

HUNT'S  
**MERCHANTS' MAGAZINE.**

Established July, 1839,

BY FREEMAN HUNT, EDITOR AND PROPRIETOR.

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VOLUME XXVII.                      OCTOBER, 1852.                      NUMBER IV.

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HUNT'S  
MERCHANTS' MAGAZINE

AND

COMMERCIAL REVIEW.

OCTOBER, 1852.

Art. I.—COMMERCE AND RESOURCES OF CHILI.

CHILI extends along the Pacific from about  $25^{\circ}$  to  $41^{\circ} 50'$  south latitude; the island of Chiloe is separated from the continent by the straits of Chacao, and extends to  $43^{\circ} 30'$  south latitude. Chili lies between  $69^{\circ}$  and  $72^{\circ}$  west longitude; from south to north its length is about 1,170 miles, its breadth varies from 100 to 200 miles.

On the north Chili is separated from Bolivia by a desert, the boundary-line on the coast of the Pacific is near the village of Paposo.

The Andes, the highest part of which constitutes the eastern boundary-line of Chili, together with the high mountain masses which form the western declivity of the Andes, occupy a great part of the area of Chili; north of the Cuesta de Chacabuco, there are valleys between lofty ridges similar to the valleys of Peru; south of that there are extensive plains, and few ridges of hills except along the coast, where the highlands are almost continuous.

The western declivity of the Andes is abrupt and intersected by ravines, through which the rivers descend with impetuosity. The parts fit for cultivation are limited to where these ravines change into vales or plains. Southward the lower declivities are covered with fruit, northward they are generally bare and rocky.\* There are silver mines, but few of them are

\* In the narrative of the United States Exploring Expedition, Captain Wilkes observes:—"On approaching the coast of Chili, every one is anxious to get a sight of the Cordilleras. There are only two periods during the day in which they can be seen to advantage; namely, in the morning before sunrise, and in the evening at sunset. The first is the most striking view. The outline is at that time of a golden hue, and may be easily traced, in a long line running north and south. This gradually brightens, and is lost the moment the sun is seen. The evening view gives rise to disappointment. The mountains are seen at a great distance, (eighty miles in a bird's flight,) reflecting the setting sun, and, in consequence, appear much lower than is anticipated."

worked. The hilly country is, in many parts, sandy or rocky, without any vegetation excepting some patches of cactus and coarse grass. The crops of maize in the mountain districts are said not to be sufficient for the inhabitants, who derive their chief means of subsistence from the labor in, and produce of, the silver and copper mines, and partly also from the fruits of the upper valleys. The plains, in most parts, afford good pastures. Some districts are fit for agriculture, and the remaining portions are sandy flats. The arable districts of Chili supply the countries of South America on the Pacific with grain, and the pastures with jerked beef and hides. The undulated country between the plains and the sea is, in many parts, covered with stunted trees; but grapes, and other delicious fruits, are also grown in the hilly countries.

- **RIVERS.** The rivers of Chili, north of the Maypù, bring down little water; none are navigable; they serve, however, the important purpose of irrigating the lands. South of the Maypù, in  $34^{\circ}$ , the rain falls in sufficient quantities, and the rivers, though deeper, are not used for irrigation. The River Maule is navigable for vessels drawing about seven feet of water; it is navigable for river barges for about twenty miles. The Biobio, the largest of the rivers of Chili, flows a course of nearly 200 miles; at its mouth it is two miles wide, but too shallow for large vessels to enter. It is navigable for river craft to Nacimiento, about 100 miles from its mouth. The River Callacalla is deep enough for large vessels to enter its mouth. There are no lakes of any importance in the valleys and plains. In the Andes there are some lakes, but, as far as known, the largest is not more than fifteen miles in length.

**CLIMATE.** Extending from north to south for sixteen degrees, with a very irregular surface, the temperature of the climate of Chili is consequently variable. In the valleys, especially in that of Copiabo, years pass over without rain falling. Further south showers occur only during three or four years, after which a rainy season drenches these southern valleys. In Aconcagua, still further south, the number of rainy days do not generally exceed fourteen to twenty-one. South of the River Maypù rain falls sufficient for the cultivation of grain. At and near the River Biobio, rain falls regularly in winter, otherwise the sky is cloudless during six or seven months of the year; south of that river the rains are irregular, and fall heavily. The regions where rain falls are covered with forests; many of the trees afford excellent timber. In the arid regions, a few shrubs, stunted trees, and cactus, are the chief natural products.

The vegetable productions cultivated are similar to those of Southern Europe. Maize is cultivated in the northern parts of Chili; wheat and barley are generally grown in the southern plains; and wheat and flour are exported to Peru and other places. Grapes, fruits, and such vegetables as are common in Southern Europe, are produced abundantly in the valleys as far south as the River Biobio. The wines, of tolerable quality, are made for home use. Timber is exported from Chili and other parts.

The pastures of the southern provinces feed large herds of cattle; jerked beef, tallow, hides, and live stock are exported. Guanaco and llamas abound in the northern provinces.

**MINERALS.** Gold is found in the sands of the rivers. It was formerly, but not at present, collected. Silver mines exist in the Andes, south of  $33^{\circ}$ ; north of that parallel they are numerous in the ridges between the valleys. In the arid and sterile desert between the valleys of Copiabo and Huasco,

they are worked to a considerable extent. Copper ore abounds in the same region, and is imported into England, chiefly into Swansea, to be smelted. Lead and iron exist, but they are not worked. In the country on the northern banks of the River Biobio there are extensive coal-fields partially worked. Salt is made from the water of a salt lake; it is also imported, partly from Peru, by sea, and from the native tribes of Patagonia, who make it from the salt lakes of that country.

POPULATION. The population of Chili consists of the descendants of the Spaniards, and aboriginal tribes. All the inhabitants, north of the River Biobio, are of European race, with scarcely any mixture of Indian blood. The aboriginals occupy almost exclusively the country south of the River Biobio. South of the Biobio the inhabitants known under the name of Araucanians, have preserved their independence in defiance of the Spaniards. They derive their subsistence chiefly from cultivating maize, potatoes, beans, and vegetables; and they rear large herds of cattle and horses. During the war of independence they made destructive inroads upon the country north of the Biobio; a successful war was afterwards carried on against them, which ended in a peaceful agreement.

As no census, that we know of, has been ever taken of the population, we can only state that, by an estimate made some years ago, the population was stated at 1,200,000 souls. The present population is considered to exceed 1,300,000 souls, exclusive of the Araucanians.

Chili is divided into eight provinces, the area of which is estimated in square miles as follows:—

Coquimbo.....square miles	48,000	Concepcion.....square miles	18,000
Aconcagua.....	14,000	Valdivia.....	40,000
Santiago.....	12,000	Chiloe.....	11,000
Colchagua.....	15,000		
Maule.....	12,000	Total area.....	170,000

TOWNS. Copiabo, in the valley of the same name, about forty-five miles from the sea, has nearly 3,000 inhabitants. Its port on the coast is bad, as the surf rolls in heavily, and the landing is very difficult; copper, copper ore, and silver are laden at this port, which has a village with about 1,100 inhabitants. Ballenar, in the valley of the River Huasco, about forty-five miles from the sea, owes its rise to some silver mines in the neighborhood. It contains about 7,000 inhabitants, and takes its name from Ballenagh, in Ireland, the birth-place of the family of O'Higgins. La Serena, or Coquimbo, the capital of the province of the same name, is situated in the valley of the same name, about seven miles from the sea; it contains nearly 8,000 inhabitants, and exports silver and copper ore; the harbor, which is at the mouth of the river, is one of the best on this coast. Illapel, with about 1,500 inhabitants, is situated in the neighborhood of copper mines.

Concepcion, about two miles from the bank of the Biobio, and six miles from its mouth, was once the capital of Chili. It has been repeatedly destroyed by earthquakes, and devastated by the invasion of the Araucanians. Since its destruction by the great earthquake of 1835, it is nearly all in ruins. Timber and cattle are exported. Valdivia, the capital of the province of the same name, has an excellent harbor, well fortified, and contains about 2,000 inhabitants.

The Island of Chiloe is about 100 miles long, and, on an average, forty miles wide. The western shores of the island are rocky masses rising abruptly from the ocean to the height of 1,500 to 3,000 feet. The eastern shores

are of moderate elevation, and in their natural state, covered with forests, among which are magnificent timber-trees. Rocky islands are scattered over the Gulf of Anud, most of which are inhabited; Quinchao and Lemuy are populous. The inhabitants of the settlements of Calubco and Carelmapú are chiefly Indians, few in number, and occupied chiefly in cultivating timber. The majority of the inhabitants of Chiloe and of the adjacent islands are aborigines. The whole population of the province of Chiloe in 1832 amounted to 43,000. They export timber, wheat, hams, &c. The shores and bays abound in varieties of excellent fish. The shellfish is described as delicious.

San Carlos is the capital of the province of the same name, with a good harbor, and about 4,000 inhabitants.

COMMERCE. The editor of the *Merchants' Magazine* is indebted to an official source for the subjoined summary of the Commerce of Chili in the years 1850 and 1851:—

Imports into Chili for home consumption in 1850.....		\$11,788,193
Imports into Chili for home consumption in 1851—		
In the first six months of 1851.....	\$6,542,795	
In the second six months.....	9,342,177	
		<u>15,884,972</u>
Increase in 1851.....		\$4,096,779
Exports from Chili to foreign countries of home produce and manufactures in 1850.....		\$11,392,452
Exports from Chili to foreign countries of home produce and manufactures in 1851—		
First half-year.....	\$6,126,545	
Second half-year.....	3,539,809	
		<u>9,666,354</u>
Decrease in 1851.....		\$1,726,093
Exports from Chili to foreign countries of imported merchandise, 1850.....		\$1,033,817
Exports from Chili to foreign countries of imported merchandise, 1851—		
In first six months.....	\$897,456	
In second six months.....	1,582,581	
		<u>2,480,037</u>
Increase in 1851.....		\$1,446,220

From the preceding statements it appears that the gross value of the foreign Commerce of Chili in 1851 was \$28,031,363, which, compared with that of 1850, shows an increase of \$3,816,901. Thus:—

	1850.	1851.	Increase.	Decrease.
Imports for home consumption....	\$11,788,193	\$15,884,972	\$4,096,779	.....
Exports of home produce and manufactures.....	11,392,452	9,666,354	.....	\$1,726,098
Exports of imported merchandise ..	1,033,817	2,480,037	1,446,220	.....
Total.....	\$24,214,462	\$28,031,363	\$5,442,999	
Deduct decrease.....			1,726,098	
Increase in 1851.....			\$3,816,901	

Calculating the population of Chili at 1,400,000 inhabitants, and dividing the foreign Commerce among them, there falls to the share of each in 1850, \$17 $\frac{3}{10}$ , and in 1851, \$20 $\frac{2}{10}$ , which is greater than many European States can show.

The foreign Commerce of Chili was distributed, both in 1850 and 1851, among twenty-six countries. In order to show the relative degree of importance of our Commerce with each country in these two years, the following comparative table has been prepared:—

COUNTRIES, THE COMMERCE OF WHICH WITH CHILI HAS INCREASED IN 1851.

	Imports.		Exports.	
	1850.	1851.	1850.	1851.
France and her colonies.....	\$1,342,733	\$1,705,929	\$1,098,580	\$851,113
Belgium.....	166,837	195,372	27,295	2,495
Holland.....	347,025	402,059	72,783	65,739
Austria.....	554	.....	822	1,426
Prussia.....	.....	.....	215	1,016
England and her colonies ...	4,169,160	4,319,864	4,129,201	4,643,290
Sardinia.....	59,811	74,410	33,694	21,309
Russia.....	607	.....	204	5,360
United States.....	1,032,324	1,211,487	1,566,744	1,447,632
California.....	879,155	3,332,724	2,445,868	2,067,603
New Grenada.....	6,071	.....	97,525	225,483
Brazil.....	288,141	624,877	184,651	513,898
Peru.....	936,125	1,616,644	1,022,638	1,179,247
Bolivia.....	477,609	436,988	166,127	209,902
Polynesia ..	4,472	58,910	1,080	59,352
Total.....	\$9,710,644	\$14,029,264	\$10,847,427	\$11,294,865

	Imports and exports.		Increase.
	1850.	1851.	1851.
France and her colonies.....	\$2,441,313	\$2,557,042	\$115,729
Belgium.....	194,132	197,867	3,735
Holland.....	419,808	467,798	47,990
Austria.....	1,396	1,426	30
Prussia.....	215	1,016	801
England and her colonies.....	8,298,361	8,963,154	664,793
Sardinia.....	93,505	95,719	2,214
Russia.....	811	5,360	4,549
United States.....	2,599,068	2,659,119	60,051
California.....	3,325,023	5,450,327	2,125,304
New Grenada.....	103,596	225,483	121,887
Brazil.....	472,797	1,138,775	665,983
Peru.....	1,958,763	2,795,891	837,128
Bolivia.....	643,736	646,890	3,154
Polynesia.....	5,552	118,262	112,710
Total.....	\$20,558,071	\$25,314,129	\$4,766,053

COUNTRIES, THE COMMERCE OF WHICH WITH CHILI DECREASED IN 1851.

	Imports.		Exports.	
	1850.	1851.	1850.	1851.
Germany.....	\$976,069	\$1,089,853	\$883,604	\$469,155
Denmark.....	1,940	.....	3,208	1,390
Sweden and Norway.....	11,941	5,081	731	2,194
Spain and her colonies.....	114,909	145,510	155,720	74,582
Portugal.....	19,188	18,168	338	.....
China.....	236,223	229,348	207,938	42,547
Mexico.....	113,041	23,839	884	7,532
Central America.....	121,737	42,241	75,676	103,513
Ecuador.....	213,859	120,732	42,671	42,774
Uruguay.....	49,565	10,352	96,358	61,215
Argentine Republic.....	219,077	170,586	112,214	46,624
Total.....	\$2,077,549	\$1,855,708	\$1,578,842	\$851,626

	Imports and Exports.		Decrease. 1851.
	1850.	1851.	
Germany.....	\$1,859,673	\$1,559,008	\$300,665
Denmark .....	5,148	1,390	3,758
Sweden and Norway .....	12,672	7,275	5,397
Spain and her colonies.....	270,629	220,092	50,537
Portugal .....	19,526	18,168	1,358
China.....	444,161	271,895	172,266
Mexico .....	113,425	31,369	82,056
Central America.....	197,413	145,754	51,659
Ecuador .....	256,530	163,506	93,024
Uruguay .....	145,923	71,567	74,356
Argentine Republic .....	331,291	217,210	114,981
<b>Total.....</b>	<b>\$3,656,391</b>	<b>\$2,707,234</b>	<b>\$949,157</b>

The foreign Commerce of 1851 yielded to the public treasury \$2,724,718, from the various custom-houses, as follows:—

Valparaiso.....	\$2,426,631	Valdivia.....	\$1,387
Coquimbo.....	87,036	Ancud.....	3,910
Huasco.....	26,429	Santa Rosa de los Andes ..	11,708
Copiapo.....	145,494		
Talcahuano.....	21,867	<b>Total.....</b>	<b>\$2,724,718</b>
Constitucion.....	256		

Of the imports there were—

	1850.	1851.
Free.....	\$2,132,333	\$4,935,814
Privileged.....	352,942	663,866
With specific duties .....	237,474	343,710
With duties levied at various valuations.....	9,065,444	9,941,582

**Total.....** \$11,788,193 \$15,884,972

The amount imported by sea was.....	\$11,573,582	\$15,716,411
Across the mountains.....	214,611	168,561

**Total.....** \$11,788,193 \$15,884,972

The exports were—

Of home productions.....	\$11,392,452	\$9,666,354
Of foreign productions.....	1,033,807	2,480,037
<b>Total.....</b>	<b>\$12,426,269</b>	<b>\$12,146,391</b>

The amount and value of merchandise received in 1851 at the various ports of Chili, in transitu for other countries, are as follows:—

	Quantity.	Value.
By sea .....	2,236,705	\$25,467,578
By the mountains.....	24,109	214,249
<b>Total.....</b>	<b>2,260,814</b>	<b>\$25,681,827</b>
The amount in transitu warehoused at custom-house.	381,242	\$16,360,329
Private warehouses .....	1,014,195	6,470,421
Forwarded at once on landing, permission being refused to warehouse.....	865,377	2,951,067
<b>Total.....</b>	<b>2,260,814</b>	<b>\$25,781,867</b>

Of these goods thus warehoused for other countries, there were forwarded in 1851—

	Quantity.	Value.
From customs warehouse.....	172,144	\$5,848,043
From private warehouse.....	98,136	3,109,207
<b>Total.....</b>	<b>270,280</b>	<b>\$8,957,250</b>

Owing to the civil war with which the republic was afflicted in 1851, the ports of Coquimbo and Talcahuano were closed against all Commerce, both foreign and domestic, from the 7th September to the end of December in that year.

The exports of these two ports, consequently, fell off, as compared with the preceding year, \$279,878 in value; and the number of vessels which entered and sailed were only 517 in 1851.

In spite, however, of these drawbacks, the amount of imports for home consumption has steadily progressed; since, comparing 1850 with 1851, there has been an increase of \$4,096,779 in the last named year.

The custom-house returns show a corresponding increase in the amount of duties received:—

In 1850 they were.....	\$2,626,956
And in 1851 they were.....	2,724,718
	\$97,762
Showing an increase of.....	

MANUFACTURES. The facility with which foreign manufactured goods can be imported into Chili has wisely discouraged the establishment of any important manufactures. A large portion of the population, however, wear home-made stuffs, especially woolen; the importation of British manufactures is increasing; steamboats from England ply along the coast of Chili; but under the Spanish rule the coasting trade was discouraged.

In 1810, the population of Chili rose against Spain, they were defeated in 1814, at Rancagua, by General Osorio, and obliged to submit to their former rulers. In 1817, San Martin, with an army from Mendoza, gained the battles of Chacabuco (1817) and Maypú, (1818,) the result of which was the independence of the country. The constitution then adopted is still considered the fundamental law, and formed on the principle of a centralized government. The executive power is vested in a supreme director. The Legislature is composed of a Senate and a House of Representatives. The Senate consists of twenty members at the most, and every 15,000 inhabitants sends a member to the House of Representatives.

DESCRIPTIVE SKETCHES OF CHILI AND VALPARAISO : SANTIAGO COPPER MINES.

Valparaiso has increased in population, extent, and importance within the last twenty years, and has become the great sea-port of Chili and the western coast. Its harbor is inferior to others on the coast, yet it is the nearest and most convenient port to Santiago, the capital.\*

Captain Wilkes says:—

\* Captain Wilkes observes:—"The northers are greatly dreaded, although I think without much cause. One of them, and the last of any force, I had myself experienced in June, 1822, (whilst in command of a merchant vessel.) In it eighteen sail of vessels were lost. But since that time vessels are much better provided with cables and anchors, and what proved a disastrous storm then would now scarcely be felt. I do not deem the bay so dangerous as it has the name of being. The great difficulty of the port is its confined space, and in the event of a gale, the sea that sets in is so heavy, that vessels are liable to come in contact with each other, and to be more or less injured. The port is too limited in extent to accommodate the trade that is carried on in it. Various schemes and improvements are talked of, but none that are feasible. The depth of water opposes an almost insuperable obstacle to its improvement by piers. The enterprise of the government, and of the inhabitants of Valparaiso, is, I am well satisfied, equal to any undertaking that is practicable. "From the best accounts, I am satisfied that the harbor is filling up, from the wash of the hills. Although this may seem but a small amount of deposition, yet, after a lapse of sixteen years, the change was quite perceptible to me, and the oldest residents confirmed the fact. The anchorage of the vessels has changed, and what before was thought an extremely dangerous situation, is now considered the best in the event of bad weather. The sea is to be feared rather than the wind, for the latter seldom blows home, because the land immediately behind the city rises in abrupt hills, to the height of from 800 to 1,500 and 2,000 feet."

"I have had some opportunity of knowing Valparaiso, and contrasting its present state with that of 1821 and 1822. It was then a mere village, composed, with but few exceptions, of straggling ranchos. It has now the appearance of a thickly-settled town, with a population of 30,000, five times the number it had then. It is divided into two parts, one of which is known by the name of the Port, and is the old town; the other by that of the Almendral, occupying a level plain to the east. Its location is by no means such as to show it to advantage. The principal buildings are the custom-house, two churches, and the houses occupying the main street. Most of the buildings are of one story, and are built of adobes or sun-dried brick. The walls of the buildings are from four to six feet thick. The reason of this mode of building is the frequent occurrence of earthquakes. The streets are well paved. The plaza has not much to recommend it. The government-house is an inferior building. Great improvements are now making, and many buildings on the eve of erection.

"They are about bringing water from one of the neighboring springs on the hill, which, if the supply is sufficient, will give the town many comforts. On the hills are many neat and comfortable dwellings, surrounded by flower-gardens. These are chiefly occupied by the families of American and English merchants. This is the most pleasant part of the town, and enjoys a beautiful view of the harbor. The ascent to it is made quite easy by a well-constructed road through a ravine. The height is 210 feet above the sea. The east end of the Almendral is also occupied by the wealthy citizens. The lower classes live in the ravines. Many of their habitations are scarcely sufficient to keep them dry during the rainy season. They are built of reeds, plastered with mud, and thatched with straw. They seldom contain more than one apartment.

"The well-known hills to the south of the port, called the 'Main and Fore Top,' are the principal localities of the grog-shops and their customers. These two hills, and the gorge (*quebrada*) between them, seem to contain a large proportion of the worthless population of both sexes. The females, remarkable for their black eyes and red 'bayettas,' are an annoyance to the authorities, the trade, and the commanders of vessels, and equally so to the poor sailors, who seldom leave this port without empty pockets and injured health.

"It was difficult to realize the improvement and change that had taken place in the habits of the people, and the advancement in civil order and civilization. On my former visit, there was no sort of order, regulation, or good government. Robbery, murder, and vices of all kinds, were openly committed. The exercise of arbitrary military power alone existed. Not only with the natives, but among foreigners, gambling and knavery of the lowest order, and all the demoralizing effects that accompany them, prevailed.

"I myself saw, on my former visit, several dead bodies exposed in the public squares, victims of the *cuchillo*. This was the result of a night's debauch, and the fracas attendant upon it. No other punishment awaited the culprits than the remorse of their own conscience.

"Now, Valparaiso, and indeed all Chili shows a great change for the better; order reigns throughout; crime is rarely heard of, and never goes unpunished; good order and decorum prevail outwardly everywhere; that engine of good government, an active and efficient police, has been established. It is admirably regulated, and brought fully into action, not only for the protection of life and property, but in adding to the comforts of the inhabitants."

The Chilians, when compared with other South Americans, love their country, and are fond of their homes. The people are attached to agriculture, and the lower orders are better disposed towards foreigners than in the other Spanish *republics*. Schools and colleges have been established, and a desire to extend the benefits of education throughout the population is evinced.

The shops are well filled with articles of English, American, and French

manufacture. The markets are abundantly supplied. There are no market-gardens in the vicinity of Valparaiso, and most of the vegetables are brought from the valley of Quillota, in panniers, on the backs of mules; grass or clover is brought to market on horseback, which almost covers both horse and rider.

SANTIAGO. The elevation of Santiago above the sea is 1,591 feet, and stands on the third step or plain from the coast. Its entrance is through avenues between high adobe walls.

The Cordilleras have at all times an imposing aspect when seen from the neighborhood of Santiago, and their irregular outline is constantly varying under the effects of light and shade. Santiago is surrounded by orchards, gardens, farms, and grazing-grounds. The city being inclosed by high adobe walls, gives it a gloomy appearance until entered, when the streets have a fresh and clean look—it is laid out in squares. The streets are paved, and have side-walks. The clean appearance is owing to a law obliging the inhabitants to whitewash their houses and walls once a year, and to the white contrasting with the red-tiled roofs. The houses are mostly one-story high, built round a court or square, from twenty to forty feet wide, round which the rooms are situated. The roof projects to form a kind of piazza or covered way. The gateway is usually large, and the rooms on each side of it are not connected with the rest of the building, but rented as shops. Opposite to the gateway is the center window, guarded by a light and ornamental iron frame, painted green or richly gilt. The court is usually paved with small pebbles from the bed of the Maypocho, arranged fancifully; in many cases, the courts are laid out in flower-plats, with roses and geraniums.

The River Maypocho runs through one portion of Santiago, and supplies it with water. In the center of the city is the great plaza, where the public buildings are situated. These are built of a coarse kind of porphyry from the mountains: the cathedral and palace each occupy one side; in the center is a fountain, with several small statues of Italian marble. All the public buildings are much out of repair, having been damaged by earthquakes.

The cathedral is a large edifice—its altar is decked with gold and silver. There are within it paintings and hangings, among which is a large number of trophies, taken in the wars. The niches are filled with wax figures of saints, and there are also "*the remains of two martyrs of the church, in a tolerably good state of preservation.*"

The palace, originally built for the viceroy, is now appropriated to the accommodation of the president and the public officers. On the side opposite to the palace is a colonnade, not yet finished, intended to occupy one whole side of the plaza. Under its portico are fancy and dry goods shops, and between the columns various trades, or lace and fringe makers' work. In the evening it is resorted to by females, with large flat baskets, vending shoes, fruit, and fancy articles; others are cooking cakes, and the whole portico is lighted up, and much resorted to.

The mint occupies a square; it has never been completed, and has suffered from earthquakes. The operation of coining is in the rudest form. Both rolling and cutting are done by mule power.

The public library contains several thousand volumes, which formerly belonged to the Jesuits, and many curious manuscripts relating to the Indians.

The markets are well supplied; there is one near the banks of the Maypocho which covers an area of four or five acres, and is surrounded by a low

building with a tile roof, supported by columns, under which meats of all kinds are sold. In the center are sold vegetables, fruits, flowers, poultry, and small wares; the market-women are seated under awnings, screens, and large umbrellas, to keep off the sun. The market is clean.

The average price of a horse is twelve dollars, but some that are well broken are valued high.

The climate of Chili is justly celebrated, that of Santiago is delightful; the temperature is usually between 60° and 75°. The country round is extremely arid, and were it not for its mountain streams, which afford the means of irrigation, all Chili would be a barren waste for two-thirds of the year. Rain falls only during the winter months, (June to September,) and after they have occurred the whole country is decked with flowers; the rains often last several days, are excessively heavy, and during their continuance the rivers become impassable torrents. At Santiago the climate is drier and colder, but snow rarely falls; on the ascent of the Cordilleras, the aridity increases with the cold; the snow was found much in the same state as at Terra del Fuego, lying in patches about the summits. Even the high peak of Tupongati was bare in places, and to judge from appearances, it seldom rains in the highest regions of the Cordilleras, to which cause may be imputed the absence of glaciers.

## Art. II.—COMMERCIAL CITIES AND TOWNS OF THE UNITED STATES.

NUMBER XXXIII.

### THE CITY OF NEW YORK.—PART III.

In the statement following, is given the approximate measurement, in feet, of the several wards of the city, deducting public and other reserved grounds, below Fourteenth-street, which may be considered the limit of dense population—the number of square feet per head to the inhabitants, upon the census numbers of 1850—the side of the square of the same area—and the rate of population to the square mile in each ward, and in the city, aggregately :—

Wards.	Area. sq. feet.	Sq. feet. per head.	Side of square. Feet.	Pop. to square mile.	Wards.	Area. sq. feet.	sq. feet per head.	Side of square. Feet.	Pop. to square mile.
I.	6,800,000	344	18½	81,042	X.	4,800,000	206	14½	135,332
II.	2,900,000	436	21	63,941	XI.	8,575,000	196	14	142,237
III.	3,700,000	357	19	78,090	XIII.	3,450,000	122	11	228,511
IV.	3,250,000	140	11½	199,131	XIV.	4,650,000	184	13	151,513
V.	6,050,000	266	16½	104,806	XV.	10,350,000	426	21½	61,137
VI.	3,500,000	141	11½	197,719	XVII.	12,850,000	293	17	95,148
VII.	8,900,000	272	16½	102,531					
VIII.	7,800,000	225	15	123,904	Total .	100,225,600	249	15.4-5	111,961
IX.	12,700,000	312	17.3-5	89,354					

The density of the lower wards is really much greater than here appears, as a large part of their area is occupied by stores, warehouses, &c. Thus in the First Ward, it is probable that the dwelling houses do not occupy above one-half of the ward, including all the upper parts of store-buildings used as such.

Nearly the whole body of the population in this ward, is, in fact, compressed within about one-third of its area, and it would be nearer the actual case to state the square feet per head, within the districts occupied by dwellings, at 100, the side of the square being 10 feet, and the population, per square mile, 275,000.

The following is a similar statement for the city of Boston, embracing all that part of the city within the peninsula, or all the portion north of Beach and Boylestone streets, and comprised within the first nine wards, excluding the islands attached to Ward IV. :—

Wards.	Area. Square feet.	Sq. feet per head.	Population, 1850.	Population to square mile.
I.....	2,452,500	239	10,280	111,646
II.....	2,111,750	230	9,167	121,210
III.....	3,267,000	298	10,972	93,552
IV.....	4,861,250	533	5,371	52,305
V.....	1,989,250	200	10,002	139,392
VI.....	2,725,000	304	8,967	91,705
VII.....	2,588,750	431	6,002	64,683
VIII.....	2,111,750	208	10,166	134,030
IX.....	2,588,750	245	10,506	113,789
	<hr/>			
	22,696,000	279	81,433	99,923

The measurement of the ward we have calculated from an accurate map of the city, and although the result can be only an approximation, yet it is sufficiently precise for the purpose, as the aggregate obtained varies very slightly from the estimated area of this portion of the city, given by Dr. Shattuck. We may add, also, that the same circumstances exist in several of these wards, noticed in the case of the First and Second, and other lower wards in New York, a great part of them being occupied by stores and warehouses, and the population being thus crowded into much narrower limits than is apparent from the table.

In comparing the two cities, it will be seen that the densest ward in Boston (the Fifth) has 200 square feet to the inhabitant, or equal to 139,392 inhabitants to the square mile, while the densest of New York (the Thirteenth) has 122 square feet to the individual, equal to 228,511 inhabitants to the square mile. In the whole area of dense population, New York is also more compact than Boston; but it is probable that Boston has quite as dense or even denser localities. Dr. Shattuck mentions a section of Ward VIII., of Boston, which in 1845 contained one individual to every *seven square yards*, and an average of *thirty-seven persons to a house*. In New York, a portion of Ward I., and one or two other small localities, may equal this rate, or if they do not, will not fall greatly behind.

The comparison of these two cities with Philadelphia and London, is as follows :—

Cities.	Area. Sq. mi's. Acres.	Sq. feet to person.	Population to square mile.
New York, 1850.....	3 381	249	111,961
Boston, 1850.....	. 521	279	99,923
Philadelphia, 1850.....	2 122½	503	55,405
London, 1700, within the walls.....	. 370	115	242,421
“ 1700, without the walls.....	. 230	145	192,265
“ 1700, within and without.....	. 600	123	227,654
“ 1841, within the walls.....	. 370	295	94,503
“ 1841, without the walls.....	. 230	138	202,018
“ 1841, within and without.....	. 600	207	134,678

By which it will be seen that the American cities have less than one-half

the compactness of the ancient city of London, (the city proper,) and are still much below her density, greatly as it has decreased since the first period named, by the absorption of the territory within the city for business purposes.

The statement next given presents a view of New York, in its whole area, compared with a similar view of Boston, the city and county of Philadelphia, London, with its proper suburbs, other European cities, &c., &c.:—

Cities, &c.	Population.	Area. Sq. mil's. Acres.	Pop. to sq. mile.
New York, 1850 .....	515,545	22 ...	23,567
Boston, 1850 .....	138,788	3 420	37,703
Philadelphia, 1850 .....	408,815	120 ...	3,409
London, 1851 .....	2,363,141	98 ...	24,114
Dublin City, 1851 .....	232,726	5 500	40,255
Cork City, 1851 .....	80,720	4 123	17,019
Waterford City, 1851 .....	23,316	1 29	20,715
Galway Town, 1851 .....	17,275	... 628	17,605
Middlesex County, Eng., 1851 .....	1,576,636	297 ...	5,309
Lancashire County, Eng. ....	1,667,054	1,806 ...	923
Ireland, 1851 .....	6,515,794	32,513 ...	217
Massachusetts, 1850 .....	994,499	7,800 ...	126
Middle States, 1850 .....	2,467,915	111,796 ...	59

PROPORTION OF HOUSES TO INHABITANTS.

The number of dwelling-houses in New York, with the average number of occupants to each, has been at different periods as follows:—

Year.	Dwellings.	Av. occupants.
1656 .....	120	8 1-3
1756 .....	2,000	5 1-5
1850 .....	37,730	13 2-3

The number of houses in each ward, in 1850, and the average of families and persons to a house were:—

Wards.	Houses.	Families to a house.	Heads to a house.	Wards.	Houses.	Families to a house.	Heads to a house.
1 .....	995	2 4-5	19 7-8	12 .....	1,052	1 2-7	10
2 .....	431	2	15 3-7	13 .....	1,787	3 3-11	15 4-5
3 .....	704	1 6-7	14 5-7	14 .....	1,691	2 7-8	15
4 .....	1,223	3 1-2	19	15 .....	2,245	1 5 11	10
5 .....	1,957	2 1-8	11 3-5	16 .....	4,002	2 3-5	13 1-5
6 .....	1,403	3 1-3	17 4-7	17 .....	2,836	3	15 4-9
7 .....	2,271	2 1-2	14 2-5	18 .....	2,689	2	11 3-4
8 .....	2,743	2 2-5	12 3-5	19 .....	1,772	1 1-2	10 1-2
9 .....	3,545	2	11 4-5	Total...	.....	2 1-2	13 2-3
10 .....	1,993	2 1-2	11 7-10				
11 .....	2,391	3 2-3	18 3-10				

In Boston there were, in 1742, 1,719 houses, with a population of 16,382, or  $9\frac{1}{2}$  individuals to a house; in 1810, there were  $8\frac{1}{2}$  persons to a house; in 1830, 9 to a house; in 1850, the statement for that city, and its several wards, is as follows:—

Wards.	Houses.	Families to a house.	Heads per house.	Wards.	Houses.	Families to a house.	Heads per house.
1 .....	1,080	2.01	9.51	8 .....	480	4.05	21.18
2 .....	666	2.34	13.76	9 .....	986	1.90	10.67
3 .....	1,081	2.01	10.14	10 .....	1,568	1.83	9.45
4 .....	2,375	1.27	6.49	11 .....	2,325	1.60	8.33
5 .....	1,228	1.52	8.22	12 .....	1,701	1.42	7.82
6 .....	1,037	1.27	8.64	Total...	15,194	1.70	9.16
7 .....	647	1.24	9.27				

NUMBER OF OCCUPANTS PER HOUSE IN SEVERAL OTHER CITIES, STATES, AND COUNTRIES.

Place.	No. to a house.	Place.	No. to a house.
Philadelphia, 1793, (city proper)	6 1-3	London, 1851.....	2 2-3
“ 1850, “	7 1-2	Liverpool, 1841.....	7
Charleston, S. C., 1848.....	5 1-3	Edinburg, 1841.....	6
Savannah, Geo., 1848.....	7	Manchester, Eng., 1841.....	5 2-3
Massachusetts, (ex't Boston,) '40	7 1-3	England, 1851.....	5 1-2
Pennsylvania, 1815.....	8	Scotland, 1851.....	7 2-3
New York State, 1815.....	9	Ireland, 1851.....	6 1-5

The excess of occupants to each house in the case of New York city, is, however it may be in certain localities, less the effect of overcrowding the tenements than would be inferred from the statement. The houses in New York are *higher*, generally, than in perhaps any other city, and while with reference to territorial area, or availability of *ground-room* to the population, the fact is just what the figures indicate; yet by elevating a large portion through successive stages to a very considerable altitude, in the *upper strata*, although new evils arise, a great many of the worst ones, that would otherwise result, are avoided.

PROGRESS OF BUILDINGS.

The subjoined figures show the number of buildings erected in the city of New York, of all descriptions, in each year, from 1834 to 1850:—

Years.	Buildings.	Years.	Buildings.	Years.	Buildings.
1834.....	877	1840.....	850	1846.....	1,910
1835.....	1,259	1841.....	971	1847.....	1,846
1836.....	1,826	1842.....	912	1848.....	1,191
1837.....	840	1843.....	1,273	1849.....	1,495
1838.....	781	1844.....	1,210	1850.....	1,912
1839.....	1,838	1845.....	1,980		

MATERIAL OF THE POPULATION.

As has been often remarked, New York has, of all cities of the American Continent, the greatest diversity of population. Almost every nation of the earth, and race and sub-division of the general family, is represented in the motley assemblage. According to the census of 1845, the leading components of the mass were of—

Persons born in the State of New York.....	194,916
“ “ New England.....	16,079
“ “ other parts of the United States.....	25,572
“ “ Mexico and South America.....	508
Persons born on this continent.....	237,075
Persons born in Great Britain and dependencies.....	96,581
“ “ Germany.....	24,416
“ “ France.....	3,710
“ “ other parts of Europe.....	3,277
Persons born in Europe.....	127,984

Of the foreign population, 60,946, or about one-half, were unnaturalized. There were of colored people, in 1850, 13,724; an increase of only 811, or 4½ per cent from 1845; and a decrease of 2,034, or 13 per cent from 1840.

FOREIGN IMMIGRATION.

The following table shows the number of passengers at New York, from foreign ports, between the years 1840 and 1851:—

1840.....	60,712	1844.....	60,597	1848.....	176,671
1841.....	55,885	1845.....	81,291	1849.....	220,742
1842.....	74,014	1846.....	108,264	1850.....	212,996
1843.....	45,961	1847.....	147,170	1851.....	289,601

The countries which furnished this emigration were:—

	1850.	1851.		1850.	1851.
Ireland .....	117,038	163,256	West Indies .....	565	575
Germany .....	45,537	69,883	Nova Scotia.....	181	81
England .....	28,166	25,553	Sardinia .....	182	98
Scotland .....	6,776	7,302	South America....	122	121
Wales .....	1,537	2,189	Canada .....	82	50
France.....	3,467	6,064	China .....	37	4
Spain .....	270	278	Sicily.....	52	12
Switzerland .....	2,381	4,449	Mexico .....	63	42
Holland .....	1,183	1,798	Russia.....	43	23
Norway .....	3,156	2,112	East Indies.....	55	10
Sweden .....	1,200	769	Turkey .....	30	4
Denmark.....	1,091	229	Greece.....	31	1
Italy .....	488	618	Poland .....	203	422
Portugal.....	85	26			
Belgium .....	244	475	Total aliens....	212,996	289,601

#### MORTALITY—DURATION OF LIFE.

The number of deaths and the ratio to population in every fifth year, since 1805, have been as follows:—

Year.	Deaths.	Ratio.	Year.	Deaths.	Ratio.
1805.....	2,297	1 to 32.98	1830.....	5,198	1 to 38.97
1810.....	2,073	" 46.49	1835.....	6,608	" 40.87
1815.....	2,405	" 41.83	1840.....	7,868	" 39.74
1820.....	3,326	" 37.19	1845.....	9,886	" 37.55
1825.....	4,774	" 34.78	1850.....	16,978	" 30.37

In 1851, the number of deaths was 22,024, equivalent to about 1 in 25 of the population, allowing 30,000 for the increase of the population over the census of the previous year. This very large rate of mortality is not to be taken as an absolute indication of the health of the city; for although there has been a rapidly progressive increase of deaths for a few years past, it will be seen on referring to a longer period that there has been no steady progression upward of the rate of mortality in correspondence with the growth of the city; and that the recent fatality is owing mainly to causes, which, however effective in themselves, and however much strengthened of late, admit of remedy, and it is to be hoped will, by the adoption of a better sanitary system than has hitherto prevailed, be speedily obviated. The ratio of deaths in 1850 was but little in advance of that which prevailed so far back as the years 1805 and 1825.

The rates of deaths in several other cities and States were at different periods as follows:—

Boston, 1845.....	1 in 49	Washington, D. C., 1850....	1 in 43 $\frac{3}{4}$
1850.....	" 38	Glasgow, Scotland, 1836....	" 26
Lowell, 1845.....	" 69	Manchester, Eng., 1842.....	" 30
1850.....	" 65	Surrey, Eng., 1841.....	" 53
Fall River, Mass., 1850.....	" 66	Liverpool, 1841.....	" 29 $\frac{1}{2}$
Providence, R. I., 1845.....	" 37	London, 1841.....	" 41
1850.....	" 47	England, 1841 .....	" 46 $\frac{1}{3}$
Cincinnati, 1840.....	" 35	Wisconsin, 1850 .....	" 106
Baltimore, 1846-48.....	" 20 $\frac{1}{2}$	Vermont, 1850.....	" 100
Chicago, 1849.....	" 15	Massachusetts, 1850 .....	" 51
1850.....	" 42	Utah, 1850.....	" 47 $\frac{1}{2}$
Louisville, 1840-43.....	" 17 $\frac{3}{4}$	Louisiana, 1850 .....	" 43

The average duration of life in New York, compared with that of several other cities, is as follows:—

	Years.		Years
New York, 1811-20.....	26.15	Philadelphia, 1821-30.....	25.53
1821-30.....	24.36	1831-40.....	22.64
1831-40.....	19.46	1845.....	21.85
1845-50.....	20.78	Charleston, 1822-30.....	30.59
1850.....	20.67	1831-40.....	31.05
Boston, 1811-20.....	27.75	1841-48.....	30.39
1821-30.....	25.88	Massachusetts, 1843-48.....	52.18
1831-40.....	22.72	London, 1841.....	27.00
1841-45.....	21.43	Liverpool, 1841.....	20.00
1850.....	21.06	England, 1841.....	23.46
Philadelphia, 1811-20.....	26.25	Ireland, 1841.....	23.00

The causes, which under equal circumstances of climate, locality, &c., would be expected to give New York a larger mortality and a lower period of life are so evident that we need not here particularize them. In the result, as above given, the position of New York is, all things fairly considered, quite as advantageous as the average of the places put in comparison.

#### PAUPERISM.

The Alms-House Department of New York supports about 6,000 paupers, and furnishes aid, yearly, to about 35,000 to 40,000 others, at an expense annually of about \$400,000.

#### CRIME.

During the year 1851, there were received at the City Prison 16,522 persons, making, with 221 remaining January 1, 16,743. Of these, there were 12,955 discharged, 3,390 sent to the Penitentiary, and 192 to the State Prison, and 3 were executed. In the Courts of Oyer and Terminer, General and Special Sessions of the Peace, there were 2,494 convictions; of which, 8 were of murder; 8 of manslaughter; assault with intent to kill, 8; assault and battery, 703; riot, 6; forgery, 17; burglary, 47; keeping disorderly houses, 15; bigamy, 1; incest, 1; grand larceny, 105; petit larceny, 1,530. In 1836, the whole number of convictions was 854, or about 1 for every 315 inhabitants; in 1851, estimating the population at 550,000, the convictions were 1 to 225 inhabitants. In Boston the convictions were, in 1835, 290, or 1 in each 271 of the population; in 1840, 261, or 1 in every 358; in 1845, 436, or one in 262 of the population, were convicted in the courts of crime. In London, about 1838, the annual convictions were 3,300, or about 1 in 415 of the population.

#### EDUCATION.

The amount appropriated for schools in this city, for the last year, was \$221,773 59. The whole number of pupils in the schools for the year ending February 5, 1851, was 107,363; average attendance, 40,055. The number of public schools, was 114; ward schools, 72; corporate schools, 21—total, 207. The average cost per scholar was about \$6 87.

The number of adult people unable to read and write was, by the census of 1850, as follows:—

Ward.		Ward.	
1.....	939 or 1 in every 21	12.....	61 or 1 in every 181
2.....	296 " " 22 1-2	13.....	806 " " 35
3.....	323 " " 32	14.....	1,376 " " 18 1-3
4.....	1,905 " " 12 1-5	15.....	744 " " 30 1-3
5.....	553 " " 41	16.....	1,094 " " 48 1-3
6.....	3,372 " " 7 1-3	17.....	711 " " 61 1-2
7.....	1,307 " " 25	18.....	1,127 " " 28
8.....	1,122 " " 31	19.....	1,748 " " 10 1-2
9.....	690 " " 59		
10.....	152 " " 153 1-3	Whole city.	18,807 " " 27 1-2
11.....	481 " " 91		

The 12th Ward, it will be seen, is the best off in respect to education, and the 6th is in the worst state. Of the total number in the city unable to read and write, 16,449 are of foreign birth, and 2,358 only are natives. Of the latter, 1,667 are negroes. Of the whole number of white adults unable to read and write, 4,869 are males, and 12,271 females.

In Boston, the average expenditure for public schools is near \$8 per head for all the children of 4 to 16 years of age, and about \$12 for each scholar. In the State of Massachusetts, the expenditure per head for each child, annually, is about \$3. The expenses of the public schools of Philadelphia, for the last year, are estimated at \$435,938, or about \$5 per head for the children of 5 to 15 years.

## CHURCHES.

Protestant Episcopal.....	45	Dutch Reformed.....	19
Methodist.....	30	Lutheran.....	5
African.....	4	Roman Catholic.....	21
Presbyterian.....	36	Jewish Synagogues.....	12
Associate Presbyterian.....	4	New Jerusalem.....	2
Associate Reformed Presbyterian..	2	Primitive Christians.....	4
Reformed Presbyterian.....	4	Universalist.....	4
Baptist.....	31	Friends.....	4
Congregational.....	10	Miscellaneous.....	9
Wesleyan Methodist.....	1		
Methodist Protestant.....	2	Total.....	261
Unitarian.....	2		

This table gives about one church for every 2,100 of the population. In 1836, the number of churches was 150, or 1 to about 1,850 of the inhabitants. The average number which can be accommodated in these churches is probably about 800, or about 200,000 altogether. Religious provision is therefore made for less than half of the population.

In Philadelphia there are within the city proper 84 churches, with 83,171 seats, the population being, in 1850, 121,417; and in the city, and its principal suburbs, there were 247 churches, with 185,539 seats, to accommodate a population of above 400,000. In Boston, in 1845, there were 78 churches, and 21 halls used for religious purposes, having 84,174 seats for a population of 114,366, providing for about 74 out of each 100. Baltimore, in 1850, contained 106 churches, or 1 for 1,783 inhabitants. Lowell, in 1845, had 33 churches, or one to 874 inhabitants.

## FIRE DEPARTMENT.

There are above 2,000 men attached to the Fire Department, and there were, last year, 34 fire-engines, 49 hose-carriages, 8 hook and ladder trucks, with 40 ladders, and 58,500 feet length of hose.

## MILITIA.

The city of New York comprises the First Division of the New York State Militia, in which are enrolled about 45,000 men. What is called the volunteer, namely, the uniformed militia, numbers about 4,000 men.

