been written at wide intervals. They afford us very pleasant glimpses both of the author's earlier and later style of composition.

- 26.—*Memoirs of Margaret Fuller Ossoli*. 2 vols. 12mo, pp. 351 and 352. Boston: Phillips, Sampson, & Co.

These volumes are prepared by J. F. Clarke, Ralph W. Emerson, and William H. Channing. Yet, after all, their labors have been comparatively light. For the volumes consist of auto-biographical sketches and writings of Margaret Fuller. In themselves, they are marked and striking books. They present an ever active and vigorous mind, well educated, abounding in womanly sensibilities, yet ardent and aspiring after that development and progress which awaits even the most abject state of humanity. The subject of them was in all respects a remarkable character, and she made an impression peculiar to herself upon all those with whom she associated. For ourselves, we feel under obligations to the compilers for these valuable volumes, in which there is so much to interest and to instruct us.

- 27.—*Charity and its Fruits; or, Christian Love as Manifested in the Heart and Life*. By JONATHAN EDWARDS. Edited from the Original Manuscripts, with an Introduction by TAYLOR EDWARDS. 12mo, pp. 530. New York: Robert Carter.

The name of the author is sufficient to excite an interest in the contents of this volume. The manuscript was written, and after his death selected for publication, with other papers, but it was not printed. It consists of sixteen lectures on the nature and fruits of charity, which are not only of an eminently practical character, but they are marked with all that clearness and force of thought, and simplicity of style, peculiar to this distinguished man.

- 28.—*Hints on Health; with Familiar Instructions for the Treatment and Preservation of the Skin, Hair, Teeth, Eyes, &c.* By WM. EDWARD COALE, M. D. 16mo, pp. Boston: Phillips, Sampson & Co.

Few volumes of this class are so practical in their contents, and contain so much of that information which it is important for every person to know. It is free from extravagance or quackery, and is a useful book for every one.

- 29.—*Lays of the Scottish Cavaliers, and other Poems*. By WM. EDMONDSTOUN AYTOUN. 12mo, pp. 351. New York: J. S. Redfield.

These poems are from the pen of an accomplished writer, and at present the editor of Blackwood's Magazine. They are upon subjects generally connected with the conflicts between the English and Scots, and breathe that heroic spirit peculiar to the days of the Old Cavaliers.

- 30.—*Western Portraiture and Emigrants' Guide; a Description of Wisconsin, Illinois, and Iowa; with Remarks on Minnesota and other Territories*. By DANIEL S. CURTISS. 12mo. New York: J. H. Colton.

This is a plain and faithful narrative of facts, in regard to appearances and prospects, in the Great West. It is not a gazetteer, but comprises all that is useful in one, with a vast amount of information of the highest importance to emigrants, or to persons expecting to travel in the West.

- 31.—*Characters in the Gospels, Illustrating Phases of Character at the Present Day*. By REV. E. H. CHAPIN. 12mo, pp. 163. New York: J. S. Redfield.

This is not a volume in which the reader will expect to find anything particularly new. It contains many striking delineations of character, some of which are drawn with considerable force and beauty of expression. In general, those who are seriously disposed will find it quite an acceptable book.

- 32.—*Recollections of my Childhood, and other Stories*. By GRACE GREENWOOD. With engravings from designs by Billings. 18mo, pp. 144. Boston: Ticknor, Reed & Fields.

Anything from the pen of Grace Greenwood, for youthful readers, is sure to be charming. This little volume is truly entitled to such praise, for it is beautiful in appearance, and very graceful in sentiment and language.

- 33.—*Greenwood Leaves: a Collection of Sketches and Letters*. By GRACE GREENWOOD. Second series. 12mo, pp. 382. Boston: Ticknor & Co.

These pleasing sketches possess an interest more than usual in volumes of such miscellaneous character. There is sprightliness of thought, a beauty of language, and a lively intelligence, so radiant throughout, that the reader, insensible of fatigue, follows on wherever the graceful author deigns to lead. The letters have heretofore appeared in the newspapers of the day.