## CROTON AQUEDUCT.

The Croton Aqueduct is  $40\frac{1}{2}$  miles in length, the greatest interior width is 7 feet 5 inches, and its greatest interior height 8 feet  $5\frac{1}{2}$  inches, and it is capable of discharging 60,000,000 gallons of water daily—the minimum flow being 27,000,000 gallons daily. When first constructed, a journey was accomplished through its whole length, by several persons, on foot, and afterwards it was navigated through by four persons in a boat. The cost of construction was \$9,000,000. The Cochituate Aqueduct, of Boston, is only about 20 miles in length, and its greatest capacity of delivery is 14,000,000 gallons daily, the average supply being about 10,000,000 gallons. The cost was \$5,000,000.

## POLICE.

The police department of New York comprises about 900 men, and its annual expense is about \$500,000.

## MARKETS.

There are fourteen principal markets in different parts of the city, besides any number of licensed stalls, green-grocers' shops, &c.

## THE PRESS.

There are in New York 20 daily papers, with a circulation of above 200,000, and the yearly value of which must exceed half a million of dollars. In Boston, in 1845, there were 15 daily papers, with a circulation of 53,172, and a yearly value of \$216,776. There were 350 daily papers in the United States in 1850, having a circulation of 750,000, so that New York furnishes nearly one-third of all the daily papers circulated within the Union. In a year, the circulation of the daily papers of New York numbers exclusive of extras, and all editions after the first, about 60,000,000 copies; while for the empire of Great Britain, the number of stamps issued for newspapers of all kinds, in 1849, was but 72,447,707. The total circulation of papers of all sorts, published in London, in 1850, was 21,269,840, only about one-third the circulation of the daily papers of New York.

## NEW YORK STOCK AND EXCHANGE BOARD.

The objects of this association are, as its name implies, the buying and selling of stocks, specie, &c., no sales being made at the board for a less amount than \$500. The fee of admission is \$400, and the board is governed by a constitution and by-laws. Fictitious sales or contracts are forbidden under penalty of expulsion. The hour of meeting is at  $10\frac{1}{2}$  o'clock, A. M., daily, at their hall in the Merchants' Exchange, and again informally at  $2\frac{1}{2}$  o'clock, P. M.

## THE CHAMBER OF COMMERCE.

Was organized in 1768, for promoting the general commercial and navigating interests of the city. It received a charter from George III., in 1770, which was renewed and modified in 1784. Its meetings are

held on the first Tuesday in each month, and the general interests of Commerce, foreign and domestic, are the subjects of discussion. It has two principal committees, one called the "Committee of Arbitration," the other, the "Committee of Appeal." The business of the first is the adjustment of mercantile differences; and the other is to decide in cases where an appeal is made from the decision of the "Committee of Arbitration." An appeal can be made only when the amount at issue exceeds \$100; and if the committee are unanimous in their decision, not unless it amounts to \$500. Merchants, or those connected with Commerce, are alone allowed membership, but a limited privilege of arbitration is extended to those who are neither members nor eligible to membership.

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### Art. III.—TRADE AND COMMERCE OF NEW ORLEANS IN 1851-52.\*

In the *Merchants' Magazine and Commercial Review* for November, 1848, (vol. xix., pp. 503-518,) in our series of papers relating to the "COMMERCIAL CITIES AND TOWNS OF THE UNITED STATES," we published a carefully prepared sketch of the commercial and industrial history of New Orleans, and from year to year, since the establishment of our Journal, we have embodied in its pages full statistics of the Trade and Commerce of that city, as furnished to our hands by the *New Orleans Price Current*, one of the best-conducted journals of its class in the United States; and in November, 1851, (vol. xxv., pp. 545-558,) we published the annual review of the *Price Current*, remarking, at the time, that as these reports embraced a comparative view of the progress of trade and Commerce, which imparted to them not only a present, but prospective, and even an historical value, we should continue their republication from year to year. The *Price Currents* of our commercial cities are more or less local in their character, and limited in their circulation. Our Journal, on the other hand, is national and even cosmopolitan in its objects, more convenient for preservation, and designed as a standard work of reference in all time.

The plan adopted by us in reference to New Orleans, and the principal commercial cities of the Union, we have reason to know, meets the approval of intelligent merchants throughout the country, and is, as we have before remarked, well calculated to give completeness and impart to our Magazine that nationality of character which it has been our aim from the start to maintain.

The editors of the *Price Current*, in presenting their annual statement, congratulate the community of New Orleans and country upon a season of unrivaled prosperity, and after a few pertinent preliminary observations, proceed to give the following statement of the Trade and Commerce of New Orleans for the twelve months ending August 31, 1852.

The value of products received from the interior since 1st September, 1851, is \$108,051,708 against \$106,924,083 last year. The value of the exports of American produce for the year ended 30th June last, according to the custom-

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\* For full statistics of the Commerce, &c., of New Orleans for the year 1851-52, see "COMMERCIAL STATISTICS," in the present number of this Magazine.

house records, was \$76,344,569 against \$81,216,925 last year. Of this amount \$48,076,197 was to foreign ports, and \$28,268,327 coastwise. The value of foreign merchandise exported during the same period was only \$44,780. These figures exhibit a decrease in the total exports, as compared with last year, of \$5,273,526. In the exports to foreign countries the decrease is \$6,312,986, but there is an increase coastwise of \$1,039,460. There has been a material falling off in the operations of the Branch Mint, the total deposits of gold and silver, for the year ended on the 31st July, 1852, being \$6,103,650 against \$9,107,722 last year. Of the gold, \$5,821,695 was from California, against \$8,152,878 from the same source last year. The coinage in the same period has been 675,500 pieces gold, value \$6,370,000, and 1,488,000 pieces silver, value \$235,600. Total 2,163,500 pieces, value \$6,600,000. Last year the total coinage was \$10,044,500.

**COTTON.** This article has long been, and is likely long to be, the leading staple of our Commerce; and that its importance is not waning is evinced by the fact that the receipts of the past year, at our own port alone, reach nearly a million-and-a-half of bales; or an excess over any previous year of nearly two hundred and fifty thousand bales. Yet with this large increase we have the pleasure of saying that there probably has never been, in the whole history of the cotton trade, a season more satisfactory in its general course and results than the one just closed. We propose to review, as briefly as possible, the leading features of the market's progress.

The first bale of the new crop was received here on the 25th July, which was seventeen days earlier than the first receipt of the previous year, and the earliest arrival since 1844. The total of new crop received up to 1st September was 3,155 bales, against 67 bales the year previous, and 477 bales in 1849. The early sales of the new crop were at 8 a 8½ cents for middling, and 8½ a 9 cents for good middling to middling fair, which was a higher opening of the market than could have reasonably been anticipated, as the previous season had closed most disastrously, and the impression was general that the crop would be likely to be a very full, if not a very large one. In the early part of September, though, a still higher range was attained, the quotations having reached 9 a 9½ cents for middling to good middling. From this point, however, the market began to yield under the pressure of increasing supplies, but the decline was very gradual, the market touching 6½ a 7 cents for middling about the middle of October. For a strict classification of middling this was the lowest point of the season, and the market remained steady up to the first week in November, when increased demand, especially for middling to good middling descriptions, and their comparative scarcity, caused a slight upward movement in prices, which continued to maintain a remarkable degree of steadiness up to near the close of the season. The following tables, which we have prepared from our records, will illustrate more fully the movement in our leading staple.

A reference to these tables will show a steadiness and regularity in prices during the leading business months which has no parallel in any previous year; for it will be seen that from October to May, within which period nearly the whole of our supply was disposed of, the extreme fluctuation for the whole time was but *half a cent per pound*. The whole season gives an average of 8 cents per pound, against 11 cents last year. The average weight per bale we have ascertained to be 438 pounds, which would give an aggregate weight for the portion of the crop received at this port of 625,982,154 pounds.

TABLE SHOWING THE QUOTATIONS FOR LOW MIDDLING TO GOOD MIDDLING COTTON ON THE FIRST OF EACH MONTH WITH THE RATES OF FREIGHT TO LIVERPOOL, AND STERLING BILLS, AT SAME DATE.

	Low middling to good middling, per cent.	Sterling, per cent. prem.	Freights, per pound.
September.....	7½ a 8½	10 a 11	¾ a .....
October.....	7½ 8½	10 11	7-16 .....
November.....	6½ 7½	6½ 8½	½ .....

	Low middling to good middling.	Sterling, per cent prem.	Freights, per pound.
December.....	6 $\frac{3}{4}$ 7 $\frac{3}{8}$	9 10 $\frac{1}{2}$	$\frac{3}{8}$ 7-16
January.....	6 $\frac{3}{4}$ 7 $\frac{1}{2}$	8 $\frac{1}{2}$ 9 $\frac{3}{4}$	13-32 7-16
February.....	7 7 $\frac{1}{2}$	8 $\frac{1}{2}$ 9	$\frac{3}{8}$ 13-32
March.....	7 $\frac{1}{4}$ 8 $\frac{1}{8}$	8 $\frac{1}{2}$ 9 $\frac{1}{2}$	5-16 $\frac{3}{8}$
April.....	7 7 $\frac{7}{8}$	8 $\frac{1}{2}$ 9 $\frac{1}{2}$	9-16 ....
May.....	7 $\frac{1}{2}$ 8 $\frac{1}{2}$	8 8 $\frac{1}{2}$	9-16 ....
June.....	8 $\frac{1}{2}$ 10	9 10	$\frac{1}{2}$ 5-16
July.....	8 $\frac{1}{2}$ 11	9 $\frac{3}{4}$ 10 $\frac{1}{2}$	5-16 $\frac{3}{8}$
August.....	8 $\frac{1}{2}$ 11	9 $\frac{1}{2}$ 10 $\frac{1}{2}$	5-16 $\frac{3}{8}$

TABLE SHOWING THE HIGHEST AND LOWEST POINT IN EACH MONTH FOR LOW MIDDLING TO MIDDLING COTTON.

	Highest.	Lowest.		Highest.	Lowest.
September.....	8 $\frac{1}{2}$ a 9	7 $\frac{7}{8}$ a 8 $\frac{1}{2}$	March.....	7 $\frac{3}{8}$ 8	7 7 $\frac{1}{2}$
October.....	7 $\frac{3}{4}$ 8	6 $\frac{1}{2}$ 7	April.....	7 $\frac{1}{2}$ 7 $\frac{3}{4}$	6 $\frac{7}{8}$ 7 $\frac{3}{8}$
November.....	7 $\frac{1}{2}$ 7 $\frac{5}{8}$	6 $\frac{5}{8}$ 7	May.....	8 $\frac{3}{4}$ 9 $\frac{1}{4}$	7 $\frac{1}{2}$ 8
December.....	7 $\frac{1}{2}$ 7 $\frac{1}{2}$	6 $\frac{3}{4}$ 7 $\frac{1}{8}$	June.....	8 $\frac{1}{2}$ 9 $\frac{1}{2}$	8 $\frac{1}{2}$ 9
January.....	7 $\frac{1}{2}$ 7 $\frac{5}{8}$	6 $\frac{3}{4}$ 7 $\frac{1}{2}$	July.....	8 $\frac{1}{2}$ 9 $\frac{1}{2}$	8 $\frac{1}{2}$ 9 $\frac{1}{2}$
February.....	7 $\frac{3}{4}$ 7 $\frac{7}{8}$	7 7 $\frac{1}{2}$	August.....	8 $\frac{3}{4}$ 9 $\frac{3}{4}$	8 $\frac{1}{2}$ 9 $\frac{1}{2}$

TABLE SHOWING THE PRODUCT OF LOW MIDDLING TO GOOD MIDDLING COTTON, TAKING THE AVERAGE OF EACH ENTIRE YEAR FOR SEVEN YEARS, WITH THE RECEIPTS AT NEW ORLEANS, AND THE TOTAL CROP OF THE UNITED STATES.

Years.	Total crop. Bales.	Receipts at New Orleans. Bales.	Average price. Cents per lb.
1845-6.....	2,100,537	1,041,393	6 $\frac{7}{8}$
1846-7.....	1,778,651	707,324	10
1847-8.....	2,347,634	1,188,733	6 $\frac{3}{4}$
1848-9.....	2,728,596	1,100,636	6 $\frac{1}{4}$
1849-50.....	2,096,706	797,387	11
1850-1.....	2,355,257	995,036	11
1851-2, (estimated).....	3,000,000	1,429,183	8

The total receipts at New Orleans since 1st September last, from all sources, are 1,429,183 bales. This amount includes 34,959 bales from Mobile and Florida, and from Texas by sea; and this being deducted, our receipts proper, including 21,760 bales received direct from Montgomery, etc., are shown to be 1,394,224 bales, being an increase of 444,004 bales over last year, and of 205,491 bales over any previous year. The total exports since 1st September are 1,435,815 bales, of which 772,242 bales were shipped to Great Britain, 196,254 to France, 210,607 to the North and South of Europe, Mexico, etc., and 256,712 to United States ports.

On a comparison of the exports with those of last year, there would appear to be an increase of 189,869 bales to Great Britain, 65,892 to France, 78,701 to the North and South of Europe, Mexico, etc., and of 103,895 bales to United States ports. The total receipts at all the Atlantic and Gulf ports, up to the latest dates received, are 3,021,519 bales, but the actual crop, when made up by the New York *Shipping List*, will fall somewhat short of this amount, as it includes some 25,000 bales of last year's stock, which was on hand at Augusta and Hamburg, and was counted in the last crop.

Thus, the largest crop ever produced in the United States has been disposed of, and with results more generally satisfactory than we remember to have witnessed in any previous year. The circumstances which have tended to these results present some remarkable peculiarities, and we propose to touch briefly upon a few of the most prominent, among which we may mention the policy of the factors generally of meeting the market freely, and thus guarding against any unwieldy accumulation of stock, which would tend to break down the market. In this course they have been aided by circumstances which to many were a momentary evil of magnitude, though they contributed favorably in the gene-

ral result. We allude to the remarkable drought, which, while constituting a season of the most favorable character for picking, at the same time kept nearly all the tributary streams too low for the purposes of navigation; and thus the great bulk of the supplies which come from the banks of the main river had been received and disposed of before the tributaries were in a condition to contribute to the stock. We would also refer to the great abundance and cheapness of money in Europe, which brought speculators into competition with spinners, and to the remarkable increase in the consumption. This is most prominently shown by the half-yearly returns from Great Britain, by which it appears that the quantity taken for consumption, for the six months ended on the 1st July, was 1,031,764 bales, against 776,120 bales for the corresponding six months of the previous year. This made a weekly average of 39,683 bales, or an increase of about 5,000 bales per week over any previous period. Besides this, there is an increase in our exports to foreign countries, other than Great Britain, of 210,000 bales, while the quantity taken for home consumption probably exceeds that of last year by about 200,000 bales.

We append a table which exhibits the import, delivery, stock, etc., in the whole of Great Britain, for the first six months of the current year, ended on the 30th June last, and a comparison of the same period in 1851:—

	1852.		1851.	
Stock, 1st January.....bales	494,600		521,120	
Import, six months.....	1,401,363		1,156,500	
	<hr/>		<hr/>	
Exports, six months.....	147,000	1,895,963	95,300	1,677,620
Consumption.....	1,031,763		776,120	
	<hr/>		<hr/>	
		1,178,763		871,420
	<hr/>		<hr/>	
Stock, 30th June.....	717,200		806,200	
Weekly average taken for consumption.....	39,683		29,851	
Taken on speculation.....	372,410		114,210	

As to the quality of the last crop, it may be said to have been remarkable for its medium average, as the proportion of *very inferior* and *stained* cottons was small compared with the previous year, while the grades denominated *fine* and *choice* have been in unusually limited supply. Indeed, the well known *fancy crops*, which have always brought extra prices, scarcely approached the standard of former seasons. Besides this, the crop, as a whole, was deficient in staple, and we often, in our market reports, found it necessary to advert to this fact, in explanation of the wide range of prices for the same classifications. Nevertheless, it has found a ready market, and the season of the largest crop ever known closes upon lighter stocks, both in Europe and in this country, than were shown to be on hand at the same period last year.

The probable extent of the coming crop, which is a matter of absorbing interest to all parties engaged in the cotton trade, cannot be determined, with any degree of certainty, until after the lapse of several months. Its present prospects, however, we conceive to be a legitimate subject of remark, and these, we are gratified to observe, are of a decidedly favorable character. It is true the crop is generally represented to be somewhat later than last year, particularly on the bottom lands, and this may possibly prove a material disadvantage; but should no serious casualty ensue, and the picking season prove a long and favorable one, it is conceded that the yield must be very ample.

With respect to the market prospects for the coming crop, we think they may be said to be decidedly encouraging; for the experience of the past season would seem to give assurance of a ready demand for even a large crop, and at prices which will be likely to afford a fair return to the producer. As has already been shown, moderate prices, abundant pecuniary means, and other favorable circumstances, have greatly stimulated consumption within the past year, and there is

nothing now apparent to discourage the hope that, with the same wise policy of promptly meeting an active demand, a crop even larger than the last may be disposed of, with equally satisfactory results.

The first bale of the new crop reached here on the 2d August, being eight days later than the first arrival last year, and there have been received up to this date, 5,077 bales, against 3,155 bales last year. As usual, the first few bales brought fancy prices, but the market rapidly ran down to a more appropriate basis, and the closing quotations are as follows, embracing both old and new crop, the grades below middling belonging exclusively to the former:—

Ordinary to good ordinary .....	8 a	8½
Low middling.....	8½	8¾
Middling .....	9¼	9½
Good middling .....	10	10¼
Middling fair.....	10½	10¾
Fair.....	10¾	11
Good fair.....	11¼	11½

The total sales of new crop up to this date amount to about 2,500 bales, the greater part classing good middling to middling fair, though there have been some lots of middling received, and also a few parcels of good and fine; thus presenting a considerably higher average of quality than the early receipts of last year. The season closes with a stock on hand, including all on shipboard, of 9,758 bales, of which about 3,500 bales are on sale.

The following paragraph made a part of our last year's annual report, and as the evil therein discussed has continued to be a source of much annoyance and loss during the past season, we republish it by request of both factors and purchasers.

**MIXED COTTON.**—We have, on former occasions, called the attention of planters to the existence of an evil which loudly calls for remedy. We refer to the culpable negligence of many whose duty it is to attend to the packing of cotton, as shown by the frequent discovery of mixed bales, viz.: bales that are found to contain two, three, or more qualities and colors. This negligence often leads to vexatious reclamations, and sometimes to expensive lawsuits, as it generally happens that the discovery is not made until the cotton has reached the hands of the manufacturer, at a distant market. Then, if any portion of the bale is found to be inferior in quality to the sample by which it was purchased, the whole bale is reduced to the value of the lowest grade found, and the difference reclaimed. Nor is this all, for reclamations are sometimes insisted on, even when the purchase has been made by a sample of the lowest grade, on the ground that mixed bales are unmerchantable. Thus the planter not only loses the difference in price between the lower and higher qualities, which careless packing has mingled in the same bale, but is called upon to pay that difference again. And besides all this, when the irregular packing is once discovered, as it necessarily must be somewhere and at some time, it throws discredit upon the planter's crop generally, and thus operates to his disadvantage. It sometimes happens that the discovery is made here, before sale, by drawing samples from different parts of a bale. When this is the case, the factor can seldom obtain more than the market value of the lowest sample. The evil which we have here depicted, and which is not only attended with direct loss to the planter, but is also productive of many vexatious controversies, is venal in its character, and only reprehensible for the confusion it introduces into a most important branch of trade, and one that can only be conducted with facility and economy upon the basis of good faith in the honesty and integrity of the planter. These virtues being accorded to him, he owes it to himself, to his factor, and to his purchaser, to exercise more care and vigilance over those who have his interest in charge.

The following tables, which have explanatory captions, we have compiled from our records, under the impression that they would probably be found interesting to parties engaged in the cotton trade:—

Date of receipt of first bale.	Receipts of new crop to 1st Sept.		Total receipts at New Orleans.	Total crop of U. States.
1842, July 25 .....	1,734	1842-3 .....	1,075,394	2,378,875
1843, August 17 .....	292	1843-4 .....	850,342	2,080,409
1844, July 23 .....	5,720	1844-5 .....	954,285	2,394,503
1845, July 30 .....	6,846	1845-6 .....	1,041,393	2,100,537
1846, August 7 .....	140	1846-7 .....	707,324	1,778,651
1847, August 9 .....	1,089	1847-8 .....	1,188,733	2,347,634
1848, August 5 .....	2,864	1848-9 .....	1,090,797	2,728,596
1849, August 7 .....	477	1849-50 .....	797,387	2,096,706
1850, August 11 .....	67	1850-1 .....	950,220	2,355,257
1851, July 25 .....	3,155	1851-2 .....	1,429,183	*3,000,000

Season.	Receipts at New Orleans.	Av. price per bale.	Total value.
1841-2 .....	740,155	\$33 00	\$24,425,115
1842-3 .....	1,089,642	27 00	29,420,334
1843-4 .....	910,854	32 00	29,147,328
1844-5 .....	979,238	24 00	23,501,712
1845-6 .....	1,053,633	32 00	33,716,256
1846-7 .....	740,669	44 00	32,589,436
1847-8 .....	1,213,805	29 00	35,200,345
1848-9 .....	1,142,382	27 00	30,844,314
1849-50 .....	837,723	50 00	41,886,150
1850-1 .....	995,036	49 00	48,756,764
1851-2 .....	1,429,183	34 00	48,592,222
Total, ten years .....	11,132,320		\$378,079,976

It will be seen by the above table that the cotton alone sold in this market within the past ten years has yielded a gross product of \$378,079,976.

**SUGAR.** The crop of 1851 proved, according to the very valuable statement of Mr. P. A. Champomier, to be 236,547 hhd., estimated at 257,138,000 lbs. Of this quantity there were 203,922 hhd. brown sugar made by the old process, and 32,625 hhd. refined, clarified, etc., including cistern bottoms. This was the produce of 1,474 plantations, of which 914 are worked by steam, and 560 by horse power, and the result shows only a moderate yield, as the cane generally was not well matured, besides which the loss by crevasses is estimated to have been about 10,000 hhd. The crop also presented a low average in quality, as besides the immature condition of the cane, it was somewhat injured by frost, and we noticed several sales on the levee as low as  $1\frac{1}{2}$ ,  $1\frac{3}{4}$ , and 2 cents per lb. The following table, which shows the highest and lowest points in each month for fair sugar on the levee, will indicate the general course of the market:—

	Cents per pound.			Cents per pound.	
	Highest.	Lowest.		Highest.	Lowest.
September .....	$6\frac{1}{2}$ a $6\frac{1}{2}$	$5\frac{3}{4}$ a $6\frac{1}{2}$	March .....	4 a $4\frac{1}{2}$	$3\frac{3}{4}$ a $4\frac{1}{2}$
October .....	$5\frac{3}{4}$ a $6\frac{1}{2}$	$4\frac{1}{2}$ a 5	April .....	$4\frac{1}{2}$ a $4\frac{3}{4}$	$3\frac{3}{4}$ a $4\frac{3}{4}$
November .....	$4\frac{1}{2}$ a $5\frac{1}{2}$	$4\frac{1}{4}$ a $4\frac{3}{4}$	May .....	5 a $5\frac{1}{4}$	$4\frac{1}{4}$ a $4\frac{3}{4}$
December .....	4 a $4\frac{1}{2}$	$3\frac{1}{2}$ a 4	June .....	5 a $5\frac{1}{2}$	5 a $5\frac{1}{2}$
January .....	$3\frac{3}{4}$ a $4\frac{3}{8}$	$3\frac{1}{2}$ a 4	July .....	5 a $5\frac{1}{2}$	5 a $5\frac{1}{2}$
February .....	$3\frac{3}{8}$ a $4\frac{1}{4}$	$3\frac{1}{2}$ a 4	August .....	$5\frac{1}{2}$ a $5\frac{3}{4}$	5 a $5\frac{1}{2}$

These figures present a considerably lower average than was obtained for the crop of last year, the increase in quantity and the deficiency in quality having both tended to this result. The reported sales on plantation have been at the following rates, for crops— $3\frac{1}{2}$ ,  $3\frac{3}{4}$ ,  $3\frac{1}{2}$ ,  $3\frac{3}{4}$ , 4,  $4\frac{1}{2}$ ,  $5\frac{1}{2}$ ,  $4\frac{1}{2}$ ,  $4\frac{3}{4}$ , and 5 cents per lb., the lowest being in December, for a mixed crop, and the highest in April, for a prime one. The prevailing rates of the season have been 4 a  $4\frac{1}{2}$  cents per lb. for prime crops.

\* Estimated.

The estimated stock on hand at the close of last season was 2,200 hhds., and this amount added to the crop of 236,547 hhds., would make a supply of 238,747 hhds. The distribution of this supply, as nearly as can be ascertained, has been as follows:—

Shipments out of the State.....	hhds.	53,000
Consumption of the city and neighborhood.....		18,000
Taken for refining in the city and State, including cistern bottoms.....		15,000
Stock now on hand in the State, estimated.....		3,000
Leaving as the quantity taken for the West.....		149,547

The quantity shipped to Atlantic ports is 42,000 hhds., against 45,000 hhds. last year, and 90,000 the year previous.

Besides the Louisiana crop there have been imported into the port of New Orleans from Cuba 1,781 hhds., 25,673 boxes, from Brazil 1,591 cases and boxes, 80 barrels, and 7,689 bags, and from Manilla 14,224 bags. The whole of the imports from Brazil and Manilla, and a great portion of those from Cuba, were for a St. Louis refinery. The crop of Texas last year, we have ascertained from good authority, was not far from 5,000 hhds., and there were about 2,000 hhds. produced in Florida, the greater part of which came to this market.

With respect to the growing crop, we have to remark that the accounts from the interior generally concur in representing the prospects of the "plant cane" as very flattering, and in some sections the "rattoons" are said to give good promise, though as a general thing the latter are said to be, to a great extent, a failure, owing to the remarkably severe frosts of the winter. What the extent of the crop may be, however, can hardly be conjectured for some months to come, as many contingencies may arise, to its advantage or disadvantage. The annexed table gives the crop of each year for the last twenty-two years, and a reference to it will show great fluctuations in the product.

Hhds.		Hhds.	
1851.....	236,547	1840.....	87,000
1850.....	211,203	1839.....	115,000
1849.....	247,923	1838.....	70,000
1848.....	220,000	1837.....	65,000
1847.....	240,000	1836.....	70,000
1846.....	140,000	1835.....	30,000
1845.....	186,650	1834.....	100,000
1844.....	200,000	1833.....	75,000
1843.....	100,000	1832.....	70,000
1842.....	140,000	1829.....	48,000
1841.....	90,000	1828.....	88,000

The crop of Texas is said to give highly favorable promise, and the yield is expected to be more than double that of last year.

In an elaborate statement made up at New-York, the consumption of the United States, for the year 1851, is put down at 321,736 tons. This is exclusive of about 40,000 lbs. of maple sugar, and of a large quantity of sugar made of foreign molasses which we have no data for estimating.

**MOLASSES.** The product of molasses from the last cane crop, was, according to the statement of Mr. P. A. Champomier, unusually large, in proportion to the yield of sugar; it being estimated at seventy gallons per 1,000 lbs., against fifty gallons the season previous. Thus the whole product is set down at 18,300,000 gallons against 10,500,000 gallons the season previous. The increased yield is attributed to the immature condition of the cane, the ripening of which was retarded by late rains. Notwithstanding this very material addition to the supply, however, prices generally have been very well maintained, as will be seen on reference to the annexed table, which exhibits the highest and lowest points in each month for sales on the levee in barrels.

	Cents per gallon.			Cents per gallon.					
	Highest.	Lowest.		Highest.	Lowest.				
September.....	25 a 30	23 a 30	March.....	15	26	14	25		
October.....	23	30	20	28	April.....	18	27	15	26
November.....	26	27	22½	23½	May.....	24	28½	20	28
December.....	22½	24½	17	21	June.....	23	28	20	28
January.....	17	21	15	20½	July.....	18	28	15	28
February.....	20	25	15	21	August.....	18	28	18	28

The sales on plantation generally, ranged from 19 a 20 cents per gallon in the cisterns, though the latter was the prevailing rate for prime crops, most of which were taken for western account by prior contract. There have again been importations from Cuba for refining purposes, and up to this date the quantity reaches about 800,000 gallons, against 1,200,000 gallons to the same date last year. Of our own crop of 18,300,000 gallons, there have been shipped to Atlantic ports 2,700,000 gallons, against 2,000,000 gallons last year: leaving 15,600,000 gallons as the quantity taken for the consumption of the West and South, which would indicate a remarkable increase over any previous year.

**TOBACCO.** At the commencement of the commercial year which has just closed, the stock of tobacco in this port (including all on shipboard not cleared) was 23,871 hhds., of which about 10,000 hhds. were in the hands of factors, the remainder being composed of strips and lugs for forwarding, and of parcels which had changed hands, and were awaiting opportunity for shipment.

The quotations given in our last annual statement, were:—

For Frosted.....	cents per lb.	2½ a 3
Lugs, factory.....		none.
Planters' do.....		3½ a 5
Leaf, inferior to common.....		5½ 6
Fair to fine.....		6½ 7
Choice and selections.....		7½ 9

From the 1st September to the close of December, the demand was moderately fair; the arrivals during that time being about 5,000 hhds., while the sales exceeded 10,000 hhds. In prices there was a downward tendency from the middle of October, and on the 31st December our quotations were:—

For Frosted.....	cents per lb.	2 a 2½
Lugs, factory.....		none.
Planters' do.....		3 a 4
Leaf, inferior to common.....		4½ 5
Fair to fine.....		5½ 6
Choice and selections.....		6½ 7

The first hogshead of the *new crop* reached here on the 18th October, and in January some few parcels of new came to market, and found buyers at rates ¼ to ½ cent below the closing figures of Dec., but it was not until the middle of March that any considerable arrivals took place. From that time until the end of April the receipts were upon a pretty liberal scale, and the demand at the same time was fair, and was freely met by factors generally. In this period buyers gradually obtained some further advantage in prices, and on the 1st May we quoted:—

For Lugs, factory.....	cents per lb.	2 a 2½
Planters' do.....		3 3½
Leaf, inferior to common.....		3½ 4½
Fair to fine.....		4½ 5
Choice and selections.....		5½ 6

Early in May a number of buyers who had previously held aloof, entered the market, and an active demand sprang up which continued unabated for some sixty days, the sales in that time reaching nearly 30,000 hhds. The consequences of these exceedingly heavy transactions were, that the stock on the market (notwithstanding the unusual extent of the receipts) was reduced to a very moderate

quantity, and that prices gradually improved, until at the commencement of July our figures were advanced to the following range:—

For Lugs, factory.....	cents per lb.	2½ a	3¼
Planters'.....		3½	4
Leaf, inferior to common.....		4½	4¾
Fair to fine.....		5	5¾
Choice and selections.....		6	7

At about these rates some 6,000 hhds. changed hands during July, the demand being fair, though not animated, and the stock on sale being too limited to admit of any very extensive operations. During the past month the inquiry has been more brisk, and the sales reported embrace some 6,500 hhds., including some parcels which had previously changed hands, and were resold. Under the influence of this improved demand, prices have again taken a start upwards within the past three weeks, and we now quote, for—

Lugs, factory.....	cents per lb.	3 a	3¾
Planters, ditto.....		3½	4½
Leaf, inferior to common.....		4¾	5¼
Fair to fine.....		5½	6
Choice and selections.....		6½	7½

We close our tables with a stock in port of 18,831 hhds., though the quantity immediately on sale is estimated not to exceed 4,000 hhds. It may be proper to remark, however, that in addition to this amount there are probably 6,000 to 8,000 hhds. held in second hand, which may, in certain contingencies, be again placed upon the market. The total receipts at this port since 1st September, as shown by our tables, are 89,675 hhds., which amount includes 11,740 hhds. strips and 2,118 hhds. stems. The quantity inspected since 1st September is 64,645 hhds., of which 5,615 hhds. were Mason County.

Early in the season it was very generally known that the crop would certainly be a large one, and in view of the experience of previous years as to the effect of a heavy accumulation of stock upon our market, a majority, both of shippers in the country and of factors here, were in favor of speedy sales. This course has been generally pursued, and its advantages have been fully made manifest. The extent of our receipts (which would have been several thousand hogsheds greater but for the low stage of water in the rivers above for several weeks past) shows that the estimates of the crop were about correct. Its quality, however, was probably over-estimated, as the reports received from the interior last fall led to the expectation of something unusually fine, whereas the receipts from most sections have been decidedly below the average quality of former years. And here we take the liberty again to call the attention of planters to the necessity, if they would protect their own interest, and the interest of the trade generally, of bestowing more care upon the *handling*, *sorting*, and *prizing* of their crops. Their negligence in these particulars has been a matter of serious complaint for some years past.

With regard to the growing crop, we have briefly to remark, that the accounts received thus far have been of a decidedly discouraging character. Complaints of scarcity of plants, of want of proper seasons for planting, and of long continued drought since the planting was made, have been very general, and we hear of no section of the tobacco-growing region (unless it may be Missouri) in which anything like an average crop is expected. It is quite too early, however, to determine what the extent of the crop is likely to be, and at a later period we may take occasion again to advert to its prospects.

WESTERN PRODUCE.—In this department of our trade there is embraced a vast variety of products, which contribute largely to the value of our Commerce with the interior, but our limited space will only permit us to review briefly the course of the market in a few of the most prominent articles. There has been some increase in the supply of breadstuffs, as compared with the last year, and the average of prices has been lower. The receipts of flour are 927,212 bbls.,

against 941,106 last year, and of Indian corn they are equal to 3,750,000 bushels, against 3,300,000 bushels last year. Of wheat the supply has been light, and the receipts, which have been mostly to go forward to Alabama, Georgia, etc., have only reached 130,000 bushels, against 180,000 bushels last year. The few sales that have taken place have been at the extreme range of 65 a 85 cents, though mostly at about 70 cents per bushel. Of corn meal there has been received only 2,514 barrels, against 3,662 barrels last year. The total exports of flour, since 1st September, amount to 544,711 barrels, against 583,418 barrels to same date last year. Of this quantity, 138,569 barrels were shipped to Great Britain, 70,445 to West Indies, etc., and the remainder to coastwise ports. Of Indian corn the total exports have been equal to 2,182,000 bushels, against 1,300,000 bushels last year. Of this quantity 382,000 bushels were shipped to Great Britain and Ireland, 122,000 to the West Indies, etc., and the remainder to coastwise ports. The following tables will indicate the course of prices for flour and corn, as they present the highest and lowest points of the market in each month, the range being according to quality.

## PRICES OF FLOUR.

	Per barrel.		Cents per bushels.	
	Highest.	Lowest.	Highest.	Lowest.
September .....	\$3 50 a 5 00	\$3 37½ a 4 75	85 a 56	32 a 55
October .....	3 75 5 00	3 40 4 50	40 58	33 42
November .....	3 55 4 75	3 40 4 50	48 52	33 42
December .....	3 90 4 75	3 55 4 37½	50 56	41 46
January .....	4 00 5 50	3 60 5 37½	54 57	44 47
February .....	4 25 5 12½	4 00 4 50	51 54	46 50
March .....	4 25 4 50	3 75 4 25	50 54	42 46
April .....	3 75 4 12½	3 30 3 90	48 50	42 46
May .....	3 60 3 80	3 25 3 75	47 53	40 47
June .....	3 80 4 37½	3 45 4 12½	48 53	45 52
July .....	3 75 4 25	3 50 3 87½	50 62	48 52
August .....	3 75 5 00	3 50 3 87½	52 60	48 51

The annexed table shows the exports of breadstuffs from the United States to Great Britain and Ireland since 1st September, compared with the same period last year:—

	1851-52.	1850-51.
Flour .....	5,359,882 barrels	1,379,643
Corn meal .....	1,750	5,553
Wheat .....	1,520,307 bushels	1,286,630
Corn .....	1,547,383	2,197,253

With respect to the supply of breadstuffs for the coming year, it is likely to be most ample; for it is understood that the yield throughout the country has been more generally abundant than in any previous year, at least for a long period. Even in the Southern States, where the grain crops have been almost a total failure for two years in succession, the harvest is ample, and large sections of country, which have depended upon the West for supplies, are likely to have a surplus to send to market. The crops of Europe, also, are generally represented as giving favorable promise, and the probabilities would seem to indicate a lower range of prices than the American farmer has realized for some years past.

The article of pork has presented unusual interest the past season. It was declared that there was a further deficiency in the supply of hogs, as compared with the previous year, while it was evident that the consumption was rapidly on the increase, as the increase of population was large and constant, besides which the failure of the corn crops at the South had involved at the same time the failure of the usual home supply of pork, and on these considerations the market for hogs opened in the West at what appeared, to some at least, to be high prices. The sequel, however, has sustained the views of the purchasers, though we doubt whether any one anticipated so high a range of prices as the market has at-

tained within the past two months, a range that has scarcely been approached since 1838. In beef there has been some increase of supply, but prices, nevertheless, have ranged considerably higher than last year. The following tables show the highest and lowest points of the market, in each month:—

## PRICES OF PORK.

	MESS.				PRIME.			
	Highest.		Lowest.		Highest.		Lowest.	
Septemper. per bbl.	\$16 50 a	17 00	\$16 00 a	16 50	\$15 00 a	16 00	\$15 00 a	15 50
October .....	15 25	16 00	14 00	14 50	14 50	.....	13 00	.....
November .....	14 75	15 00	13 50	14 25	13 50	.....	13 00	.....
December .....	14 50	15 00	12 50	13 50	12 00	12 75	10 75	11 50
January .....	15 00	15 50	12 75	13 75	13 50	.....	12 00	12 75
February .....	15 50	15 75	14 87½	15 25	13 50	.....	13 25	.....
March .....	16 50	17 00	15 00	15 50	14 00	.....	13 25	.....
April .....	17 75	18 00	16 50	16 75	15 00	.....	13 50	13 75
May .....	17 25	17 62½	16 75	17 00	15 00	15 50	14 50	.....
June .....	20 00	21 00	17 00	17 50	18 50	.....	15 00	15 50
July .....	20 00	21 00	19 75	20 50	18 00	.....	18 00	.....
August .....	21 50	22 50	21 00	22 00	18 25	.....	18 25	.....

## PRICES OF BEEF.

	MESS.				PRIME.			
	Highest.		Lowest.		Highest.		Lowest.	
September. per bbl.	\$14 50 a	15 00	\$14 50 a	15 00	\$11 50 a	12 50	\$10 50 a	11 00
October .....	14 50	15 00	14 00	15 00	11 50	12 50	11 50	12 50
November .....	14 50	15 00	14 00	14 50	11 00	12 00	11 00	12 00
December .....	12 00	13 00	11 00	12 00	9 50	10 00	7 00	7 75
January .....	11 00	12 00	11 00	11 50	7 50	8 00	7 50	7 75
February .....	11 00	12 00	11 00	12 00	7 50	8 00	7 60	7 75
March .....	13 00	13 50	12 00	.....	9 00	9 25	7 60	8 00
April .....	13 00	13 50	13 00	13 50	9 50	9 75	9 00	9 25
May .....	13 25	14 00	13 00	13 50	10 00	11 00	9 50	9 75
June .....	14 00	14 50	13 25	14 00	13 00	13 75	10 00	11 00
July .....	14 50	15 00	14 00	14 50	13 00	13 75	13 00	13 50
August .....	14 50	15 00	14 50	15 00	13 00	13 50	13 00	13 50

The receipts of lard have rather exceeded those of last year, but the average of prices has been about the same. The total exports since 1st September, [all packages being reduced to kegs] are equal to 792,543 kegs, against 738,956 kegs last year. Of this quantity 222,224 kegs were exported to foreign ports, against 188,353 kegs last year, Great Britain taking 61,923 kegs, against 41,663 last year. The course of the market will be observed by reference to the annexed table, which shows the highest and lowest points in each month, the lowest figures being for inferior, in barrels, and the highest for prime, in kegs:—

## PRICES OF LARD.

	Cents per pound.			Cents per pound.	
	Highest.	Lowest.		Highest.	Lowest.
September ....	8½ a	12½	March .....	7 a	9½
October .....	8½	12	April .....	7 11	6½ 9½
November .....	8	10½	May .....	6½ 11	6½ 11
December .....	6½	8½	June .....	8	10½
January .....	6½	9½	July .....	8	11½
February .....	6	9½	August .....	10	13

LEAD.—The discovery of gold in California has greatly interfered with the production of this article, and our receipts the past year have fallen to 267,564 pigs, which is the lowest amount since 1837. Our largest receipts were 785,000 pigs in 1846-47. The great bulk of the receipts has been forwarded to Northern cities, the sales in this market scarcely reaching 20,000 pigs for the entire season. The extreme range of prices has been \$3 75 per 100 lbs. in October, and \$4 70

in June, when it was shipped freight free. The total exports since 1st September are 256,939 pigs, against 320,608 pigs last year.

HEMP.—There has been a further reduction in the supply of this article, the receipts since 1st September being 17,149 bales, against 25,116 bales last year. As in the case of lead, nearly all that is received is sent forward, only occasional parcels being offered for sale in this market, and those generally of an inferior quality. Under these circumstances very few sales have taken place here during the past season, and those mostly of limited parcels, at an extreme range of \$85 a \$95 per ton for dew-rotted. The exports since 1st September are 15,728 bales, all to Northern ports.

COFFEE.—This article has rapidly risen in importance in our market, and may now be said to take the lead among our foreign imports. The first direct cargo from Rio was in 1835, and up to 1840 the imports only amounted to 44,000 bags, while in the same year we received from Cuba, etc., 91,000 bags. The following table, which shows the direct imports from Rio de Janeiro, in each year for ten years, will exhibit the rapid increase in this branch of our foreign trade, and will also establish the interesting fact that this is now the largest market in the world (out of Brazil) for Rio coffee:—

## IMPORT AT NEW ORLEANS.

Bags.		Bags.	
1842.....	126,210	1848.....	239,371
1843.....	85,438	1849.....	299,129
1844.....	161,082	1850.....	225,013
1845.....	167,669	1851.....	274,690
1846.....	215,031	1852.....	353,616
1847.....	205,111		

The market during the past season has been characterized by more steadiness than we have had occasion to notice for some years previous, but the increased supply has reduced the average of prices, which have fluctuated between 7 cents in December and January, and 9½ cents in April, as the highest and lowest points. The following table, which we take from the annual circular of Mr. H. T. Lonsdale, coffee broker, shows the monthly sales and average prices for the year ended July 1st, 1852. By this it will be seen that the average price of the season, for Rio Coffee, has been 8 60-100 cents per lb., while the year previous it was 10 18-100 cents:—

	Bags.	Price.
1851—July.....	20,613	8 65-100
August.....	6,931	8 94-100
September.....	10,973	8 29-100
October.....	25,992	8 89-100
November.....	47,904	8 24-100
December.....	20,473	8 20-100
1852—January.....	53,014	7 87-100
February.....	52,169	8 60-100
March.....	48,337	9 12-100
April.....	34,301	9 31-100
May.....	39,198	9 22-100
June.....	42,278	8 73-100
Total.....	402,191	8 60-100

The above sales include the transactions from importers' and speculators' hands, and exceed the quantity taken for consumption by about 30,000 bags.

The following table shows the imports, stock, etc.:—

Estimated stock out of grocers' hands on 1st Sept., 1851, of all kinds...bags	4,000
Imports direct from Rio de Janeiro .....	353,616
Cuba, Laguira, &c.....	12,525
	<hr/>
Received coastwise for sale, (estimated) .....	366,141
	55,000
	<hr/>
Making a supply of.....	425,141
Total supply last year.....	353,757
	<hr/>
Increase .....	71,384

In the direct imports from Rio de Janeiro there is an increase, as compared with last year, of 78,926 bags. There is also an increase of 2,158 bags in the imports from Cuba, etc., and of 1,800 in the receipts coastwise for sale. The present stock of all kinds, out of grocers' hands, is estimated at 35,000 bags, which would leave 390,141 bags as the quantity taken for the consumption of the West and South, against 349,757 bags last year; or an increase of 40,384 bags. The quantity of Rio coffee taken for consumption in the whole United States, during the past year, is estimated at 845,000 bags, of which nearly one-half was furnished through this market, where the aggregate of sales for the year has been over *six millions of dollars*. In a statement published in the *Baltimore American*, said to be from reliable authority, the total produce of all countries, for 1852, is put down at 548,000,000 pounds, while the consumption of Europe and the United States, at the present ratio, is estimated at 640,000,000 lbs., which would be equal to 4,000,000 bags, Brazil. The stock on the 1st of July was estimated at 125,000,000 lbs. for Europe, and 25,000,000 lbs. for the United States.

Our advices from Rio are to the 3d of July. The circulars of 30th June (the close of the crop year) state the total exports to be 1,881,559 bags, against 1,869,967 bags the year previous. Of this quantity, our own country has taken 952,498 bags, distributed as follows:—

	Bags.		Bags.
New Orleans.....	346,262	Boston.....	11,758
New York.....	260,179	Mobile.....	11,261
Baltimore.....	207,792	Savannah.....	4,369
Philadelphia.....	81,125	California.....	4,020
Charleston.....	25,732		

The few samples of new crop which had been received proved of very fine quality, and the opinion is expressed that the crop will be fully an average one in quantity.

EXCHANGE.—The exchange market has maintained a good degree of steadiness during the past season, as will be seen by reference to the annexed table, which exhibits the highest and lowest quotations in each month, for sterling, and for bills at sixty days sight on New York. These figures are intended to represent the prevailing range of the market, though there have probably been, at most periods, some transactions at rates both above and below them:—

	STERLING.				NEW YORK 60 DAYS.			
	Per cent premium.		Per cent discount.		Highest.		Lowest.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
September.....	10 a 11	10 a 11	10 a 11	10 a 11	September.....	1½ a 2	1½ a 2½	1½ a 2½
October.....	10 11	6½	8½	8½	October.....	2 2½	3 3½	2 2½
November.....	9 10	6½	8½	8½	November.....	1¾ 2½	2¾ 3½	2¾ 3½
December.....	9 10½	8½	9¾	9¾	December.....	1¾ 2½	2 2	2 2
January.....	8½ 9¾	8	9	9	January.....	2 2½	2½ 3	2 2½
February.....	8½ 9½	8	9	9	February.....	2 2½	2½ 3	2 2½
March.....	8½ 9½	8½	9½	9½	March.....	1½ 1¾	2 2½	1½ 1½
April.....	8½ 9½	8½	9½	9½	April.....	1 1½	1½ 1½	1 1½
May.....	8¾ 9¾	8	8½	8½	May.....	1½ 1¾	1¾ 2	1½ 1½
June.....	9¾ 10½	9	10	10	June.....	1 1½	1½ 1½	1 1½
July.....	9¾ 10½	9½	10½	10½	July.....	¾ 1	1 1	¾ 1
August.....	10 10¾	9¾	10½	10½	August.....	¾ 1	¾ 1½	¾ 1½

**FREIGHT.**—The freight market has presented considerable fluctuations during the past season, though it has generally been characterized by rather more steadiness than we have had occasion to notice for several years past, the extreme range for cotton to Liverpool being  $\frac{1}{4}$ d. to  $\frac{5}{8}$ d. per lb. The following table, which shows the highest and lowest rates in each month, for cotton to Liverpool, will sufficiently indicate the course of the market:—

	Pence.			Pence.	
	Highest.	Lowest.		Highest.	Lowest.
September.....	3-8	3 8	March.....	5-16	9-16
October.....	5-8	7-16	April.....	9-16	5-8
November.....	1-2	7-16	May.....	1-4	9-16
December.....	3-8	15-32	June.....	1-4	3-8
January.....	3-8	7-16	July.....	1-4	3-8
February.....	5-16	13-32	August.....	5-16	3-8

The total number of arrivals from sea since 1st September, 1851, is 2,351, namely:—

Ships.....	807
Steamships.....	213
Barks.....	371
Brigs.....	287
Schooners.....	673

The entries at the Custom-house for the year ended 30th June, 1851, were as follows:—

Whole number of vessels.....	2,266
Tonnage.....	910,855

The increase, compared with last year, is 212 vessels and 142,827 tons. Included in the arrivals are 412 foreign vessels, from foreign ports, with a total measurement of 185,386 tons. This is an increase on last year of 80 vessels and 48,388 tons.

## Art. IV.—A PRACTICAL TREATISE ON BUSINESS.\*

### MONEY GETTING.

**MONEY**—to get money—let us frankly admit at the outset, is the aim, the paramount end of business, of retail and wholesale, of business on a large scale, of business on a small scale, of the peddler, of the merchant-prince, of him who trades under the open sky, at the corner of the street, of him who sends ships to the ends of the earth, whose calculations take in the fortunes of nations, and whose operations may determine peace and war, the happiness or misery of millions. **MONEY!** with what an intonation of contempt the word is sometimes uttered. The “accursed hunger for gold” is the standard subject of classical and philosophical anathema. Yet with what a secret charm the word falls on the mental ear! The theory of getting money is the theory of business, and is the topic of the interesting book whose title we give below.

Mr. Freedley's book is written with much liveliness of style, is full of anecdotes and illustrations, and abounds in practical suggestions, based upon

\* A Practical Treatise on Business; or, How to Get, Save, Spend, Give, Lend, and Bequeath Money, with an Inquiry into the Chances of Success and Causes of Failure in Business. By EDWIN T. FREEDLEY. Philadelphia: Lippincott, Grambo & Co.

the present business prospects and relations of the country. It may be read with profit not only by those who are entering upon business life, but by those also who would compare their own experience with that of others, and whose minds are open to new suggestions. We must needs like the book, yet find it difficult to quote from it—and for one and the same reason. Not only have the ideas been again and again inculcated in our pages, but Mr. Freedley has had the good taste to avail himself of our labors by liberal extracts. The merit of the work is, that it presents, in a compendious and convenient shape, the opinions of many experienced business men, and many hints and suggestions, either original or derived from reliable sources, relative to business management, the choice of business, habits of business, "getting money by farming," "getting money by merchandising," "how to get customers," "the true man of business," "how to get rich by speculation, banking, patent inventions," "how to become millionaires," and "the chances of success." So much has been said in our pages on all these topics, that by quoting we run the risk of repetition.

Getting money (we repeat the confession) is the chief end of business. But what is money? Money is bread. Money is raiment. Money is shelter. Money is education, refinement, books, pictures, music. Money is the society of the learned and accomplished. Is it less true, than in Solomon's time, that "wealth maketh many friends; but the poor is separated from his neighbor?" Money is science, invention, discovery, enterprise. Money is the canal, the railroad, the telegraph, the steamship. In short, in modern society, under modern governments of law, the essence of which seems to consist in rigidly maintaining the distinction of *meum and tuum*, money takes the place of that arbitrary rule of the king, the baron, the aristocrat, which in old times commanded by power, what is now only to be obtained by wealth. "Commerce is king," it is said; say rather money, which is the end of Commerce. And here lies the danger. The danger is that a new power, more cruel, more heartless, than kingly or feudal power, shall, in the form of capital and monopoly, rise to crush the mass of men. For money is hardening to the heart. Money is selfish. Money is rivalry, competition, deceit. Money sends "the weak to the wall," and says, "Every man for himself." That mixture of good and evil, which we find everywhere in the world, has its acme and highest point in that greatest of merely earthly good, that "root of all earthly evil"—money. Not to be "taken from the world, but to be delivered from the evil that is in the world," must be the motto and the prayer of every true merchant. Let him feel that while he is laboring for the increase and distribution of wealth, he is working for the elevation and civilization of the masses. Let him feel that in pursuing trade for the purpose of acquiring wealth, the first object, the main object, he is never "delivered from temptation."

Franklin was the first, we think, to bring together in a somewhat formal way the maxims of business, and thus do something to establish a theory of business life. By his essays, his biography, and the collection of sayings in "Poor Richard," he did more than any man before him, more than any man since, perhaps, to shape the business mind of America, to say nothing of the influence of his works in Europe. Some carp at the mercenary spirit, the low aims, which they are pleased to discover in Franklin's economical teachings. But to require of a writer, who is to teach us how to better our material condition, exalted views of our moral or intellectual nature or aims in life, is simply to wander from the question. There are, doubtless, things

infinitely higher in life than money or physical well-being, but bread is *prior*, if other things are higher. *To live* is the previous question, which has to be settled before men can determine *how* they shall live, morally or sensually, wisely or foolishly.

The idea of Mr. Freedley's book appears to be to exhibit, in a formal treatise, the theory of business, developing thus Franklin's idea, and adapting it to the present state of business, and present physical, commercial, and industrial development of the country. We are not aware that this has ever been attempted before. And his execution of the plan is, in many respects, highly satisfactory. We say, theory of business. Why should it not have its theory as well as law or medicine? Every practice has its theory. There is a good way, there is a bad way of doing everything. The good way is the true, the bad way is the false theory of that thing, whatever it is, whether "playing on the stops" of a pipe or of the world, practicing a profession or "doing business."\* There are rules and maxims of mercantile life, the observance of which is, as a general thing, as necessary to success as that of the rules of geometry to the engineer, or of the rules of war to the soldier. It is true some business men are less systematically and *consciously* governed by formal rules than others, but, we repeat, no man can act, without acting upon some rule, good or bad, the suggestion of the moment, or the result of previous thought.

This practical treatise contains a chapter of opinions of rich men as to the how, the mode of getting rich. "John Jacob Astor," says the author, "I am informed by his son, W. B. Astor, is not known to have had any fundamental rule or favorite maxim" of business life. Yet there can be no doubt that in this instance of colossal fortune, Mr. Astor's positive genius for money-making was aided by a sort of instinctive observance of the rules and habits suggested by the best mercantile experience.

The readers of the *Merchants' Magazine* will bear us witness that we have at all times endeavored to inculcate sound rules, a true theory of business. It has been a standing topic in these pages, which would but poorly exhibit the literature of Commerce if it neglected the theory of business. Our mercantile biography has furnished excellent illustrations of the best rules for the conduct of business life. Many of the maxims of most direct and practical bearing, are stated with much force, and illustrated by example in the biography of John Grigg, the eminent bookseller of Philadelphia, which we gave in the number for July, 1851. That sketch has been so widely copied, and so often quoted, that we are encouraged to hope that the rules and maxims it contains, drawn from and illustrated by the rich and varied experience of that excellent man, will be of use to the young merchants of America. All men may not possess his business genius, but the business virtues of industry, punctuality, and honor, are within the reach of all. If the man of highest business capacity cannot dispense with these, how can others do without them?

The chapter of opinions, to which we have referred, contains rules for acquiring wealth, or, as Mr. Freedley expresses it, "how to become millionaires," attributed to Rothschild, David Ricardo, Girard, and others:—

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\* The idea, in short, is that of Bacon, respecting the true mode of philosophical inquiry, enlarged and applied to all the pursuits of life—"Nihil veniat in practicam cujus non sit etiam doctrina aliqua et theoria."

## HOW TO BECOME MILLIONAIRES—OPINIONS OF MILLIONAIRES.

Many of those who have risen to elevated positions by unlocking the golden gates of wealth, have favored the world with very valuable opinions which they regarded as the key to their success, and a recapitulation of them in a connected form, which was never done before, will afford us entertainment, and perhaps instruction.

**ROTHSCHILD'S OPINION.** The founder of this world-renowned house, whose immense transactions we may subsequently notice, is said to have ascribed his early success to the following rules:—

1. "I combined three profits; I made the manufacturer my customer, and the one I bought of my customer; that is, I supplied the manufacturer with raw materials and dyes; on each of which I made a profit, and took his manufactured goods, which I sold at a profit; and thus combined three profits.

2. "Make a bargain at once. Be an off-hand man.

3. "*Never have anything to do with an unlucky man or place.* I have seen," said he, "many clever men who had not shoes to their feet. I never act with them; their advice sounds very well, but fate is against them; they cannot get on themselves; how can they do good to me?"

4. "*Be cautious and bold.* It requires a great deal of boldness and a great deal of caution to make a great fortune; and when you have got it, it requires ten times as much wit to keep it."

The continued prosperity of the eminent banking-house of the Rothschilds is ascribed, in the following biographical extract, to two principles:—"He who does not delay for casualties, and has knowledge enough to perceive that in all great affairs the success not only depends on the choice and use of the favorable moment, but especially on the pursuit of an acknowledged fundamental maxim, will soon perceive that particularly two principles were never neglected by this banking-house; to which, besides to a prudent performance of its business and to advantageous conjunctures, it owes the greatest part of its present wealth and respectability.

"The first of these principles was that which caused the five brothers to carry on their business in a perpetual and uninterrupted communion. This was the golden rule bequeathed to them by their dying father. Since his death, every proposition, let it come from whom it may, is the object of their common deliberations. Every important undertaking was carried on by a combined effort, after a plan agreed upon, and all had an equal share in the result. Though for several years their customary residences were very remote, this circumstance could never interrupt their harmony; it rather gave them this advantage, that they were always perfectly well instructed of the condition of things in the different capitals—that each of them, on his part, could the better prepare and initiate the affairs to be undertaken by the firm. The second principle in perpetual view of this house is, not to seek an excessive profit in any undertaking; to assign certain limits to every enterprise; and, as much as human caution and prudence can do, to make themselves independent of the play of accidents."

**DAVID RICARDO**, the celebrated political economist, was born in London, of a Jewish family, in 1772. His character for probity, industry, and talent, early procured for him the means of support; and becoming a member of the Stock Exchange, he accumulated an immense property. He is author of many works on finance; and in 1819 was elected to parliament. Died, 1823. He had what he called his own three golden rules; the observance of which he used to press on his private friends. These were:—

"Never to refuse an option when you can get it.

"Cut short your losses.

"Let your profits run on."

By cutting short one's losses, Mr. Ricardo meant that, when a member had made a purchase of stock, and prices were falling, he ought to resell immediately. And by letting one's profits run on, he meant that, when a member possessed stock, and the prices were rising, he ought not to sell until prices had

reached their highest, and were beginning again to fall. These are indeed golden rules, and may be applied with advantage to innumerable transactions other than those connected with the Stock Exchange.

JOHN JACOB ASTOR, I am informed by his son, W. B. Astor, is not known to have had any fundamental rule or favorite maxim, and the general outline of his career is too well known to need rehearsal.

NICHOLAS LONGWORTH, the millionaire of Cincinnati, was born in Newark, N. J., January 16th, 1783. Formerly a cobbler, as I have been informed, he removed to Cincinnati in 1804, studied law, and practiced for some fifteen years. His earnings and savings he invested in lots around Cincinnati, the rise of which was the foundation of his fortune. He then turned his attention entirely to land and lot speculations, which, in a rising market, as that has always been, is a business in which all is gain, and nothing loss. As an example of the facility with which small amounts, comparatively, secured what has since become of immense value, Mr. Cist, in his memoir of him, states that Mr. Longworth once received as a legal fee from a fellow who was accused of horse-stealing, and who had nothing else to give, two second-hand copper stills. The gentleman who had them in possession refused to give them up, but proposed to Mr. Longworth to give him a lot of thirty-three acres on Western Row, in lieu of them—a proposal which the latter, whose opinions of the value of such property were ahead of his time, gladly accepted. This transaction alone, taking into view the prodigious increase of real estate in that city, would have formed the basis for an immense fortune, the naked ground being now worth *two millions* of dollars.

What Mr. Longworth is worth is not known. The estimates vary greatly, and it is probable that after his death there will be considerable litigation. A gentleman recently has recovered land from him to the value of \$500,000. In 1850, his taxes amounted to upwards of \$17,000, which is the largest sum paid by any individual in the United States, William B. Astor excepted, whose taxes for the same year were \$23,116. It must be remembered, however, that the taxes in Cincinnati are no trifle on any amount of property.

Mr. Longworth's opinion probably is that speculating in real estate, in a constantly rising market, is a very good business. I am informed, by a friend in that city, that he holds it to be an indispensable requisite, that a man who desires to get rich, should be from Jersey, where he himself hails from. I regard this as metaphorical language, meaning, probably, that he must have a *sandy* head and a stony heart.

JOHN FREEDLEY'S never-varying motto was—self-dependence, self-reliance.

"It is a mistaken notion," he writes, "that capital alone is necessary to succeed in business. If a man has head and hands suited to his business, it will soon procure him capital. My observations through life satisfy me that at least nine-tenths of those most successful in business start in life without any reliance except upon their own head and hands—hoe their own row from the jump. All professions and occupations alike give the field for talent, perseverance, and industry; and these qualities, whether in the East, West, or South, sooner or later, will crown the aspirant with success. But to enable any new beginner to succeed, he must not be allured from his course by attractive appearances, nor be driven from it by trifling adverse gales. He must fit himself for the calling he adopts, and then pursue his course with a steady eye. The first and great object in business is to make yourself independent—to have the means of livelihood without being under obligations to any person; whatever more is acquired increases the power of doing good and extends influence."

Mr. Freedley's opinion of the value of our own labors is almost too flattering to quote, but his business reasons for subscribing for the *Merchants' Magazine* are so ingenious and excellent that we cannot resist giving ourselves the benefit of his commendation:—

I cannot omit this opportunity, as an act of justice to Mr. Hunt, who has done as much as any man in America to raise the reputation of American books in

England, and in justice to all who may favor this book with a perusal, to commend Mr. Hunt's Magazine to their especial attention and patronage, as one of the most certainly profitable investments they can make. Every business man should as certainly subscribe for it as he should insure his property. In the case of insurance, if his property does not burn down, he loses his money, but in the case of subscription to that Magazine he will not lose his money in any event, and may reap an advantage as great as the restoration of property destroyed. In the first place, he will increase his stock of useful and practical ideas, which in itself is worth more than the cost; secondly, he will possess the most comprehensive work of the age for present and future reference; and thirdly, he will take the best possible means to put himself in the way of meeting with suggestions and ideas that may happen to just suit his circumstances, and which he may turn to his advantage to the tune of hundreds or thousands of dollars. Let every one be watchful, for he knows not the day nor the hour when the good idea may come.

By way of pendant to Mr. Freedley's flattering opinion of the *Merchants' Magazine*, we feel bound to give the opinion, freely and warmly expressed to us by an old and eminent merchant, whose experience is the best of commentaries on the practical rules of business given in this work, and whose well-known name, were we allowed to publish it, would add weight with every reader to the recommendation that "every father of a family should read it carefully, and then each of his sons. The book is calculated to do much good in this country, and should be widely circulated."

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#### Art. V.—THE TWO RAILROAD ROUTES, AND THE TWO LAKE PORTS.

It does not appear difficult to determine, with a degree of certainty, the two most important railroad routes of the United States. If the most favorable topography and the line of densest population are found to coincide; and great sections with diverse products can be best united on that line, it would seem undeniable that such is *the route*. These characteristics seem to be possessed by two routes only. One nearly follows, in its general course, a line of latitude uniting the commercial and manufacturing East with the food-and-raw-material-producing West. The other unites the States of the Gulf with the States of the Lakes, in a nearly longitudinal course. Both are well worthy of characteristic names. If the public were as strongly impressed with their preëminence as the writer is, they might be named the "Latitudinal" and "Longitudinal" railroads. It is scarcely to be hoped that these names would be adopted. For convenience, then, the one might be called the "*Mississippi, Lake and Hudson*" Railroad, and the other the "Gulf and Lake" Railroad. Commencing on the bend of the Mississippi, where it approaches nearest the head of Lake Michigan, passing around the head of that lake, and thence east to the head of Lake Erie; thence eastward on both sides of the lake, to Buffalo; and thence, by the best route, to the navigable waters of the Hudson, at Albany. The topography of this line was sufficiently set forth in the article on Western railroads, in the July number of this Magazine. Its merits, as the northernmost latitudinal line practicable, as the necessary trunk-line for many lateral canals and railroads, and as affording the best means of reciprocating with lake navigation the business appropriate to each, were also there sufficiently set forth.

An important consideration was not then urged. *It is on the line of densest population.* No other latitudinal road, connecting the Mississippi with the navigable waters of the Atlantic, can be made, approaching this in cheapness of construction and of running cost, where the population, throughout its line, is so great and rapidly increasing. It passes through or near a large number of commercial towns and cities. Albany, Troy, Schenectady, Utica, Syracuse, Rochester, Lockport, Buffalo, Dunkirk, Erie, Cleveland, Sandusky, Toledo, Hamilton, Detroit, and Chicago, are nearly all places of commercial note. The villages between these are numerous and thriving—some of them soon to grow into cities of note.

If there be any other latitudinal railroad route to connect the East with the West, at all comparable with this thousand-mile line—in its connections with a lateral water and land Commerce—in the level character of the country through which it passes—in the density of the population on and near its line—and in the number and importance of the commercial marts which it links together, it has entirely escaped a most careful scrutiny of the various would-be competing routes.

The second great route is that which is to connect the Gulf of Mexico with the lakes. Here there is show of competition. The Cairo line now makes most noise in the speculating world. The Cincinnati line, it seems to us will be *the* line, at least up to the close of the present century. Can it be otherwise? Look at the commercial towns on the two routes. Their population, including dependant suburbs, will be estimated for 1855, when the lines will be finished:—Dayton, 22,000; Cincinnati, 200,000; Louisville, 65,000; New Albany, 18,000; Nashville, 12,000. The towns not named will equal, in population, all the commercial points on the Cairo line, except Memphis, which may be put down at 15,000. The intermediate towns above named, on the Cincinnati line, will number 317,000, against 15,000 on the Cairo line. The population of the counties through which the two lines pass would not exhibit so great a disparity; but still will show a great difference in favor of the Cincinnati route. Their termini, on the Gulf, New Orleans, Mobile, and Pensacola would be common to the two. Chicago, the lake terminus of the Cairo road, will number 65,000; while Toledo, the most important lake terminus of Cincinnati road, will number some 10,000. Cleveland, the other chief terminus, will number, with its suburbs, 40,000. Detroit will contain nearly as many as Cleveland. In lateral auxiliary railroads, the Cincinnati line will receive those from North Alabama, Georgia, Florida, and South Carolina, and all west of the mountains, in Tennessee, and Kentucky, which seek business with Cincinnati, the Lakes and Gulf. The important Atlantic ports, Charleston and Savannah will have their best western trade by this line.

The Cairo line will have, as special auxiliaries, the roads leading eastwardly from the various Mississippi towns, Natchez, Vicksburg, Memphis, St. Louis, Alton, Quincy, Rock Island, Galena, &c. These, with the great country concentrating, by lake and railroad, upon Chicago, cannot fail to make it a great thoroughfare between Lake and Gulf. Its through freight traffic may be as large as that of its rival; and, ultimately, larger: but, in its way-traffic and through passenger business, its inferiority appears too manifest to need farther remark.

No proof will be required by the well-informed reader, that no road connecting the cold and warm regions of our country, on the Atlantic coast, or west of the Mississippi, can be made with equal certainty of commanding a

great traffic, as either of the railroads under consideration. The better of the two, the "Cincinnati" is therefore to be the "*longitudinal*" railroad of the United States, as that which skirts the great lakes, from east to west, is the "*latitudinal*." The "Gulf and Lake" road to Detroit would fall but little short of one thousand miles in extent.

Which are to be the *two* lake ports? The popular belief would, probably, place Buffalo first, and Chicago, Cleveland, Detroit, Toronto, or Oswego as second. What would be the judgment of a reflecting man, well informed as to the causes which develop the growth of modern cities, and coming to the examination of the value of the various positions for commercial towns, on the great lakes, with full geographical knowledge of the whole country, and without previous bias, it would be interesting to know. Especially so, if that judgment had been formed previous to the settlement of the country, and on the basis of an anticipated increase and spread of population, such as has taken place.

Looking over the borders of the lakes for such projections of navigable water into the land, as bring the largest extent of country within the shortest distance of a port, the heads of lakes Erie and Michigan could not fail to arrest his attention. Knowing that water transport costs little, compared with land carriage, the harbor which can be reached by the shortest road may be expected to command the trade of the country nearer to it, than any other equally good port. With this knowledge, he could not fail to perceive that the heads of these great lakes command a greater extent of country than any other points on the Lakes. His next inquiry would be for good harbors at these points. At the head of Lake Erie, he would discover the noblest river estuary of the Lakes, affording deep water and an extensive harbor, perfectly protected and of easy access. Just at the head of Lake Michigan, no harbor could be found, but, some twelve miles north, a good harbor might be seen formed by nature, requiring only a moderate outlay to deepen and keep open its entrance.

Such were the natural advantages of these positions, as gathering and distributing points of Commerce for the surrounding country. It will be seen at a glance, that they are also the natural points of gathering and distributing for the Lake coasts. Not less favorable is their position for exchanging products of the Lakes, of the Eastern States, and Europe, with the cities of the great river valley and the Gulf of Mexico.

To add strength to such liberal gifts of Nature, artificial water channels have connected these harbors with the great *river* Commerce of the West. There enters in the harbor of Toledo the noblest system of canals in the world. Towards the south, it unites her with Cincinnati, and passing diagonally through Indiana, reaches the Ohio River at Evansville. Over six hundred miles of these canals are now in use. Next year, the whole system, embracing nearly seven hundred miles, will be completed.

Chicago is connected with the navigable waters of the Illinois River by a noble canal, one hundred miles long.

"But these lakes and canals are old fashioned affairs. Railroads, my dear sir, will upset all your calculations based on lake and canal navigation." Let us see. Railroads are admirable. Without them, the two lake ports would be shorn of much of their power—positive and relative. It is by means of railroads, in good part, that they are soon to make manifest their unrivaled position for Commerce. Railroads will, however, neither make "our canals a solitude, nor our lakes a desert waste of waters." On the contrary, they

will give new efficiency to both. Railroads will carry some kinds of freight, although the cost is five times as much as by steamers on the Lakes, and twice as great as by canal. The lowest charge per ton for 2,000 lbs., per mile, for the year 1851, on the New-York railroads, was, that of the Northern, over two cents. On the Lake, between Toledo and Buffalo, steam propellers carry for one-third of a cent per ton, per mile; and at the same rate to and from Oswego.

Grain is taken from Chicago to Buffalo for less than one-fifth of a cent per ton, per mile. For the average of the season, a fair freight on the Lakes would be one-third of a cent, which is less than one-sixth the charge on the cheapest-carrying New-York railroad. A fair freight, including reasonable tolls on the New York and Western canals, would be one cent and two mills. If parallel railroads should undertake to carry at so low a rate, as to take from canals their appropriate freight, the tolls would of course be so reduced as to cheapen transportation beyond the power of railroad competition.

If the effect of future improvement in railroading is to be considered, so is the greater probability of canal enlargement, and a beneficial change in their rude mode of traction. Railroads have sometimes carried favorite freight, such as flour, long distances at canal rates. But this, according to their reports, was below the cost of carrying, and could not be kept up in a large business. The cost to the company of carrying per ton of 2,000 lbs. per mile, on the Syracuse and Utica Railroad, in 1851, is reported by the Company at a fraction less than one cent and a half. This is exclusive of any profit, and on that road, in the State of New-York, which carried at a less cost than any other, except the Northern. The cost on the *New-York and Erie Railroad* was a cent and a half, and its charge a small fraction below three cents. When a railroad carries below cost, it is probably to give éclat to the road; certainly not to earn dividends on the articles carried. It is not unlikely that Western railroads, on the best routes, may carry at a cost, to the companies, of one cent, and at a charge of one cent and six-tenths per ton, per mile. At that rate, they would do a large freight business.

On which of the lake ports will this business chiefly concentrate? It has been shown in previous articles of this *Magazine*, that the tendency of the exterior and home Commerce of the great Western plain is towards and through the Lakes. The tonnage of the lake ports of the States exceeds 225,000; and of Canada, probably 100,000. The tonnage of the river steamers does not exceed 160,000. It may be assumed that most of the Commerce of the great river valley, destined for the East and North through the Lakes, will be first gathered in at the principal river marts. These, on the Ohio, are Cincinnati, Louisville, New Albany, Madison, Evansville, Maysville, Portsmouth, Marietta, Wheeling, Steubenville and Pittsburg. The three latter are most likely to communicate with the ocean through Philadelphia and Baltimore. Maysville, Portsmouth and Marietta, will reach the lake most conveniently at Cleveland. Cincinnati, Madison, Louisville and New Albany, are, geographically and commercially, nearer Toledo than any other lake port. Evansville is 55 miles nearer Chicago than to Toledo; but the latter is 700 miles nearer New-York. Great part of the Commerce of the Ohio River below Pittsburg, concentrates in Cincinnati and the marts below.

Which of the ports of Lake Erie is best adapted to secure the railroad freight business of these marts with the lake borders and the Eastern States?

In making the comparison, it must be borne in mind, that freights from Dunkirk, Buffalo, and all the ports of Lake Ontario and the St. Lawrence, are taken, at the same rates, to Cleveland, Sandusky, Toledo and Detroit. It is stated, on high authority, that the forwarding merchants of New-York prefer to ship to Toledo at the same rates; whether, because that harbor furnishes more down freights, or is easier of access in all weathers, is not known. It is beyond doubt, that navigators prefer the harbor of Toledo to that of Sandusky, and that sailing vessels coming up the Lake can reach Toledo with all winds better than Detroit. Keeping in view the advantage which the canals to Cincinnati and Evansville give to Toledo over Detroit and Sandusky, in the immense quantity of down-lake freight which they furnish to vessels entering her port, it will be reasonable to expect a continuance of the preference now entertained by the navigating interest. If, however, we allow that Cleveland will have the advantage which her shorter down-lake navigation (shorter by 105 miles than Toledo) will give her, in Eastern exchanges, it will remain to be shown that her longer line of railroad from Cincinnati (longer by at least 50 miles) will not more than balance this advantage.

But we have shown that the cost of carrying by railroad, is five times as great as by lake, even on the short voyage through Lake Erie. The additional 50 miles of railroad would, therefore, be equivalent to 250 by water.

The length of railroads from Cincinnati to the several Lake ports, is as follows:

To Cleveland.....	258 miles.		To Toledo (as surveyed).....	195 miles.
“ Sandusky.....	219 “		“ Detroit (as estimated).....	250 “

On the best practical routes, they would be nearly as follows:

To Cleveland.....	245 miles.		To Toledo.....	190 miles.
“ Sandusky.....	200 “		“ Detroit.....	245 “

In the business of the Lakes above Lake Erie and in the Canada railroad traffic, Toledo will have the advantage in position and distance. This trade will increase much faster than that with the Old States.

That the contest for the carriage of freight between Cincinnati and Lake Erie, will result in favor of Toledo, a careful examination of all the bearings of the question seems to leave no room for doubt. The shortest and best railroad, aided by the canal, to the best harbor, must be decisive. But, if it could be shown, that Cleveland may divide the railroad freights of Cincinnati with Toledo, or even take the whole, there would remain with Toledo the canal freights of that great city, and the railroad freights of the cities west and northwest of Cincinnati, whose relative distance from the two lake ports would be more in favor of Toledo as their position approached Chicago, until, at that place, the boat route to Cleveland would pass through Toledo.

At the mouth of the Ohio, Toledo would meet a rival in Chicago. The difference in distance, in a straight line, is nearly one hundred miles. By the best route for a railroad to each, the difference would be about 110 miles. As most of the freights will take the river and canal routes, it is of no great importance to either city, which is preferred in the railroad business of Cairo with the Lakes. The passenger and express-freight traffic of Cairo may take the line through Toledo, Detroit and the north shore of Lake Erie, or by a more southerly route to Cleveland, and so by the South Shore Railroad.

It matters little to the lake cities, which has the greatest share of the passenger and express-freight traffic. Where commercial equivalents most do congregate for distribution, there will be the men to manage them.

As to Chicago, she is not only at present a large city; but her great future destiny is too plainly written on the map, to need any array of facts or reasons, to show that she will be among the greatest of our American cities. Her present rate of progress will give her position as the most populous city of the Lakes, *certainly* within five years, *probably* within three. After she shall have passed Buffalo, as she has passed all the other lake marts that had precedence once, her next race will be with her great rival on the Mississippi, St. Louis. In 1860, she will have overtaken and passed by Charleston, Providence, Washington, Rochester, Buffalo, and Louisville. She will then take position as number eight (8) among our great cities.

How long it will take Toledo to overtake in *populousness*, as she has overtaken and passed by, in *Commerce*, Sandusky, Detroit, Milwaukie and Cleveland, cannot, now, be safely predicted. That she will not only pass *them*, but also Oswego, Buffalo, Toronto, Montreal and Quebec, we can perceive no reasonable ground to doubt.

Chicago and Toledo are *the* marts into which will be collected the varied productions of the Lake borders, the Eastern States, and Europe; to be transported by canal and railroad, to the distributing marts of the Ohio and Mississippi valleys and of the Gulf of Mexico; and from which will be distributed the return products of the river valleys and the tropical merchandise collected in the Gulf ports, for the interior markets.

It is not intended to convey the impression, that no other Lake cities will participate in this Commerce in any degree. There is a portion of the Ohio River valley nearer to Cleveland than to any other Lake port, the intercourse of which with the Lakes is naturally drawn to this beautiful city. Many of the towns of the upper Mississippi will find more convenient shipping ports on Lake Michigan, than Chicago. Not only will Cleveland, Sandusky, Detroit, Milwaukie and other Lake ports, have the benefit of the chief trade of the country nearer to them than to the other Lake towns, but they will carry on with the South and West their own railroad traffic. Each has peculiar advantages of its own, sufficient to give it all the rapidity of growth which even its sanguine in-dwellers anticipate.

Nine years ago, in the 9th vol. of this Magazine, the opinion was expressed, that Cleveland, Toledo and Chicago, would, in forty-seven years, each be larger than Buffalo. Within one-third of that period, Chicago will have proved the accuracy of the calculation, by numbering more thousands than Buffalo. Beyond a doubt, Chicago will be at the head of our Lake cities before 1860. Up to this time, she has exceeded our calculations, while Toledo has fallen short; Cleveland has vindicated what was said in her favor, and will overtake Buffalo and be second on the Lake "string of pearls," before she is overtaken by Toledo; and in a period, not much, if any, exceeding half of the forty-seven years, allotted for that feat.

Toledo, though in amount of tonnage entering and leaving her port exceeding every city above Buffalo, Chicago perhaps excepted, has failed to exhibit that rapid growth, in population and indigenous industry, which, from the coming in of her canals, was anticipated. Appearances, now, indicate a growth much more rapid, and nothing seems likely to be in the way of a rapidly successful career in the pathway of her destiny. Her position for the concentration of railroads, is more favorable than that of any other Lake

city. Lake Erie so narrows to a point at its western extremity, that it scarcely offers an obstruction, to Toledo, of more than one point of the compass, while it cuts off Cleveland from some fifteen of the thirty-two points. She is placed where all the railroad traffic, between Canada and the chief cities of the Lower Ohio and the Gulf of Mexico, must pass. This will become immense, on the completion of the railroad now progressing from Cincinnati to Detroit.

Although it has been proven that Toledo and Chicago are the two Lake ports most favorably placed for the concentration of the freight traffic of railroads, it has not been claimed that they will be pre-eminent as centers of passenger and express-goods traffic. And yet, it will be difficult to find a point on the map of our country, at which there will exist so many claims for a concentration of such traffic, as at Toledo: and perhaps Toledo, alone, has in that respect the advantage of Chicago.

It is not a mere anticipation to fix on Toledo and Chicago as *the* two Lake ports. They are now, in amount of tonnage laden and discharged, at the head of the shipping ports, on the Lakes above Buffalo.

In contemplating the commercial advantages of a position, the difference between a mere transit trade and a Commerce which gathers and distributes commercial equivalents on all sides, is not always taken into account. Buffalo is a gathering and distributing port for the upper lakes in their Commerce with the East only, but a mere point of transit for productions sent down the canal. Chicago and Toledo are gathering and distributing centers for the country on every side, by water and by land; as well of the Commerce which effects exchanges between the New States and the Old, as of that which collects and distributes the peculiar productions of the cold regions of the Lakes and the hot climate of the Gulf borders. In the not distant future, the Commerce of these two cities, between the two climates and for the intermediate country, will become far more important than that which will be carried on between the Old States and the New, of the same climate.

The Lake States and Canadas are to become eminently commercial and manufacturing. They need, and *will have*, a good water way for large vessels from the Lakes to the Atlantic coast and to Europe. By the Lake Champlain route, a way must be opened for ships between Montreal and New York. And between Montreal and the Lakes, the canals and locks must be enlarged for the passage of vessels, of at least one thousand tons; so that the Ocean shall be truly wedded to the Great Lakes, instead of being only affianced, as at present.

Before these works could be completed, if now entered upon, Canada West and the Lake States (including half of Pennsylvania, New-York, and Vermont) will number at least eleven millions of people, of whom nine millions will have a deep interest in opening such direct channels of Commerce with the ocean coasts. Congress has just made provision for a ship canal into Lake Superior. It now remains for Canada to enlarge the locks of the Welland Canal, and make a ship canal across from the St. Lawrence near Montreal, to the deep waters of the St. John's River on Lake Champlain; and for the State or City of New-York, to make a ship canal from Lake Champlain to the deep waters of the Hudson River.

The locks around the Falls of the St. Lawrence, from Lake Ontario to Montreal, are 28 in number, 200 feet long by 55 feet wide, overcoming an aggregate fall of 188 feet. The locks around the Falls of the Niagara

River, from Lake Erie to Lake Ontario, are 35 in number, 126 feet long by 26 feet wide, and overcome a fall of 329 feet.

From the St. Lawrence to the Hudson the lockage need not exceed one hundred and fifty feet, and the length of canals not over one hundred miles.

Is this too great an undertaking for the city of New York? J. W. S.

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#### Art. VI.—GOLD MINING OPERATIONS IN CALIFORNIA.

GOLD is found in crystalline primitive rocks, transition rocks, trap rocks and alluvial grounds. It never predominates to such an extent as to constitute distinct veins by itself. It is either disseminated, and as it were impasted, in strong masses, or spread out in thin plates or grains on the surface, or lastly implanted in their cavities under the shape of filaments or crystallized twigs. The minerals composing the veins, are either quartz, calespar, or sulphate of baryta.

With the exception of iron, it may be safely asserted that the geological districts, within which gold occurs, embrace a larger aggregate area than that of any other metal. Yet the proportion of gold, to that of the substances from which it must be separated for the use of mankind, is so moderate, that the cost of eliminating it, must necessarily be such as to maintain a high commercial value in all future time.

The gold bearing veins of rock usually consist of quartz, a white vitreous stone, and one of the ingredients of granite. These, like all true veins, are generally inclined at a large angle to the plane of the horizon, and are often vertical or nearly so. In thickness they vary considerably; the same vein is sometimes contracted to the width of a few inches, whilst at other points it is expanded in thickness to many yards. They extend downwards to greater depths than the miner has ever reached.

By far the largest portion of gold hitherto has been procured from the deposits of diluvium and alluvium in the valleys and ravines which have been formed in those regions where metallic veins existed prior to the formation of such valleys and ravines.

Notwithstanding the apparently large quantity of gold hitherto procured in these deposits, from the most remote periods, we may safely assume that it bears an infinitely small proportion to what yet remains imprisoned within the rocks, at no greater distance from the surface than has already been reached by the industrious miner in other researches. The small amount of space occupied by the ravines and valleys of excavation in metalliferous regions, compared with that remaining below and between them, clearly proves the correctness of this opinion.

In our remarks upon gold mining in this article, we shall confine our attention strictly to that branch of the subject which has begun to attract attention already in California. We mean the method of obtaining the metal from the rock, or quartz mining as it is called.

The particulars which we shall present as facts, have been obtained from the most reliable sources, and the evidence of their correctness is most extensive and varied. We have, however, presented them as the best information within our reach.

The extent of the quartz region, in which gold exists, in California, has been estimated by one of the latest and most intelligent explorers, Professor Blake, as of vast extent. His words are these:—

“There can be no doubt but that the quartz veins of California are capable of furnishing a supply of gold, which it will probably take centuries to exhaust; and the amount of which is far beyond the limits of calculation, at least with our present data. Scattered over a belt of land ten miles broad and running the whole length of the country, north and south, these veins are evidently the deposits of immense riches. Setting aside the extraordinary yields, where some hundreds of thousands of dollars have been obtained from holes of a few feet square, we still have hundreds of miles of veins from which ore can be obtained yielding from two to six cents to the pound, and from which a powerful machine can extract from one to two thousand dollars a day. When these veins are exhausted, there will remain many others which will be profitably worked when labor shall become cheaper. There can be no doubt but that quartz mining is destined to be the most permanent source of gold in this country; and it will not be many years before it will attract that attention, which as an investment of capital it evidently deserves.”

Professor Spickur, another scientific explorer, who has extensively examined those regions, has published some account of them, from which we make the following extract:—

“The California gold-mining region proper, that is to say, where active operations are being carried on, extends at present from the Mariposa River on the south to the Klamath River, the boundary line of Oregon on the north, running in a south-east and north-west course a distance of nearly five hundred miles, and consists of the spurs and foot range of mountains of the Sierra Nevada.”

The number of veins has never been estimated. In the locality of Carson Creek some of the richest has been found, and the yield of gold to individuals working with hand mortars only, has been large. This is within the Sonora District.

In Grass Valley as extensive mining operations have been carried on as in any other locality. The rock in this district is very uniform in its richness, and the yield has been very uniform and extremely profitable. The mills in this district have been invariably successful.

At Quartzburg and its vicinity, extending to the Mariposa in the south, the veins are unusually rich. The same is true of Bounville and its vicinity, in the north.

These are only a few of the numerous rich localities.

The title to real estate in California, especially mining tracts, is of such a kind as the circumstances alone have created, but its validity in consequence of a general Act of the State Legislature, is as good as in any State of the Union against all persons or powers, except the government of the United States. Nor could the United States, after having suffered their rights to remain dormant for such a length of time, now set up any claim to the mining lands, or attempt to enforce it, which would easily be acquiesced in.

The right to dig in any spot is called a claim; but by a regulation among the miners themselves, no person can set up an original claim to more than one hundred feet in length of a quartz vein. If therefore any person discovers a quartz vein, and commences working it, the miners who hear of the discovery immediately come on the ground and stake out, each man for

himself, a hundred feet, and begin work. The original discoverer is allowed an extra hundred feet, in consideration of his discovery. After the several claims are staked out, one of the number of persons is elected a recorder; and a record is made of the claims as of the deeds in a county clerk's office. To this record an Act of the Legislature has given the same validity as that which is possessed by the records in the other States. A paper, which is a copy of the record, is also affixed to some tree on the spot.

After these steps have been taken, any individual can sell his claim to any purchaser, and the sale passes a title which is good against all the world—the United States only excepted.

Such is the title derived from occupation and settlement. It obtains entire confidence; for the opinion prevails in all parts of the State, as we are informed, that the government of the United States will manifest the same liberality, and extend the same protection to the pioneers and settlers in California, as to the emigrants to other new States. There is also a class of titles derived from Mexican grants, each embracing tracts of several leagues. There are only a few of these, and but little respect has hitherto been paid to them by miners.

Claims, such as we have been speaking of, are often sold for many thousand dollars. The price of a vein is governed by the richness of the ore, and the facility with which wood and water can be obtained. These are indispensable requisites for mining in the rock. Richer veins without wood and water at hand, command a much lower price from this scarcity.

In Grass Valley the veins have uniformly commanded a high price, in consequence of their richness and the abundant supply of wood and water.

By the most recent estimates, there are, at this moment, about fifty companies in actual operation in quartz mining. Very few of them are supplied with the most suitable machinery for successful work. The entire number of companies, embracing those forming as well as already formed, for this branch of mining, is estimated at two hundred. They are almost entirely private companies, and are settled in all parts of the rock regions. Many of them have valuable claims, but are not able to obtain the machinery necessary to work them with, and therefore use only the Mexican *Raster*. A few of them are stock companies, and in some instances their stock can be purchased.

But this branch of mining has been entered upon with much spirit and enterprise. The latest reports represent the foundries of San Francisco, of Sacramento, and of Stockton, to the number of six, as working night and day to cast the machinery for these mills, at prices ranging from four een to twenty cents per pound. This is in addition to all the machinery sent out from the Atlantic States, during the last six months. Those who are most active in these operations, and who are investing large amounts of capital in the mills and mines, are citizens of California, who have had the best opportunities to explore the mineral resources of the State, and are most familiar with the system of mining which is practicable.

There are two important points in the labor of gold mining, wherever it is carried on. The first, is to crush the rock in which the gold is found; and the second, is to extract all the gold from the powder after it is crushed.

To be successful in obtaining the gold, the rock should first be crushed or ground as fine as flour; for the smallest grits may contain particles of the metal. The best machinery in existence for this purpose, when the rock mining was commenced in California, was the Chilian mill; so called from its

extensive use in parts of South America. In July, 1851, the first mill of this kind was erected on the big Mariposa vein. This was the first machinery used in gold mining in California, unless we except the iron pestle and mortar used by hand. It crushed about five hundred pounds of rock in twelve hours, and yielded from two to four hundred dollars in three or four days. The expense of running this kind of mill is considerable, and they are therefore unprofitable in consequence of their inefficiency. To be successful in California, where wages are so high, a large amount of work must be done in a short time.

Georgia stamps were next introduced. But these were made to weigh only about one hundred and fifty to two hundred pounds. These would crush from a ton and a half to five tons in twelve hours. But they did not crush the rock as fine as the Chilian mill, and therefore, pound for pound, would not produce so much gold as the latter.

This light and imperfect machinery was set up under the anticipation that the rock would yield from two to three dollars of gold per pound. The standard yield at present established, and below which mining is not attempted, is two cents of gold to the pound of rock, or forty dollars to the ton.

The next step in the progress of crushing the rock, was to introduce heavy machinery. For it was proved that machinery which would work to a profit under the low wages in the Southern States, would bring ruin upon its proprietors in California. The mill belonging to the Grass Valley Quartz Mining Company was the first to introduce heavy stamps. These weighed seven hundred pounds and upwards, and worked with such success as to obtain at once for the mill the designation of the "Model Mill." It is estimated as crushing from thirty to forty tons of rock per day, none of which yields less than two cents, although the average is much higher. It has thus been a source of immense profit to its owners.

But even with this mill, the rock is not crushed sufficiently fine, to render it practicable to obtain any more than half the gold it contains, with the present amalgamators for separating the gold. It is a trait of American character never to be satisfied with imperfectly doing a thing, where gold is at stake. Several machines have therefore been invented, which, judging by the success of experiments with models, promise to crush to a fine powder at least fifty tons of rock daily. These have been constructed in New York and taken out to California at great expense, by men who belong there, and who have been engaged in rock mining for some years past, and who are the only class who are actually acquainted with the mining resources of California.

The amalgamation process, which consists in intermingling the crushed rock with quicksilver, is very imperfectly performed, chiefly in consequence of the coarseness of the crushed rock. It is estimated that at least one-half of the gold is lost in the present mining operations.

The expense of working a mine has been variously estimated at different periods, according to the rate of wages. The following estimate is furnished by an experienced miner, and it is based, as he informs us upon the actual operations of a mining company:—

"Suppose an establishment working an engine of forty-horse power, and driving thirty stampers, will cost \$70,000, an exaggerated value. Suppose the thirty stampers crushed, in twenty-four hours, twelve tons, an amount much underrated.

The number of hands necessary for the above work is twenty, at \$5 per day..	\$100
One engineer at.....	10
One assistant engineer.....	8
One blacksmith.....	5
One carpenter.....	5
Six laborers, at various work, at \$4 per day.....	24
Director.....	16
His assistant.....	10
	<hr/>
Total expenses per diem.....	\$178

Suppose the ore yields only two cents to the pound, or \$40 per ton, fifteen tons will give \$600. At this rate, the product per month (twenty-six working days) would give.....\$15,000  
Expenses for labor per month (thirty days)..... 5,340

Balance in favor of the mine.....\$10,250

Being abundantly sufficient to allow for wear and tear, particularly when we consider, that an engine properly managed, may last six years, and the stampers six months.

"Now let us see the figures when the mine yields five cents to the pound—a yield, which can be, with justice, considered an average product of the California mines.

"Without changing the amount of expenses above presented, we will have as a result of the same mining operations, at the rate of \$100 per ton or five cents per pound, per diem, \$1,560; or, per month, \$30,000. The original monthly expenses as above shown, \$5,340, leave us a net balance of \$33,660."

Some idea of the results of mining may be obtained from the work of some of the mills. In Grass Valley, where the gold in the rock is very uniform, the mills have probably been more successful than in any other section. The amount of gold obtained, notwithstanding the imperfect machinery for crushing the rock and defective amalgamators, averages from fifty to one hundred dollars per ton; and occasionally, the rich portion of a vein is struck, and the yield for the time is immense. In some instances, as in the case of the mill of the Grass Valley Quartz Mining Company, \$3,800 has been obtained in a day. Many other instances might be enumerated.

As the improvement in machinery and the capacity for work has increased, the success has steadily improved. Still more perfect machinery in skillful hands may quadruple it.

The first great embarrassment which has happened to mining in California, arose from the high wages of labor, and consequently the enormous expense attending the employment of numerous laborers. No enterprises demanding a large outlay of human force, can be undertaken, unless there are most lucrative returns. Hence it has been unprofitable and ruinous to work many of the mines, previous to the present reduction in the price of labor.

But the imperfection of the machinery greatly augmented this embarrassment. Machines which would work to such advantage as to yield rich returns in the gold mines of the Southern States, where labor can be obtained for the lowest wages, were comparatively worthless amid the high wages of California. The process of amalgamation is necessarily performed, in California, on a most extensive scale; and to an equal degree it is imperfectly done. That is, nearly one-half the gold is lost. Thus it has been

necessary to remodel the entire system of work adopted in other countries, to obtain success in California.

There are many other embarrassments, such as miners meet everywhere. These it is unnecessary to enumerate.

The business has also to a great extent been commenced by men without experience, and often with a limited capital. In the largest number of such instances, a speedy failure has been the consequence.