- 34.—*Memories of the great Metropolis; or, London from the Tower to the Crystal Palace.* By F. SAUNDERS. 12mo. pp. 311. New York: G. P. Putnam.

This work possesses the leading features of a guide book, but it surpasses everything of the kind, by its indicating in a brief, suggestive way, the numerous shrines of genius, historical localities, and various memorabilia with which London so greatly abounds. Nothing can be more entertaining than a walk with the very agreeable author, through the streets of London between the Tower and the Crystal Palace. Each house is pointed out that has become famous in history, or that was the abode of genius or talent. The volume is full of illustrations or cuts, representing every place of note along the route, and with these representations, and the explanations and anecdotes of the author, we doubt if an actual visit to these scenes can afford greater satisfaction than may be obtained from this work.

- 35.—*History of Greece; 1st Legendary of Greece; 2d Grecian History to the reign of Pisistratus at Athens.* By GEORGE GROTE. Vol. 8. 12mo. pp. 494. Boston: John P. Jewett.

The present volume concludes this history as far as it has yet been given to the public by the author. Its last chapter treats of the life and times of Socrates. As a historical work, it unquestionably surpasses in interest any other of the present age, and rivals, if not excels, those of preceding times. Its great excellence consists not only in embracing all that has been done by former historians, and thus forming a more complete work, but the author has written it with a spirit disenthralled from the influence of monarchical principles which has given its hue to almost everything written since the days of Roman subversion, and which has chilled all the sympathies of historians with the popular spirit and popular institutions of Greece. Here we have a writer who feels the force of liberal principles as they exist at this day, and who can recognize them in the ancient republics. This is the glory of Mr. Grote's work; this has given to it such transcendent success, although it immediately follows the learned volumes of Thirlwall, in conjunction with those other merits which have seldom been surpassed in a historical writer.

- 36.—*Putnam's Semi-Monthly Library for Travelers and the Fireside. Whimsicalities.* By THOMAS HOOD, with Wood Cuts. 12mo, pp. 228.

- 37.—*Walks and Talks of an American Farmer in England: With Illustrations,* by F. W. OLMSTED. No. 3. 12mo., pp. 246. New York: G. P. Putnam.

As agreeable volumes for general readers these are worthy of special attention. They form the second and third numbers of Putnam's popular library. They are lively and sparkling, and the latter especially is instructive and entertaining. No one can go amiss for light reading who obtains any of these volumes.

- 38.—*The Sovereigns of the Bible.* By ELIZA R. STEELE. 12mo., pp. New York: M. W. Dodd.

The Sovereigns of the Bible are the Kings of Israel and Judah. The biographical sketches of them contained in these pages are drawn from the Old Testament, but they are written with a modern spirit and temper, which presents these monarchs to us much after the manner in which they would be looked upon at the present day, by a writer of an elevated and religious spirit, who wields an elegant pen, and possesses an imaginative, chaste, and well cultivated mind. The work will be read with much gratification.

- 39.—*Young Americans Abroad; or, Vacation in Europe. Travels in England, France, Holland, Belgium, Prussia and Switzerland.* With Illustrations. 12mo. pp. 369. Boston: Gould & Lincoln.

This volume consists of letters from a number of young lads, who, with their teacher, visited Europe and corresponded with fellow pupils at home. They are written with commendable talent, and can scarcely fail to awaken an interest in the minds of youthful readers.

- 40.—*Novelties of the New World; or, the Adventures and Discoveries of the first explorers of North America.* By JOSEPH BANVARD, with Illustrations. 16mo. pp. 324. Boston: Gould & Lincoln.

This forms the second volume of "Banvard's series of American Histories," which are adapted to the popular mind and especially to the youth of the country. It commences with a brief account of Columbus, and notices all the explorers, whether English, French, or Spanish. The style is attractive and well adapted to the popular taste.