The Legislature of California has exercised a degree of intelligence and liberality somewhat unusual in new States. The most favorable laws have been enacted for the organization of companies, to engage either in mining, manufacturing, or other purposes. And while they are liberal on the one hand, on the other, they are sufficiently stringent to protect the rights of every stockholder, and preserve him from unlimited liabilities.

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#### Art. VII.—PIERS AND DOCKS IN THE NORTH RIVER, NEW YORK.

THE necessity of doing something for the accommodation of the rapidly increasing Commerce of the port of New York, becomes every day more urgent. It is allowed, on all hands, that the present piers are altogether insufficient, and that they cannot be extended or improved in the ratio of our wants to come.

The proposition brought forward by Mayor Clark, in 1835, to build a pier and basins in the North River, similar to the Liverpool and London docks, is the only plan ever suggested which seems to meet the demand. It is simple and feasible. Nor has any reasonable objection ever been made to it. As to economy, it can be demonstrated that the lots created by it would be worth considerably more than the cost of the whole work, besides affording a handsome income to the city, not only by well-founded estimates, but by the experience of other similar undertakings, such as Central Wharf in Boston. The North River is deep and wide. It has not so strong a tidal current as the East River, and has a more direct access to and from sea. But, as a harbor, it is not so safe or comfortable, especially in winter. It is therefore in the North River that we have the demand for improvement, as well as ample field to carry it out.

London from the Tower to Blackwall, a distance of four miles, is nearly all docks. St. Katherine's, London, East, and West India, on the north side of the Thames, without reckoning minor ones, occupy an extent of four hundred and fifty acres, can accommodate twelve hundred ships, and have warehouse room for 600,000 tons of goods. The Surrey, Commercial, East County, and other docks on the south side cover nearly as much ground. St. Katherine's is one of the smallest, containing twenty-three acres, but taking advantage of the experience of others, all of its arrangements are of the most perfect kind. "It was undertaken by leading merchants in London, to meet the necessity of giving additional accommodation to the great increase of business in the port; to secure a reduction in the rates and charges, which were considered exorbitant at the London docks; no others conveniently situated affording the means of competition; and to bring the port of London more on a level, in point of expense, with the other ports of the

empire; but more particularly with the principal ports of the continent." It was commenced in May, 1827, and opened October, 1828. More than 1,200 houses, in the most central part of the city were taken down, to make room for it. The extent of wharf frontage is 6,004 feet, the warehouses are seven stories high, and ninety-six feet deep. They are erected within a few feet of the margin of the wharves, so that ships can discharge directly into them, and iron-roofed sheds are built upon the jutting piers, affording room for 200,000 tons of merchandise, always housed and under cover. It cost over two million pounds sterling, and, although the charges have been very much reduced, it now pays six to eight per cent interest on its capital.

London docks cover 100 acres, and cost about four million pounds, on which they pay four per cent.

All the docks are walled in: are proof against thieving and smuggling; have an organized system of labor &c.; which gives the utmost facility and dispatch to ships and goods. They have also the privilege of the warehousing system, which is carried to perfection.

Liverpool has thirteen miles of quay frontage in her docks, which she is constantly increasing. She owes all her commercial standing to her unparalleled efforts for the accommodation of ships.

There are also docks in nearly every other port of England, as well as at Havre, Antwerp, &c., on the continent; all in successful operation, yielding a certain and direct benefit, and proved by experience to be indispensable; all agreeing in essential uses and only differing in detail, when experience has suggested, or ingenuity invented, improvements,

In carrying out such a system for the port of New York, we have nothing to do but to copy the models which are before us, so far as they may be consistent with our situation and wants. In one most essential respect, compared with the docks of Europe, that of economy in the construction, the advantage on our side is immense.

They have been dug out of the bowels of great cities, and have destroyed streets, churches, and houses, to make room for artificial ponds of water. We have ample space *in* the water. We shall not find it necessary to injure any man's property in order to create more room. They are built with solid water-tight walls, and expensive lock-gates, whose deep foundations are laid with coffer-dams and diving-bells. We have no necessity for keeping the water out. A simple embankment of stone and piles will make an all-sufficient foundation, requiring no expensive masonry and dispensing with lock-gates entirely. They are situated where there is great rise and fall of tide. Some of them can only be entered at high water, and have shoals at their entrances which require constant dredging to keep them clear. We have deep water and but little tide, can go in and out at all times, and have no shoals to remove or guard against.

The plan is to construct a pier in the North River, commencing below Rector-street, at about 1,000 feet from West-street, and running northward, parallel with West-street, wide enough for a range of warehouses and the necessary streets, and connected at intervals with the main city by sets of drawbridges; thus forming basins which will combine every advantage of the London and Liverpool docks, and capable of being increased to any required extent. The mode of construction alluded to, as being far more simple and economical than our models, slightly differs from that of the Plymouth and Delaware breakwaters, which consist of stone loosely thrown in, nearly making its own slope at the sides, with a superstructure of masonry.

The difference would consist in using a great number of piles in the pier, for the better foundation of warehouses and sea-walls, and in the inferior materials which might be made use of in the filling up.

The sea-wall, supposed to have its foundation on piles at the edge of the embankment at low water mark, would be the bound of the street-way; or, as at St. Katherine's dock, the wall of the warehouses. In either case, a platform of wood resting on piles, or a wharf of cobwork, would be extended out into water deep enough for ships to lie against, clear of the slope of the embankment. The passages through the connecting piers, should be crossed by double sets of drawbridges in the manner of lock-gates, so that the communication would not be interrupted while ships were passing through. The connecting piers should also be in part constructed of permanent bridges, to allow free course for the tide, as well as for market boats, lighters, &c., to pass under.

In the *alignement* proposed, the water off Rector-street is 60 feet deep, off Canal-street it is 50 feet. The bottom is regular, consisting of hard gravel, under a slight stratum of mud. Towards Castle Garden, the soundings are shoaler, and the bottom is partly composed of rocky boulders. Towards the Jersey shore, the depth decreases gradually, with clay bottom, and towards the piers, soft mud, being the wash of the city. The tide rises and falls six feet. It runs ordinarily two, and in the spring or freshets three knots an hour. A southerly wind sometimes causes chafing among the vessels at the piers, and they are badly exposed to the northwest winds of winter, which drive the ice into the slips, and otherwise cause no little damage. It is the fresh water ice only, brought down by the river, that is troublesome. This often jams in the East River, and causes more trouble there, on account of the more rapid tide. This could be easily boomed out of the proposed basins, so as to cause no trouble whatever. Salt water ice never forms hard enough in New York harbor to do damage.

The Plymouth breakwater lies far out from the shore, in the most exposed situation, so that an extraordinary strength is required to make it permanent. It lies in 25 to 50 feet of water at low water. The tide rises 18 feet and the work is carried up seven or eight feet above high water mark. The wall is 1,700 yards long, and 40 feet wide at top, with light-houses at each end. Below water it is formed of rough stones, weighing two to ten tons each. These, at first, were placed with some care to insure them lying close together. But much of this care was wasted. It was found that a mixture of small and large stones, thrown in promiscuously made more solid work. The inclination of the base is about three horizontal to one perpendicular, outside, and three to two inside. Above water it was intended to leave the wall rough, but the gale of November, 1824, having displaced some parts of the work, it was afterwards finished with large blocks of limestone and granite, dovetailed and clamped together. No diving bell or other machine was used to construct the work under water. The largest stones were placed on the outside, and were more spread, as the effect of storms during the progress of the work showed the necessity of a broader base. Since 1824, no part of it has been deranged; it becomes stronger every year, from the washing in of sand and the accumulation of shellfish and seaweeds. Its efficiency and permanence is beyond all question.

The breakwater at Cherbourg, lies in 100 feet water, on rocky bottom. It was at first attempted to be built by means of an open caisson of cob-

work. This gave way, and it was rebuilt after the same plan as that of Plymouth.

The breakwater in Delaware Bay is also constructed in the same manner, most of the stone of which it is composed came from the Palisades. It lies on a sandy foundation, and settled a foot, or more, the first year.

The work on the Rip Raps, being composed of a soft sandstone, settled and washed away to some extent, and was not sufficiently solid to build upon for several years.

The northwest beacon, on the Romer Shoal in New York Bay, was built on a foundation formed by an open caisson, and shows no sign of giving way. A similar one, attempted on Flynn's Knoll failed, leaving a dangerous heap of stones to make wrecks upon.

The piers of Blackfriars Bridge were constructed dry, in tight caissons, which were afterwards sunk to their places, the bottom being previously prepared. They stood, apparently without change, for many years, until the removal of the old London Bridge altered the current of the river, and caused them to settle several feet. They have since been repaired by a coffer-dam.

Sea-walls have been constructed in various other ways. But where great strength and solidity are required, coffer-dams have been always considered as the only sure method. The Harlem High Bridge, and the Potomac Aqueduct, in our own country are examples—both attended with enormous expense, and the latter with numerous accidents. Except when solid ledge is found, wooden piles are universally used as a foundation to build upon. Imbedded in the soil, they are indestructible. But exposed in salt water, especially in warm climates, they are soon destroyed by the worm, (*teredo navalis*.) A partial defense from this enemy may be secured by saturating the piles with oil of tar, or by charring the outside. In the West Indies they often cover them with copper or zinc. The palmetto of the south, and some of the East India woods are said to resist the worm.

Iron piles have been used in England with indifferent success; an iron pile will not bear driving like a wooden one. It is very apt to break or crack under the heavy blows which are necessary to bring it down to its place.

Some few beacons formed on Iron screw piles, in England, are standing; but many more have given way. One on this plan has lately been built on the Romer shoal; time only can test it.

A method lately discovered of sinking large iron cylinders by atmospheric pressure, which is described in Appleton's Mechanics' Magazine for April, 1851, bids fair to supersede most of the former expensive methods of building piers for bridges and sea-walls, especially in deep water and on uncertain bottoms. The piers for the railway bridges at Huntingdon and Rochester are built in this manner, with perfect success. The cylinders are six to ten feet in diameter, filled in with solid masonry. They have not cost altogether so much as the coffer-dams alone would have cost, to prepare to build them in the usual way. An experimental cylinder was driven sixty-five feet into the Goodwin Sands. Afterwards a beacon was constructed, standing upon five such cylinders, each two-feet-and-a-half in diameter, and sunk thirty-two feet. This beacon, after standing firm about two months, suddenly disappeared, leaving not a vestige of superstructure or foundation.

In some parts of the proposed work, such as the exposed pier heads and abutments of the bridges, a more thorough sea-wall, which would not be likely to get out of repair very soon, might be necessary. It might also be

the best economy to construct all the bulkheads of stone, in the first place, instead of using wooden piles or cobwork.

A pier built as proposed, 7,800 feet long (which is the distance between Morris and Canal-street,) and 200 feet wide at top, with three connecting piers at intervals, would form two close and two open basins, covering in all about 140 acres. It would give quay berths for nearly 300 vessels, with outside berths for a greater number. Leaving 600 feet for cross streets, passage ways for ships, and sites for the necessary offices &c., it would create on the main pier, 288 lots of 25 by 100 feet, with two fronts, which would be equally as valuable as the best lots in South or West Streets. The cost of the rough embankment, from calculation of its cubic contents, at a fair and usual price for such work, would not exceed two millions of dollars. A well founded estimate for piles, timber, plank, masonry, bridges, labor, and all other expenses and materials for the superstructure, amount to another million. Allowing 500,000 more for contingences, the whole cost would be three-millions-and-a-half of dollars, with the pier completely finished up to the foundations of the warehouses. This would be equal to \$12,150 per lot. The cost would be greater in proportion at the first part of the work, until one connecting pier could be brought into use, after which every succeeding cubic foot would cost less. It would be useful as a breakwater, as soon as the first stone of the embankment should rise above water; and it would begin to pay, as a receptacle for bulky and heavy articles, before a building could be erected upon it. It would not stop at Canal-street, but be gradually extended up the river; and, should the wants of Commerce require it, another similar pier could be constructed outside of it, and still leave ample room in the river.

In the foregoing calculation no account is made of the lots formed, or value increased on the city side of the basins. The present slips may remain as they are, fated, however, like their predecessors, to be filled up and made into new blocks and streets. They would be better filled up, as they are advantageous in room and dispatch at a straight bulkhead, which more than make up for apparent increase of berths as a narrow quay. A straight bulkhead would also assist the sewerage of the city, and do away with all necessity for dredging.

The injury to the city of New York, caused by the inconveniences of the port, and consequent extraordinary loss of time and expenses of ships, if suffered to go on as it has done, increasing every day, without proposition of adoption of any improvement, may be deeper than is now imagined; and the remedy may come too late. Bristol was ruined by the charges of its port, and London did not dream of a competitor, in collecting a tax upon all the Commerce of the world, until Liverpool built docks.

Let New York profit by their example.

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#### ART. VIII.—THE FIRE ANNIHILATOR.

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

SIR :—In order to form a correct opinion respecting the efficacy of the Fire Annihilator, it may be well to consider that all ordinary fire is dependant on the presence of two adventitious causes in addition to that of the combustible or oxidizable matter called fuel. The adventitious causes are

heat, and atmospheric oxygen, which forms a little more than a fifth of the air. Whatever removes the heat, or prevents the access of the oxygen, will extinguish fire. A sufficient supply of water does both; it at once interferes with the access of oxygen, and carries off the heat in the resulting steam or vapor formed. Every cubic inch of water vaporized, carries off as much heat as would raise ten cubic inches, 100 degrees of Fahrenheit.

The wood or other matter which forms the fuel of a fire in the burning of houses is almost all resolved into steam and carbonic acid; and as these are incapable of supporting combustion, it follows that when they are retained about the fuel combustion must cease. But the gaseous matter in and above the fire, being made specifically lighter by the calorific expansion, are displaced by the heavier air outside, and hence a draught by which the gas and steam are supplanted by fresh air. Could this draught be prevented, every fire would be arrested by its own fumes, as the flame of a candle is extinguished when much below the mouth of the candlestick socket. But it is generally understood that an aperture opened in the socket, beneath the flame, would prevent its extinguishment.

When a brick or stone house is burning down within its walls, were there no windows, doors, or other aperture, and were the depth in proportion to the width as great as in the candlestick socket, it might go out of itself, excepting that the heated mass is so great and the walls such poor conductors of heat that this attribute cannot be removed as it is by the material of the socket. It is well known that the fire may continue to exist in burnt districts for many months, with very little, if any, access of air.

It will be perceived, also, that the carbonic acid and steam into which organic combustibles are resolved, would be as capable of extinguishing flame as any gas whatever, since none has in this respect any other than the negative power of displacing atmospheric oxygen. No gas nor fume can destroy the oxydizability or combustibility of fuel; so that, if kept red-hot, it will not, on the readmission of air, burn again.

The greater weight of the fumes given out by the materials employed in the annihilator, may be considered as an advantage; but the carbonic acid generated by the combustion is about 50 per cent heavier than air. Hence the only service which the process of the annihilator can render, is, to add to the quantity of inert gaseous matter present, and thus to render the access of air more difficult. But where there is a draught sufficient to carry off the steam and carbonic acid generated by combustion, it must be competent to carry up the gases or fumes given out by the annihilator; and consequently it is to be inferred, that in houses where a draft cannot be prevented the instrument will fail.

There would be a greater chance of success in the extinguishment of fire, by the means in point, on board of ships: which being constructed so as to exclude water from the hold, may be closed so as to prevent the access of air to a fire situated therein.

But still, the proposed remedy does *not provide any means of removing heat*; so that when any considerable mass of ignited matter is once created, it were difficult to extinguish it entirely by depriving it of oxygen.

It may be well to state, that common salt, or sal ammoniac, the one volatile at a low red heat, the other below incandescence, are well suited to produce atmospheres unfavorable to combustion or oxydation. The employment of sal ammoniac in soldering, is due to this capability. Doubtless, mixtures of the ingredients of gunpowder, in some proportion with sal ammoniac, or

common salt, would form a self-acting mass, which without exploding would give forth nitrogen, carbonic acid, sulphurous acid, and vapors of the salts mentioned, and thus prevent fire from burning, if not excited by a draught of air carrying off those obstacles to the access of oxygen. On shipboard, the sulphur were better omitted, as it might be offensive to smell and respiration.

When soot in a chimney flue is in a state of conflagration, if a sufficiency of common salt be thrown upon the hearth fire—the draught being simultaneously checked by a chimney-board—the saline vapor will arrest the combustion.

Two parts of sulphate of iron and one of chloride of sodium, in aqueous solution, nearly saturated, thrown upon a fire, should be eminently efficacious in quenching it: First, in consequence of the resulting vapor of the chloride of iron, and gaseous sulphurous acid; secondly, because the soda evolved, would form, with the silex of the fuel, a vitreous film interposing between the carbon and oxygen.

Casks filled with such a solution, might be thrown into a house on fire by means of a mortar or the catapulta of ancient warfare.

Such solutions might be duly projected by an instrument which I have contrived—which I call the gas ram: in which the shock arising from the explosion of a gaseous mixture, is substituted for that produced by stopping suddenly a current of water.

Respectfully yours,

ROBERT HARE.

## JOURNAL OF MERCANTILE LAW.

### ACTION OF ASSUMPSIT ON A POLICY OF FIRE INSURANCE.

In the Circuit Court, Chicago, Illinois. John R. Case vs. Hartford Fire Insurance Company. Opinion of the Court, by Trumbull, Justice.

This was an action of assumpsit brought by Case against the Hartford Fire Insurance Company, on a policy insuring the plaintiff against loss or damage by fire to the amount of \$3,000, on his stock of goods in brick store No. 88 Lake-street, Chicago.

By the terms of the policy, the company agreed to make good to Case, all such immediate loss or damage, not exceeding the amount insured, as should happen by fire from October 6th, 1849, to October 6th, 1850.

Annexed to the policy, and forming part of it, is the following condition: "In case of fire, or loss or damage thereby, or exposure to loss or damage thereby, it shall be the duty of the insured to use all possible diligence in saving and preserving the property, and if they shall fail so to do, this company shall not be held answerable to make good the loss and damage sustained in consequence of such neglect. And it is mutually understood, that there can be no abandonment to the insurer, of the subject insured."

The testimony shows that the building containing the goods, was, what is called in Chicago, a fire-proof building, though not strictly so; that on the evening of the 10th of August, 1850, the buildings in the rear of the Mansion House, a large wooden building east of and immediately adjoining the store of the plaintiff, took fire; that the rear of the Mansion House was burned out, and it seemed almost impossible at one time, with the greatest exertions of the fire department, to save the main building; that the fire was a very hot one, the flames at times extending quite over and enveloping at least half the store of the

plaintiff; that at one stage of the fire, the firemen raised their hose to the top of plaintiff's store and threw water from them upon the burning buildings; that water was also thrown on the store, and came down into the building in considerable quantities; that the store itself was filled with heated air and smoke, and the doors ordered to be thrown open by the fire department, so as to allow the hose to pass through to the rear, but the order was countermanded while the hose was being introduced, for the purpose of taking it to another point; that the wind at the time was from an easterly direction, and had the main building of the Mansion House burned, no exertions of the fire department could have saved plaintiff's store from destruction, nor could the goods have been removed if the fire had caught in front; that a portion of the goods were damaged by the water and smoke, and most of them removed across the street to other buildings about the time the store doors were thrown open; that the fire, after raging some half hour, was subdued without burning the main building of the Mansion House, or any portion of the plaintiff's store, though the heat was so great as to crack many of the glass in the windows and scorch the window frames through the iron shutters, also as to burn off the paint on the roof, and that the damage to the goods, from smoke, water, &c., was appraised at \$64 57.

The plaintiff also offered to prove the amount of goods he had on hand in the month of April, preceding the fire, by the bills of purchase, books of account, and clerks, and then to show the amount of purchases since that time, also the amount of sales, and the inventory taken immediately after the fire, to ascertain the amount of goods lost by the removal. All this evidence was objected to by the defendant and excluded by the Court, to which decision the plaintiff at the time excepted. The jury returned a verdict of \$69 17 for the plaintiff.

The only point in the case, arises upon the refusal of the Circuit Court to admit the evidence tending to show that some of the goods had been lost in the removal occasioned by the fire; and this raises the question, whether the insurers are liable for the loss of goods resulting from their removal under the particular circumstances of this case. On the behalf of the defendant it is insisted, that the policy insures only against *immediate loss or damage by fire*; and that there can be no fire without ignition.

Such is the law as stated in 2 Greenleaf, Ev. p 405. The author says: "The proof of loss must show an *actual ignition by fire*: damage by heat alone without actual ignition, not being covered by the policy"; and he refers to the case of Austin vs. Drew, reported in 4 Campb. 360, and 6 Taunt. 436, as his authority. By referring to that case, it will be seen that it does not support the position. The case was this: The premises insured were used as a manufactory, and were heated by a stove on the ground floor. A flue went from the stove through each story, seven or eight in number, to the top of the building. There was a register in the flue, with an aperture into the rooms, whereby more or less heat might be introduced at pleasure. One morning the fire being lighted as usual below, the servant whose duty it was to open the register in the upper story, forgot to do so. The consequence was, that the smoke and heat were completely interdicted in their progress through the flue, and came into the rooms doing some damage, but there never was more fire than was necessary to carry on the business of the manufactory, and the flames never got beyond the flue. Gibbs, C. J. said, "Here was no fire except in the stove and the flue as there ought to have been, and the loss was occasioned by the confinement of heat. Had the fire been brought out of the flue, and anything had been burnt, the company would have been liable. But can this be said, where the fire never was at all excessive, and was always confined within its proper limits? This is not a fire within the meaning of the policy, nor a loss for which the company undertake. They might as well be sued for damage done to drawing-room furniture by a smoky chimney." The principle upon which this case turned, was that there had been no fire except in the usual and proper place where a fire ought to have been, and that the parties never contemplated insuring against a loss occasioned by the ordinary fire kept up in the stove; but had the same injury resulted from the burning of an adjoining house, or from heat proceeding from any other than

the ordinary fires in the building, the decision would have been very different. Suppose some of the wares and merchandise of the plaintiff in this case, as lead pipe for instance, had been of a fusible character, and that had been melted by the heat from the burning of the adjoining building, would it be pretended for a moment that he could not recover for the damage, because the articles were not actually ignited? Had the store actually burned down, it no doubt contained many articles which the fire would have ruined, and yet were not susceptible of ignition. The idea that there can be no fire, without actual ignition, is so unreasonable to my mind, that but for the respectable authorities that have been vouched for its position, I should not have thought it worthy a moment's consideration.

The case of *Hillier vs. A. M. Insurance Co.*, 3 Barr, 470, is also relied upon by the defendant. The Court in that case do say, that where the peril insured against, "is fire, the instrument of destruction must be fire;" but the case itself is a very different one from this. In that case, the building from which the goods were removed, was not touched by the fire, but the fourth house from it was at one time on fire; and it is stated that the goods were not injured by endeavors to extinguish the fire, or save them from it, but in the removal of them under an *apprehension* that they might be reached by the flames which had caught one of the houses in the same block.

The Court moreover intimate in that very case, that had the building containing the goods been touched by fire, or the goods injured in their removal while it was on fire, or in efforts to put out the fire, the loss would have been within the policy, and yet how could this be if the instrument of destruction must be fire itself. Surely an injury to goods by water thrown to extinguish a fire, would not be an injury to the goods by actual ignition, and yet no case can be found, where an insurance against damage by *fire* has been held not to extend to such a case.

The rule undoubtedly is, that insurers are liable only for direct and not for remote and consequential losses occasioned by any peril in the policy. But what damage is direct; and what consequential, is often a difficult question to determine.

It is said, in 1 *Phillips on Insurance*, 690, that "a loss comes under a particular risk out, merely when it is a consequence that follows the actual occurring of the risk, but when it can be fairly attributed to the risk, and is occasioned by it, or arises directly on account of it."

The Supreme Court of the United States, in the case of *Peters vs. Warren Insurance Co.*, 14 Peters, 108, lay down this rule, that "whenever the thing insured becomes by law chargeable with any expense, contribution, or loss, in consequence of a particular peril, the law treats that peril, for all practicable purposes, as the proximate cause of such expense, contribution, or loss," and the same case decides, that whatever loss arises as a natural or necessary consequence of the peril insured against, is within the policy.

The cases are numerous, in which recoveries have been had on policies insuring against loss by fire, when the injury has not resulted from actual burning. *Waters vs. Merchants' Louisville Insurance Co.*; 11 Peters, 224; the *City Fire Insurance Co. vs. Coolies*; 21 Wend. 367; *Pentz vs. Receiver Etna Fire Insurance Co.*; 9 Page, 568.

The policy in this case, required the plaintiff in case of exposure to loss or damage by fire, to use all possible diligence to preserve his goods, and provided, in case of his failure to do so, that the company should not be answerable for any loss sustained in consequence of such neglect.

Suppose the front of the Mansion House had taken fire, as there was every probability at one time it would, and it had become impossible afterwards to remove plaintiff's goods, and they had been destroyed, would the Insurance Company, under such circumstances, have been liable for their loss, it clearly appearing that the plaintiff neglected to remove them at the time when it could have been done safely, and the danger of their destruction by fire was imminent. The circumstances as they existed at the time the removal was made, must determine the necessity for it; and whatever loss or damage the plaintiff necessarily sus-

tained by the removal of the property insured, when the danger of its destruction by fire was so direct and immediate, that a failure to have made the removal while he had the power, would have been gross negligence on his part, he is entitled to recover in this action.

The fire, under such circumstances, may, in a just sense, be regarded as the proximate cause of the loss.

The evidence offered and excluded, was somewhat loose, and may not, of itself, have been very satisfactory to the jury if admitted; but, in connection with other testimony, it may have been very important: and we think, under the circumstances of this case, should have been permitted to go to the jury.

It is not, however, for every loss arising from the removal of goods, to save them from burning, that the company would be liable. Goods may be carelessly removed and so wantonly and unnecessarily exposed, as to relieve the company from all liability on account of their injury or loss.

An objection has been urged to the recovery for the loss of goods in this case, for the want of a count in the declaration, specially alleging such loss by removal.

In the view taken of the case such a count was unnecessary, as if a recovery can be had for the loss at all, it must be on the ground that it is to be treated, in a practicable point of view, as the natural or necessary consequence of the fire itself. Judgment reversed and cause remanded.

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VALUE OF RECEIPTS—ACTION UPON A BILL OF LADING.

In the Court of Common Pleas, Boston, Mass. *Asa Jacobs, et al. vs. Charles H. G. Chapin, et al.*, owners of the ship *John W. White*.

This was an action brought by the plaintiffs against the owners of the ship *John W. White*, for an alleged non-delivery of two barrels of pork. It was admitted by the defendants that the plaintiffs shipped one hundred barrels of lard, and three hundred barrels of pork, on board the *John W. White*, at New Orleans, and that the defendants agreed to deliver the same to the plaintiffs, in Boston. It was admitted by the plaintiffs that they had received the one hundred barrels of lard and two hundred and ninety-eight barrels of the pork, but denied that they had ever received the balance. Upon this point, the parties joined issue. The defendants put in the ship's receipt-book, from which it appeared that the plaintiff's truckman had receipted for the whole three hundred barrels; they also put in the evidence of the mate of the vessel, who testified that he kept the receipt-book, and filled out the receipts, that they were all correct, that he delivered the whole three hundred barrels himself, that on the 28th of February last, he delivered twenty-two barrels, as appeared in the receipt, and that he remembered counting every barrel delivered on that day.

The plaintiffs put in the evidence of their clerk, who testified that he received all the pork that was received from the *John W. White*, that only two hundred and ninety-eight barrels were received at the various store-houses. Also of the head-truckman, who testified that it appeared from the returns of his men, that only two hundred and ninety-eight barrels were ever trucked from the *John W. White* to the plaintiffs'. In regard to the 28th of February, he testified that only twenty barrels were trucked on that day. His three men all corroborated this statement, and testified that they all loaded and went together from the wharf to the store-house. The plaintiffs' clerk testified that only twenty barrels were received at the store that day. It further appeared in evidence, that after the cargo had been delivered, the defendants stored two barrels of pork which came in this vessel on Battery wharf, and afterwards removed them; and it did not appear in evidence that any one had claimed those barrels except the plaintiffs.

Upon this evidence, Merrick, J. instructed the jury that though great weight should be given to a written receipt, especially when supported by the oath of the person who delivered the property, yet it was always liable to be rebutted and overthrown; and that it was for the jury to decide, whether in this case the plaintiffs' evidence had been sufficient for that purpose.

The jury returned a verdict for plaintiffs, and assessed damages \$33 73.

George T. Angell appeared for the plaintiffs, and William Brigham for the defendants.

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LANDLORD AND TENANT.

In the Supreme Court, State of New-York, July 17, 1852. The Mayor, &c. of New-York City against D. P. Campbell and another.

[The Act of May 13, 1846, requiring the landlord to give fifteen days' notice in writing of his intention to re-enter upon default in the payment of rent, is not binding upon contracts executed before the passage of the act, in which a different notice is agreed upon.]

At the time that the contract which gave the plaintiffs the right to re-enter for non-payment of rent, was entered into, there was no term restricting the right of immediate entry. It is contended, however, that inasmuch as the act of May 13, 1846, (Laws 1846, p. 369), requires that fifteen days' notice of an intention to re-enter shall be given in writing after default in the payment of rent, and as no such notice is alleged in the complaint, it is bad on demurrer.

On the other hand, it is contended that the plaintiffs are not bound by any such law, as it varies the contract which was entered into between the original parties. Upon this the Court gave the following opinion:—

It is not always easy to distinguish between a law which merely affects the remedy, and one which impairs the substantial right of the parties.

In the case of *Bronson vs. Kinsie*, (1 How., 311), it was held that a State law passed subsequently to the execution of a mortgage, which declared that the equitable estate of the mortgagor should not be extinguished for twelve months after a sale under a decree in chancery, was in violation of that provision of the Constitution of the United States which prohibits a State from passing a law impairing the obligation of contracts.

In the case of *McCracken vs. Hayward*, (2 How. 608), it was held that a State law providing that a sale should not be made of property levied upon under an execution, unless it brought two-thirds of its value according to the opinion of three householders, was unconstitutional and void. In the last case, the Court say, if the State can prohibit the sale for less than two-thirds, it may also for less than the whole appraised value.

In the present case, the contract gave the right to re-enter, in case the whole or any part of the rent of the premises should be unpaid for the period of ten days after any day on which the same ought to be paid. By the law of 1846, this right to re-enter is postponed for the period of fifteen days, and in addition, a notice in writing of an intention to re-enter, is required to be given. If the State can pass a law requiring a notice of fifteen days, why can it not pass one requiring a notice of fifteen years? The reasoning of the Court in the case of *McCracken vs. Hayward*, is strictly applicable in this case.

The demurrer is overruled, with leave to defendants to answer in twenty days, on payment of costs.

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PARTNERSHIP LIABILITY.

In the County Court, Liverpool, England, July, 1852, Mr. Pollock delivered a judgment with respect to partnership liability, of great importance.

An action had been brought by a creditor of the late firm of Messrs. Doran & Wilson, of this town, against Mr. Wilson alone, for £32 15s. 10d., due by the firm to the plaintiff, Mr. Hume. The defendant pleaded, that the plaintiff had brought an action on a bill of exchange for £252 6s. 8d. against Doran & Wilson, and it was contended that the present claim was included in the former action. This, however, proved not to be the fact. The second ground of defense, which was the most important, was, that in the month of September last, Mr. Doran made an assignment for the benefit of his creditors, and the plaintiff came in under the assignment, which purported to be not only for the benefit of the separate creditors of Doran, but also for the creditors of Doran & Wilson, and the several creditors, including the plaintiff, executed the deed and received the

composition, entering into a covenant not to sue Mr. Doran for any of the debts of the firm. Mr. Wilson had not assigned over. An action was brought by the plaintiff to recover the debt from him. The learned Judge quoted the case of *Hutton vs. Eyre*, in which it was held that although a release to one portion was generally a release to all, yet a covenant not to sue one of several partners will not operate as a release to the others. The verdict must, therefore, be for the plaintiff. In answer to a remark by Mr. Hime, the learned Judge said, he was desirous that the matter should have been put in a train for the consideration of the Superior Court, but he could not see how it could be done.

LIABILITY OF INSURANCE COMPANIES—STATUTE OF FRAUDS.

In Circuit Court, New York, January 22, 1852; before Judge Edmonds. The Trustees of the First Baptist Church, in Brooklyn, and John B. Durbrow, Administrator, &c., *against* the Brooklyn Fire Insurance Company.

This was an action to recover upon an insurance.

The plaintiffs are Trustees of the First Baptist Church in Brooklyn, as also the administrators of Ann Fuller, dec'd. The insurance was effected on the church 1st July, 1846, for \$5,000, for a premium of \$25, which premium was not paid when effecting the insurance, but on 23d Feb. following, nor was the policy delivered until 9th Aug., 1846. That on 9th Aug., 1846, the policy was assigned to Ann Fuller (now deceased) as collateral security for a loan to the church.

The plaintiff Durbrow is her administrator. The policy was renewed to 21st July, 1847, by certificate dated 21st July, 1846. This certificate was not delivered until September, 1847, some time after, nor the premium paid; but the renewal was made pursuant to an understanding, as plaintiffs allege, between the trustees and the defendants, that such policy should be renewed from time to time without further notice, until one party or the other should give notice of an intention to discontinue the renewal, and it was understood, that the trustees, until such notice was given, should be bound to pay the premium of insurance, and the defendants be bound to make the renewal. That on 21st July, 1847, the policy was similarly renewed for \$30 instead of \$25. That \$25 thereof was paid on 1st September, 1847, with promise to pay the additional \$5. That plaintiffs received no notice of discontinuance of the agreement; that the plaintiffs considered they had renewed the insurance to July 21, 1849, and that it was subsisting. The church was burnt on 10th September, 1848; loss thereon, more than \$5,000. Plaintiffs allege that the usage of insurance companies was to keep continuing risks similar to this; that in addition to such usage, the trustees and defendants, by their antecedent agreement and the course of dealing between the parties, had agreed to renew said certificate. That while the church was burning, one of the trustees and the principal clerk of defendants, in conversation, mutually acknowledged there was a pending insurance for \$5,000 on the church. That defendants after the fire, admitted their liability. Plaintiffs claim judgment for \$5,000 with interest from 16th November, 1848.

The defence is, that the notice of expiration of the policy, on or about 21st of July, 1846, was given to Mr. Lewis, treasurer of the trustees. That thereupon he wished to renew, and on his request the renewal was made; but not on the agreement alleged. That about the expiration of the first renewal, they also notified the trustees. That on the morning of the day the policy would expire, Mr. Ellsworth, the president of the company, called on the treasurer and asked whether he wished the policy renewed. He said, yes, but remarked the premium was too high, that he would see about it, and call at the insurance office in a few days. He did call; said he wanted it insured, and two months' credit for the premium. That the defendants agreed thereto. That the treasurer paid the \$25, but never paid the balance, and never meant to do so. That the last year the policy was not renewed; there was no request to that effect, although notice of its expiration was given.

This cause came on for trial on 16th January, 1852. On opening the case, counsel for defendants moved to dismiss the complaint, on the ground that a ver-

bal contract is not binding on the company, and not warranted by their charter, and cited 16 Ohio Rep. 148; 2 Con. 168; 2 Mass. 196; 1 Duer, sec. 9, 145; 1 Phil. Ins. 8. Counsel for plaintiffs opposed the motion, and cited 16 Maine, 439; 3 Demo. 25; 4 Sandf. Ch. R. 408, and other authorities.

The court denied the motion, and said, it did not think the charter of the company required all contracts to be in writing; he assumed that the original insurance must be in writing. The question to decide, is, whether that contract can be extended or continued by parol. He thought it could. It was so by the general law, and there was nothing in the policy to prevent such extension and continuance.

The plaintiff proved by Mr. Lewis, treasurer of the church, that in July, 1846, it had been agreed between him and the president of the company, that the church should be kept insured; and that from time to time, as often as the insurance should expire, the company should send certificates of renewal, and the church should pay the premiums. That in pursuance of that arrangement, the company did send renewals in 1846 and 1847; that they expected a renewal in 1848, and were ready to pay their premium.

Mr. Ellsworth, the president of the company, denied having made such agreement, though he admitted he took the renewals on both occasions, and that on the last occasion Mr. Lewis told him he wanted the church always insured.

Mr. Stevens, the secretary of the company, and Mr. Beers their surveyor, also testified that such an agreement had not been made in this case to their knowledge, though they admitted such agreements had often been made by the company, but insisted that when made they were entered on the books, and notices of expiration were not delivered to the parties as their insurances were running out.

The plaintiffs, however, showed, that in this respect the officers of the company were mistaken, by examining persons with whom such arrangements were admitted to have been made; and who testified that notices of expiration were regularly sent to them, and the agreements were not entered upon the books.

The testimony, which is voluminous, being closed on both sides, counsel for defendants renewed his motion to dismiss complaint, and cited 2 Barb. Ch. 221; 11 East. 142; 3 Hill, 129; 1 Demo. 162; 13 Wend. 307; contending the agreement to continue the risk was void by the statute of frauds, it not being in writing. The court denied the motion.

The Judge charged the jury, that this is an action to enforce an alleged agreement to give renewal from July 21, 1848, to July 21, 1849. This action could not formerly be brought before a court and jury. Before the code, the plaintiffs would have been obliged to go into a court of chancery, to compel the company to deliver the certificate of renewal, and afterwards sue in a court of law upon the certificate of renewal, but now under the code this can all be done in one suit. The first objection of defendants in this action, was, that the plaintiffs could not recover on that agreement, it not being in writing. I ruled then, and now say, that if the plaintiffs have proved an agreement to renew this policy, they are entitled to recover. It is difficult to decide how far the statute of frauds affects this contract. The contract, if proved, doubtless was this; in legal effect a contract to renew this policy each year, as the former expired, &c.

The plaintiffs insist that by the course of dealing, and the usage of the company, the contract was renewed each year. I think that a usage is not proved, sufficient to sustain a contract, and therefore, as a matter of law, I charge that they have not shown such a usage as entitles them to recover. Then as to the admission of defendants' officers, they are not the best kind of testimony. The next point is, whether the course of dealing between the parties made a contract, and unless you believe Lewis the treasurer had the conversations with Ellsworth, as alleged, you cannot find a contract; but if you believe the conversations with Lewis, and that the certificates were given in consequence of it, and that the last was given after 21st July, 1847, then the contract is made out. Exceptions taken.

The jury returned a verdict for plaintiffs, for \$6,082 36.

## COLLISION—ABANDONMENT—SALVAGE.

In the British Admiralty Court, June 9, 1852. The Pickwick—Derelict.

The Pickwick, a bark bound from Liverpool to Valparaiso, came into collision with the Chimera shortly after leaving port, and sustained so much damage that her crew abandoned her. On the following morning, the 14th of February, the schooner Agnes, bound from Glasgow to Runcorn, fell in with her about four miles from the Calf of Man, drifting, as she alleged, toward the rocks. She turned her head, took her in tow, and proceeded towards Liverpool, for which the wind was fair. Having been in possession about half an hour, the steam tug President came up, and as the schooner asserted, forcibly dispossessed her. A second action was entered by Messrs. Potter & Co. against Messrs. Rawson & Co., who had chartered the steamer to go out in search of the bark, by Capt. Downward who went out to conduct the service, and also by the master and crew on board. It was denied on their behalf, that they had forcibly taken the bark from the schooner; on the contrary, they alleged the schooner was, from her size, totally incapable of completing the service, in addition to which, they were armed with authority from the owners to take possession of her. On the part of the owners it was contended that the services of the schooner were of no avail, and that the steamer having been chartered by persons who had an interest in part of the property, they could make no legal claim. The value of the property saved, was £32,900.

The Queen's Advocate and Mr. Deane appeared for the schooner; Dr. Robinson and Dr. Bayford for the steamer; and Dr. Adams and Dr. Twiss for the owners.

The learned Judge considered that under the circumstances the steamer was perfectly justified in interfering. He allotted to the schooner £700, and to the steamer £2,000.

## ACTION TO RECOVER AGAINST THE ALLEGED ACCEPTANCE OF A DRAFT.

In Supreme Court, New York, March 27, 1852; before Justice Roosevelt. Charles Denison, President North River Bank *against* William H. Sackett.

This suit was commenced by the plaintiff in January, 1850, to recover against the defendant as the alleged acceptor of a draft for \$4,500, drawn by E. B. Sackett, dated 12th October, 1849. The defendant denied such acceptance, and presented the question of acceptance or non-acceptance for trial. The trial came on March 27th, 1851, before Justice Edwards and a jury.

On that case, the jury found a verdict in favor of the plaintiff. The defendant thereupon moved before Justice Roosevelt, at special term, upon a case and affidavits of newly discovered evidence, for a new trial; and the Judge in deciding the motion, gave the following opinion:—

Roosevelt J.—There is no evidence that the defendant, William H. Sackett, had the slightest interest in the acceptance on which the case is brought, or in that of which it is a part of renewal. It is admitted, besides, that the signature in both cases was not his handwriting, but that of another person of the same name.

He is sought to be charged then, not on account of any benefit accrued to him, nor on account of any action done by him, but solely on the ground of an alleged admission, said to have been made in a conversation with the late president of the bank, that the first signature was his handwriting, when in point of fact, and confessedly, it was not.

At this conversation, too, no other person was present; and the officer of the bank was its sole witness and interpreter. And even he does not pretend to any intimate or reliable acquaintance with either of the two William H. Sacketts.

Independently of the extremely dangerous character, in all cases, of such one-sided and dubious testimony, there are intrinsic difficulties in the present instance in the chronology of the statements of this witness, taken in connection with the contradictory versions of other witnesses, which show, that in point of accuracy it is not to be depended upon. And especially would it be most unjust to make such testimony the ground—the sole ground—of charging a party, to the extent of thousands, with a debt not his own.

Besides, the defendant in an affidavit made by him since the trial, denies under oath and in the most solemn and explicit manner the conversation in all its parts, and fortifies his averments by the depositions of several other persons, who swear that he was not in the city when it is alleged to have taken place.

The charitable interpretation which the case calls for, or at least admits of, is, that the president was imposed upon, not only by a false signature, but however confident of infallibility, by a false *personation*.

I am rather disposed to adopt this view of the matter, than to convict the defendant, without further opportunity to test the truth, of the aggravated crimes of both fraud and perjury.

My conviction is, that the verdict ought to be set aside, as against the weight of testimony; as obtained by surprise; and on the ground of newly discovered testimony: and that a new trial should be had with costs, to abide the event.

AN ACT OF MAINE IMPOSING FURTHER OBLIGATIONS AND PENALTIES ON OWNERS OF TELEGRAPH LINES, AND THEIR AGENTS.

SEC. 1. Every person or company owning or using any line of telegraph in this State, or any part of which may be therein, in case of any error made in the transmission or writing out of any dispatch upon their lines, by their operators or agents, affecting its value to the party interested therein, shall be liable for the whole amount paid for its transmission to its place of destination, both in and out of this State.

SEC. 2. Whenever any dispatch is improperly or unnecessarily delayed, either in its transmission or delivery, within the usual delivery limits of the several offices within this State, so that said dispatch is rendered less valuable to the party interested therein, the person or company, whose operator or agent is in fault, shall refund the whole amount paid on such dispatch.

SEC. 3. The operator or agent of any person or company owning any line of telegraph in this State, who shall designedly falsify any dispatch for any purpose whatever, shall be liable in damages of a sum not less than twenty nor more than one hundred dollars, for each and every such offence, to be recovered in an action of debt in any court of competent jurisdiction; and in case of the avoidance or inability of such operator or agent to pay any judgment recovered against him for such cause, said person or company shall be liable in damages as aforesaid, as if no judgment had been recovered against the operator or agent; provided, that in all other cases the liability of the person or company owning any telegraph line shall be limited as provided in foregoing sections of this act.

SEC. 4. Nothing in this act shall be construed to exonerate any operator, agent, clerk, or other officer employed on any telegraph line in this State, from liability for any act of fraud committed or attempted to be committed by means of telegraphic communication.

Approved March 30, 1852.

ACTION ON A PROMISSORY NOTE—USURY.

In the Superior Court, New York city, March 25, 1852; before Chief Justice Oakley. D. Randolph Martin, President of the Ocean Bank, *vs.* John Lovejoy and Wilmot Williams.

This was an action on a promissory note for \$2,500, dated April, 1851, made by defendant Lovejoy, payable to defendant Williams six months after date, and indorsed by Williams. It was discounted by the bank; and when arrived at maturity, payment was demanded, and refused. The defendant, Williams, suffered judgment to go by default.

The defence set up, is usury. The defendant Lovejoy, alleges by his complaint, that the note was made under a corrupt and usurious agreement between him and Williams, making the interest payable at 2 per cent per month for the time it had to run. Williams was placed on the stand to prove the usurious agreement; but his evidence was ruled out, on the ground that his answer would make him liable to a criminal prosecution. The jury under the direction of the court, found a verdict for the plaintiff for the full amount with interest.

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 COMMERCIAL CHRONICLE AND REVIEW.
 

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GENERAL REVIEW OF THE FINANCIAL CONDITION OF THE COUNTRY—INFLUENCE OF THE DISCOVERY OF CALIFORNIA UPON THE RELATIVE VALUE OF THE PRECIOUS METALS, THE NOMINAL VALUE OF PROPERTY, AND THE COMPARATIVE SUPPLY OF CAPITAL—INCREASED DEMAND OF COIN IN GENERAL CIRCULATION, AND ON DEPOSIT—TABLE OF DEPOSITS OF SPECIE AT NEW YORK AT VARIOUS DATES SINCE 1848—INCREASE IN SUPPLY OF COIN ABOVE THE EXPORTS—COMPARATIVE STATEMENTS OF THE AMOUNT OF THE COTTON CROP, WITH THE FOREIGN EXPORTS, HOME CONSUMPTION, AND AVERAGE PRICES—DEPOSITS AND COINAGE AT THE PHILADELPHIA AND NEW ORLEANS MINTS FOR AUGUST—IMPORTS OF FOREIGN MERCHANDISE AT NEW YORK FOR AUGUST—REASON OF COMPARATIVE INCREASE—IMPORTS FROM JANUARY 1ST—IMPORTS OF DRY GOODS FOR AUGUST—CLASSIFICATION OF IMPORTS FOR EIGHT MONTHS—RECEIPTS FOR DUTIES AT NEW YORK—EXPORTS FROM NEW YORK FOR AUGUST, AND FOR EIGHT MONTHS—EXPORTS OF LEADING ARTICLES OF PRODUCE—PROSPECTS OF THE TRADE IN BREADSTUFFS FOR THE FUTURE.

NOT one of the large list of evils which, according to prophetic warnings, were to overtake the commercial world during the year 1852, have yet been realized, and we are now upon the last quarter of the year. Mercantile business, in all parts of the country, was never more flourishing. There is a regular, healthy demand for merchandise, both foreign and domestic, and credits are well sustained. The means of payment are also easily obtained, and at a moderate rate of interest. We have had no convulsions in business, no great commercial disasters, no undue and extravagant speculations, and not even any noticeable sectional excitements to interrupt the general prosperity. When the discovery of gold in California was first authenticated, some alarm was manifested lest this addition to the supply of the precious metals should unsettle the relative value of other property, and introduce new and oppressive conditions in the order of business connected with contracts previously made. This result has not been realized, although the production of gold has exceeded the anticipations of the most sanguine. It is true that silver coin has become scarce, but this has grown out of the fact of a largely increased demand for the export of specie to Europe, at a period when some changes in the relative legal value of the two metals created a demand, upon the continent, for silver at the expense of gold. Had the discovery in California never been made, the relative difference would have been nearly the same. Some relief has been afforded by the coinage of three-cent pieces, but this is only partial, and the recent adjournment of Congress without final action upon this subject has created a general disappointment. The most feasible and popular method which could be adopted to furnish a supply of small coins for public convenience, would be the coinage of silver at a reduction in weight of about 7 per cent from the present standard. The premium upon silver coin in New York has now reached *four per cent*, and the reduction advocated would leave a small margin for future appreciation in value, and still not be sufficient to encourage counterfeiting. It is not a new system of coinage, having been practiced for years in reference to our copper coins, and more recently in the mixed coins known as three-cent pieces. By this means the export of small silver coins would be prevented and a larger amount retained in circulation.

Neither has the increased supply of gold affected, to the extent apprehended, the relative value of real estate. There has never been a time, in the history of

the country, when the change in the nominal value of this description of property has been so gradual, under a prosperity so marked and so long continued. The appreciation of landed and improved property has been confined almost exclusively to localities affected by unusual enterprise, and has not extended in any considerable degree to lands or other property beyond this range of influence. Those who have retained a vivid remembrance of former inflations, will find nothing in the present at all analogous to the speculations then in vogue. New cities laid out under water, and commercial depots staked off upon wild prairie lands, would not now prove inviting investments. We have it is true, now and then, a scheme almost as chimerical, and here and there a railroad project has a foundation about as hopeful; but the majority of our business men are clear from any hallucination upon these subjects, and rash speculations are not in the fashion.

The money market too, has been less excited than might have been anticipated with such an influx of gold. There have been neither extraordinary expansions or fluctuations in the currency, and much less disturbance than usual in monetary affairs. The supply of capital has been abundant and during most of the time at a range rather below the legal rates of interest; but there has been no such plethora as to glut the market, and lead of necessity to doubtful investments. The amount of coin added to the circulation of the country during the last four and a half years, or since the gold in California was discovered, (besides what has been taken for export,) is nearly \$100,000,000. This includes the foreign coin which has been brought here within that time, as well as that of domestic production. This large amount of specie has been distributed through the country, and has exerted a very healthful check upon the circulation of banknotes. Our readers may be curious to know in what proportion the amount on deposit at the great commercial centers has kept pace with the supply, and for this purpose we annex a tabular comparison at the periods named. The fluctuation between the banks and sub-treasury is caused by the withdrawals from the former for the payment of duties, and the deposit of the amount again when it is disbursed to public creditors.

## DEPOSITS OF SPECIE AT NEW YORK.

Date.	In banks.	In Sub-Treasury.	Total.
September 9, 1852 .....	\$9,493,000	\$6,735,000	\$16,228,000
June 26, 1852 .....	12,152,000	4,340,000	16,492,000
May 26, 1852 .....	13,090,000	3,876,000	16,966,000
March 27, 1852 .....	9,716,000	2,533,000	12,249,000
December 20, 1851 .....	7,364,000	2,660,000	10,024,000
September 25, 1851 .....	5,865,000	4,067,000	9,932,000
September 8, 1851 .....	7,113,000	3,430,000	10,543,000
July 23, 1851 .....	7,843,000	2,051,000	9,894,000
May 13, 1851 .....	7,967,000	4,400,000	12,367,000
May 15, 1850 .....	8,828,000	4,711,000	13,539,000
September 11, 1849 .....	8,117,000	3,600,000	11,717,000
May 19, 1849 .....	8,238,000	2,139,000	10,377,000
September 29, 1848 .....	4,608,000	2,401,000	7,009,000
May 13, 1848 .....	6,413,000	468,000	6,881,000

The large amount as shown at the few latest dates given above, is about as much as can be profitably employed, with the present amount of capital. There is however a manifest advantage in the introduction of the increased circulation of coin among the masses of the people. The exports of the pre-

ious metals have not kept pace with the supply, the latter having increased during the present year while the former has diminished, as will be seen by the following comparison:—

	Coinage at Philadelphia.	Exports from New York.
Eight months of 1852.....	\$32,711,377	\$18,531,341
Eight months of 1851.....	31,664,312	27,771,129
Increase.....	\$1,047,065	dec. \$9,239,788

We also annex a monthly statement of the shipments of specie from New York to foreign ports, since the discovery of gold in California:—

EXPORTS OF SPECIE FROM NEW YORK TO FOREIGN PORTS.

	1848.	1849.	1850.	1851.	1852.
January .....	\$1,183,517	\$122,582	\$90,361	\$1,266,281	\$2,868,958
February .....	433,226	106,851	278,708	1,007,689	3,551,543
March.....	452,507	86,506	172,087	2,368,861	611,994
April .....	1,176,422	85,691	290,407	3,482,182	200,266
May.....	2,449,253	373,916	741,735	4,506,135	1,834,893
June.....	1,971,915	596,411	880,434	6,462,367	3,556,355
July.....	744,983	138,352	1,518,080	6,004,170	2,971,499
August.....	331,031	359,363	1,441,736	2,673,444	2,935,833
September.....	561,445	326,384	1,033,918	3,490,142	.....
October .....	832,423	1,830,518	1,421,323	1,779,707	.....
November .....	482,186	634,898	965,394	5,033,996	.....
December .....	365,878	141,973	1,208,760	5,668,235	.....
Total.....	\$11,034,736	\$4,803,450	\$9,982,948	\$43,743,209	

Since our last, the annual statement of the cotton crop of the United States has been prepared, and we annex some particulars, compared with the summary of former years:—

TOTAL RECEIPTS OF COTTON INTO THE VARIOUS PORTS OF THE UNITED STATES.

	1851-2.	1850-1.	1849-50.	1848-9.	1847-8.	1846-7.	1845-6.
New Orleans ..	1,373,464	933,369	781,886	1,093,797	1,190,733	705,979	1,037,144
Mobile.....	549,449	451,748	350,952	518,706	436,336	323,462	421,966
Florida.....	188,499	181,204	181,344	200,186	153,776	127,852	141,184
Texas .....	64,052	45,820	31,263	38,827	39,742	8,317	27,003
Georgia.....	325,714	322,376	343,635	391,372	254,825	242,789	194,911
S. Carolina...	476,614	387,075	384,265	458,117	261,752	350,200	251,405
N. Carolina...	16,242	12,928	11,861	10,041	1,518	6,061	10,637
Virginia, &c...	20,995	20,737	11,500	17,550	8,952	13,991	16,282
Total crop...	3,015,029	2,355,257	2,096,706	2,728,596	2,347,634	1,778,651	2,100,537

TOTAL FOREIGN EXPORTS OF COTTON FROM UNITED STATES.

	1851-2.	1850-1.	1849-50.	1848-9.	1847-8.	1846-7.	1845-6.
Great Britain...	1,668,749	1,418,265	1,106,771	1,537,901	1,324,265	830,909	1,102,369
France.....	421,375	301,358	289,627	368,259	279,172	241,486	359,703
N. of Europe..	168,875	129,492	72,156	165,458	120,348	75,689	86,692
Other for. ports.	184,647	139,595	121,601	156,226	134,476	93,138	118,023
Total.....	2,443,646	1,988,710	1,590,155	2,227,844	1,858,261	1,241,222	1,666,792

The home consumption has advanced from 404,108 bales in 1850-51, to

603,029 bales in 1851-52, an increase of nearly 50 per cent. This branch of home manufacture is now prosperous, and nearly all of the mills are fully engaged. The average price of cotton at Mobile for the last season, taking the grades of ordinary to middling fair, as compared with former seasons, has been as follows:—

Year.	Average.	Year.	Average.
1845-6.....	6½ a 8½	1849-50.....	10½ a 11
1846-7.....	9 11½	1850-51.....	10½ ..
1847-8.....	5½ 7½	1851-52.....	7½ 9
1848-9.....	5½ 7		

The receipts of gold from California are as heavy as usual, but owing to a delay in the arrival of one of the steamships throwing a large shipment forward into September, the total for the previous month appears less than was anticipated.

We annex a statement of the deposits and coinage at the Philadelphia and New Orleans mints, for the month of August; a more extended statement of the total receipts and coinage at all the mints up to the 1st August, will be found in another part of the present number:—

## DEPOSITS FOR AUGUST.

	NEW ORLEANS.		PHILADELPHIA.	
	From California.	Total.	From California.	Total.
Gold.....	\$127,294	\$132,072	\$2,550,000	\$2,675,000
Silver.....	710	13,126	25,000	28,500
Total deposits.....	\$128,004	\$145,198	\$2,575,000	\$2,703,500

## GOLD COINAGE.

	Pieces.	Value.	Pieces.	Value.
Double eagles.....	9,500	\$190,000	175,279	\$3,505,580
Eagles.....	.....	.....	18,768	187,680
Half eagles.....	.....	.....	45,283	226,415
Quarter eagles.....	.....	.....	74,712	186,780
Gold dollars.....	.....	.....	178,932	178,932
Total gold coinage.....	9,500	\$190,000	492,974	\$4,285,387

## SILVER COINAGE.

Dollars.....	.....	.....	1,100	\$1,100
Half dollars.....	.....	.....	15,100	7,550
Dimes.....	100,000	\$10,000	62,500	6,250
Half dimes.....	.....	.....	70,000	3,500
Three-cent pieces.....	.....	.....	1,436,600	43,098
Total silver coinage.....	100,000	\$10,000	1,585,300	\$61,498
Total coinage.....	109,500	200,000	2,078,274	4,346,885

There was no copper coinage during the month. The total deposits of California gold for coinage at our mints since 1848 is about \$138,000,000, and the total production of the mines since their discovery is about \$205,000,000.

The increased demand for foreign goods, as already noticed, has tended to increase the imports. At New York the value of merchandise (exclusive of specie,) received from foreign ports during the month of August, is \$1,976,344 greater than for August 1851, and \$4,228,027 greater than during the same month of 1850. We annex a comparison for three years:—

IMPORTS ENTERED AT NEW YORK FROM FOREIGN PORTS FOR THE MONTH OF AUGUST.

	1850.	1851.	1852.
Entered for consumption .....	\$9,034,284	\$11,279,004	\$13,711,421
Entered for warehousing .....	1,743,211	1,358,089	464,962
Free goods.....	246,249	638,334	1,075,388
Specie.....	3,457,684	186,503	56,917
Total entered at the port.....	\$14,481,428	\$13,461,930	\$15,308,688
Withdrawn from warehouse.....	1,716,055	1,252,245	1,329,991

The item of specie under the date of 1850 includes the receipts of California gold, which up to November of that year, having cleared from Chagres, were entered as from a foreign port. Of the increased imports as shown above in comparison with the previous year, \$679,290 were in dry goods, and the remainder in general merchandise. We annex a comparison of each item:—

IMPORTS OF MERCHANDISE AT NEW YORK FOR AUGUST.

	1850.	1851.	1852.
Dry goods.....	\$7,803,131	\$7,200,591	\$7,879,881
General merchandise.....	3,220,613	6,074,836	7,371,890
Total merchandise.....	\$11,023,744	\$13,275,427	\$15,251,771

The increase for the month of August, however, is not sufficient to make up for the previous decline, and the falling off in the total imports since January 1st is \$10,810,765, as compared with the previous year, and \$13,131,620 as compared with 1850.

IMPORTS ENTERED AT NEW YORK FROM FOREIGN PORTS FOR EIGHT MONTHS ENDING AUGUST 31.

	1850.	1851.	1852.
Entered for consumption.....	\$72,288,772	\$82,041,898	\$72,209,450
Entered for warehousing .....	11,659,644	9,845,001	5,916,630
Free goods .....	6,207,603	6,803,459	9,335,327
Specie .....	12,522,173	1,666,979	2,085,165
Total entered at the ports.....	\$102,678,192	\$100,357,337	\$89,546,572
Withdrawn from warehouse.....	7,094,156	8,132,230	10,952,568

The large amount of specie as shown in the statement for 1850, is owing to the California gold then included in the returns. We annex a statement of the relative receipts of merchandise:—

IMPORTS OF MERCHANDISE AT NEW YORK FOR EIGHT MONTHS.

	1850.	1851.	1852.
Dry goods.....	\$48,217,908	\$49,440,808	\$42,874,175
General merchandise .....	41,938,111	49,249,550	44,587,242
Total.....	\$90,156,019	\$98,690,358	\$87,461,407

It will be noticed, that the entries for warehousing have fallen off materially, the receipts being wanted for immediate consumption: while the withdrawals have been larger, leaving the stock of merchandise in bond much smaller than usual. This is especially true in the receipts of dry goods: the entries for warehousing in the month of August, being but \$252,896, against \$1,142,567 for August, 1851, and \$798,787 for August, 1850. The following is a correct classification of this description of imports:—

## IMPORTS OF FOREIGN DRY GOODS AT NEW YORK FOR THE MONTH OF AUGUST.

## ENTERED FOR CONSUMPTION.

	1850.	1851.	1852.
Manufactures of wool .....	\$2,254,069	\$1,736,232	\$2,528,842
Manufactures of cotton.....	943,925	870,116	1,240,071
Manufactures of silk.....	2,803,145	2,532,029	2,706,702
Manufactures of flax .....	619,777	536,816	614,686
Miscellaneous dry goods .....	383,468	382,831	536,684
<b>Total.....</b>	<b>\$7,004,384</b>	<b>\$6,058,024</b>	<b>\$7,626,985</b>

## WITHDRAWN FROM WAREHOUSE.

	1850.	1851.	1852.
Manufactures of wool .....	\$453,417	\$297,124	\$221,498
Manufactures of cotton.....	201,480	121,312	95,769
Manufactures of silk.....	146,737	121,689	140,143
Manufactures of flax .....	46,838	65,350	42,129
Miscellaneous dry goods .....	8,912	19,767	21,686
<b>Total.....</b>	<b>\$857,384</b>	<b>\$625,242</b>	<b>\$521,225</b>
<b>Add entered for consumption .....</b>	<b>7,004,384</b>	<b>6,058,024</b>	<b>7,626,985</b>
<b>Total thrown on the market.....</b>	<b>\$7,861,768</b>	<b>\$6,683,266</b>	<b>\$8,148,210</b>

## ENTERED FOR WAREHOUSING.

	1850.	1851.	1852.
Manufactures of wool .....	\$358,198	\$495,957	\$86,890
Manufactures of cotton.....	181,452	143,970	45,018
Manufactures of silk .....	181,543	371,652	72,579
Manufactures of flax .....	70,028	92,295	19,873
Miscellaneous dry goods.....	7,526	38,693	28,536
<b>Total.....</b>	<b>\$798,747</b>	<b>\$1,142,567</b>	<b>\$252,896</b>
<b>Add entered for consumption.....</b>	<b>7,004,384</b>	<b>6,058,024</b>	<b>7,626,985</b>
<b>Total entered at the port.....</b>	<b>\$7,803,131</b>	<b>\$7,200,591</b>	<b>\$7,879,881</b>

The difference in the comparative value *thrown upon the market*, as already explained, is much greater than the difference in *the total receipts*, owing to the fact that the former includes a portion of the arrivals of the preceding year, which were suffered to lie in warehouse owing to the glut of foreign goods in the market. The following is a classification of the total imports of dry goods since January 1st:

## IMPORTS OF FOREIGN DRY GOODS AT NEW YORK FOR EIGHT MONTHS FROM JANUARY 1ST.

## ENTERED FOR CONSUMPTION.

	1850.	1851.	1852.
Manufactures of wool .....	\$12,146,835	\$10,672,753	\$9,993,683
Manufactures of cotton.....	8,473,899	7,748,294	6,955,859
Manufactures of silk .....	15,236,295	18,274,613	14,949,433
Manufactures of flax .....	5,787,611	4,684,183	4,038,676
Miscellaneous dry goods.....	1,769,876	2,755,878	3,029,139
<b>Total.....</b>	<b>\$43,414,516</b>	<b>\$44,235,721</b>	<b>\$38,966,790</b>

## WITHDRAWN FROM WAREHOUSE.

	1850.	1851.	1852.
Manufactures of wool .....	\$1,177,467	\$1,193,671	\$1,300,626
Manufactures of cotton.....	955,010	1,130,186	1,221,555
Manufactures of silk .....	835,748	980,615	1,541,319

	1850.	1851.	1852.
Manufactures of flax .....	304,996	462,699	657,652
Miscellaneous dry goods .....	97,035	280,588	260,951
Total .....	\$3,370,256	\$4,047,759	\$4,982,113
Add entered for consumption .....	43,414,516	44,235,721	38,966,790
Total thrown upon the market .....	\$46,784,772	\$48,283,480	\$43,948,903

ENTERED FOR WAREHOUSING.

	1850.	1851.	1852.
Manufactures of wool .....	\$1,671,190	\$1,661,246	\$1,002,073
Manufactures of cotton .....	1,537,764	1,182,207	685,882
Manufactures of silk .....	976,085	1,610,092	1,724,697
Manufactures of flax .....	543,464	482,959	243,652
Miscellaneous dry goods .....	74,889	268,583	251,081
Total .....	\$4,803,392	\$5,205,087	\$3,907,385
Add entered for consumption .....	43,414,517	44,235,721	38,966,790
Total entered at the port .....	\$48,217,908	\$49,440,808	\$42,874,175

The receipts for duties have been larger than the imports would, at first sight, seem to warrant; owing to the considerable amount received for goods taken from the bonded warehouse.

RECEIPTS FOR DUTIES AT NEW YORK.

	1850.	1851.	1852.
January 1st to July 31st. . . . .	\$17,240,026 00	\$20,211,065 72	\$17,491,100 06
In August .....	3,484,965 65	3,234,764 21	3,884,295 56
Total for eight months. . . . .	\$20,724,991 65	\$23,445,829 93	\$21,375,395 62

The exports for the first time since January 1st, show a large decline from the corresponding month of last year, and a still greater decline as compared with the preceding year:—

EXPORTS FROM NEW YORK TO FOREIGN PORTS FOR THE MONTH OF AUGUST.

	1850.	1851.	1852.
Domestic Produce .....	\$4,937,393	\$3,259,594	\$2,340,820
Foreign merchandise, (free) .....	18,766	22,974	46,464
Foreign merchandise, (dutiable) .....	658,787	334,549	220,978
Specie .....	1,441,736	2,673,444	2,935,833
Total .....	\$7,056,682	\$6,290,561	\$5,544,095

Notwithstanding the decline as shown in August, the total exports from New York, from January 1st to September 1st, (exclusive of specie), are only \$894,868: a decline which will be nearly or quite recovered in September.

EXPORTS FROM NEW YORK TO FOREIGN PORTS FOR EIGHT MONTHS ENDING AUGUST 31ST.

	1850.	1851.	1852.
Domestic produce .....	\$27,428,526	\$28,904,460	\$27,452,133
Foreign merchandise, (free) .....	463,299	396,630	588,442
Foreign merchandise, (dutiable) .....	3,070,365	2,600,688	2,966,285
Specie .....	5,413,548	27,771,129	18,531,341
Total .....	\$36,375,738	\$59,672,907	\$49,538,251

We continue our usual comparative statement of the clearances from New

York for foreign ports, of some of the leading articles of produce, from January 1st to September 20th:—

	1851.	1852.		1851.	1852.
A shes—Pots... bbls.	16,100	13,781	Naval stores... bbls.	262,249	325,992
Pearls.....	1,444	664	Oils—whale... gals.	973,191	34,998
Beeswax..... lbs.	212,818	206,027	sperm.....	408,289	462,784
<i>Breadstuffs—</i>			lard.....	195,053	23,629
Wheat flour.. bbls.	949,618	972,600	linseed.....	5,487	10,534
Rye flour.....	6,392	7,974	<i>Provisions—</i>		
Corn-meal.....	32,309	36,506	Pork..... bbls.	35,201	28,323
Wheat..... bush.	807,784	1,499,503	Beef.....	25,535	36,179
Rye.....	none.	236,460	Cut meats... lbs.	2,762,952	1,247,919
Oats.....	2,658	8,153	Butter.....	1,751,106	509,734
Barley.....	none.	367	Cheese.....	2,992,202	670,247
Corn.....	1,392,398	712,840	Lard.....	4,214,682	3,079,827
Candles—mold... bxs.	27,792	45,080	Rice..... trcs.	21,510	22,746
sperm....	2,510	2,765	Tallow..... lbs.	1,723,461	357,736
Coal..... tons	3,895	27,591	Tobacco—crude, pkgs.	11,321	18,946
Cotton..... bales	241,653	281,689	man'd lbs.	2,546,062	3,113,551
Hay.....	4,982	6,557	Whalebone.....	1,462,490	577,636
Hops.....	128	483			

What the future demand for our breadstuffs, from Europe, may prove to be, it is, of course, at present, impossible to determine; but our own impression is, that we shall be called upon to furnish large quantities of prime wheat and flour for English markets. The crop there is not only less than was anticipated, but it has also suffered in various places more or less seriously from *blight*, which has materially injured the quality. For some months succeeding the harvest, it is probable that large quantities of poor wheat will be pressed on the market there, and produce a glut of this quality. But there must even then be a demand for prime American wheat to mix, and after the stock of native wheat shall be reduced, we may look for a steady trade in American cereals at fair prices. It is not desirable that prices should rise enormously; this would not only lessen the consumption, but would also interfere with the demand for cotton and cotton goods—a trade which is, after all, more important to us.

Much interest is felt in regard to the future course of our foreign trade. Some look upon any increase in this direction as another step in the road to ruin; while to many, it is but a token of increased prosperity. The month of September will show a larger total of imports than the corresponding month of last year, although not sufficient to make up for the falling off during the first six months. The returns are not completed as yet; but sufficient is known, to show that there will be an increase. The exports, however, will show a still greater increase; and if new cotton continues to arrive freely, there will be no lack of exchange.

The bids for the Pennsylvania loans have been opened since our last. The offering was less than anticipated; owing to the complicated character of the invitation extended. Had the State confined the proposals to a 5 per cent stock, there can be little doubt but what a higher rate would have been realized. Of the \$5,000,000, but \$3,000,000 were taken, by C. H. Fisher, Esq., on foreign account, as follows: \$400,000 5 per cent at \$30 premium for every \$1,000; \$520,000 at \$12 80; \$520,000 do. at \$15 37; \$520,000 at \$17 70; \$520,000 at \$20 20, and \$520,000 at \$22 70—an average of about 2 per cent premium. The Pennsylvania R. R. loan, of \$3,000,000 6 per cent, was also awarded to the same party, at a premium of 3½ per cent. The month closes with a better demand for money on the seaboard—the banks in the interior having drawn down their balances.

**JOURNAL OF BANKING, CURRENCY, AND FINANCE.**

**THE ENTIRE PRODUCT OF CALIFORNIA GOLD.**

We are indebted to Messrs. HUSSEY, BOND & HALE, of San Francisco, for a copy of their semi-annual circular for the six months ending June 30th, 1852. It is evidently prepared with care, and contains a variety of statistical tables of great value in a commercial and financial point of view. The subjoined estimates of the entire product of gold from 1848 to June 30th, 1852, is given in the circular alluded to above; the authors of the circular regret that the data for their estimate is so imperfect. They have given to the subject close investigation, but the table is necessarily approximated. So far as actual data can be had it is furnished, and their estimates are predicated upon such facilities as residence in the country of production, and constant careful observation afford:—

**ESTIMATES OF THE ENTIRE GOLD PRODUCT OF CALIFORNIA.**

**OFFICIAL REPORT OF DEPOSITS OF GOLD FROM CALIFORNIA.**

At the various United States mints in 1848.....		\$44,177
“ “ “ “ “ 1849.....		6,147,509
“ “ “ “ “ 1850.....		36,074,062
“ “ “ “ “ 1851.....		55,938,232
Manifested shipments to U. S. ports in December, 1851, which did not reach the mint in 1851.....		2,910,214
Importations into Chili in 1851 by official returns from that country.....	\$2,372,000	
Shipments per steamers in 1851, on freight to Europe and various countries, (not including Chili,) <i>via</i> Panama, so far as destination was declared on manifests.....	\$3,600,000	
Add estimate of shipments by same course and to same quarters in 1851, for which the destination beyond Panama was not declared—50 per cent of above.....	1,800,000	5,400,000
Known shipments by sailing vessels in 1851, to various foreign ports.....	1,000,000	
Add for amount not manifested believed to be as large.....	1,000,000	2,000,000
		<u>9,772,000</u>
Total estimate of exportation to foreign countries in '51		9,772,000
The early foreign trade to this was very large, particularly in 1849, from Pacific ports. Remittances in this early trade were made chiefly in gold dust. The aggregate shipments to foreign countries for 1848, 1849, 1850, is therefore assumed for the three years to be as large as that of 1851.....		<u>9,772,000</u>
Total estimate of exports to foreign countries to December 31st, 1851, which would not reach U. S. mints.....		19,554,000
		<u>120,658,194</u>
Estimated amount taken over land to Mexico and by passengers to Europe, East Indies, Australia, South America, (exclusive of Chili,) manufactured in California, and United States, and otherwise, retained by individuals leaving the country, and therefore not represented in the mint deposits, say 5 per cent on above.....		6,032,909

In hands of bankers, merchants, and traders in San Francisco, per tabular statement prepared December 31st, 1851.....	5,000,000
In hands of bankers and traders in other parts of California and Oregon, December 31st, 1851.....	2,500,000
Estimated half months yield at mines not brought forward December 1851—say.....	2,500,000
In circulation—gold dust and California private coin, estimated at \$20 per individual, and population estimated 212,000.....	4,240,000
Estimated product to December 31st, 1851.....	\$140,931,103
Estimated product from January 1, to June 30, 1852.....	33,849,774
Total estimated product to June 30, 1852.....	\$174,780,877

## SHIPMENTS AND ESTIMATED PRODUCTS OF GOLD FROM JANUARY 1ST TO JUNE 30TH, 1852.

The authentic materials of an estimate for the production of the six months ending June 30th, 1852, are limited to actual returns of the agents of the several steam lines and other amounts manifested at the Custom-house. The amounts taken by passengers and not manifested must be assumed. As an evidence of the importance of this item, we give a comparative statement of sums manifested at one Custom-house corresponding with those deposited at the several mints of the United States during the early part of this year, namely:—

Manifested shipments to United States ports from January 1st to April 18th, 1852, were.....	\$9,834,203
Manifested shipments in December, 1851, which would reach the mint in January 1852.....	2,910,214
Total amounts manifested for United States ports from December 5th, 1851, to April 18th, 1852.....	\$12,744,417

This amount would have reached the mints in the natural course, during the first five months of the year.

The deposits of California gold at the several United States Mints during these five months were, however, \$20,773,000. Showing an excess of 60 per cent over the sums manifested for the United States ports, which were due at the mints during those months.

A statement published in 1851, also shows that for several months the receipts at the Philadelphia Mint were nearly double the sums entered at the Custom-house in New York, during the corresponding time. It is a well known fact that nearly all home returning passengers take more or less gold. We have ourselves known of as large amounts as \$5,000 to \$20,000 (in one instance, \$80,000) having been taken in luggage to save freights.

Manifested shipments as furnished by the agents of the Pacific Mail Steamship Co., from January 1st to June 30th, 1851:—

For United States ports, <i>via</i> Panama.....	\$16,825,947
For other countries, <i>via</i> Panama.....	2,969,514
	\$19,795,461
Manifested shipments as furnished by the Agents of Vanderbilts' Line.....	419,000
Manifested shipments by sundry vessels and steamers.....	300,548
Total known shipments in 6 months.....	\$20,515,009
Add estimated amounts by sailing vessels not manifested, and sums taken overland to Mexico, say 5 per cent on above.....	1,025,765
Add 60 per cent to amount manifested, which will be equivalent to about \$1,100 each for 11,363 passengers cleared in 6 months.....	12,300,000
The bullion on hand in the State, on 30th June, 1852, may be assumed at the same as that on hand December 31, 1851, already included in estimates. It is probable that the yield for the last half year will exceed that of the first half of the year. Estimated production, 6 months.....	\$33,840,774

## PRODUCTION OF GOLD AND SILVER IN THE WORLD IN 1846 AND 1850.

The *London Times* publishes the following statistical tables and remarks on the annual supply of gold throughout the world, prepared by WILLIAM BIRKMYRE, "with much industry and care." In a letter to the editor of the *Times*, Mr. Birkmyre says, "The tables of the produce of gold and silver, I have drawn up from original authentic sources. I have investigated the subject during the last four years, and have consulted every accessible authority, both English and foreign:"—

COMPARATIVE TABLE, SHOWING THE ANNUAL PRODUCE (APPROXIMATE CALCULATION) IN VALUE OF FINE GOLD AND SILVER FOR 1846 AND 1850, THE FIRST BEING TWO YEARS BEFORE THE DISCOVERY OF THE RICH DEPOSITS OF GOLD IN CALIFORNIA; THE LATTER TWO YEARS AFTER THE DISCOVERY.

## 1846.

	Gold.	Silver.	Total.
California.....	.....	.....	.....
United States.....	£237,333	£1,864	£239,230
Mexico.....	249,753	3,457,020	3,706,773
New Granada.....	252,407	42,929	295,336
Peru.....	96,241	1,000,583	1,096,824
Bolivia.....	60,337	460,191	520,548
Chili.....	145,585	297,029	442,614
Brazil.....	259,871	2,003	261,874
Total N. and S. America.....	£1,301,560	£5,261,619	£6,563,179
Russia.....	3,414,427	167,831	3,582,258
Norway.....	.....	32,346	32,346
North Germany.....	357	133,022	133,379
Saxony.....	.....	198,200	198,200
Austria.....	282,750	282,654	565,404
Piedmont.....	17,841	7,444	25,285
Spain.....	2,498	227,499	229,997
United Kingdom.....	.....	109,989	109,989
Africa.....	203,900	1,056	204,956
Borneo.....	305,900	1,584	307,484
Ava.....	100,000	517	100,517
Malacca.....	72,240	374	72,614
Sumatra.....	63,719	330	64,049
Annan, or Tonquin.....	30,585	53,460	84,045
Various countries *.....	50,975	33,000	83,975
Total of Europe, Africa, & Asia.....	£4,545,192	£1,254,306	£5,799,498
Total N. and S. America.....	1,301,560	5,261,619	6,563,179
Total.....	£5,846,752	£6,515,925	£12,362,677

## 1850.

	Gold.	Silver.	Total.
California.....	£12,000,000	£62,088	£12,062,088
United States.....	115,430	11,444	126,874
Mexico.....	382,901	5,383,333	5,766,234
New Granada.....	252,407	42,929	295,336
Peru.....	96,241	1,000,583	1,096,824
Bolivia.....	60,357	460,191	520,548
Chili.....	145,585	297,029	442,614
Brazil.....	289,068	2,227	291,295
Total, N. and S. America.....	£13,341,989	£7,259,824	£20,601,813
Russia.....	4,175,860	171,817	4,347,477
Norway.....	.....	35,707	35,607

	Gold.	Silver.	Total.
North Germany.....	357	138,022	138,379
Saxony.....	.....	198,200	198,200
Austria.....	288,708	286,971	575,679
Piedmont.....	17,841	7,444	25,285
Spain.....	2,498	440,210	442,708
United Kingdom.....	.....	160,000	160,000
Africa.....	203,900	1,056	204,956
Borneo.....	305,850	1,584	307,434
Ava.....	100,000	517	100,517
Malacca.....	72,240	374	72,614
Sumatra.....	63,719	330	64,049
Annan, or Tonquin.....	30,585	53,460	84,045
Various countries *.....	50,975	33,000	83,975
Total of Europe, Africa, & Asia.....	£5,312,533	£1,528,592	£6,840,975
Total of N. and S. America.....	13,341,989	7,259,824	20,601,813
Total.....	£18,654,522	£8,788,416	£27,442,788

Those marked thus (\*) are exclusive of China and Japan, which produce large quantities of gold and silver, the amount of which is quite unknown to Europeans.

At the beginning of the 19th century, Baron Humboldt's estimate (*Essai Politique*, tome 2, page 633) of the annual produce of North and South America, was 17,291 kilogrammes—46,231 lbs. Troy of gold, and 795,581 kilogrammes—2,131,770 lbs. of silver; value of both metals in dollars, 43,500,000, equal to £9,243,750; the produce of Europe and Northern Asia at the same time was 4,916 lbs. of gold, £250,593; and 199,298 lbs. of silver, £657,683. Total value of the precious metals raised in America, Europe, and Northern Asia, £10,152,026.

In 1801 the quantity of pure gold produced in America was.....lbs. 46,331  
In Europe and Northern Asia, (exclusive of China and Japan)..... 4,916

Total produce..... 51,247  
=55,910 lbs. British standard gold=£2,612,200.

In 1846 the quantity of pure gold produced in America was.....lbs. 25,503  
In Europe, Africa, and Asia, (exclusive of China and Japan)..... 89,171

Total produce..... 114,674  
=125,108 lbs. British standard gold=£5,846,772.

In 1850, the quantity of pure gold produced in America was.....lbs. 261,731  
In Europe, Africa, and Asia, (exclusive of China and Japan)..... 104,219

Total produce..... 305,950  
=399,247 lbs. British standard gold=£18,654,322.

The above quantities are probably less than the actual production. The duties on gold in Russia, on the produce of the private mines, are heavy, varying from 12 to 24 per cent; in Austria, they amount to 10 per cent; in Brazil, to 5 per cent; and are understood to lead to a great deal of smuggling. In other countries, such as the United States, where there are no duties, the gold and silver stated in the table are only the quantities brought to the mints to be coined, there being no means of determining the quantity used in jewelry and other arts and manufactures.

The above tables, imperfect though they be, will suffice to show that the produce of gold in the world has greatly increased in the last few years. It would appear that it has risen from 114,674 lbs., in 1846, to 365,950 lbs. in 1850. In those five years the increase has been at the rate of 219 per cent, while silver has only increased from 1,979,084 lbs., in 1846, to 2,663,386 lbs., in 1850, or 34½ (34.5) per cent. The former metal is, therefore, apparently increasing at the rate of 44 (43.8) per cent per annum, and the latter at 7 (6.9) per cent. The greater part of the increase in silver is in Mexico, which is doubtless owing to a variety of circumstances, such as restored tranquillity, richer mines, and greater skill. It would not, therefore, be safe to count upon such an increase every year, but we are certainly not exaggerating in say-

ing that silver is now regularly increasing throughout the world. It may be estimated at an average of  $2\frac{1}{2}$  per cent per annum.

It is a remarkable fact, however, and worth recalling, that in the country where the greatest increase of silver has taken place, there was concurrently a loss of thousands of pounds of English capital, by the various English silver mining companies; so much so that none of all the silver mining companies projected to work mines in Mexico between 1824 and 1830, have been successful. Some of them were being wound up during the very time when mining was prosperously conducted by the Mexicans. This seems to have been owing to a want of knowledge, or of control, or to the mischief of share-jobbing in the English companies; but, whatever may have been the cause, the natives of that country have found silver mining to be profitable. The enormous profit of £240,000 a year obtained by the old Spaniards from the Valencianna mine, a profit larger than all the tin and copper mines of England put together, is generally looked upon more as a fable than a reality by those who have heard casually of silver mining as conducted by English companies. The English gold mining companies have done better, and probably had they some twenty years ago the skill and knowledge of the present day, they would have been highly successful.

The quantity of gold produced in America at the beginning of the century was, according to Humboldt, 46,331 lbs. Troy, and that of silver, 2,131,770 lbs. In 1846, the produce of gold in America had fallen to 25,503 lbs. Compared with the silver then produced, namely, 1,594,431 lbs., the gold was, therefore, 62 times less than the silver. In 1850, the yield of gold, in consequence of the great discoveries in California in 1848, had risen to 261,731 lbs., being in weight only eight times less than the weight of the silver.

The annual produce of gold in the whole world (excepting Africa and some parts of Asia) at the commencement of the century, was in a somewhat greater ratio, being 1 lb. of gold to 45 lbs. of silver; in the year 1846, the produce of gold (including Africa, but excepting China and Japan) was at the rate of 1 to 17. In 1850, the produce of the same countries had risen to 1 of gold to 7 of silver.

As regards the produce of gold last year in California, it would appear that it must have amounted to about \$82,118,500, equal to £17,339,544. The yield of the newly discovered gold mining region at Bathurst, New South Wales, and at Mount Alexander and Buninyong, Victoria, may be stated at fully £1,000,000. Hence there is an increase to the production of 1850 of 124,382 lbs., Troy, of fine gold, the total produce of gold in 1851 being therefore, 490,332 lbs.; at £50 19s. 5 $\frac{1}{2}$ d. per lb. pure gold, equal to £24,994,066. There is much reason to believe (*vide* the comparative table) that the annual produce of silver is now steadily increasing, say at the very low rate of  $2\frac{1}{2}$  per cent. The yield of silver in 1851 will thus be 2,729,970 lbs., Troy, equal to £9,008,900. Consequently the total value of the produce of gold and silver last year is £34,002,966.

But, large as the produce of gold is thus shown to have been last year, in California and Australia, it is likely to be greatly increased this year, it being confidently expected by the Americans that the recent discoveries of very rich deposits in various districts of California, will raise the exports for the twelve months to £100,000,000, equal to £21,041,666. This, moreover, is a very moderate allowance, as the exports alone, in the first three months, are known to have amounted to \$3,900,000 more than those of the corresponding three months of 1851; while, as regards Australia, late news from that quarter makes it probable that the produce there will at least amount to one-half of the yield of California in 1850, or £6,000,000. The exports merely, from Australia, up to January 15th, (although gold dust was selling as low as £2 17s. per ounce), have amounted to 284,000 ounces, equivalent to £1,000,000, a part of the yield of about four months' digging. Should other countries only yield at the same rate as in 1850 or 1851, namely, £6,654,522, this, added to the produce of California and Australia, will amount to £33,696,188, or 664,032 lbs. Troy. Estimating the increase in the yield of silver at  $2\frac{1}{2}$  per cent, the amount of silver for this year is 2,798,219 lbs.; at £3 6s. per lb., equal to £9,234,122. The total value of both gold and silver for the present year is, therefore, £42,930,310.

The average yearly coinage of gold during the first thirty years of this century was—

In Great Britain.....	\$1,700,000
France.....	1,300,000
United States.....	550,000
Total.....	£3,550,000

The following is a statement of the recent gold coinage in the same countries, beginning with the year in which the gold discovery was made in California:—

	Great Britain.	France.	United States.	Total.
1848.....	£2,451,999	£1,144,472	£786,555	£4,473,036
1849.....	2,177,000	1,084,882	1,875,158	5,136,540
1850.....	1,491,000	3,407,691	6,662,854	11,561,545
1851.....	10 months.	10,077,252	12,919,695	.....

The gold coinage last year in the United States exceeded by £3,398,927 the largest coinage of the same metal ever made in the United Kingdom. And the coinage in France during the first ten months exceeded by £556,494 the memorable coinage in this country of £9,520,758 in the year 1821.

The annual consumption of the precious metals (exclusive of coinage) in Europe and America, is supposed to be about £4,840,000, to which there may be added, for the other quarters of the globe, £1,660,000—total, £6,500,000. It is important, but difficult, to determine how much of this sum consists of gold. Mr. Jacob, about 20 years ago, estimated the annual consumption of gold in Great Britain at £1,636,000. The other countries of the globe would at least consume half as much more, making £2,454,000, to which the annual gold coinage has to be added. Comparing this total with the quantity of gold produced at the beginning of the century, or even for many years after, it then appears that gold from the mines was not raised in amount equal to the entire consumption; besides which, it seems to have been used relatively in a greater proportion than silver, and accounts for the premium in France of 12 francs per mille over silver, which gold not unfrequently commanded, till the recent discoveries, for a pound troy of gold in France, in 1802, was found to be exactly equal to 15 lbs. 6 oz. of silver, but afterwards became equal to 15 lbs. 8 oz. Now, however, the premium is likely to be reversed most materially, for, deducting the £2,454,000 of gold consumed in the arts, from the supposed yield of the gold mines in the present year, namely, £33,696,188, leaves £31,242,188 to be converted into coin; being a larger sum by £5,239,053 than the total circulation of gold coin in Great Britain in the year 1780. The general inference that specie must be accumulating is further borne out by the fact that, notwithstanding discounts are unusually low in the three principal cities of the world, yet there is in each city a notable increase of bullion, compared with 1848, as the following table will show:—

Bank of England, week ending May 6, 1848.....	£12,826,108
“ “ “ “ May 8, 1850.....	20,231,037
Bank of France, week ending May 4, 1848.....	3,534,165
“ “ (last return) April 8, 1852.....	23,505,204
Banks of New York, quarter ending March, 1848.....	1,404,125
“ “ “ “ 1852.....	2,029,448

Summary of the quantity of bullion in the above named banks in 1848, and the nearest corresponding period of 1852:—

	Bank of England.	Bank of France.	Banks of N. York.	Total.
1848.....	£12,826,108	£3,534,165	£1,404,125	£17,764,398
1852.....	20,231,037	23,506,204	2,029,428	55,766,689

Increase of bullion in 1852..... £28,002,291

By the last return of the Bank of England, the specie appears to the value of £20,231,037—being the largest amount she has ever held, and £3,592,722 above her highest accumulation previous to the development of the wealth of California.

It may be stated generally that there was, in 1850, five times as much gold produced in North and South America as in any of the most productive years of the American mines under the Spanish government. At the same time the silver mines of America were yielding quite as much silver as at the beginning of the century, when they were nearly as productive as at any former or later period under Spanish dominion.

Yet, notwithstanding the great increase in the produce of gold relative to silver, it is a curious fact that the price of silver has not risen; on the contrary, it has fallen in value. In the course of the week ending April 17, 1852, £580,000 worth of silver was sold at 5s. an ounce, British standard, which is only equivalent to 64s. 9d. per lb. Troy for pure silver. At that rate, 1 lb. of pure gold is worth 15½ (15.74) pounds of pure silver. In January, 1851, gold was only 15¼ (15.3) times more valuable than silver.

The following is the estimated produce of the precious metals, in tons, in 1801, 1846, 1850, 1851, and the probable amount of 1852:—

Year.	Gold.	Silver.		
1801.....	19	856,	or 1 lb. of gold to 45 lbs. of silver.	
1846.....	42	727,	do.	17 do.
1850.....	134	978,	do.	7 do.
1851.....	180	1,002,	do.	5 do.
1852.....	242	1,027,	do.	4 do.

Although the 242 tons is an increase of no less than twelve times the quantity produced at the beginning of the century—a quantity of the glittering treasure that is fraught with the mightiest consequences to society—yet, as respects bulk, it sinks into perfect insignificance, for, if it were melted into bars, a closet nine feet high, eight long, and eight broad, would hold it all. It would require 21,713 times as much space to hold all the iron that is now smelted in Great Britain.

#### STOCK FLUCTUATIONS IN BOSTON MARKET FOR SIX YEARS.

We give below a table from the *Boston Commonwealth*, exhibiting the prices of thirty different stocks, on the first day of June, for six years past, which will give an idea of the general depression which has been maintained throughout that time, more especially in railroad stocks. Bank stocks were low in 1817, and since then have been gradually gaining until they are now the highest priced securities in the market:—

	June 1, 1847.	June 1, '48.	June 1, '49	June 1, '50.	June 1, '51.	June 1, '52.
Boston & Lowell.....	119	114	117½	114	113½	110
Boston & Maine.....	117	115½	102	104¾	106½	110
Boston & Providence.....	108	92½	91½	80½	92	93¾
Boston & Worcester.....	120	113	107	96¾	106	106¾
Cheshire, (old stock).....	97	83	72	43½	60½	45
Connecticut River.....	92	101	97	85	65	68
Concord, (par 50).....	64	60½	61	54½	54	54¾
Eastern.....	110	104½	104	103	101	103½
Fall River.....	89½	90½	86	75	93	105½
Fitchburg.....	125	117½	115	111	113	107
Nashua & Lowell.....	124½	122	120	108½	107	106¾
Northern.....	102	96¾	77½	67½	71	63½
Norwich & Worcester.....	50	27½	37	44	64½	55½
Old Colony.....	103	92	79	54	67½	65¾
Portland & Saco.....	104	100½	98½	99½	101½	100½
Reading.....	29	18¾	16	24¾	29½	39½
Rutland.....	..	82½	73	54	57½	40
Vermont & Massachusetts... ..	83	71½	43	27	30	22½
Vermont Central.....	94	74¾	50½	29½	36¾	17¾
Western.....	109	103½	107	102	106½	107½
Wilmington.....	27½	26	27	24¾	30	32¾
Canton Company.....	37	33	39	..	80	81½
East Boston Company.....	19	12½	14	15½	31½	24¾
Pittsburg Copper Company..	80	64	85	94	124	108
Atlantic Bank.....	98	98½	100½	110	111½	112
Boylston Bank.....	100	101½	102	106	109½	111½
Exchange Bank.....	..	92½	97½	105	106½	107½
Merchants' Bank.....	102	100	103½	108½	109½	112½
New England Bank.....	102½	102	104¾	109½	111½	113
Shawmut Bank.....	95	92	95½	102½	105½	109

But one dividend-paying railroad stock in the above list, the Fall River, now stands higher than on the first of June, 1847; but it will be seen that the price of it was much depressed then, while the others were at the top of the ladder. Of the fancies, Norwich, Reading, Wilmington, Canton, East Boston, and Pittsburg Copper Company, all stand higher now than in June 1, 1847, but the intervening time they have each had "ups and downs" peculiar to themselves, and best known to those who have "operated" in them for profit or loss.

## RECEIPTS OF UNITED STATES FROM 1789 TO 1851.

In the *Merchants' Magazine* for September 1852, (vol. xxvii., page 349,) we published a statement of the expenditures of the United States from 1789 to 1851, inclusive, showing the annual average during each administration. We now subjoin a similar statement of the receipts for the same periods:—

## DATES AND LENGTH OF PRESIDENTIAL TERMS.

WASHINGTON—Eight years, from April 30, 1789, to March 4, 1797.

JOHN ADAMS—Four years, from March 4, 1797, to March 4, 1801.

JEFFERSON—Eight years, from March 4, 1801, to March 4, 1809.

MADISON—Eight years, from March 4, 1809, to March 4, 1817.

MONROE—Eight years, from March 4, 1817, to March 4, 1825.

JOHN Q. ADAMS—Four years, from March 4, 1825, to March 4, 1829.

JACKSON—Eight years, from March 4, 1829, to March 4, 1837.

VAN BUREN—Four years, from March 4, 1837, to March 4, 1841.

HARRISON AND TYLER—Four years, from March 4, 1841, to March 4, 1845.

POLK—Four years, from March 4, 1845, to March 4, 1849.

TAYLOR AND FILLMORE—Three years, from March 4, 1850, to March 4, 1851.

STATEMENT OF THE RECEIPTS OF THE UNITED STATES FROM 1789 TO 1851, INCLUSIVE.  
ANNUAL AVERAGE DURING EACH ADMINISTRATION.

Administration.	Customs.	Internal revenue.	Direct taxes.	Postage.
Washington.....	\$2,633,170 62	\$204,222 88	.....	\$16,976 10
John Adams.....	7,846,773 40	702,095 59	\$183,555 99	53,750 00
Jefferson.....	13,072,531 87	249,895 50	124,315 62	27,937 77
Madison.....	12,620,567 82	1,436,147 65	1,083,512 90	56,233 15
Monroe.....	18,288,740 35	285,076 92	285,076 03	7,151 10
John Quincy Adams....	21,589,463 03	21,174 62	3,453 83	222 71
Jackson.....	23,167,844 16	7,876 51	6,377 35	243 95
Van Buren.....	15,991,379 43	3,049 17	610 73	.....
Harrison and Tyler....	16,476,385 08	1,159 23	.....	.....
Polk.....	27,436,434 04	.....	.....	.....
Taylor and Fillmore....	39,010,931 05	.....	.....	.....

  

	Public lands.	Dividends and sales of bank stocks, &c.	Miscellaneous.
Washington.....	\$604 51	\$218,750 00	\$10,746 58
John Adams.....	23,986 86	151,806 00	42,242 94
Jefferson.....	428,637 30	177,045 00	94,741 34
Madison.....	983,379 62	.....	104,944 68
Monroe.....	1,803,196 80	426,863 18	137,860 86
John Quincy Adams....	1,281,007 41	411,250 00	401,249 73
Jackson.....	7,267,598 95	527,986 24	529,744 15
Van Buren.....	5,056,727 23	1,923,145 36	2,554,793 60
Harrison and Tyler....	1,414,795 71	182,420 47	519,209 12
Polk.....	2,649,618 13	.....	176,933 21
Taylor and Fillmore....	1,967,053 03	.....	1,276,324 67

  

	Receipts exclusive of loans, treasury notes, &c.	Loans and treasury notes.	Total receipts.
Washington.....	\$4,083,220 71	\$2,525,860 64	\$6,609,081 35
John Adams.....	8,746,209 80	1,763,947 81	10,510,157 61
Jefferson.....	14,175,104 42	25,606 22	14,200,710 64
Madison.....	16,284,785 85	13,740,913 12	30,025,698 97
Monroe.....	21,456,993 92	1,723,344 29	23,180,338 21
John Quincy Adams....	23,707,821 35	1,250,000 00	24,957,821 35
Jackson.....	31,507,671 35	.....	31,507,671 35
Van Buren.....	25,165,009 79	6,289,158 43	31,454,168 22
Harrison and Tyler....	18,594,219 64	10,724,327 54	29,318,547 18
Polk.....	30,262,980 14	11,733,974 81	41,996,954 95
Taylor and Fillmore....	42,254,375 42	10,878,233 00	53,132,608 42

PRODUCTION OF GOLD AT SYDNEY AND MELBOURNE.

By the last advices received from Sydney we have the following information respecting the quantity of gold obtained and exported to England since the discovery of the "diggins" in May, 1851. It will be seen that the total produce of Sydney and Melbourne is of the estimated value of £3,654,348, even at the reduced price of 65s. per ounce. We quote the figures on the authority of the *Sydney Morning Herald*:—

Twelve months have rolled round since the startling announcement was made that the soil of Australia was as rich, or even richer, than that of California, and in those twelve months how wonderful has been its production! During the first period of its existence some thought that the year might produce £500,000; others were bold enough to state that the yield would be beyond a million; but none were daring enough to anticipate the fact—that we have actually dug out of the bowels of the earth an amount that very nearly approaches £4,000,000 sterling. Such, however, is the case, as we shall now proceed to show by a few statistics:—

There has been exported, to this date.....	ounces	393,794	
There is now lying in harbor about.....		50,000	
There may be in the banks and private hands in town .....		40,000	
And at the mines, say.....		20,000	
		<hr/>	
Making a total.....		503,794	
From which deduct the quantity received from Victoria.....		148,061	
Leaving the produce of our mines for the year .....			355,733
There was exported from Melbourne up to 23d April.....		668,682	
Estimated quantity in banks and private hands in that city..		50,000	
And at the mines, say.....		50,000	
		<hr/>	
Making a total of produce from the mines.....			768,682

And showing a grand total produced by the two colonies of..... 1,124,415

Which, at 65s. per ounce, gives a value in pounds sterling of £3,654,348 15s.

The gold coming into Sydney has arrived through the various channels, as follows:—

By western mails.....	ounces	55,622	
By do. escort .....		125,251	
		<hr/>	180,873
By southern mails.....		13,826	
By do. escort.....		27,097	
		<hr/>	40,923
By mails from Tamworth.....			433
By vessels from Melbourne.....			148,061
		<hr/>	
Making a total of.....			370,290
So that there must have come in by private hands .....			113,504

It is almost impossible to obtain a correct account of the number of licenses issued, but the amount received for licenses in both colonies to 31st March last, were as follows:—

New South Wales.....	£46,171 13 0
Victoria.....	74,079 0 0

The escort fees up to the same period were:—

For New South Wales.....	£4,310 12 9
For Victoria.....	8,124 16 9

We have not had so large an influx of population as was expected, but that may be accounted for to a considerable extent by the time that must elapse before the world could become acquainted with our circumstances. The arrivals have been—

From England.....	4,029
From California.....	2,219
From Australian colonies.....	6,915
From foreign ports.....	1,752

    Making a total of..... 14,915

The departures have been—

To England.....	329	
To California.....	898	
To Port Philip and Australian Colonies.....	5,225	
And foreign ports.....	221	
Making a total of.....	—	6,673

So that our population has increased from external sources during our first gold year by..... 8,242

The news from our mines is of an encouraging character. The escorts during the week ending 6th May, 1851, brought in—

From Major's Creek.....	ounces	266
Araluen.....		264
Braidwood.....		252
Goulburn.....		89
Sofala.....		2,427
Bathurst.....		241
Ophir.....		18
And the mails—		
From Braidwood.....		232
Mudgee.....		157
Gundagai.....		26
Murrurundi.....		36
Bathurst.....		69
Sofala.....		186
Making a total, by escort and mails, of.....		4,263

in value about £14,000. There has also come in, per *Waratah* and *Dart*, from Melbourne, about 15,000 ounces.

The amount of gold deposited in the assay-office, Adelaide, up to the 20th ult., was £222,678 18s. 7d. The number of persons who had left Adelaide for the gold mines was about 18,000.

The price of gold has continued firm through the week at 63s. 6d. to 64s., according to sample.

The export since our last has been—

May 6, per <i>Johnstone</i> , for London.....	ounces	9,099
Which, at 65s. per ounce, gives.....		£29,571 15 0
Add previous export.....		1,250,250 5 7
Total shipped to this date, (8th May, 1852).....		£1,279,832 0 7

#### CONDITION OF THE BANKS OF NEW ORLEANS.

The subjoined statement of the banks in New Orleans, on the 28th August, 1852, is derived from the report of Chas. Gayarre, Secretary of State, and G. C. McWhorter, State Treasurer:—

##### MOVEMENT OF THE BANKS.

	CASH LIABILITIES.		CASH ASSETS.	
	Circulation.	Total.	Specie.	Total.
<i>Specie-paying—</i>				
Louisiana Bank.....	\$1,092,089	\$4,476,846	\$2,532,565	\$6,036,166
Canal Bank.....	1,043,467	2,426,825	1,034,343	3,178,180
Louisiana State Bank....	1,149,010	4,493,993	1,691,923	4,880,159
Mechanics' & Traders' Bank	860,795	2,086,265	970,466	2,772,511
Union Bank.....	25,520	57,152	103,547	399,462
<i>Non-specie paying—</i>				
Citizens' Bank.....	6,028	100,537	79,868	87,344
Consolidated Association...	8,021	10,063	28,021	28,021
<b>Total.....</b>	<b>\$4,184,930</b>	<b>\$13,651,681</b>	<b>\$6,440,733</b>	<b>\$17,381,843</b>

## TOTAL MOVEMENT AND DEAD WEIGHT.

	Liabilities exclusive of capital.	Assets.
<i>Specie-paying—</i>		
Louisiana Bank.....	\$4,476,845 78	\$9,439,483 82
Canal and Banking Co.....	2,426,825 57	6,748,613 46
Louisiana State Bank.....	4,493,992 63	6,885,266 31
Mechanics' & Traders' Bank.....	2,086,264 75	4,206,601 70
Union Bank.....	57,152 72	2,186,355 71
<i>Non-specie-paying—</i>		
Citizens' Bank.....	6,336,070 20	5,716,116 86
Consolidated Association.....	1,508,684 36	1,216,811 73
Total.....	\$21,385,836 01	\$36,399,244 59

## THE NEW TAX LAW OF OHIO.

RULES FOR VALUING PROPERTY IN OHIO—OF REDUCTION MADE FROM MONEYS AND CREDITS—OF LISTING AND VALUING THE PROPERTY OF MERCHANTS AND MANUFACTURERS, AND OF BANKERS, EXCHANGE BROKERS, AND STOCK JOBBERS—OF VALUING THE PROPERTY OF BANKS AND LOANING COMPANIES, AND OTHER CORPORATIONS.

We publish below those sections of the tax law of Ohio, passed at the last session of the Legislature of that State, which concern more directly the readers of the *Merchants' Magazine*, or merchants, bankers, and others who refer to its pages for all matters falling within its comprehensive scope:—

## RULES FOR VALUING PROPERTY.

SEC. 9.—Each separate parcel of real property shall be valued at its true value in money, excluding the value of the crops growing thereon; but the price for which such real property would sell at auction, or at a forced sale, shall not be taken as the criterion of such true value. Each tract or lot of real property belonging to this State, or to any county, city, or charitable institution, whether incorporated or unincorporated, and school or ministerial lands held under a lease for a term exceeding fourteen years, shall be valued at such price as the assessor believes could be obtained at private sale for such leasehold estate. Personal property, of every description, shall be valued at the usual selling price of similar property at the time of listing, and at the place where the same may then be; and if there shall be no usual selling price known to the person whose duty it shall be to fix a value thereon, then at such a price as it is believed could be obtained therefor, in money, at such time and place, Investments in bonds, stocks, joint stock companies, or otherwise, shall be valued at the true value thereof in money. Money, either in possession or on deposit, shall be entered in the statement at the full amount thereof: Provided, that depreciated bank notes shall be entered at their current value. Every credit for a sum certain, payable either in money, property of any kind, labor, or services, shall be valued at the full price of the sum so payable; if for a specific article, or for a specified number or quantity of any article or articles of property, or for a certain amount of labor, or for services of any kind, it shall be valued at the current price of such property, or of such labor or service at the place where payable. Annuities, or moneys received at stated periods, shall be valued at the price which the person listing the same believes them to be worth in money.

## OF REDUCTIONS MADE FROM MONEYS AND CREDITS.

SEC. 10. In making up the amount of moneys and credits which any person is required to list for himself, or any other person, company, or corporation, he shall be entitled to deduct from the gross amount of moneys and credits the amount of all bona fide debts owing by such person, company, or corporation, for a consideration received; but no acknowledgment of indebtedness, not founded on actual consideration, believed, when received, to have been adequate, and no such acknowledgment made for the purpose of being so deducted, shall be considered a debt within the meaning of this section; and so much only of any liability, as surety for others, shall be deducted as the person making out the statement believes the surety is legally and equitably bound to pay, and so much only as he believes the surety will be compelled to pay in consequence of the inability or insolvency of the principal debtor; and if

there are other sureties able to contribute, then only so much as the surety in whose behalf the statement is made, will be bound to contribute: Provided, that nothing in this section shall be so construed as to apply to any bank, company, or corporation exercising banking powers or privileges.

SEC. 11. No person, company, or corporation shall be entitled to a deduction on account of any bond, note or obligation of any kind, given to any mutual insurance company; nor on account of any unpaid subscription to any religious, literary, scientific, or charitable institution or society; nor on account of any subscription to, or installment payable on, the capital stock of any company, whether incorporated or unincorporated.

OF LISTING AND VALUING THE PROPERTY OF MERCHANTS AND MANUFACTURERS, AND OF BANKERS, EXCHANGE BROKERS, AND STOCK JOBBERS, &c.

SEC. 12. Every person that shall own, or have in his possession, or subject to his control, any personal property within this State, with authority to sell the same, which shall have been purchased either in or out of this State, with a view to being sold at an advanced price or profit, or which shall have been consigned to him from any place out of this State for the purpose of being sold at any place within this State, shall be held to be a merchant; and when he shall be by this act required to make out and deliver to the assessor, a statement of his other personal property, he shall state the value of such property appertaining to his business as a merchant; and in estimating the value thereof, he shall take as the criterion the average value of all such articles of personal property, which he shall have had from time to time in his possession or under his control, during the year next previous to the time of making such statement, if so long he shall have been engaged in business; and if not, then during such time as he shall have been so engaged; and the average shall be made up by taking the amount in value on hand, as nearly as may be, in each month of the next preceding year in which the person making such statement shall have been engaged in business, adding together such amounts and dividing the aggregate amount thereof by the number of months such person may have been in business during the preceding year: Provided, that no consignee shall be required to list for taxation the value of property, the product of this State, which shall have been consigned to him, for sale or otherwise, from any place within the State, nor the value of any property consigned to him from any other place for the sole purpose of being stored or forwarded: Provided, he shall, in either case, have no interest in such property, or any profit to be derived from its sale; and the word person, as used in this and the succeeding sections, shall be held to mean and include firm, company, and incorporation.

SEC. 13. Every person who shall purchase, receive, or hold any personal property of any description, for the purpose of adding to the value thereof by any process of manufacturing, refining, rectifying, or by the combination of different materials, with a view of making a gain or profit by so doing, shall be held to be a manufacturer; and he shall, when he is required to make and deliver to the assessor a statement of the amount of his other personal property subject to taxation, include in his statement the average value, estimated as provided in the preceding section, of all articles purchased, received, or otherwise held, for the purpose of being used in whole or in part in any process or operation of manufacturing, combining, rectifying, or refining, which from time to time he shall have had on hand during the year next previous to the time of making such statement, if so long he shall have been engaged in such manufacturing business, and if not, then during the time he shall have been so engaged.

SEC. 14. Every person owning a manufacturing establishment of any kind, and every manufacturer, shall list as part of his manufacturer's stock, the value of all engines and machinery, of every description, used or designed to be used in any process of refining or manufacturing, (except such fixtures as shall have been considered a part of any parcel or parcels of real property), including all tools and implements of every kind, used or designed to be used for the aforesaid purposes.

SEC. 15. Every person who shall have money employed in the business of dealing in coin, notes, or bills of exchange, or in the business of dealing in, or buying, or shaving any kind of bills of exchange, checks, drafts, bank notes, promissory notes, bonds, or other writing obligatory, or stocks of any kind or description whatsoever, shall be held to be a banker, broker, or stock-jobber; and he shall, when he is required to make out and deliver to the assessor a statement of the amount or value of his other personal property subject to taxation, also include in his statement the average value, estimated as provided in the twelfth section of this act, of all moneys, notes, bills of exchange, bonds, stocks, or other property appertaining to his business as a banker, broker, or stock-jobber, which he shall have had from time to time in his possession or

under his control during the year next previous to the time of making such statement, if so long he shall have been engaged in such business, and if not, then during the time he shall have been so engaged.

SEC. 16. That when any person shall commence merchandizing in any county after the first day of June in any year, the average value of whose personal property employed in merchandizing shall not have been previously entered on the assessor's list for taxation, in said county, such person shall report to the auditor of the county, the probable average value of the personal property by him intended to be employed in merchandizing until the first day of May thereafter, and shall pay into the treasury of such county, a sum which shall bear the same proportion to the levy for all purposes, on the average value so employed, as the time from the day on which he shall commence merchandising as aforesaid, to the first of May next succeeding, shall bear to one year: Provided, that if the person so listing his merchant's capital, shall present a bona fide receipt from the treasurer of any county, in which such merchant's capital had been previously listed and taxed for the amount of the taxes assessed and by him paid on the same capital for the same year, then and in that case it shall be a receipt from paying taxes again on such capital.

SEC. 17. That when any person shall commence or engage in the business of dealing in stocks of any description, or in buying or shaving any kinds of bills of exchange, checks, drafts, bank notes, promissory notes, or other kind of writing obligatory, as mentioned in the fifteenth section of this act, after the first day of June in any year, the average value of whose personal property employed in such business shall not have been previously entered on the assessor's list for taxation, in said county, such person shall report to the auditor of the county, the probable average value of the personal property by him intended to be employed in such business until the first day of May thereafter, and shall pay into the treasury of such county, a sum which shall bear the same proportion to the levy for all purposes, on the average value so employed, as the time from the day on which he shall commence or engage in such business aforesaid, to the first day of May next succeeding, shall bear to one year.

SEC. 18. That if any person shall commence or engage in the business of merchandising, banking, brokerage, or stock-jobbing aforesaid, as aforesaid, and shall not within one month thereafter report to the county auditor, and make payment to the county treasurer, as before required, he shall forfeit and pay the sum of 2 per cent on the value of personal property by him so employed, to be ascertained as near as may be by the testimony of witnesses, and recovered before any justice of the peace, or court having jurisdiction thereof, by an action of debt in the name of the county treasurer, for the use of the county.

ON LISTING AND VALUING THE PROPERTY OF BANKS AND BANKING COMPANIES, AND OTHER CORPORATIONS.

SEC. 19. It shall be the duty of the president and cashier of every bank and banking company that shall have been, or may hereafter be, incorporated by the laws of this State, and having the right to issue bills for circulation as money, to make out and return under oath, to the auditor of the county in which such bank or banking company may be situated, in the month of May, annually, a written statement, containing:—

1st. The average amount of notes and bills discounted or purchased by such bank or banking company, which amount shall include all the loans or discounts of such bank or banking company, whether originally made or renewed during the year aforesaid, or at any time previous; whether made on bills of exchange, notes, bonds, mortgages, or any other evidence of indebtedness, at their actual value in money, whether due, previous to, during, or after, the period aforesaid; and on which such bank or banking company has at any time reserved or received, or is entitled to receive, any profit or other consideration whatever, either in the shape of interest, discount, exchange, or otherwise.

2d. The average amount of all other moneys, effects, or dues of every description, belonging to such bank or banking company, loaned, invested, or otherwise used or employed with a view to profit, or upon which such bank or banking company receives or is entitled to receive interest.

SEC. 20. To ascertain the amount of the notes and bills discounted and purchased, and all other moneys, effects or dues of every description belonging to such bank or banking company, loaned, invested or otherwise used or employed, with a view to profit, or upon which such bank or banking company receives or is entitled to receive

interest, or be returned as aforesaid, there shall be taken as a criterion, the average amount of the aforesaid items for each month during the year next previous to the time of making such statement, if so long such bank or banking company shall have been engaged in business, and if not, then during the time such bank or such banking company shall have been engaged in business; and the average shall be made by adding together the amount so found belonging to such bank or banking company in each month so engaged in business, and dividing the same by the number of months so added together.

SEC. 21. The president, secretary, or principal accounting officer of every canal or slack water navigation company, railroad company, turnpike or plank road company, bridge company, insurance company, telegraph company, or other joint-stock company, except banking or other corporations whose taxation is specifically provided for in this act, for whatever purpose they may have been created, whether incorporated by any law of this State or not, shall list for taxation, at its real value, its real and personal property, moneys and credits, within this State, in manner following:

In all cases, returns shall be made to the several auditors of the respective counties where such property may be situated, together with a statement of the amount of said property, which is situated in each township, town, city or ward therein.

The value of all movable property shall be added to the stationary and fixed property and real estate, and apportioned to such wards, towns, cities, and townships, *pro rata*, in proportion to the value of the real estate and fixed property in said ward, town, city, or township.

And all property so listed shall be subject to, and pay the same taxes as other property listed in such ward, town, city, or township.

It shall be the duty of the accounting officer aforesaid to make return to the Auditor of State, during the month of May of each year, of the aggregate amount of all property, real and personal, by him returned, as required by the provisions of this act, to the several auditors of the respective counties in which the same may be located.

If the county auditor to whom returns are made, is of the opinion that false and incorrect valuations have been made, or that the property of the corporation or association has not been listed at its full value, or that it has not been listed in the location where it properly belongs, or in cases where no return has been made to the county auditor, he is hereby required to proceed to have the same valued and assessed in the same manner as is prescribed in the several sections of this act regulating the duties of county auditors: Provided, that nothing in this act shall be so construed as to tax any stock or interest in any joint-stock company held by the State of Ohio: Provided, that every agency of an insurance company incorporated by the authority of any other State or government, shall return to the auditor of the county in which the office or agency of such company may be kept, in the month of May annually, the amount of the gross receipt of its agency, which shall be entered on the tax list of the proper county, and subject to the same rate of taxation for all purposes, that other personal property is subject to at the place where located.

SEC. 22. The Ohio Life Insurance and Trust Company, by its president or cashier, shall in the month of May annually, return under oath, to the county auditors of the several counties of the State, a statement of its moneys loaned, and dues of every description in such counties respectively, which amount shall be entered upon the tax list of the proper counties, and taxed the average rate per cent of the taxes, for all purposes levied upon the real and personal property of such counties; and the president or cashier of said company, shall, in the month of May annually, return to the auditor of the county in which the principal office of said company is kept, a statement of the amount and value of the notes and bills discounted or purchased, and all other moneys, effects or dues of every description belonging to its banking department, and loaned, invested or otherwise used or employed with a view to profit, or upon which said company receives, or is entitled to receive interest, and which amount shall not include its moneys loaned in the several counties of the State, returned and taxed as aforesaid; which amounts shall be ascertained in the manner prescribed by the 19th and 20th sections of this act, and shall be entered on the tax list and taxed in the same manner as is provided by this act, for the taxation of other banking companies.

#### PROPERTY AND TAXES OF WORCESTER.

In the *Merchants' Magazine* for January, 1850, (vol. xxii.,) we gave, under our series of papers relating to "COMMERCIAL CITIES AND TOWNS OF THE UNITED STATES,

an elaborate description of the city of Worcester, embracing, among other matters, the progress of wealth and population from 1763 to 1850. The value of property assessed for taxation had increased from \$296,542, in 1800, to \$10,750,282, in 1849. The assessment of taxes for 1852, recently completed, shows the assessed value of property at the present time to be \$12,575,566. In the previous year (1851) it was \$11,925,055, showing an increase in the valuation in 1852 over 1851 of \$650,511. The rate of taxation on property is \$6 50 on the \$1,000. In 1851, it was \$6 75, showing a reduction of 25 cents on the thousand. This taxation, it will be understood, includes the County, School, Highway, and Water taxes. The amount of appropriations by the city, for all purposes in 1851, was \$75,500. This year (1852) it is \$85,700. Stephen Salisbury pays a tax of \$3,830, and his property is valued by the assessors at \$589,000.

#### CONDITION OF THE BANKS IN MAINE.

By the official abstract of the returns of the banks in Maine, as they existed on the first Monday in May, 1852, it appears that there are 39 banks in the State, 7 of which are in Bangor, 6 in Portland, 3 each in Augusta and Bath, 2 each in Saco, Waterville, Brunswick, and 1 each in Topsham, Biddeford, Belfast, Calais, Eastport, Gardiner, Wiscasset, Waldoboro', Hallowell, South Berwick, Skowhegan, and Thomaston.

##### LIABILITIES.

Capital stock .....	\$3,923,000
Bills in circulation .....	3,254,882
Net profits on hand.....	167,174
Balances due other banks.....	93,455
Deposits bearing interest.....	1,460,283
“ “ .....	65,343
Total amount due from the banks.....	\$8,964,138

##### RESOURCES.

Specie in bank.....	\$622,300
Real estate.....	118,523
Bills of banks in the State.....	139,472
Bills of banks elsewhere.....	84,891
Balances due from other banks.....	956,489
Due to the banks, excepting balances.....	7,042,551
Total resources.....	\$8,964,138

The last semi-annual dividend varied from 3 to 5 per cent—averaging more than 4 per cent. Acts were passed at the late session of the Legislature to incorporate new banks at Bangor, Hallowell, Lewiston Falls, Winthrop, Orono, Bowdoinham, and Richmond.

#### UNITED STATES TREASURY NOTES OUTSTANDING SEPTEMBER 1, 1852.

TREASURY DEPARTMENT, Register's Office, Sept. 1, 1852.

Amount outstanding of the several issues prior to 22d July, 1846, as per records of this office.....	\$107,861 64
Amount outstanding of the issue of the 22d July, 1846, as per records of this office.....	11,700 00
Amount outstanding of the issue of 28th of January, 1847, as per records of this office.....	8,350 00
	\$127,911 64
Deduct cancelled notes in the hands of accounting officers, all under acts prior to 22d July, 1846.....	150 00
Total.....	\$127,761 64

## PROGRESS OF BANK STOCKS IN BOSTON.

The following table, prepared by JOSEPH G. MARTIN, broker, and a correspondent of the Boston *Evening Gazette*, will give the readers of the *Merchants' Magazine* a correct idea of the gradual and steady rise in bank stocks for several years, but it is not claimed that the figures given are the *exact* price of actual sales, though care has been taken to have them as near as possible a fair representation of the market value at the several dates mentioned:—

Boston Banks.	Sept. 1847.	Sept. '48	Sept. '49.	Sept. '50.	Sept. '51.	Sept '52
Atlantic .....	99	91	103	112	112	113½
Atlas .....	98	93	99	103	102	107
Blackstone .....	...	...	...	...	new	106
Boston .....	55	54	56	57	57	58
Boylston .....	103	102	105	103	110	115½
City .....	100	93	101	103	103	108½
Cochituate .....	...	...	new	103	103	105
Columbian .....	100	94	100	101	103	108½
Commerce .....	...	...	...	new	101	109
Eagle .....	102	93	102	105	104	108½
Exchange .....	96	93	101	106	104	111½
Faneuil Hall .....	...	...	...	...	new	107½
Freeman's .....	102	102	105	107	110	114
Globe .....	105	101	105	110	111	114
Granite .....	99	97	100	103	110	108½
Grocers' .....	...	new	94	99	110	108½
Hamilton .....	102	...	100	104	106	114
Market .....	79	75	81	84	85	87½
Massachusetts .....	245	235	245	250	255	260
Mechanics' .....	102	90	100	103	105	110
Merchants' .....	104	100	107	111	111	114½
New England .....	104	101	107	110	111	114
North .....	96	90	97	101	101	107
North America .....	...	...	...	new	102	109
Shawmut .....	96	90	99	106	107	110½
Shoe and Leather Dealers' .....	109	109	112	115	110	113
State .....	60	54	61	64	63	66
Suffolk .....	125	120	128	135	140	130
Traders' .....	99	92	99	105	106	111
Tremont .....	99	93	102	105	106	113½
Union .....	103	100	103	105	110	114
Washington .....	96	91	95	99	102	106

## DAMAGES ON BILLS OF EXCHANGE.

By a Revised Law of the State of New York, the following damages on bills drawn or negotiated in this State, and protested for non-payment, are allowed, viz:—

Bills drawn on the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New Jersey, Pennsylvania, Ohio, Delaware, Maryland, Virginia, or District of Columbia, 3 per cent.

North Carolina, South Carolina, Georgia, Kentucky, or Tennessee, 5 per cent.

Any other State or Territory of the United States, or any other place on or adjacent to this continent, and north of the Equator, and any other British or foreign possessions in the West Indies, or elsewhere on the Western Atlantic Ocean, or any port or place in Europe, 10 per cent.

SEC. 19. Such damages shall be in lieu of interest, charges of protest, and all other charges incurred previous to, and at the time of giving notice of non-payment, but the holder of such bill shall be entitled to demand and recover lawful interest upon the aggregate amount of the principal sum specified in such bill, and of the damages thereon, from the time at which notice of protest for non-payment shall have been given, and payment of such principal sum shall have been demanded.

SEC. 20. If the contents of such bill be expressed in the money of account of the United States, the amount due thereon, and of the damages herein allowed for th

non-payment thereof, shall be ascertained and determined without any reference to the rate of exchange existing between this State and the place on which such bill shall have been drawn, at the time of the demand of payment, or of notice of non-payment.

SEC. 21. If the contents of such bill be expressed in the money of account or currency of any foreign country, then the amount due, exclusive of the damages payable thereof, shall be ascertained and determined by the rate of exchange or the value of such foreign currency at the time of the demand of payment.

## COMMERCIAL STATISTICS.

### STATISTICS OF THE TRADE AND COMMERCE OF NEW ORLEANS.

In preceding pages of the present number of this Magazine, we have given the annual statement of the Trade and Commerce of New Orleans for the twelve months ending August 31st, 1852, as originally prepared for the *New Orleans Price Current*. The subjoined statistics of imports, exports, arrivals and clearances of shipping, prices of produce and merchandise, &c., &c., are derived from the same reliable source. In the *Merchants' Magazine* for November, 1840, (vol. iii.) we published tabular statements of the trade of New Orleans from 1830 to 1840, which in connection with similar statements in succeeding volumes forms a complete statistical history of the commercial growth of that city from 1830 to 1852:—

TABLE SHOWING THE RECEIPTS OF THE PRINCIPAL ARTICLES FROM THE INTERIOR DURING THE YEAR ENDING 31ST AUGUST, 1852, WITH THEIR ESTIMATED AVERAGE AND TOTAL VALUE.

Articles.	Amount.	Average.	Value.
Apples.....bbls.	20,356	\$3 00	\$61,068
Bacon, assorted.....hhds. & casks	46,734	75 00	3,505,050
“ “ .....boxes	3,626	35 00	126,910
“ hams.....hhds. & trcs.	88,488	70 00	2,694,160
“ in bulk.....lbs.	281,280	08	22,502
Bagging.....pieces	60,044	13 00	780,572
Bale rope.....coils	90,272	7 50	677,040
Beans.....bbls.	6,598	10 00	65,980
Butter.....kegs & firkins	44,786	8 00	358,288
“ .....bbls.	1,778	30 00	53,340
Beeswax.....	171	45 00	7,695
Beef.....	41,227	12 00	494,724
“ .....trcs.	11,523	15 00	172,845
“ dried.....lbs.	26,100	08	2,088
Buffalo robes.....packs	1,300	75 00	97,500
Cotton.....bales	1,429,183	34 00	48,592,222
Corn meal.....bbls.	2,514	3 00	7,542
“ in ear.....	163,008	70	114,105
“ shelled.....sacks	1,397,132	1 20	1,676,558
Cheese.....boxes	72,441	3 50	253,543
Candles.....	53,936	6 00	323,616
Cider.....bbls.	300	3 00	900
Coal, western.....	850,000	50	425,000
Dried apples and peaches.....	804	5 00	4,020
Feathers.....bags	2,065	35 00	72,275
Flaxseed.....trcs.	519	10 00	5,190
Flour.....bbls.	927,212	4 00	3,708,848
Furs.....hhds, bundles & boxes	2,136	.....	1,000,000
Hemp.....bales	17,149	15 00	257,235
Hides.....	123,687	2 00	247,374
Hay.....bales	53,434	3 00	160,302
Iron, pig.....tons	62	30 00	1,860
Lard.....bbls. & trcs.	125,496	25 00	3,137,400
“ .....kegs	157,639	5 00	788,445
Leather.....bundles	7,572	25 00	189,300

Articles.	Amount.	Average.	Value.
Lime, western..... bbls.	42,305	\$1 25	\$52,881
Lead..... pigs	267,564	3 20	856,204
" bar..... kegs & boxes	1,138	20 00	22,760
" white..... kegs	1,368	3 00	4,104
Molasses, (estimated crop.)..... gallons	18,300,000	22	4,026,000
Oats..... bbls & sacks	463,273	75	347,454
Onions..... bbls.	17,184	2 00	34,368
Oil, linseed.....	758	26 00	19,708
" castor.....	4,291	28 00	120,148
" lard.....	14,114	28 00	395,192
Potatoes.....	228,095	2 00	456,190
Pork..... tcs. & bbls.	276,606	16 00	4,425,696
"..... boxes	303	35 00	10,605
"..... hds.	2,478	80 00	198,240
" in bulk..... lbs.	8,800,000	07	616,000
Porter and ale..... bbls.	406	10 00	4,060
Packing Yarn..... reels	2,093	7 00	14,651
Skins, deer..... packs	998	25 00	24,950
" bear.....	16	15 00	240
Shot..... kegs	2,704	25 00	67,600
Soap..... boxes	5,308	3 00	15,924
Staves..... M.	7,319	38 00	278,122
Sugar, (estimated crop.)..... hds.	236,547	50 00	11,827,350
Spanish moss..... bales	4,372	8 00	34,976
Tallow..... bbls.	1,307	20 00	26,140
Tobacco, leaf..... hds.	75,816	75 00	5,686,200
" strips.....	11,741	125 00	1,467,625
" stems.....	2,118	20 00	42,360
" Chewing..... kegs & boxes	4,779	20 00	95,580
Twine..... bundles & boxes	2,341	8 00	18,728
Vinegar..... bbls.	92	6 00	552
Whisky.....	146,352	7 50	1,097,640
Window glass..... boxes	19,251	2 50	48,127
Wheat..... bbls. & sacks	64,918	2 00	129,836
Other various articles, estimated at.....			5,500,000
Total value.....			\$108,051,708
Total in 1850-51.....			106,924,083
Total in 1849-50.....			96,897,873

EXPORTS OF COTTON FROM NEW ORLEANS FOR THE YEARS COMMENCING 1ST SEPTEMBER AND ENDING 31ST AUGUST.

Whither exported.	1851-2.	1850-1.	Whither exported.	1851-2.	1850-1.
Liverpool... bales	751,172	562,277	New York.....	101,938	52,398
London.....			Boston.....	128,629	82,540
Glasgow & Greenock.	11,700	15,418	Providence, R. I....	4,561	.....
Cowes, Falmouth, &c.	7,211	4,678	Philadelphia.....	15,594	14,867
Cork, Belfast, &c....	2,159	.....	Baltimore.....	4,745	2,511
Havre.....	183,054	125,067	Portsmouth.....	.....	.....
Bordeaux.....	1,554	1,164	Other coastwise ports.	45	1
Marseilles.....	4,308	4,131	Western States.....	1,200	500
Nantes, Cette & Rouen	7,338	.....			
Amsterdam.....	259	489	Total.....	1,435,815	997,458
Rotterdam & Ghent..	1,507	1,468			
Bremen.....	10,248	12,905	RECAPITULATION.		
Antwerp, &c.....	24,562	10,366	Great Britain.....	772,242	582,373
Hamburg.....	17,694	3,235	France.....	196,254	130,362
Gottenburg.....	6,634	8,180	North of Europe....	75,950	47,786
Spain and Gibraltar..	47,645	41,018	S. of Europe & China.	134,657	84,120
Havana, Mexico, &c..	11,919	565	Coastwise.....	256,712	152,817
Genoa, Trieste, &c...	75,093	42,587			
China.....	.....	.....	Total.....	1,435,815	997,458
Other foreign ports ..	15,046	11,143			

EXPORTS OF TOBACCO FROM NEW ORLEANS FOR TWO YEARS COMMENCING 1ST SEPTEMBER, AND ENDING 31ST AUGUST.

Whither exported.	1851-2.	1850-1.	Whither exported.	1851-2.	1850-1.
Liverpool . . . . . hhd.	7,844	6,457	New York . . . . .	13,347	10,087
London . . . . .	5,197	6,192	Boston . . . . .	1,941	1,594
Glasgow & Greenock . . . . .	982	574	Providence, R. I. . . . .	1,296	1,118
Cowes, Falmouth, &c. . . . .	9,056	659	Philadelphia . . . . .	385	754
Cork, Belfast, &c . . . . .	1,916	517	Baltimore . . . . .	230	291
Havre . . . . .	2,976	3,006	Portsmouth . . . . .	.....	.....
Nantes, Cette & Rouen . . . . .	1,157	.....	Other coastwise ports . . . . .	.....	.....
Amsterdam . . . . .	222	712	Western States . . . . .	.....	.....
Rotterdam & Ghent . . . . .	15,515	7,071	Total . . . . .	93,715	54,501
Bremen . . . . .	7,618	570	RECAPITULATION.		
Antwerp, &c. . . . .	475	75	Great Britain . . . . .	14,023	13,223
Hamburg . . . . .	1,229	941	France . . . . .	13,948	4,182
Gottenburg . . . . .	7,662	7,454	North of Europe . . . . .	26,814	9,393
Spain and Gibraltar . . . . .	.....	.....	S. of Europe and China . . . . .	21,731	13,859
Havana, Mexico, &c. . . . .	11,134	5,613	Coastwise . . . . .	17,199	13,844
Genoa, Trieste, &c. . . . .	.....	.....	Total . . . . .	93,715	54,501
China . . . . .	3,533	816			
Other foreign ports . . . . .					

EXPORTS OF SUGAR FROM NEW ORLEANS FOR TWO YEARS, (UP THE RIVER EXCEPTED,) FROM 1ST SEPTEMBER TO 31ST AUGUST.

Whither exported.	1851-2.		1850-1.	
	Hhds.	Bbbs.	Hhds.	Bbbs.
New York . . . . .	18,225	134	13,595	655
Philadelphia . . . . .	6,489	946	10,264	867
Charleston, S. C. . . . .	3,524	1,685	3,517	660
Savannah . . . . .	729	99	1,702	89
Providence and Bristol, R. I. . . . .	611	21	733	27
Boston . . . . .	6,400	38	3,670	237
Baltimore . . . . .	4,585	338	4,072	120
Norfolk . . . . .	1,156	...	552	.....
Richmond and Petersburg, Va. . . . .	5,327	...	3,840	2,266
Alexandria, D. C. . . . .	1,399	416	1,071	254
Mobile . . . . .	2,348	2,857	1,131	3,469
Apalachicola and Pensacola . . . . .				
Other ports . . . . .				
Total . . . . .	50,793	6,534	44,147	8,644

EXPORTS OF MOLASSES FROM NEW ORLEANS FOR TWO YEARS, (UP THE RIVER EXCEPTED,) FROM 1ST SEPTEMBER TO 31ST AUGUST.

Whither exported.	1851-2.		1850-1.	
	Hhds.	Bbbs.	Hhds.	Bbbs.
New York . . . . .	130	26,703	509	22,646
Philadelphia . . . . .	93	6,384	...	7,735
Charleston, S. C. . . . .	...	9,519	9	7,031
Savannah . . . . .	...	2,873	...	2,981
Providence and Bristol, R. I. . . . .	319	143	...	...
Boston . . . . .	...	1,409	...	2,172
Baltimore . . . . .	...	11,081	...	2,862
Norfolk . . . . .	41	5,323	...	2,313
Richmond and Petersburg, Va. . . . .	...	2,127	...	631
Alexandria, D. C. . . . .	...	16,187	...	10,398
Mobile . . . . .	...	7,207	...	4,578
Apalachicola and Pensacola . . . . .	...	5,151	118	3,677
Other ports . . . . .				
Total . . . . .	583	94,107	636	67,024

EXPORTS OF FLOUR, PORK, BACON, LARD, BEEF, LEAD, WHISKY, AND CORN, FOR THE YEAR ENDING 1ST SEPTEMBER, 1852.

Ports.	Flour, bbls.	Pork, bbls.	Bacon, hhd.	Lard, kegs.	Beef, bbls.	Lead, Pigs.	Whisky, bbls.	Corn, sacks.
New York.....	94,638	57,356	12,685	256,738	9,295	149,781	6,553	133,488
Boston.....	61,124	62,702	5,431	208,613	12,285	73,895	1,845	148,524
Philadelphia.....	24	4,849	2,772	20,686	200	31,118	1,888	13,905
Baltimore.....	.....	14,164	2,334	32,318	.....	.....	2,538	.....
Oth. coastw. ports.	179,911	25,846	26,173	51,664	752	1,645	68,311	336,719
Great Britain.....	138,569	1,263	.....	61,923	15,109	.....	.....	192,288
Cuba.....	6,681	946	812	158,447	15	.....	.....	37,466
Other foreign ports	63,764	5,622	96	2,154	551	500	21	12,384
Total.....	544,711	172,748	50,303	792,543	38,207	256,939	81,156	874,774

COMPARATIVE PRICES OF MIDDLING TO FAIR COTTON AT NEW ORLEANS ON THE FIRST OF EACH MONTH DURING A PERIOD OF FIVE YEARS.

	1851-2. Cents.	1850-1. Cents.	1849-50. Cents.	1848-9. Cents.	1847-8. Cents.
September.....	9 a 10	9 a 11	9 ½ a 11 ½	5 ½ a 7	10 ½ a 12
October.....	8 9 ¼	12 ½ 13 ½	9 ½ 12	5 ½ 7	10 11
November.....	7 8 ½	13 ½ 14 ½	9 ½ 11	5 6	7 ½ 8 ½
December.....	7 ¼ 8 ½	13 ¼ 14	10 ½ 11 ¼	5 ½ 6 ¼	6 ½ 7 ¼
January.....	7 ½ 8 ½	12 ½ 14 ½	10 ½ 11 ½	5 ½ 6 ½	6 ½ 7 ½
February.....	7 ½ 8 ½	12 ½ 13 ½	11 ½ 12 ½	6 ½ 7 ½	6 ½ 7 ½
March.....	7 ½ 9	10 ½ 13	10 ½ 12 ¼	6 ½ 7 ½	6 ½ 7 ½
April.....	7 ½ 9	10 ½ 12 ¾	10 ½ 12	6 ½ 7 ½	6 ½ 7 ½
May.....	7 ½ 9 ¼	9 ½ 11 ¼	11 ½ 13	6 ½ 7 ½	5 6 ½
June.....	9 ¼ ..	8 ¾ 11	11 ½ 13 ¼	7 8 ¾	5 ½ 7 ¼
July.....	9 ¼ ..	8 10 ½	11 ½ 13 ½	7 8 ¾	5 ½ 7 ¼
August.....	9 ¼ ..	7 9 ½	12 ½ 13 ½	9 ..	5 ½ 7 ½

COMPARATIVE PRICES OF SUGAR, MOLASSES, FLOUR, CORN, AND PORK, ON THE FIRST OF EACH MONTH, FOR THE YEAR ENDING AUGUST, 1852.

	Sugar. Cents.	Molasses. Cents.	Flour. Dollars.	Mess. Dollars.	Pork. Prime. Dollars.
September.....	3 ½ a 6 ½	23 a 30	3 ½ a 5	16 ½ a 17	15 a 15 ½
October.....	3 ½ 6 ½	23 30	3 ½ 4 ½	15 ½ 16	15 15 ½
November.....	3 6 ½	18 27	3 ½ 4 ½	13 ½ 14 ¼	13 ..
December.....	2 ½ 6	23 ¼ 24	3 ½ 4 ¾	14 ½ 15	none.
January.....	2 5 ½	17 20 ½	3 ½ 5 ½	14 14 ½	12 12 ¾
February.....	2 5 ½	15 20 ½	4 5 ½	14 ½ 15 ½	13 ½ ..
March.....	2 ¼ 5 ¼	20 25	4 ¼ 4 ¾	15 15 ½	13 ¼ 13 ½
April.....	2 ¼ 5 ¼	15 26	3 ½ 4 ½	16 ½ 16 ¾	13 ½ 13 ¾
May.....	2 ¼ 5 ¼	20 28	3 ½ 3 ¾	17 ½ 17 ¾	15 ..
June.....	3 ½ 6	23 28	3 ½ 3 ¾	17 17 ½	15 15 ½
July.....	3 ½ 6	20 28	3 ½ 4 ¼	20 20 ½	18 ..
August.....	3 ½ 6 ½	18 28	3 ½ 3 ¾	19 ½ 20 ½	18 ..

COMPARATIVE ARRIVALS, EXPORTS, AND STOCKS OF COTTON AND TOBACCO AT NEW ORLEANS, FOR TEN YEARS, FROM 1ST SEPTEMBER EACH YEAR.

Years.	Cotton, bales.			Tobacco, hhd.		
	Arrivals.	Exports.	Stocks.	Arrivals.	Exports.	Stocks.
1851-52....	1,429,183	1,435,815	9,758	89,675	93,715	18,831
1850-51....	995,036	997,458	15,390	64,030	54,501	23,871
1849-50....	837,723	838,591	16,612	60,304	57,955	14,842
1848-49....	1,142,382	1,167,303	15,480	52,335	52,896	13,293
1847-48....	1,213,805	1,201,897	37,401	55,882	60,364	14,851
1846-47....	740,669	724,508	23,493	55,588	50,376	22,336
1845-46....	1,053,633	1,054,857	6,832	72,896	62,045	17,924
1844-45....	979,238	984,616	7,556	71,493	68,679	7,673
1843-44....	910,854	895,375	12,934	82,435	84,249	4,859
1842-43....	1,089,642	1,088,870	4,700	92,509	89,891	4,873

MONTHLY ARRIVALS OF SHIPS, BARKS, BRIGS, SCHOONERS, AND STEAMBOATS AT NEW ORLEANS FOR TWO YEARS, FROM 1ST SEPTEMBER TO 31ST AUGUST.

MONTHS.	1851-2.						1850-1.							
	Ships	Barks	Brigs	Schooners	Steamships	Steamboats	Ships	Barks	Brigs	Schooners	Steamships	Steamboats		
September .	31	21	12	43	14	121	140	31	22	12	54	17	136	175
October....	74	32	26	51	18	201	186	49	17	18	32	15	131	152
November..	107	26	19	44	14	210	194	77	34	40	66	13	230	259
December..	105	66	41	77	14	303	293	61	39	43	64	12	219	408
January ...	69	39	29	55	13	205	297	68	48	29	67	15	227	336
February...	95	33	30	70	18	246	285	42	34	38	71	13	193	311
March.....	74	29	30	64	20	217	365	88	32	34	90	17	261	326
April .....	59	27	24	76	24	210	290	54	21	27	79	17	198	272
May.....	92	32	26	60	17	227	242	50	29	31	53	24	187	243
June.....	59	30	21	55	24	189	238	43	21	16	50	18	148	159
July.....	20	21	17	41	19	118	127	34	13	17	47	17	128	152
August....	22	15	12	37	18	104	121	18	10	10	31	12	71	125
Total....	807	371	287	673	213	2,351	2,778	615	320	315	704	190	2,144	2,918

COMMERCE OF SAN FRANCISCO.

ARRIVALS AND CLEARANCES OF VESSELS AND TONNAGE AT SAN FRANCISCO FOR THE SIX MONTHS ENDING 30TH JUNE, 1852.

ARRIVALS.

From	Steamers.	Ships.	Barks.	Brigs.	Sch'rs.	Sloops.	Total
Atlantic ports, United States.....	..	38	6	5	1	..	49
Europe.....	..	16	18	9	1	..	44
China.....	..	24	19	5	1	..	49
English colonies.....	..	1	5	6	2	..	14
Valparaiso.....	..	17	22	8	2	..	49
Other Pacific ports and islands.....	1	2	6	24	40	..	73
Mexican and central American ports.	1	1	3	32	10	..	47
Panama and San Juan.....	39	7	1	8	3	..	58
Coastwise.....	27	2	20	33	16	40	138
Batavia.....	..	..	1	..	..	..	1
Total.....	68	108	101	130	75	40	522

CLEARANCES.

For	Steamers.	Ships.	Barks.	Brigs.	Sch'rs.	Sloops.	Total.
Atlantic ports, United States.....	..	4	12	1	..	..	17
Europe.....	..	1	1	..	..	..	2
China.....	..	34	17	5	..	..	56
English colonies.....	..	4	11	7	7	..	29
Valparaiso.....	..	9	20	6	3	..	38
Other Pacific ports and islands.....	..	3	16	32	30	..	81
Mexican and Central American ports	..	5	19	22	10	..	56
Panama and San Juan.....	33	9	3	4	3	..	52
Coastwise.....	43	1	21	49	174	76	364
Manilla.....	..	8	3	..	..	..	11
Singapore.....	..	4	1	..	..	..	5
Calcutta.....	..	..	4	1	..	..	5
Batavia.....	..	6	4	1	..	..	11
Callao.....	1	5	9	1	1	..	17
Whaling voyages.....	..	1	..	1	1	..	3
Total.....	77	94	141	130	229	76	747

## TONNAGE ARRIVED DURING SIX MONTHS ENDING JUNE 30, 1852.

	Steamers.	Ships.	Barks.	Brigs.	Sloops & sch'rs.	Total vessels.	Tonnage.
American, coastwise . . . . .	26	42	26	40	56	190	73,315
American, from foreign ports..	42	18	17	36	31	144	65,592
Foreign, " " " " " "	..	48	58	54	28	188	62,566
Total . . . . .	68	108	101	130	115	522	201,473
Tonnage arrived, 1851—American . . . . .							330,487
Foreign . . . . .							115,200
Total . . . . .							445,687

## CLEARED DURING SIX MONTHS ENDING JUNE 30, 1852.

	Total vessels.	Tonnage.
American coastwise . . . . .	406	60,988
American, for foreign ports . . . . .	166	98,700
Foreign, for foreign ports . . . . .	175	63,117
Total . . . . .	747	222,805
Tonnage cleared, 1851—American . . . . .	417,600	
Foreign . . . . .	142,400	
Total . . . . .	560,000	

## PRICES FOR MERCHANDISE IN SAN FRANCISCO.

We are indebted to Messrs Hussey, Bond & Hale, of San Francisco, for a statement of the average, highest, and lowest price of certain articles of merchandise, as follows:—

AVERAGE, HIGHEST, AND LOWEST PRICE OBTAINED FOR SUNDRY ARTICLES, FROM JANUARY 1st, 1851, TO JUNE 30th, 1852.

Articles.	Highest price.	Lowest price.	Aver's price for 18 months.
Flour . . . . . per bbl.	June, 1852. \$20 00	April, 1852.. \$8 00	\$11 50
Pork, clear . . . . .	June, 1852. 40 00	Jan., 1852.. 12 00	20 00
Barley . . . . . per lb.	M'ch, 1852. 11	June, 1852.. 1½	6
Tea, green . . . . .	Jan., 1851. 1 25	June, 1851.. 30	58
Coffee . . . . .	Jan., 1851. 15	Jan., 1852.. 9	12½
Coal, average qualities p'r t'n	June, 1852. 38 00	July, 1851.. 9 00	22 50
Corn . . . . . per lb.	Feb., 1852. 7½	June, 1852.. 2	4
Drills, brown . . . . . per yd.	June, 1852. 17	Jan., 1851.. 8	12
Oats . . . . . per lb.	Feb., 1852. 8	June, 1852.. 2½	4½
Sugar, China No. 1 . . . . .	May, 1852. 11	Jan., 1852.. 5	8
Sugar, refined . . . . .	June, 1852. 14	Jan., 1852.. 9	12
Hams . . . . .	June, 1852. 34	Jan., 1851.. 13½	18
Butter . . . . .	May, 1852. 75	Jan., 1852.. 30	47
Lard . . . . .	June, 1852. 45	Feb., 1851.. 12½	22
Cheese . . . . .	Jan., 1851. 20	Dec., 1851.. 10	13
Mackerel . . . . . per bbl.	Jan., 1851. 15 00	Jan., 1852.. 11 00	13 00
Molasses . . . . . per gal.	Jan., 1851. 55	Nov., 1851.. 15	29
Rice, Carolina . . . . . per lb	Jan., 1851 } June, 1852 }	Jan., 1852.. 4½	7½
White Pine, av. quali's per M.	Feb., 1852 } M'ch, 1852 }	M'ch, 1851 } April, 1851 }	30 00 55 50

## PRODUCTION AND CONSUMPTION OF COFFEE.

The Baltimore *American* has been furnished with the annexed estimate of the production and consumption of Coffee throughout the world, compiled by several gentle-

men from various sources, to which we invite the attention of all who are interested. The production of coffee at sundry times is estimated by various authorities to be as follows:—

	1841.	1843.	1848.	1851.	1852.
Brazil . . . . . million pounds	160	174	270	300	300
Java . . . . .	112	125	140	100	120
St. Domingo . . . . .	25	38	35	40	30
Cuba and Porto Rico . . . . .	56	50	50	30	25
British West Indies . . . . .	12	10	12	7	5
French & Dutch West Indies . . . . .	6	7	5	2	2
Sumatra . . . . .	12	15	10	10	8
Mocha, &c. . . . .	10	8	6	5	3
Ceylon . . . . .	10	15	25	25	30
Laguayra, &c. . . . .	25	30	30	25	20
Costa Rica . . . . .	2	3	5	5	5
Total . . . . .	480	471	587	559	548

The consumption of coffee in Europe by the average of various authorities in 1848, was 400,000,000 lbs.; the consumption of the United States and British America in 1848, was estimated to be 150,000,000 lbs.; total consumption in 1848, 550,000,000 lbs.

The increase of consumption in Europe is estimated to be  $2\frac{1}{2}$  per cent per annum, which would give for 1852, 440,000,000 lbs.; the increase in the United States is estimated to be  $7\frac{1}{2}$  per cent per annum, which would give for 1852, 200,000,000 lbs.; total consumption 1852, 640,000,000 lbs.

The stock of coffee in Europe in first hands on July 1st, was 125,000,000 lbs., or about  $3\frac{1}{2}$  months' supply.

The stock of coffee in the United States in first hands, on July 1st, was 25,000,000 lbs., or about  $1\frac{1}{2}$  months' supply.

#### AMERICAN TRADE WITH CADIZ, SPAIN.

We are indebted to ALEXANDER BURTON, United States Consul, for the following statement of American vessels arriving at the port of Cadiz, for the six months ending June 30th, 1852:—

Date of Arrival.	Name.	Where from.	Tons—95ths.	Crew. Am. For.
January 15	Bark Columbia . . . . .	Charleston . . . . .	288.82	9 3
" 19	Ship Berlin . . . . .	New Orleans . . . . .	618.02	14 6
" 25	Ship Robert . . . . .	Havre . . . . .	777.65	16 4
February 5	Ship H. H. Boody . . . . .	Alicant . . . . .	664.86	13 6
" 19	Ship Euphrasia . . . . .	Havre . . . . .	486.75	11 3
" 19	Ship Chs. Humberston . . . . .	Havre . . . . .	1,099.74	16 7
March 13	Brig Itasca . . . . .	Wilmington . . . . .	242.30	8 3
" 14	Bark Commodore . . . . .	New York . . . . .	199.12	6 2
" 24	B'g. Sch. Helen F. Ryder . . . . .	Wilmington . . . . .	195.36	8 0
" 26	Brig Smyrna . . . . .	New York . . . . .	196.28	7 1
" 26	Ship Squantum . . . . .	New Orleans . . . . .	646.74	15 5
April 7	B'g. Sch. Prairie . . . . .	Wilmington . . . . .	190.07	7 2
May 4	Ship Ashburton . . . . .	New Orleans . . . . .	449.23	11 3
" 4	Ship Ascutna . . . . .	Boston . . . . .	428.82	12 1
" 18	Ship Brutus . . . . .	New Orleans . . . . .	549.50	11 5
" 18	Ship Essex . . . . .	Genoa . . . . .	698.80	16 3
" 18	Bark Hesper . . . . .	London . . . . .	391.75	11 2
June 2	Brig Hollander . . . . .	New York . . . . .	267.37	9 1
" 5	Bark Tyringham . . . . .	Liverpool . . . . .	608.45	13 4
" 16	Ship Chasca . . . . .	Havre . . . . .	658.88	16 4
" 16	Ship Robert Hooper . . . . .	London . . . . .	756.81	15 2
" 21	Brig Athens . . . . .	Havre . . . . .	299.50	12 0
			10,710.42	256 67

Total, 22 vessels, of which number,

Ves'ls.	Tons.	Men.	
10	6,443	174	Entered from European ports in ballast.
12	4,267	149	“ “ the United States with cargo composed of—
			Staves..... 208 long thousand.
			Ice..... 200 tons.
22	10,710	323	Tobacco..... 3,080 hlds. } For account
			Rosin..... 420 barrels. } of the Spanish
			Ship Timber... 6 cargoes. } Go. contract's.

## THE CLEARANCES WERE AS FOLLOWS:—

	Vessels.	Tons.	Men.
For the United States with cargo.....	17	9,588	275
European ports in ballast.....	5	1,122	47
	22	10,710	322

## THE EXPORTS BY AMERICAN VESSELS WERE:—

To the United States, Salt.....	527 lasts, or 37,944 bushels equal	
“ “ Wine.....	310 pipes.	thereto.
“ “ Liquorice Paste.....	336 cases.	
“ “ Cork and Corkwood....	297 bales.	
“ “ Lead.....	50 tons.	

During the last six months 15 foreign vessels have arrived at Cadiz from the United States (8 English, 4 Swede, 2 Sicilian, and one Russian,) with cargoes consisting of 343,000 staves, six cargoes of ship timber, and 118 barrels of rosin, the rosin and timber for account of government contractors. Within the same period 12 vessels (11 English and 1 Swede,) have touched at Cadiz for the Atlantic ports of the United States, with salt 603 lasts, or 43,416 bushels, 324 pipes wine, 355 cases liquorice, 736 bales cork and corkwood, and 1,752 pigs lead; and for California, two cargoes of English, French, and Spanish merchandise.

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**COMMERCIAL REGULATIONS.**


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## OF IMPORTS IN ORIGINAL PACKAGES EXPORTED TO MEXICO.

AN ACT AUTHORIZING IMPORTED GOODS, WARES, AND MERCHANDISE, ENTERED AND BONDED FOR WAREHOUSING IN PURSUANCE OF LAW, TO BE EXPORTED BY CERTAIN ROUTES TO PORTS OR PLACES IN MEXICO.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That any imported goods in the original packages, which shall have been duly entered and bonded, in pursuance of the warehousing act, of sixth August, eighteen hundred and forty-six, may be withdrawn from warehouse at any time within two years from the original importation for immediate exportation without payment of duties, under the provisions of the act aforesaid, to Chihuahua in Mexico, by the routes designated in the first section of the act of third March, eighteen hundred and forty-five, or by such other routes as may be designated by the Secretary of the Treasury; and likewise, that any imported merchandise duly entered and bonded at Point Isabel, in the collection district of Brazos de Santiago, or imported and bonded at any other port of the United States, and transported thence in bond and duly re-warehoused at Point Isabel, in pursuance of the warehousing law of August sixth, eighteen hundred and forty-six, may be withdrawn from warehouse at any time within two years from the date of original importation into the United States for immediate exportation, without payment of duties under the provisions of the warehousing act aforesaid, to ports and places in Mexico, by land or water, or partly by land and partly by water, or by such routes as may be designated by the Secretary of the Treasury.

SEC. 2. And be it further enacted, That any imported merchandise duly entered and bonded at any port of the United States, may be withdrawn from warehouse at any time within two years from the date of importation, without payment of duties, in pursuance of the provisions of the warehousing law of sixth August, eighteen hundred and forty-six, for immediate exportation to San Fernando, Paso del Norte, and

Chihuahua, in Mexico, through the port of La Vaca, in the collection district of Saluria in the State of Texas, and be transhipped inland thence to San Antonio in said State, and from the latter place to the destinations in Mexico aforesaid, either by way of Eagle Pass, the Presidio del Norte, and San Elizario, all on the Rio Grande; and the Secretary of the Treasury shall be, and is hereby authorized, to prescribe such regulations, not inconsistent with law, as he may deem proper and necessary, respecting the packing, marking, inspection, proof of due delivery at their foreign destinations, of the imports authorized by this and the foregoing sections of this act, to be exported from warehouse to ports and places in Mexico, and for the due protection in other respects of the public revenue.

SEC. 3. And be it further enacted, That the Secretary of the Treasury shall appoint inspectors of the customs to reside at San Antonio, Eagle Pass, the Presidio del Norte, and San Elizario, or at such other points on the route as he may designate, not exceeding four in number, who shall each receive an annual salary of two hundred and fifty dollars, and who shall make a report semi-annually to the Secretary of the Treasury, of all the trade that passes under inspection, stating the number of packages, the description of goods, their value, and the names of the exporters.

SEC. 4. And be it further enacted, That no goods, wares, or merchandise, exported out of the limits of the United States, according to the provisions of this act, shall be voluntarily landed or brought into the United States; and on being so landed or brought into the United States, they shall be forfeited, and the same proceedings shall be had for their condemnation, and the distribution of the proceeds of their sales, as in other cases of forfeiture of goods illegally imported; and every person concerned in the voluntary landing or bringing such goods into the United States, shall be liable to a penalty of four hundred dollars.

SEC. 5. And be it further enacted, That all acts and parts of acts inconsistent with the provisions of the foregoing act, be, and the same are, hereby repealed.

Approved August 30, 1852.

Since the passage of the foregoing act, the following circular from the Treasury Department, has been forwarded to the collectors and other officers of customs, explanatory &c. of the provisions of said act:—

CIRCULAR INSTRUCTIONS TO COLLECTORS AND OTHER OFFICERS OF THE CUSTOMS.

TREASURY DEPARTMENT, September 13th, 1852.

The attention of the collectors and other officers of the customs, is called to the following instructions, to be pursued in carrying into effect the provisions of the annexed Act of Congress, approved 30th August, 1852, entitled "An Act authorizing imported goods, wares, and merchandise, entered and bonded for warehousing in pursuance of law, to be exported by certain routes, to ports and places in Mexico."

1st. Directly by water to ports or places in Mexico lying on the sea coast or Rio Grande.

2d. By land or water from Point Isabel to Brownsville, or Laredo; thence by water to places in Mexico lying on the Rio Grande. No goods, under transportation, to be allowed warehousing privileges at either Brownsville or Laredo.

The first section of the before-mentioned act, modifies so much of the act allowing drawback on goods exported to Chihuahua, &c., approved 3d March, 1845, and likewise so much of the act to establish the collection district of Brazos de Santiago, as requires the duties to be paid prior to exportation thereof, and authorizes any imported goods, in the original packages, which shall have been duly entered and bonded in pursuance of the Warehousing Act of 6th August, 1846, to be withdrawn from warehouse, at any time within two years from date of original importation, for immediate exportation, *without payment of duties*. The section mentioned also modifies the provisions of the Act of 1849, respecting the transportation of goods by land from Point Isabel to Fort Brown, and authorizes their transportation from the first mentioned place to ports and places in Mexico, by land or water, or partly by land and partly by water, or by such routes as may be designated by the Secretary of the Treasury.

Until otherwise directed by the Department, the exportation of warehoused goods for *immediate* transportation, from Point Isabel to Mexico, will be by the following routes, to wit:—

Goods, wares, and merchandise, proposed to be exported to San Fernando, Paso del Norte, and Chihuahua, by the routes indicated in the second section of the Act,

must be entered for exportation in conformity with law at the port where the same is withdrawn from warehouse, and be transported by water to the port of Lavaca, in the collection district of Saluria, Texas, and to be transhipped inland thence to San Antonio; and from the latter place to the before mentioned destinations in Mexico, either by way of Eagle Pass, the Presidio del Norte, and San Elizario, all on the Rio Grande River. On the arrival of any such goods at the port of Lavaca, they will not be required to be rewarehoused, but, after proper examination and inspection by the officer of the customs at said port, will be allowed to proceed without delay to San Antonio, and thence, by the routes indicated, to their destinations in Mexico. At the port where exportation entry is made, bond will be taken in double the amount of the duties, for safe transportation of the goods through the United States, and their landing in Mexico; said bond to correspond with form E respecting exportations to Canada, attached to warehousing circular, No. 34, dated 17th February, 1849, with a change in the condition of the instrument to conform to the facts. The packages, boxes, cases, &c., containing the goods, must be secured and sealed in the mode prescribed in the 21st section of the before mentioned circular instructions.

On the arrival of the goods at Lavaca, they must be landed under the permission and inspection of the Surveyor of the Customs at said port, who will duly examine the same, to see that the cords and seals are perfect; and if found correct, will give a permit in writing for the transportation of the goods to San Antonio, and thence by the prescribed route, to their destination in Mexico. The surveyor will be required to keep a proper record in his office, describing the goods, by whom owned, the name of the vessel, with date of arrival. Further inspection of the goods will be made by the Inspector of the customs at San Antonio, and likewise by the inspectors stationed on the route by which the goods may be conveyed to Mexico. These officers will, as required by the act, respectively make "report semi-annually to the Secretary of the Treasury of all the trade that passes under inspection, stating the number of packages, description of goods, their value, and the names of the exporters."

Upon production of due proof of landing of the goods in Mexico, as required by law, the exportation bonds may be canceled.

W. L. HODGE, Acting Secretary of the Treasury.

#### THE POSTAGE LAW OF 1852, AND POSTAL REGULATIONS.

AN ACT TO AMEND THE ACT ENTITLED "AN ACT TO REDUCE AND MODIFY THE RATES OF POSTAGE IN THE UNITED STATES, AND FOR OTHER PURPOSES," PASSED MARCH THIRD, EIGHTEEN-HUNDRED AND FIFTY-ONE.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after the thirtieth day of September, eighteen hundred and fifty-two, the postage upon all printed matter passing through the mail of the United States, instead of the rates now charged, shall be as follows, to wit: Each newspaper, periodical, unsealed circular, or other article of printed matter, not exceeding three ounces in weight, shall be sent to any part of the United States for one cent; and for every additional ounce, or fraction of an ounce, one cent additional shall be charged; and when the postage upon any newspaper or periodical is paid yearly or quarterly in advance, at the office where the said periodical or newspaper is delivered, or is paid yearly or quarterly in advance at the office where the same is mailed, and evidence of such payment is furnished to the office of delivery in such manner as the Post-office department shall by general regulations prescribe, one half of said rate only shall be charged. Newspapers and periodicals not weighing over one ounce and a-half, when circulated in the State where published, shall be charged one-half of the rates before mentioned: Provided, that small newspapers and periodicals, published monthly or oftener, and pamphlets not containing more than sixteen octavo pages each, when sent in single packages weighing at least eight ounces, to one address, and prepaid by affixing postage stamps thereto, shall be charged one half of a cent for each ounce, or fraction of an ounce, notwithstanding the postage calculated on each separate article of such package would exceed that amount. The postage on all transient matter shall be prepaid by stamps or otherwise, or shall be charged double the rates first above mentioned.

SEC. 2. And be it further enacted, That books bound or unbound, not weighing over four pounds shall be deemed mailable matter, and shall be chargeable with postage at one cent an ounce for all distances under three thousand miles, and two cents for all distances over three thousand miles, to which 50 per cent shall be added in all cases

where the same may be sent without being prepaid, and all printed matter chargeable by weight shall be weighed when dry. The publishers of newspapers and periodicals may send to each other from their respective offices of publication, free of postage, one copy of each publication; and may also send to each actual subscriber, inclosed in their publications, bills and receipts for the same, free of postage. The publishers of weekly newspapers may send to each actual subscriber within the county where their papers are printed and published, one copy thereof free of postage.

SEC. 3. And be it further enacted, That no newspaper, periodical, magazine, or other printed paper or matter, shall be entitled to be sent at the rates of postage in this act specified, unless the following conditions be observed: *First.* It shall be sent without cover or wrapper; or in a cover or wrapper open at the ends or sides, so that the character of the matter contained therein may be determined without removing such wrapper. *Second.* There shall be no word or communication printed upon the same after its publication, or upon the cover or wrapper thereof, except the name and address of the person to whom it is to be sent. *Third.* There shall be no paper or other thing inclosed in or with such printed paper; and if these conditions are not complied with, such printed matter shall be subject to letter postage; and all matters sent by mail from one part of the United States to another, the postage of which is not fixed by the provisions of this act, shall, unless the same be entitled to be sent free of postage, be charged with letter postage.

SEC. 4. And be it further enacted, That if the publisher of any periodical, after being three months previously notified that his publication is not taken out of the office to which it is sent for delivery, continue to forward such publication in the mail, the postmaster to whose office such publication is sent may dispose of the same for the postage, unless the publisher shall pay it; and whenever any printed matter of any description, received during one quarter of the fiscal year, shall have remained in the office without being called for during the whole of any succeeding quarter, the postmaster at such office shall sell the same, and credit the proceeds of such sale in his quarterly accounts, under such regulations and after such notice as the Post-office Department shall prescribe.

SEC. 5. And be it further enacted, That so much of the second section of the act entitled, "An act to modify and reduce the rates of postage in the United States, and for other purposes," approved March third, eighteen hundred and fifty-one, as relates to the postage or free circulation or transmission of newspapers, periodicals and other printed matter, and all other provisions of law inconsistent with the provisions of this act, are hereby repealed.

SEC. 6. And be it further enacted, That when a list of uncalled-for letters shall be published in any newspaper printed in any foreign language, said list shall be published in such newspaper having the largest circulation within the range of delivery of said office. Approved August 30th, 1852.

The subjoined postage tables have been prepared at the Post-office Department, and are believed to be correct.

POSTAL REGULATIONS.

QUARTERLY RATES OF POSTAGE WHEN PAID IN ADVANCE, ON NEWSPAPERS AND PERIODICALS SENT FROM THE OFFICE OF PUBLICATION TO ACTUAL SUBSCRIBERS, FROM AND AFTER THE 30TH OF SEPTEMBER, 1852.

	Daily.	Six times a week.	Tri- weekly.	Semi- weekly.	Weekly.	Semi- monthly.	Monthly.
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
Weekly newspapers (one copy only) sent to actual subscribers in the county where printed and published.....					free		
Newspapers and periodicals, not exceeding 1½ oz. in weight, when circulated in the State where published.....	22½	19½	9½	6½	3½	1½	¾
Newspapers and periodicals of the weight of 3 oz. and under, sent to any part of the United States.....	45½	39	19½	13	6½	3	1½
Over 3 and not over 4 ounces.....	91	78	39	26	13	6	3
Over 4 and not over 5 ounces.....	1 36½	1 17	58½	59	19½	9	4½
Over 5 and not over 6 ounces.....	1 82	1 56	78	52	26	12	6
Over 6 and not over 7 ounces.....	2 27½	1 95	97½	65	32½	15	7½
Over 7 and not over 8 ounces.....	2 78	2 34	1 17	78	39	18	9

## DIRECTIONS.

1st. When the weight of any publication exceeds eight ounces, the same progressive rate of postage laid down in the above table, must be charged.

2d. Publishers of newspapers and periodicals may send to each other from their respective offices of publication, free of postage, one copy of each publication; and may also send to each actual subscriber, inclosed in their publications, bills and receipts for the same, free of postage.

3d. Postmasters are not entitled to receive newspapers free of postage, under their franking privilege.

4th. If the publisher of any newspaper or periodical, after being three months previously notified that his publication is not taken out of the office to which it is sent for delivery, continues to forward such publication in the mail, the postmaster to whose office such publication is sent will dispose of the same for the postage, unless the publisher shall pay it; and whenever any printed matter of any description, received during one quarter of the fiscal year, shall have remained in the office without being called for during the whole of any succeeding quarter, the postmaster of such office will sell the same and credit the proceeds of such sale in his quarterly accounts in the usual manner.

5th. Quarterly payments in advance may be made either at the mailing office or the office of delivery. When made at the mailing office, satisfactory evidence of such payment must be exhibited to the postmaster at the office of delivery.

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**THE ANCHORAGE DUES OF BRAZIL REDUCED.**

We are indebted to R. S. CHEW, Esq., of the Consular Bureau, at Washington, for the subjoined decree of the Brazilian Government, reducing the anchorage dues of vessels at the ports of that Empire:—

CONSULATE OF THE UNITED STATES, RIO DE JANEIRO, July 7, 1852.

SIR:—I have the honor to inclose herewith a printed copy of a decree of His Majesty, the Emperor, reducing the anchorage dues on vessels from foreign ports, and also a translation of the same. The reduction is very large, the rate now fixed being one-third of the sum heretofore exacted.

The former sum, 900 reis per ton, is about 48 cents of American money, and the 300 reis about 16 cents, at the present rate of exchange.

I have examined the other decrees referred to in article 2d, and find that the first refers to deductions upon vessels which bring colonists. The 2d and 3d have particular reference to vessels arriving and departing in ballast, and such as enter in "frankia," and to those which merely touch without doing business here, and to those which, making three voyages to the port in one year, have been exempted from any anchorage dues on the third voyage, and to those putting in in distress. The former regulations, as I understand, in reference to all such vessels, remain unaltered.

With great respect, your obedient servant,

(Signed)

EDWARD KENT.

HON. DANIEL WEBSTER, Secretary of State of the United States.

[TRANSLATION.]

DECREE NO. 928, OF MARCH 5, 1852.—REDUCES THE ANCHORAGE DUES.

In view of the regulation of article 28th, of the law No. 369, of the 18th of September, 1845, I deem it expedient to decree:—

ART. 1. From the 1st July, 1852, forward, the anchorage dues on vessels which may navigate between foreign ports and those of the Empire, shall be reduced to three hundred reis per ton; and the impost of the same denomination, which is now paid by coasting vessels, abolished.

ART. 2. The regulations of the 26th April, 20th July, and 15th November, 1844, are to be continued in force in the part not altered by this decree.

Joaquim José Rodrigues Torres, of my Council, Senator of the Empire, Minister and Secretary of State of the Financial Department, President of the Tribunal of the National Treasury, so understanding it, will order its execution.

Palace of Rio de Janeiro, on the 5th of March, 1852, thirty-first of the independence and of the Empire.

With the signature of His Majesty, the Emperor.

(Signed)

JOAQUIM JOSE RODRIGUES TORRES.

## NEW COMMERCIAL LAW OF THE EMPEROR OF HAYTI.

The following is a translation of a new commercial law, approved by the Senate June 29, 1852, published at Port au Prince, July 2, 1852, and promulgated by the Emperor:—

ADDITIONAL LAWS TO THE LAWS OF 23D JULY, 1838, AND 24TH DECEMBER, 1850, ON THE CUSTOMS.

Faustin I., by the grace of God and the constitutional law of the State, Emperor of Hayti, to all present and to come, greeting—

By and with the advice of the Council of Ministers and the Legislative Body.

Considering that the law of the 24th December, 1850, voted with the view of protecting the fiscal revenues of the custom-houses, has not entirely attained the objects proposed, and that it becomes necessary to insure by new dispositions the exact collection of the revenues, by protecting them against all attempts at fraud:

Have proposed the following law:—

ART. 1. On the entry at the custom-house of a vessel coming from foreign ports, the consignee will present to the director, in addition to the manifest, the original invoice or invoices of all the merchandise forming the cargo of the said vessel, which shall, like the manifest of the said cargo, be allotted with the certificate of the commercial agent of the empire, should there be one at the port of clearance of the vessel.

ART. 2. The invoice should show the marks, number, and description of the packages; as regards dry goods, the number of pieces or cuts, their measure and dimensions; for such goods as are bought by weight, the gross and net weight; and for all other goods, the precise designation of the quality and number of the articles contained in the packages, the actual price of which should be noted, and the certificate should make mention of the shipper's declaration, before the commercial agent, of the truth of the invoice.

ART. 3. A copy of the invoice shall at the same time be furnished to the agent; this copy need not contain the prices of each separate article, but only the total amount of the original invoice, and it should agree with it in every particular as regards the description of the marks, number of the packages, their contents, measure, width, quantity, weight, and precise designation of the goods.

ART. 4. All goods coming from a foreign port, where the government maintains an agent, which shall not be accompanied by an invoice, certified by the said agent, which shall not be admitted to verification at the custom-house, at least until a demand shall have been made to the Minister of Commerce by the consignee of the vessel, or by the claimant of the goods. According to the instructions given by the Minister of Commerce, the Intendant of Finances shall order the verification, which shall take place in the presence of a commission, which shall be named for the purpose.

ART. 5. The non-production of the certificate of the commercial agent at the port of clearance shall carry with it a fine of five times the amount of the invoice not accompanied by the said certificate; and this fine shall be paid into the public treasury at the same time with the duties chargeable on the cargo.

ART. 6. All declarations recognized as false in consequence of non-conformity between the invoice, duly certified, and the contents of the packages, shall carry with it the confiscation of the goods, and a penalty equal to double the amount of the duties.

ART. 7. All goods found over and above the quantities charged in the invoice, duly certified, and not exceeding 2 per cent on the amount of the said invoice, shall be subjected to double duties as regards the excess only.

ART. 8. All goods found less in quantities than what is actually charged in the duly certified invoice shall be subjected to double duties.

ART. 9. Shall be seized and sold for the benefit of the State, whether charged or not on the bills of lading, all goods without invoice and not declared on the manifest, which shall be found on the vessel either at the moment of landing, or in being landed out of custom-house hours. Besides the seizure, the proprietors of the goods and the delinquents shall each be subjected to a fine equal to double the duties. The vessel on board of which the goods shall have been found, or the crime committed, shall pay a fine of one thousand dollars, if the value of the duties on the seized goods does not exceed 50 Spanish dollars; and if the value of these duties exceeds 50 Spanish dollars, the vessel shall be confiscated and sold for the benefit of the State.

ART. 10. All contraventions to the dispositions of the laws on the customs, which

might carry with them the confiscation of vessels or goods, and condemnation to fines and all other penalties, shall be made known by the Intendant of Finances, or denounced by any other person, to the Imperial Procureur, and shall be judged immediately by the tribunals of peace, or Imperial Courts competent to take cognizance of them.

The sale of articles seized shall take place by public cries, at the bar of the tribunal which shall have had charge of the case, and in the presence of the Imperial Procureur, or his substitute.

ART. 11. Whosoever shall give notice of the fraud, or shall facilitate the seizure of goods in contraband, shall be entitled to one-half of the net proceeds of the articles seized.

ART. 12. All custom-house regulations relating to masters of vessels coming from foreign parts, shall be copied out into small books in different languages, and one of these books shall, on the arrival of the pilot on board of each vessel, be handed by him to the captain, who shall be required, on presenting himself at the Bureau of the Port, to sign an acknowledgment of the receipt of the said book.

ART. 13. Every consul or commercial agent of the empire, established in a foreign port, shall receive the following charges for certifying invoices and manifests, viz:—

|                                                                   |        |
|-------------------------------------------------------------------|--------|
| For every invoice from 1 to 100 Spanish dollars . . . . .         | \$0 50 |
| For every invoice from 101 to 500 Spanish dollars . . . . .       | 1 00   |
| For every invoice from 501 to 1,000 Spanish dollars . . . . .     | 1 50   |
| For every invoice from 1,001 to 5,000 Spanish dollars . . . . .   | 2 00   |
| For every invoice from 5,000 to 10,000 Spanish dollars . . . . .  | 4 00   |
| For every invoice from 10,001 to 20,000 Spanish dollars . . . . . | 6 00   |
| For every invoice from 20,001 and upward . . . . .                | 10 00  |
| For every manifest . . . . .                                      | 2 00   |

ART. 14. The present law shall be put into execution as follows:—In three months for vessels coming from ports on the American continent and the Islands of the Archipelago, and in four months for vessels coming from ports in Europe, both to start from the day of its promulgation.

ART. 15. The present law abrogates all dispositions contrary to it. It shall be printed and published, and the Ministers are charged each in that which concerns him with its execution.

Done at the Chamber of Representatives, at Port au Prince, June 21, 1852, in the forty-ninth year of the independence, and third of the reign of his Imperial Majesty.

#### CONCERNING THE STOWAGE OF MIXED CARGOES.

The subjoined instructions to commanders and mates for the stowage of mixed cargoes, were prepared by Henry Chapman & Co., agents for Lloyd's, Liverpool, and approved and recommended by the committee for managing the affairs of Lloyd's:—

1. Owners, commanders, and mates of ships are considered in law in the same situation as common carriers: it is, therefore, necessary that all due precaution be taken to receive and stow cargoes in good order, and deliver the same in like good order. The law holds the ship owner liable for the safe custody of the goods when properly and legally received on board in good order, and for the "delivery to parties producing the bill of lading. The captain's blank bill of lading should be receipted by the warehouse keeper or person authorized to receive the contents. Goods are not unfrequently sent alongside in a damaged state, and letters of indemnity given to the captain by the shippers for signing in good order and condition; this is nothing more nor less than conniving at fraud; fine goods are often damaged in the ship's hold, by lumpers, if permitted to use cotton hooks in handling bales. All goods must be received on board according to the custom of the port where the cargo is to be taken in, and the same custom will regulate the commencement of the responsibility of the masters and owners.

2. Hemp, flax, wool, and cotton should be dunnaged nine inches on the floors, and to the upper part of the bilge, the wing bales of the second tier kept six inches off the side at the lower corner, and two-and-a-half inches at the sides. Sand or damp gravel ballast to be covered with boards. Pumps to be frequently sounded and attended to. Sharp bottomed ships one-third less dunnage in floor and bilges. Avoid horn shavings as dunnage from Calcutta.

3. All corn, wheat, rice, peas, beans, &c., when in bulk, to be stowed on a good high

platform, or dunnage wood, of not less than ten inches, and in the bilges 14 inches dunnage; the pumps and masts cased, to have strong bulk-heads, good shifting boards, with feeders and ventilators, and to have no admixture of other goods. Flat-floored, wall-sided ships should be fitted with bilge pumps. On no consideration must the staunchions under the beams be removed.

4. Oil, wine, spirits, beer, molasses, tar, &c., to be stowed bung up; to have good *cross beds* at the quarters, (*and not to trust to hanging beds*), to be well chocked with wood, and allowed to stow three hights of pipes or butts, four hights of puncheons, and six hights of hogsheads or half puncheons. All moist goods and liquids, such as salted hides, bales of bacon, butter, lard, grease, castor oil, &c., should not be stowed too near dry goods, whose nature is to absorb moisture. Shipowners have often to pay heavy damage for leakage in casks of molasses, arising from stowing too many hights without an intervening platform or 'twixt decks. From Bengal goods also are frequently damaged by castor oil.

5. Tea and flour, in barrels; flax, clover, and linseed, or rice, in tierces; coffee and cocoa, in bags, should always have nine inches at least of good dunnage in the bottom, and fourteen to the upper part of the bilge, with two-and-a-half inches at the sides; allowed to stow six hights of tierces, and eight hights of barrels. All ships above six hundred tons should have 'twixt decks or platforms laid for these cargoes, to ease the pressure—caulked 'twixt decks should have scuppers in the sides, and two-and-a-half inches of dunnage laid athwart ship, and not fore-and-aft ways, when in bags or sacks; and when in boxes or casks not less than one inch. Rice from Calcutta is not infrequently damaged by indigo, for want of care in stowing.

6. Entire cargoes of sugar, saltpeter, and guano, in bags, must have the dunnage carefully attended to, as laid down for other goods. Timber ships are better without 'twixt decks, if loading all timber or deals. Brown sugar is to be kept separate from white sugar, and both kept from direct contact with saltpeter.

7. Pot and pearl ashes, tobacco, bark, indigo, madders, gum, &c., whether in casks, cases, or bales, to be dunnaged in the bottom, and to the upper part of the bilges, at least nine inches, and two-and-a-half inches at the sides.

8. Miscellaneous goods, such as boxes of cheese, kegs and tubs of lard, or other small or slight made packages, not intended for broken stowage, should be stowed by themselves, and dunnaged as other goods.

9. Barrels of provisions and tallow casks allowed to stow six hights. All metals should be stowed under, and separated from goods liable to be damaged by contact.

10. All manufactured goods, also dry hides, bales of silk, or other valuable articles, should have two-and-a-half inches of dunnage against the side, to preserve a water course. Bundles of sheet iron, rods, pigs of copper or iron, or any rough hard substance, should not be allowed to come in contact with bales or bags, or any soft packages liable to be chafed. When mats can be procured they should be used at the sides for silk, tea, &c.

11. Tar, turpentine, rosin, &c., to have the flat beds of wood, under the quarters, of an inch thick, and allowed to stow six hights.

12. Very frequent and serious loss falls on merchants on the upper part of cargoes, particularly in vessels that bring wheat, corn, tobacco, oil cake, &c., arising from vapor damage, imbibed by wheat, flour, and other goods stowed in the same vessel with turpentine, or other strong-scented articles; the shippers are to blame for such negligence, for not making due inquiry before shipping.

13. Ships laden with full cargoes of coal, bound round Cape Horn or Cape of Good Hope, to be provided with approved ventilators as a preventive against ignition.

14. No vessel bound on any over-sea voyage should, on any account, be loaded beyond that point of immersion which will present a clear side out of water when upright, of three inches to every foot depth of hold, measured amidships, from the hight of the deck at the side to the water.

#### IMPORTANT DECISION ON THE REVENUE LAW.

The Supreme Court, just previous to its adjournment, decided that the 58th and 59th sections of the Act of the 2d March, 1799, as regards rates of tare and allowance for leakage, are not in force under the tariff of 1843. Under this decision, in future, no allowances beyond actual tare can be made in estimating the quantity subject to duty of any weighable article, and the allowance of 2 per cent on liquids for perspective leakage will allowed, but any leakage during the voyage of importation will still

be subject to deduction from the dutiable value. The same decision also declares that the construction put by the Treasury Department upon the revenue laws, as regards the imposition of duty, is binding until reversed by judicial proceedings, and that no claim can be made for a return of duties under such treasury construction, unless the parties, at the time of entry made a protest specially stating the ground of objection.

## NAUTICAL INTELLIGENCE.

### LIGHTS CARRIED BY SEA-GOING VESSELS.

BRITISH ADMIRALTY NOTICE, RESPECTING LIGHTS TO BE CARRIED BY SEA-GOING VESSELS, TO PREVENT COLLISIONS.

All British sea-going steam vessels, (whether propelled by paddles or screws,) shall, within all seas, gulfs, channels, straits, bays, creeks, roads, roadsteads, harbors, havens, ports and rivers, and under all circumstances, between sunset and sunrise, exhibit lights of such description, and in such manner as is hereinafter mentioned, viz:—

When under steam—A bright white light at the foremost head; a green light on the starboard side; a red light on the port side.

1. The mast-head light is to be visible at a distance of at least five miles in a dark night with a clear atmosphere, and the lantern is to be so constructed as to show a uniform and unbroken light over an arc of the horizon of twenty points of the compass, being ten points on each side of the ship, viz: from right ahead to two points abaft the beam on either side.

2. The green light on the starboard side is to be visible at a distance of at least two miles in a dark night with a clear atmosphere, and the lantern is to be constructed so as to show a uniform and unbroken light over an arc of the horizon of ten points of the compass, viz: from right ahead to two points abaft the beam on the starboard side.

3. The red light on the port side is likewise to be fitted so as to throw its light the same distance on that side.

4. The side lights are moreover to be fitted with screens on the inboard side, of at least three feet long, to prevent the light from being seen across the bow.

When at anchor—a common bright light.

### SAILING VESSELS.

We hereby require that all sailing vessels, when under sail, or being towed, approaching or being approached by any other vessel, shall be bound to show, between sunset and sunrise, a bright light in such a position as can be best seen by such vessel or vessels, and in sufficient time to avoid a collision.

All sailing vessels at anchor in roadsteads of fairways, shall also be bound to exhibit, between sunset and sunrise, a constant bright light at the mast-head, except within harbors or other places where regulations for other lights for ships are legally established.

The lantern to be used when at anchor, both by steam vessels and by sailing vessels, is to be so constructed as to show a good clear light all round the horizon.

We hereby revoke all regulations heretofore made by us, relating to steam-vessels exhibiting or carrying lights; and we require that the preceding regulations be strictly carried into effect on and after the 1st of August, 1852.

Given under our hands the first day of May, 1852.

HYDE PARKER.  
P. HORNBY.

By command of their Lordships, W. A. B. HAMILTON.

### ALTERATION IN THE BEACONS AT THE MOUTHS OF THE TEXEL.

THE HAGUE, 19th July, 1852.

The Minister of Marine informs all interested thereby, that the following alteration and modification of the Beacons at the mouths of the Texel is to take place:—

On the 1st of August, 1852, the present outside white, outside black, and second black buoy, will be removed and in lieu thereof there will be laid:—

One outside white buoy against the north side of the bank, in a depth of 60 palms at the mark, Schoute Cape in the light-house of Kykduin, and one outside black buoy (in the shape of an anchor buoy,) against the North Grounds in 56 palms depth, at the marks.

The Steeple of Hoorn on Texel in the third white sand hill north of the Young Petersdown, Schoute Cape at the Battery, north of Kykduin and the capes at the Sand Dyke, S. S. E.  $\frac{3}{4}$  E. (unadjusted compass.)

By this alteration of the buoys, the present outside buoys at this entrance will be done away with, and the entrance at the West Mouth, indicated by the above-mentioned outside buoys, will come to be very nearly at the place now included between the second and third black buoys.

Further, the white buoys placed along the shore in the Schulpengat (which on entering are kept on the starboard side,) are to be immediately increased by another similar buoy between the second buoy of the so called French Shoal, and the third white buoy inside at the marks.

The small cape at the foot of Kykduin, and the fifth black buoy, W. N. W. (unadjusted compass,) in 68 palms depth.

And, further, in Texel Roads, east of the Laam, another black buoy is to be placed in 40 palms depth, at the marks.

The mill at the Helder, just clear of the east side of the church steeple of Helder, and the Jewish and Catholic Churches in a line one behind the other.

#### CORAL BANK IN THE CHANNEL OFF THE ROADS OF BATAVIA.

THE HAGUE, June, 22, 1852.

The Minister of Marine hereby informs such as are interested thereby, that according to information received from the Committee for the improvement of the Indian Sea Charts, dated 17th April last, the shoal in the large channel to the Roads of Batavia, north of the Island of Middleburg, on which, on the 1st July, 1850, the ship Johanna Maria Christina had struck, and concerning which a provisional announcement, dated, 14th October, 1850, was given in the Netherland Staats Courant, has since then been further examined and determined by Lieutenant of the 1st class, P. Van Woelderden, commanding His Majesty's steamship Borneo, as follows:—

Soundings—The south point of Po Dapper, N. 57° E.; the north point of Haarlem, S. 60° E.; the east point of Amsterdam, S. 33° E.; the west point of do. S. 18° E.; the east point of Middleburg S. 9° E.; the west point of do. S 6° W.; the south point of Small Kombuis N. 89° W.

Besides which, from the bank, the following bearings apply:—

The north point of Small Kombuis in a line with the south point of Great Kombuis; the east point of Amsterdam in a line with the middle of Purmerend.

According to the above mentioned information, the shoal consists of a very narrow coral bank, stretching about two ship's lengths east and west, with  $3\frac{3}{4}$  to 5 fathoms (7 to 9, 4 Netherland Ells,) water, and is known to the fishermen by the name of Karang Berengang.

(Signed,)

J. ENSLIE.

#### VESSELS BOUND OR TOUCHING AT MONTEVIDEO.

OFFICIAL NOTICE FOR VESSELS BOUND TO OR TOUCHING AT MONTEVIDEO.

CONSULATE-GENERAL OF THE ORIENTAL REPUBLIC OF URUGUAY.

The undersigned consul-general of said republic, begs to notify all those trading to Montevideo, that he has received officially from his government dated Montevideo, 5th May, 1852, notice that they will enforce rigidly the regulations of the port, and vessels sailing for that republic must have the following papers, certified by the consul, or be liable to a fine of \$1,200: Bill of health, two copies of manifests, crew list.

JOHN LEWIS DARBY, Consul-General.

#### CURRENTS OF THE AMAZON AND MISSOURI.

Lieutenant MAURY, of the National Observatory at Washington, says:—

“If drift wood from the Andes, in the interior of South America, be set afloat upon the head waters of the Amazon, and if another log be felled from the Rocky Mountains, in the interior of North America, and cast upon the head waters of the Missouri, these two pieces of drift, taken to represent the currents of their rivers, and of the seas into which they empty, will, each obeying the force of the winds and set of the currents, be driven out upon the broad ocean through the Florida Pass.”

## RAILROAD, CANAL, AND STEAMBOAT STATISTICS.

### RATES OF TOLL ON THE NEW YORK CANALS.

ESTABLISHED BY THE CANAL BOARD ON PERSONS AND PROPERTY TRANSPORTED ON THE  
NEW YORK STATE CANALS, WHICH TOOK EFFECT ON THE OPENING OF NAVIGATION IN 1852.

| PROVISIONS, ETC.                                                                                                                                                                                              | Cents. | Mills. | Frac-<br>tions. |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|--------|-----------------|
| On salted beef, butter, tallow, beer, cider, and vinegar, per 1,000 lbs.                                                                                                                                      | 0      | 3      | 0               |
| On salted pork, bacon, lard, lard oil, grease and cheese, per 1,000 lbs.<br>per mile.....                                                                                                                     | 0      | 1      | 5               |
| On salted fish and fish in brine, per 1,000 lbs. per mile.....                                                                                                                                                | 0      | 4      | 0               |
| On bran and ship-stuff, and oil cake or oil meal, in bulk, per 1,000 lbs.<br>per mile.....                                                                                                                    | 0      | 2      | 0               |
| <b>IRON, MINERALS, ORES, ETC.</b>                                                                                                                                                                             |        |        |                 |
| On salt, manufactured in this State, per 1,000 lbs. per mile.....                                                                                                                                             | 0      | 1      | 0               |
| On foreign salt, per 1,000 lbs. per mile.....                                                                                                                                                                 | 0      | 5      | 0               |
| On gypsum, the product of this State, per 1,000 lbs. per mile.....                                                                                                                                            | 0      | 1      | 0               |
| On foreign gypsum, per 1,000 lbs. per mile.....                                                                                                                                                               | 0      | 3      | 0               |
| On bloom, scrap and pig iron, broken castings, gas pipes and water<br>pipes, per 1,000 lbs. per mile.....                                                                                                     | 0      | 2      | 0               |
| On brick, sand, lime, clay, earth, manure, iron ore, pig and smelted<br>copper, and stone for the manufacture of lime, per 1,000 lbs. per<br>mile.....                                                        | 0      | 1      | 0               |
| On leached ashes and bones for manure, per 1,000 lbs. per mile....                                                                                                                                            | 0      | 0      | 5               |
| On pot and pearl ashes, window glass, barilla and bleaching pow-<br>ders, kelp, soda ash, copperas, and manganese, per 1,000 lbs. per<br>mile.....                                                            | 0      | 4      | 0               |
| On mineral coal and charcoal, per 1,000 lbs. per mile.....                                                                                                                                                    | 0      | 0      | 5               |
| On stoves, iron car wheels and car axles, bed plates for steam-engines,<br>plow castings, and all other iron castings, except machines and the<br>parts thereof, per 1,000 lbs. per mile.....                 | 0      | 3      | 0               |
| On bar and pig lead, going towards tide water, and copper ore, per<br>1,000 lbs. per mile.....                                                                                                                | 0      | 0      | 5               |
| On stove pipe and furniture for stoves, not cast iron, per 1,000 lbs.<br>per mile.....                                                                                                                        | 0      | 6      | 0               |
| <b>FURS, PELTRY, SKINS, ETC.</b>                                                                                                                                                                              |        |        |                 |
| On furs and the skins of animals producing furs, per 1,000 lbs. per<br>mile.....                                                                                                                              | 1      | 0      | 0               |
| On deer, buffalo and moose skins, per 1,000 lbs. per mile.....                                                                                                                                                | 0      | 5      | 0               |
| On sheep skins, per 1,000 lbs. per mile.....                                                                                                                                                                  | 0      | 4      | 0               |
| On green hides of domestic animals of the United States, per 1,000<br>lbs. per mile.....                                                                                                                      | 0      | 3      | 0               |
| On imported raw hides of domestic and other animals, per 1,000 lbs.<br>per mile.....                                                                                                                          | 0      | 5      | 0               |
| <b>FURNITURE, ETC.</b>                                                                                                                                                                                        |        |        |                 |
| On household furniture, accompanied by and actually belonging to<br>families emigrating, per 1,000 lbs. per mile.....                                                                                         | 0      | 3      | 0               |
| On carts, wagons, sleighs, plows, and mechanics' tools necessary for<br>the owner's individual use, when accompanied by the owner, emi-<br>grating for the purpose of settlement, per 1,000 lbs. per mile.... | 0      | 3      | 0               |
| <b>STONE, SLATE, ETC.</b>                                                                                                                                                                                     |        |        |                 |
| On tile for roofing and stoneware, per 1,000 lbs. per mile.....                                                                                                                                               | 0      | 4      | 0               |
| On slate, all stone wrought or partly wrought, fire proof cement, and<br>drain tile, per 1,000 lbs. per mile.....                                                                                             | 0      | 2      | 0               |
| On unwrought stone, per 1,000 lbs. per mile.....                                                                                                                                                              | 0      | 1      | 5               |

LUMBER, WOOD, ETC.

|                                                                                                                                                                                                                                                                                                                                                                                                            | Cents. | Mills. | Frac-<br>tions. |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|--------|-----------------|
| On timber, squared and round, per 100 cubic feet per mile, if carried in boats.....                                                                                                                                                                                                                                                                                                                        | 0      | 4      | 0               |
| On the same, if carried in rafts, per 100 cubic feet per mile.....                                                                                                                                                                                                                                                                                                                                         | 1      | 0      | 0               |
| On the same, if cleared after the 1st of June and arriving before the 15th of August, inclusive, per 100 cubic feet per mile.....                                                                                                                                                                                                                                                                          | 0      | 7      | 0               |
| On lumber carried in boats, when weighed, per 1,000 lbs. per mile namely:—                                                                                                                                                                                                                                                                                                                                 |        |        |                 |
| 1. On white pine, white wood, bass wood, and cedar.....                                                                                                                                                                                                                                                                                                                                                    | 0      | 1      | 5               |
| 2. On oak, hickory, beech, sycamore, and black walnut.....                                                                                                                                                                                                                                                                                                                                                 | 0      | 1      | 0               |
| 3. On spruce, maple, ash, and elm.....                                                                                                                                                                                                                                                                                                                                                                     | 0      | 1      | 2               |
| 4. On cherry.....                                                                                                                                                                                                                                                                                                                                                                                          | 0      | 1      | 4               |
| 5. On hemlock.....                                                                                                                                                                                                                                                                                                                                                                                         | 0      | 0      | 6               |
| 6. On boards, plank, scantling, and sawed timber, reduced to inch measure, all kinds of red cedar, cedar posts, estimating that a cord, after deducting for opening, will contain one thousand feet, and all siding, lath, and other sawed stuff, less than one inch thick, carried in boats, (except such as is enumerated in rates number 32 and 41.) per 1,000 feet per mile, when not weighed.....     | 0      | 4      | 0               |
| 7. On hemlock, per 1,000 feet per mile, when not weighed....                                                                                                                                                                                                                                                                                                                                               | 0      | 2      | 5               |
| 8. On sub. 6 and 7, if transported in rafts, per 1,000 feet per mile                                                                                                                                                                                                                                                                                                                                       | 2      | 0      | 0               |
| On mahogany, (except veneering,) reduced to inch measure, per 1,000 feet per mile.....                                                                                                                                                                                                                                                                                                                     | 1      | 5      | 0               |
| On sawed lath, of less than ten feet in length, split lath, hoop poles, handspikes, rowing oars, broom handles, spokes, hubs, tree-nails, fellies, boat-knees, plane stocks, pickets for fences, and stuff manufactured or partly manufactured for chairs or bedsteads, hop poles, brush handles, brush backs, looking-glass backs, gun stocks, plow beams, and plow handles, per 1,000 lbs. per mile..... | 0      | 2      | 0               |
| On staves and heading, empty barrels and casks, and ship knees, transported in boats, per 1,000 lbs per mile.....                                                                                                                                                                                                                                                                                          | 0      | 1      | 0               |
| On the same, if transported in rafts, per 1,000 lbs. per mile.....                                                                                                                                                                                                                                                                                                                                         | 0      | 5      | 0               |
| On shingles, carried in boats, per 1,000 lbs. per mile.....                                                                                                                                                                                                                                                                                                                                                | 0      | 1      | 5               |
| On the same, if conveyed in rafts, per M. per mile.....                                                                                                                                                                                                                                                                                                                                                    | 0      | 4      | 0               |
| On split posts, (not exceeding 10 feet in length,) and rails for fences, (not exceeding 14 feet in length,) per M. per mile, carried in boats.....                                                                                                                                                                                                                                                         | 2      | 0      | 0               |
| On the same, if conveyed in rafts, per M. per mile.....                                                                                                                                                                                                                                                                                                                                                    | 8      | 0      | 0               |
| On wood for fuel, (except such as may be used in the manufacture of salt, which shall be exempt from toll,) and tan bark, per cord per mile.....                                                                                                                                                                                                                                                           | 0      | 5      | 0               |
| On the same, if transported in rafts, per cord per mile.....                                                                                                                                                                                                                                                                                                                                               | 2      | 0      | 0               |
| On sawed stuff for window blinds, not exceeding one-fourth of an inch in thickness, and window sashes and blinds, per 1,000 lbs. per mile.....                                                                                                                                                                                                                                                             | 0      | 5      | 0               |

AGRICULTURAL PRODUCTIONS, ETC.

|                                                                                                     |   |   |   |
|-----------------------------------------------------------------------------------------------------|---|---|---|
| On domestic distilled spirits, going towards tide-water, per 1,000 lbs. per mile.....               | 0 | 3 | 0 |
| On wood, per 1,000 lbs. per mile.....                                                               | 0 | 4 | 0 |
| On cotton, per 1,000 lbs. per mile.....                                                             | 0 | 1 | 0 |
| On live cattle, sheep, hogs, horns, hoofs and bones, per 1,000 lbs. per mile.....                   | 0 | 2 | 0 |
| On horses, (except those used exclusively for towing boats or floats,) per 1,000 lbs. per mile..... | 0 | 3 | 0 |
| On horses used exclusively for towing boats or other floats, exempt from toll.                      |   |   |   |
| On rags and junk, per 1,000 lbs. per mile.....                                                      | 0 | 3 | 0 |
| On manilla, per 1,000 lbs. per mile.....                                                            | 0 | 4 | 0 |
| On hemp and tobacco, going towards tide-water, per 1,000 lbs. per mile.....                         | 0 | 1 | 0 |

|                                                                                                                                                                                                                                                                                                                                                             | Cents. | Mills. | Frac-<br>tions. |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|--------|-----------------|
| On tobacco, going from tide-water, per 1,000 lbs. per mile.....                                                                                                                                                                                                                                                                                             | 0      | 4      | 0               |
| On pressed broom corn, per 1,000 lbs. per mile.....                                                                                                                                                                                                                                                                                                         | 0      | 2      | 0               |
| On pressed hay, per 1,000 lbs. per mile.....                                                                                                                                                                                                                                                                                                                | 0      | 1      | 0               |
| On corn, corn meal, and oats, per 1,000 lbs. per mile.....                                                                                                                                                                                                                                                                                                  | 0      | 2      | 0               |
| On wheat, flour, barley, rye, peas, and beans, per 1,000 lbs. per mile.....                                                                                                                                                                                                                                                                                 | 0      | 3      | 0               |
| On flour starting and going from tide-water, per 1,000 lbs. per mile.....                                                                                                                                                                                                                                                                                   | 0      | 1      | 0               |
| On potatoes, apples, onions, turnips, all other esculent roots, and ice,<br>per 1,000 lbs. per mile.....                                                                                                                                                                                                                                                    | 0      | 1      | 0               |
| On all other agricultural productions of the United States, not par-<br>ticularly specified, per 1,000 lbs. per mile.....                                                                                                                                                                                                                                   | 0      | 4      | 0               |
| MERCHANDISE.                                                                                                                                                                                                                                                                                                                                                |        |        |                 |
| On barytes and veneering, per 1,000 lbs. per mile.....                                                                                                                                                                                                                                                                                                      | 0      | 8      | 0               |
| On sugar, molasses, coffee, iron in bars, bundles and sheets, steel, nail<br>rods, boiler iron, nails and spikes, horse-shoes, crockery and glass-<br>ware, tin, rosin, tar, pith, turpentine, oil, anchors, chain cables,<br>oakum, mineral water, oysters and clams, dye woods, and all other<br>merchandise not enumerated, per 1,000 lbs. per mile..... | 0      | 4      | 0               |
| On railroad iron and railroad chair, per 1,000 lbs. per mile.....                                                                                                                                                                                                                                                                                           | 0      | 1      | 5               |
| On thrashing, mowing and reaping machines, fanning mills, plows,<br>harrows, and drill barrows, used for agricultural purposes, per<br>1,000 lbs. per mile.....                                                                                                                                                                                             | 0      | 4      | 0               |
| ARTICLES NOT ENUMERATED, ETC.                                                                                                                                                                                                                                                                                                                               |        |        |                 |
| On all articles not enumerated or excepted, per 1,000 lbs. per mile..                                                                                                                                                                                                                                                                                       | 0      | 4      | 0               |
| BOATS AND PASSENGERS.                                                                                                                                                                                                                                                                                                                                       |        |        |                 |
| On boats used chiefly for the transportation of persons navigating<br>the canals, per mile.....                                                                                                                                                                                                                                                             | 4      | 0      | 0               |
| On the same if they elect to commute for tolls upon passengers, per<br>mile.....                                                                                                                                                                                                                                                                            | 3      | 0      | 0               |
| On boats used chiefly for the transportation of property, per mile..                                                                                                                                                                                                                                                                                        | 2      | 0      | 0               |
| On the same, if they elect to commute for tolls upon passengers, per<br>mile.....                                                                                                                                                                                                                                                                           | 2      | 3      | 0               |
| On all persons over ten years of age, per mile.....                                                                                                                                                                                                                                                                                                         | 0      | 0      | 5               |

#### PROGRESS OF PLANK-ROADS IN NEW YORK AND CANADA.

Among the many improvements in the means of communication which have been prosecuted in the last few years, plank roads are assuming a very important rank. A little work by Mr. Kingsford, of the Hudson River Railroad, is of great interest, and should be well circulated throughout the country. It appears that the first plank-road in Canada was laid down in 1836, and in New York in 1837, but it is only within the last four years that they have been much prosecuted. There now exist as follows:—

|               | PLANK-ROADS IN OPERATION. |        |                           |           |
|---------------|---------------------------|--------|---------------------------|-----------|
|               | No. of<br>roads.          | Miles. | Average cost<br>per mile. | Total.    |
| Canada .....  | ..                        | 442    | \$1,750                   | \$773,500 |
| New York..... | 19                        | 2,106  | 1,833                     | 3,860,298 |

Very nearly four million of dollars have been expended in New York upon these roads, and the resulting advantages are immense. The roads have all been subscribed for by individuals, and all pay handsome dividends. For instance, the Troy and Lansingburg road pays 10 per cent semi-annually; the Utica and Burlington 20 per cent, and we believe none in operation pay less than 10 per cent, and none of the stocks can be bought in the market.

The importance of plank-roads in farming regions becomes self-evident, when it is stated that on the Salina road a two-horse team drew *six tons* of iron twelve miles, without unusual strain. Four-and-a-half tons is an ordinary load, and a team will travel with it eight hours per day, four miles an hour, day after day. A farmer, in a heavy country, stated that the tolls paid saved themselves in the *labor of cleaning horses*. In all localities where these roads are in operation, land rises greatly in

value. On the Salina road farm land rose from \$9 to \$15 per acre; on the Syracuse road the increase was \$10 per acre. It will be observed that an amount of property equal to \$4,000,000, bearing a high rate of interest, has been created, and that property has added in addition several millions to the value of the land through which it runs, and that all this property is mere saving from the old cost of transportation. As the existence and operation of these roads is but little known out of their localities, we append the statistics:—

| Name.                           | Opened, | Length, miles, | Cost per mile. |
|---------------------------------|---------|----------------|----------------|
| Great Western Albany .....      | 1849    | 11             | \$2,555        |
| Fonda and Carogo .....          | 1849    | 18½            | 1,850          |
| Fultonville and Johnstown ..... | 1849    | 5              | 5,000          |
| Rome and Utica .....            | 1848    | 15             | 1,713          |
| Northern Road, Utica .....      | 1848    | 22             | 1,800          |
| Utica and Burlington .....      | 1849    | 5½             | 2,100          |
| Rome and Oswego .....           | 1847    | 60             | 1,500          |
| Rome and Western .....          | 1849    | 11             | 1,500          |
| Rome and Taberg .....           | 1849    | 9              | 1,300          |
| Rome and Madison .....          | 1849    | 22             | 1,250          |
| Salina and Central .....        | 1847    | 16             | 1,500          |
| Syracuse and Manlius .....      | 1849    | 8              | 1,200          |
| Syracuse and Bridgeport .....   | 1849    | 12             | 1,400          |
| Syracuse and Oswego .....       | 1849    | 32             | 1,300          |
| Salina and Liverpool .....      | 1849    | 11             | 1,400          |
| Syracuse and Tully .....        | 1848    | 25             | 1,100          |
| Split Rock Road .....           | ....    | ..             | 1,600          |
| Hannibal and Oswego .....       | 1848    | 11             | 2,000          |
| “ “ “ .....                     | 1849    | 5              | 1,300          |

Every section of the country should be lined with these roads as tributaries to the railroads. The progress at the west is very great already.

APPROPRIATIONS FOR THE UNITED STATES MAIL BY OCEAN STEAMERS.

AN ACT MAKING APPROPRIATIONS FOR THE TRANSPORTATION OF THE UNITED STATES MAIL BY STEAMERS AND OTHERWISE, DURING THE FISCAL YEAR ENDING THE THIRTIETH OF JUNE, ONE THOUSAND EIGHT HUNDRED AND FIFTY-THREE.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be and the same are hereby appropriated, to be paid out of any money in the treasury not otherwise appropriated, for the year ending the thirtieth of June, eighteen hundred and fifty-three:—

For transportation of the mails from New York to Liverpool and back, eight hundred and fifty-eight thousand dollars.

For transportation of the mails from New York to New Orleans, Charleston, Savannah, Havana, and Chagres, and back, two hundred and ninety thousand dollars.

For transportation of the mails from Panama to California and Oregon, and back, three hundred and forty-eight thousand two hundred and fifty dollars.

SEC. 2. And be it further enacted, That the following sums be and the same are hereby appropriated for the service of the post-office department, for the year ending the thirtieth of June, one thousand eight hundred and fifty-three, out of any moneys in the treasury arising from the revenues of said department, in conformity to the act of the second of July, one thousand eight hundred and thirty-six:—

For transportation of the mails in two steamships, from New York by Southampton to Bremen and back, at one hundred thousand dollars for each ship; and in two steamships from New York, by Cowes, to Havre and back, at seventy-five thousand dollars for each ship, under the contract with the Ocean Steam Navigation Company, of New York, in addition to an unexpended balance of former appropriations, two hundred and ninety-four thousand dollars.

For transportation of the mails between Charleston and Havana, under the contract with M. C. Mordecai, fifty thousand dollars.

For transportation of the mails across the Isthmus of Panama, one hundred thousand dollars.

Approved August 30, 1852.

## FATALITY OF INLAND ROUTES.

Investigations made by a committee of Congress show the following losses of property and life on the rivers and lakes of the United States in each of the last four years, not including the present :—

| Years.                | Amount of property destroyed. | No. of lives lost. |
|-----------------------|-------------------------------|--------------------|
| 1848.....             | \$420,512                     | 55                 |
| 1849.....             | 368,171                       | 34                 |
| 1850.....             | 558,826                       | 395                |
| 1851.....             | 730,537                       | 79                 |
| Total four years..... | \$2,078,046                   | 563                |

The number of lives lost in 1850 was mainly occasioned by the explosion of boilers on board two steamboats, and the burning of a third crowded with emigrant passengers.

The present year already registers a greater number of victims than even 1850. Without looking further than the steamers Atlantic, Henry Clay, and St. James, we find a total of at least *four hundred*.

## STEAMBOAT PROPELLERS.

There have been brought to light, recently, two new inventions: the one adapted to give increased speed to screw, the other to paddle navigation. Mr. G. Bovill's screw propeller, described in the *Mining Journal*, is an entirely novel affair. Its central portion is fitted up with a hollow sphere, occupying one-third of the entire diameter of the propeller, and the blades are made narrower at the outer extremity than at the base. The blades are also made to revolve, so as to admit of the pitch being altered to meet the various circumstances of speed and power. From a table of the comparative result of trials on three different boats, it appeared that important advantages have been obtained from the new propeller.

The paddle invention is that of a Liverpool shipwright named Hampson, and was tried a few days ago in the Brunswick dock. A piece of wood, perhaps about a foot square, and connected to a movable framework, so as to be capable of being moved to and fro, was fixed to the stern of the boat; the paddle, so to speak, being covered by the water, and assuming a slightly diagonal position. By moving two handles rapidly with his hands in the direction of his body from the stern, the Mr. H. brought the paddle in rapid motion, the action resembling that of the fin of a fish, the result being to propel the boat with great speed through the water. Mr. Hampson contends, that by this simple appliance alone he can propel row-boats at much more than their ordinary speed, and with infinitely less manual labor; but his grand object is to apply it to sea-going vessels by means of steam and machinery.

## EXPULSION FROM CARS.

In the Boston Court of Common Pleas, the jury, in the case of Simeon Gilbert *vs.* the Boston and Maine Railroad Corporation, gave a verdict for plaintiff with nominal damages of one dollar. Gilbert, the plaintiff, was expelled from the train in consequence of having refused to pay extra fare in accordance with the rules of the road, he not having procured a ticket. The case has once before been tried, the jury then not being able to agree.

## MAIL FROM NEW ORLEANS TO VERA CRUZ.

The following "act to provide for a tri-monthly mail from New Orleans to Vera Cruz, via Tampico, and back, in steamers," was passed at the last session of Congress, and approved by the President, August 30th, 1852:—

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the postmaster-general be and he is hereby authorized and directed to enter into a contract for a term of five years, and for a sum not exceeding one hundred thousand dollars a year, with such person or persons as may offer sufficient and satisfactory security, after due public notice, for the transpor-

tation of the mails of the United States, upon the best terms for the United States, three times a month from New Orleans, via Tampico, to Vera Cruz and back, in steam vessels of not less than eight hundred tons burden, of the best form of construction, adapted to war purposes and the navigation of the Southern waters, the same to be ready in the shortest possible time.

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## JOURNAL OF MINING AND MANUFACTURES.

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### THE MANUFACTURE OF GLASS.

#### NUMBER II.

The decline of this art in Rome is clearly defined by various writers; and its gradual introduction into Bohemia and Venice is plainly marked out. At this latter place the art flourished to a remarkable degree, and being marked by constant progress and improvement enabled Venice to supply the world without a rival, and with the beautiful manufacture called "Venice drinking-cups." The beauty and value of these are abundantly testified by many authors, among whom is "Halinsbed," referred to in a former article. The manufacture of these and similar articles were located, as stated in the "Chronicles," at Murano, a place about one mile from the city, where the business was carried on and assumed a high position in the order of the arts. And from thence we are enabled to date its future progress, and gradual introduction into Europe, Germany, England, and the Western World.

It is not strange that the strict secrecy with which the business was conducted in these times, should have invested the art with an air of romance; and legends, probably invented for the purpose, created a maximum of wonder among the uninitiated. The government of Venice also added, by its course, to the popular notions regarding the high mystery of the art, conferring, as it did, the title of "Gentleman" (no idle title in those days) on all who became accomplished in the manufacture. Howell, in his "Familiar Letters," dated from Venice in 1621, says:—"Not without reason, it being a rare kind of knowledge and chemistry, to transmute the dull bodies of dust and sand, for they are the only ingredients, to such pellucid, dainty body, as we see crystal glasses is."

That the art had greatly improved at the hands of the Venetian artisans, cannot be doubted. The manufacture was carried to a degree far beyond any previous period; and the more so, because sustained by the governmental protection and patronage. Venice being then at the height of her commercial glory, she herself being "Queen of the Sea," ample facilities existed for the exportation of her manufactures to every part of the known world; and for a long period she held the monopoly of supplying the cities of Europe with crystal glass in its various departments of ornament and utility.

A French writer, who published an elaborate work in twelve books upon the subject of Glass Manufactures, after it had been introduced into France, gives an interesting account of the rise and progress of the art in that country, the encouragement it received, and the high estimation in which it was held. After stating that it was introduced into France from Venice, he says:—

"The workmen who are employed in this noble art are all gentlemen, for they admit none but such. They have obtained many large privileges, the principal whereof is to work themselves, without derogating from their nobility. Those who obtained these privileges first of all were gentlemen by birth; and their privilege running, that they may exercise this art without derogating from their nobility—is a sufficient proof of it—which has been confirmed by all our kings; and in all inquiries that have been made into counterfeit nobilities, never was any one attainted who enjoyed these privileges, having always maintained their honor down to their posterities."

Baron Von Lowhen states in his Analysis of Nobility in its Origin, that "So useful were the glass makers at one period at Venice, and so considerable the revenue accruing to the republic from their manufacture, that to encourage the men engaged in it to remain in Murano, the Senate made them all Burgesses of Venice, and allowed nobles to marry their daughters, whereas, if a nobleman marries the daughter of any other tradesman, the issue is not reputed noble."

From this statement a valuable lesson can be drawn, viz.: that a strict parallel is

constantly observable between the progress of this art and the intellectual and social elevation of its possessors.

Those engaged in it now do not indeed occupy the same social position; still it is probable that in foreign lands the blood of such ancestor still run in their veins; and even in our own democratical land, with all the tendencies of its institutions, workers in glass claim a distinctive rank and character among the trades; and in the prices of labor, and the estimate of the comparative skill involved, are not controlled by those laws of labor and compensation which govern most other mechanical professions—and similarity of taste and habit is in a degree characteristic of the modern artisan in this department, as in the case of those who, for their accomplishment in the art, were ennobled in the more remote period of its progress. The same writer says:—

“It must be owned those great and continual heats which these gentlemen are exposed to from their furnaces are prejudicial to their health; for coming in at their mouths it attacks their lungs and dries them up, whence most part are pale and short-lived, by reason of the diseases of the heart and breast, which the fire causes; which makes Libarius say, they were of weak and infirm bodies, thirsty and easily drunk—this writer says is their true character; but I will say this in their favor, that this character is not general, having known several without this fault.”

Such was the character and habits of noble glass makers four hundred years since; and whether their descendants retain their blood or not, the habit of drinking, believed at that time necessary as consequent upon the nature of the employment, is at the present day confined to the ignorant, dissolute, and unambitious workmen. The habit will doubtless, ere long, be done away. Still, so long as the workmen of the present day cling to their conventional rules—act as one body, the lazy controlling the efforts of the more intelligent and industrious—so long will the conduct of the dissolute few affect the moral reputation of the entire body. They must not forget the old adage that “One bad sheep taints the flock.” The spirit of the age in no degree tends to sustain the old saying that “Live horses must draw the dead ones.”

The writer already referred to, dwelling with great interest upon the social position and character of those then engaged in the art, goes on to say:—

“Anthony de Brossard, Lord of St. Martin and St. Brice, gentleman to Charles d’Artois, Count of Eu, a prince of noble blood royal, finding this art so considerable, that understanding it did not derogate from their nobility, obtained a grant in the year 1453 to establish a glass-house in his country, with prohibition of any other, and several other privileges he had annexed to it. The family and extraction of this Sieur de Brossard was considerable enough to bring him here as an example. The right of making glass being so honorable, since the elder sons of the family of Brossard left it off, the younger have taken it up, and continue it to this day. Messieurs de Caqueray, also gentlemen of ancient extraction, obtained a right of glass making, which one of their ancestors contracted by marriage in the year 1468, with a daughter of Anthony de Brossard, Lord of Saint Martin, that gentleman giving half of his right for part of her fortune—which was afterwards confirmed in the Chamber of Accounts. Messieurs Valliant, an ancient family of gentlemen, also obtained a grant of a glass-house for recompense of their services, and for arms a Poignard d’Or on azure, which agrees with their name and tried valor. Besides these families, who still continue to exercise this art, there are the Messieurs de Virgille, who have a grant for a little glass-house. Messieurs de la Mairie, de Suqrie, de Bougard, and several others, have been confirmed in their nobility during the late search in the year 1667.

“We have, moreover, in France, several great families, sprung from gentlemen glass-makers who have left the trade, among whom some have been honored with the purple and the highest dignities and offices.”

Enough is recorded to show in what estimation the art was held in France by the government and people of that period; and it is in no wise wonderful that an art invested with so much distinction, conducted with so much secrecy, and characterized with so great a degree of romantic interest, should have given rise to strange reports and legends, hereafter to be referred to.

The writer referred to above states that there were two modes of manufacturing glass. One he denominates that of the “Great Glass-Houses,” the other the “Small Glass-Houses.” In the large houses the manufacture of window glass, and bottles for wine or other liquors, was carried on. He states:—

“The gentlemen of the Great Glass-Houses work only twelve hours, but that without resting as in the little ones, and always standing and naked. The work passes through three hands. First, the gentlemen apprentices gather the glass and prepare the same. It is then handed to the second gentlemen, who are more advanced in the

art. Then the master gentleman takes it, and makes it perfect by blowing it. In the little glass houses, where they make coach-glasses, drinking-glasses, crystals, dishes, cups, bottles, and such like sort of vessels, the gentlemen labor but six hours together, and then more come and take their places, and after they have labored the same time, they give places to the first, and thus they work night and day, the same workmen successively, as long as the furnace is in a good condition."

Every glass-maker will perceive from the foregoing description, that the same system prevails at the present time, as to the division of labor and period of labor, so far at least as "blown articles" are concerned. The names, too, then given to glass-makers' tools are retained to the present day, and, with slight difference, the shapes of the various tools are the same.

At the best, the manufactures of glass in France were for a long period much inferior to the Venetians and Bohemians; but after the introduction of window-glass from Venice, the making of crystal-glass greatly extended, and correspondingly improved.

In the year 1665, the government of France, desirous of introducing the manufacture of window-glass, offered sufficient inducement in money and privileges to a number of French artists (who had acquired the process at Murano, at Venice,) to establish works at Tourtanville. At these works the same system of blowing was followed as that used in the Venetian glass-works. A workman under this system, named Thevart, discovered the art of casting plate-glass, and obtained from the government a patent for the term of thirty years. He erected extensive works in Paris, and succeeded in what was then deemed an extraordinary feat, casting plates 84 inches by 50 inches, thereby exciting unbounded admiration.

The credit of the invention of casting plates of glass belongs to France, and the mode then adopted exists at the present day, with but slight variation. France monopolized the manufacture over one hundred years before it was introduced into any other country.

Writers generally agree that the manufacture of glass was introduced into England in the year 1557. "Friars' Hall," as stated by one writer, was converted into a manufactory of window-glass—other writers say, for crystal-glass, (called by the English "flint," from the fact of the use of flint-stones, which by great labor they burnt and ground.) In 1575, Friars' Hall Glass Works, with forty thousand billets of wood, were destroyed by fire.

In 1635, seventy-eight years after the art was introduced into England, Sir Robert Mansell introduced the use of coal fuel instead of wood, and obtained from the English government the monopoly of importing the fine Venetian drinking-glasses, an evidence that the art in England was confined as yet to the coarser articles. Indeed, it was not until the reign of William III. that the art of making Venetian drinking-vessels was brought into perfection—quite a century after the art was introduced into England—an evidence of the slow progress made by the art in that country.

As France was indebted to Venice for her workmen, so also was England indebted to the same source. Howell, in one of his "Familiar Letters," directed to Sir Robert Mansell, Vice-Admiral of England, says:—"Soon as I came to Venice I applied myself to dispatch your business according to instruction, and Mr. Seymour was ready to contribute his best furtherance. These two Italians are the best gentlemen workmen that ever blew crystal. One is allied to Antonio Miotte, the other is cousin to Maralao."

Although Sir Robert procured workmen from Venice, they were probably of an inferior character, and a space of fifty years elapsed before the English manufactories equalled the Venetian and French in the quality of their articles.

In the year 1670, the Duke of Buckingham became the patron of the art in England, and greatly improved the quality and style of the flint-glass by procuring, at great personal expense, a number of Venetian artists, whom he persuaded to settle in London. From this period, *i. e.*, about the commencement of the eighteenth century, the English glass manufactories, aided by the liberal bounties granted them in cash upon all glass exported by them or sold for export, became powerful and successful rivals of the Venetian and the French manufactories in foreign markets. The clear bounty granted on each pound of glass exported from England, which the government paid to the manufacturer, was not derived from any tax by impost or excise previously laid, for all such were returned to the manufacturer, together with the bounty referred to; thereby lessening the actual cost of the manufacture from 25 to 50 per cent, and enabling the English exporters to drive off all competition in foreign markets.



The Hudson River, since 1836, has ordinarily been first closed by ice from the 10th to the 23d December, and its navigation been first open again from about the 23d February to 20th March; but in 1843, the Hudson opened on the 13th January, and closed again the 4th February, remaining shut until the 8th April.

The Delaware and Hudson Canal, since 1836, has ordinarily closed its season of navigation about the first of December, commencing operations again about the first of May.

The production of coal is necessarily light at Rondout, and the assortment of sizes imperfect on the opening of Canal, until the proper arrangements can be developed continuously, through the mines, railroads, and canal; which requires several days.

A knowledge of the depth of water at common tides, (in feet and inches,) with width of draw where there is a bridge, to the place of landing, is always desirable in engaging vessels. The difference in structure is such, that scarcely any two vessels, of the same burden, have the same draught of water, and a very large difference is common.

There is 11 feet of water, common tides, and more at full tides, on the bar at Rondout; vessels of larger draught have been laden within the bar to its then draft, and taken the balance of their cargoes outside without inconvenience. In delivering cargoes at New York, inconvenience has never been experienced in loading vessels, except from ice.

Procrastination of the shipment of coal from Rondout is generally a source of increased cost of consumers; and in the middle or latter part of the season, freights often advance with great rapidity, and the greater the advance the more difficult it has been to obtain vessels; nevertheless, freights rule more uniformly, and much lower at all times to New England from Rondout than from any ports on the Delaware, Schuylkill, or Susquehanna Rivers, and the higher the freights have ruled the larger has been that proportional difference.

#### COAL FOR SEA STEAMERS.

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

SIR:—In the progress which the world's affairs have made, there is no one thing that is contributing so much to the successful advancement of the many enterprises that are now rife, as the *steam marine of the world*; which seems to be concentrating towards the Equator. The golden lands of California and Australia are drawing towards and to them Commerce and the fluctuating business of the world; the events of the past three years have changed and are changing the phase of the world's affairs; this is the natural *sequence* of the substitution of steam marine for that of the sole dependence before, of sails and the winds.

On reviewing these facts, and their necessary concomitants, and taking a general and comprehensive view of the affairs and Commerce of the world, the question naturally arises what can be done to decrease the expense of steam marine; the item that forms the greatest expense is that of coal or fuel, the cost of which is now enormous; coal costs at Jamaica and Havana from \$8 to \$10 per ton, and the supply is very irregular; at Panama it is from \$28 to \$35; at San Francisco from \$40 to \$50 per ton.

Upon inquiry, it will be found that there are over forty steamers now running regularly between the ports of New York, New Orleans, Southampton, England, to Chagres, South America, and Central America, besides some three or four navigating the Orinoco River, South America, and a line running from England touching at the Windward Islands to Buenos Ayres, Rio Janeiro, Cape of Good Hope, and connecting with the Bombay and China lines.

The coal which all the steamers of the world use is either shipped from the United States or England, and when the cargo is insured the insurance doubles every 60 days that the vessels are out, thus increasing the cost of it. Each steamer is calculated to be at sea 265 days each year, and the average consumption is about thirty tons daily, thus, making the calculation for forty steamers, it will be as follows:—

|                                     |         |
|-------------------------------------|---------|
| Days each at sea.....               | 265     |
| Steamers .....                      | 40      |
| Aggregate days at sea.....          | 10,600  |
| Tons of coal each day.....          | 30      |
| Aggregate amount of coal, tons..... | 318,000 |

One-half this amount, *i. e.*, 159,000 tons, must be shipped from the United States or England to the ports of arrival for the steamers' return passages; calculating the cost, it will be as follows:—

|                                        |                |
|----------------------------------------|----------------|
| Tons required.....                     | 159,000        |
| Cost in United States or England ..... | \$3            |
|                                        | <hr/>          |
| Freight .....                          | \$477,000      |
|                                        | \$4            |
|                                        | <hr/>          |
|                                        | \$1,908,000    |
| Three per cent for insurance.....      | 572 40         |
|                                        | <hr/>          |
| Annual cost of coal for steamers.....  | \$1,908,572 40 |

For South America, Central America, and the West Indies—

|                               |                       |
|-------------------------------|-----------------------|
| The steamer Georgia uses..... | 54 tons daily at sea. |
| “ Falcon do.....              | 30 “ “                |
| “ Ohio do.....                | 54 “ “                |
| “ Cherokee do.....            | 30 “ “                |
| “ Illinois do.....            | 50 “ “                |
| “ Golden Gate do.....         | 35 “ “                |
| “ Crescent City do.....       | 30 “ “                |
| “ United States do.....       | 28 “ “                |
| “ Prometheus do.....          | 30 “ “                |
| “ Daniel Webster do.....      | 30 “ “                |
| “ Northern Light do.....      | 30 “ “                |
| “ El Dorado do.....           | 28 “ “                |
| “ Philadelphia do.....        | 30 “ “                |

This is the ordinary use, the Georgia, and others of that class, have used as high as 80 tons daily.

From the above, it must appear to the candid and impartial inquirer, that not only the consumption of coal is large, but that there should and must be some means used to decrease its cost, and it follows, as a matter of course, if the expense is decreased the consumption will be greater, and suggest the inquiry of the existence of coal in the vicinity of the ports of arrival of the steamers.

It is with the view of bringing to notice, that the writer of this article has, of the existence of coal mines near the ports of arrival of the steamers, requiring capital and skill in the management thereof, by which a large amount of wealth may be accumulated, and also a vast amount of benefit accrue to the Commerce of this country.

There is, about 600 sailing miles from Chagres, a mine of coal, capable of furnishing at least 75,000 tons of coal annually, and one within 50 miles of Chagres, which could be made to yield some 50,000 tons annually; also on the Pacific there is a mine about 75 miles from Tigre Island, from which could be got at least 100,000 annually; the cost of getting all these mines in operation will not exceed \$500,000.

The cost of coal per ton from these mines will not exceed \$3 50 a ton when landed at the ports of arrival of the steamers, and can be readily disposed of at \$8 per ton and upwards.

The effect that the working of these coal mines would have on commercial affairs and the steam marine, is hardly to be calculated; the wants of Commerce now breaking through the great obstacles of the enormous expense would be largely increased, commensurate with the demands of business, and the necessary exigencies of Commerce would be answered without the stringent obstacles that now bar and obstruct the stream of Commerce from flowing as freely as it should.

To the United States it presents untold advantages, as this country, above all other nations, is now, and the future presents better prospects, that we shall be in a better situation to reap the advantages from this new state of affairs, consequent upon an enlarging steam marine, than any other.

The writer of this article would be pleased to give any further information in his power to those who should feel disposed to become connected with enterprises of this nature, by addressing him through the New York Post-office.

JAMES D. STEVENSON.

FEES UNDER THE BRITISH NEW PATENT ACT.

The following list of fees under the Patent Law Amendment Act, which will come into force on the 1st of October, 1852, appears in the schedule annexed to the statute.

On leaving petition for grant of letters patent, £5; on notice of intention to proceed with the application, £5; on sealing of letters patent, £5; on filing specification, £5; at or before the expiration of the third year, £40; at or before the expiration of the seventh year, £80; on leaving notice of objection, £2; every search and inspection, 1s.; entry of assignment or license, 5s.; certificate of assignment or license, 5s.; filing application for disclaimer, £5; and caveat against disclaimer, £2.

The stamp duties to be paid, are as follow: On warrant of law officers for letters patent, £5; on certificate of payment of the fees payable at or before the expiration of the third year, £10; and on certificate of the fee payable at or before the expiration of the seventh year, £20.

STATISTICS OF POPULATION, &c.

SOURCES OF THE POPULATION OF THE UNITED STATES.

In alluding to a late article on this subject in the New Englander, a cotemporary takes occasion, from the valuable statistics of that article, to correct certain extravagant conclusions in regard to our population which have worked their way into the popular mind. Some time since the London Quarterly Review estimated our population as constituted in this strange proportion: Irish born, 3,000,000; Irish by blood, 4,500,000; German by blood or birth, 5,500,000; French or other Celts, by blood or birth, 3,000,000; colored, free or slave, 3,500,000; Anglo-Saxon, by blood or birth, 3,500,000; and the ridiculous speculation has been proclaimed in Congress. The article alluded to demonstrates the falsehood of these statements, and gives as nearly as practicable the facts. We quote from the New York Evangelist.

"After a careful analysis of the original elements of our population, in which it is shown conclusively, as it had been stated before by the Encyclopedia Americana, that of the thirteen colonies, at the time of the declaration of Independence, twelve were settled with colonists, who, with a few trifling exceptions, were Englishmen, the writer proceeds to estimate the relative proportions of which our composite population consists. Of the increase of population from the year 1701 to 1850, the date of the last census, estimated on the most careful grounds, not less than 15,000,000 are undeniably of the Anglo-Saxon race. If to these we add the 3,594,762 colored persons, whose increase of course, is easily ascertainable, it will leave 4,668,736 of our aggregate population of 23,263,498 to be divided between persons of Irish, German, French, and other descent—a result which accords with the estimate of Bancroft, and with the common sense view of the subject.

"An analysis of this foreign population is then made with great candor and skill, the process of which we cannot present. The results arrived at are contained in the following table, which though evidently undeniable, will probably surprise many of our readers, and perhaps furnish a better estimate of the relative moral forces which are at work among us:—

|                                                                       |            |
|-----------------------------------------------------------------------|------------|
| Population of the United States in 1850.....                          | 23,263,488 |
| Anglo-Saxon, by birth or blood.....                                   | 15,000,000 |
| African.....                                                          | 3,594,762  |
| Irish.....                                                            | 2,269,000  |
| German.....                                                           | 1,900,000  |
| French &c.....                                                        | 499,636    |
| Whole number of emigrants from all countries between 1790 & 1850..... | 2,759,329  |
| Survivors of these in 1850.....                                       | 1,511,990  |
| Whole number of immigrants and descendants.....                       | 4,350,934  |
| Survivors of these.....                                               | 3,103,094  |
| Total of all our population exclusive of Anglo-Saxon blood.....       | 8,263,498  |

"Though smaller than generally supposed, this is a large element; for which it is hardly possible to do too much. It opens a field of comprehensive missionary labor to which the church has hardly begun adequately to address herself. Yet it is not, and never can become, the ruling, moulding element of the country. The institutions and opinions identified with our Puritan ancestry are high above all the influences which can be brought against them of foreign source. There is in these figures, enough to stimulate to Christian exertion, but not enough to intimidate or discourage us."

## POPULATION OF THE CANADAS.

The result of the late population returns has been published. From it we learn that, for the first time, the population of Upper exceeds that of Lower Canada. The Upper Province has increased more rapidly in population within the last four years, than in any similar period which preceded it, with the single exception of the four years between 1830 and 1834, a time of extraordinary emigration:—

|           |         |           |         |
|-----------|---------|-----------|---------|
| 1824..... | 151,097 | 1839..... | 407,515 |
| 1830..... | 210,437 | 1841..... | 465,357 |
| 1832..... | 261,060 | 1842..... | 486,055 |
| 1834..... | 320,693 | 1848..... | 723,292 |
| 1836..... | 372,562 | 1852..... | 950,530 |

In the ten years from 1841 to the end of 1851, the population was considerably more than doubled, while during the same period, that of the neighboring Union only increased a little more than a third.

The population of the Lower Province is announced by the *Quebec Canadian* at 904,782, a much larger number than was expected, which leaves a majority to Upper Canada of only 45,748. The Lower Province, the last eight years, has been advancing faster than ever before, as will be seen by the following statement:—

|           |         |           |         |
|-----------|---------|-----------|---------|
| 1825..... | 423,680 | 1844..... | 690,782 |
| 1831..... | 511,919 | 1852..... | 904,782 |

Great as this is, the same period of eight years has enlarged the population of Upper Canada far more:—

|                   | 1844.   | 1852.   |
|-------------------|---------|---------|
| Upper Canada..... | 560,000 | 950,530 |
| Lower Canada..... | 690,772 | 904,782 |

MONTREAL.—*Ville Marie*, now called *Montreal*, had on the—

|                       |                       |
|-----------------------|-----------------------|
| 17th May, 1642.....   | 40 to 45 souls.       |
| 1650.....             | 25 to 30 families.    |
| 1677.....             | 1,500 to 1,600 souls. |
| Per census, 1720..... | 3,000                 |
| 1750.....             | 4,000                 |
| 1765.....             | 7,000                 |
| 1805.....             | 9,020                 |
| 1831.....             | 27,297                |
| 1835.....             | 31,193                |
| 1842.....             | 40,464                |
| 1852.....             | 57,715                |

## PROGRESS OF POPULATION IN SAN FRANCISCO.

The *San Francisco Herald* says that the population of that place, drawn from every quarter of the globe, and made up of every race, continues to increase with astonishing rapidity. The number of passengers landed at San Francisco during the month of May was as follows:—

|                                                |        |
|------------------------------------------------|--------|
| From Panama, by steamers and sail vessels..... | 4,561  |
| China.....                                     | 2,445  |
| San Juan del Sud.....                          | 1,743  |
| Chili.....                                     | 791    |
| Mexico.....                                    | 603    |
| France.....                                    | 201    |
| Oregon.....                                    | 107    |
| New York and Boston direct.....                | 89     |
| Sydney.....                                    | 55     |
| Sandwich Islands.....                          | 36     |
| Society Islands.....                           | 10     |
| Total.....                                     | 10,641 |

The *Herald* adds, that the departures during the month were unusually few, probably not exceeding fifteen hundred; and it estimates that the population of the State will be increased during the present year at least one hundred thousand.

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## MERCANTILE MISCELLANIES.

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### AN IMPORTANT COMMERCIAL SUGGESTION.

It is well known to the government of the United States, to the merchants of our great cities, and to large classes of the community, that even under the liberal arrangements of the tariff of 1846, smuggling is still carried on to a very great extent. There are many causes for this state of things, which cannot be obviated by human wisdom, nor by legislative enactment; but a suggestion has been so often made to us, confirmed by so many illustrations, and sustained by so many facts that have come within our own knowledge, that we feel it a duty that we owe to the government, to the Commerce and to the people of the country, to amplify it in a page or two of the *Merchants' Magazine*.

By the original statutes of Congress, a provision was made, which required that every invoice of goods purchased in a foreign country, should be sworn to as a true exhibit of facts, by the purchaser, or agent of the capitalist, *in the place where the goods were bought*. Unfortunately, the spirit of this rule has been continually violated. It has so happened that in a very large majority of instances, perhaps, the goods which have been purchased in inland towns, as in the case of Manchester, Sheffield, Birmingham, Lyons, Paris, Geneva, Turin, Florence and Rome, have been transported to the coast, before the regular invoices for the purchase of the same have been exhibited before the American consul and sworn to, in order to comply with the requisitions of the law.

We shall confine the few remarks we have to make, chiefly to the city of Lyons. It is well known that most of the silk goods manufactured in Europe and imported into this country, are purchased in the city of Lyons. Our purchases of silk goods in that town during the last few years, have not fallen much short of \$25,000,000 on an average; and yet very few of the invoices of these goods, have been sworn to before the American consul in that port.

We do not know what may be the motives of our merchants, or of their commercial agents, in this course; but we are perfectly sure from representations which have been made to us from many quarters, that the result is particularly deleterious to the revenue of the Federal Government. Every reader knows, that silk goods being capable of transport and introduction with great facility, in consequence of the compactness with which they can be carried, admit of being brought into this country, under evasions of the customs laws, as very few other goods can be. If our information is to be relied upon, several hundred cases of valuable Lyonese silks are every year smuggled into the city of New York, whose aggregate value amounts to several millions of dollars.

Now it must be evident to the most common reader, that the only effectual way of preventing this source of depletion to the public revenue, is to procure the publication of a specific order from the financial department of the government, in concurrence, if need be, with that of the department of state, requiring that in every instance, without exception, the purchaser of goods in foreign countries, shall give his oath to the accuracy and truth of the invoice before the American consul in the place where the goods are purchased.

It must be evident on the first blush, that if this order were issued, the consul would have the authority to enforce it, and the consequence would inevitably be, that he would be able to detect any contemplated frauds upon the revenue long before those

frauds could be carried into effect. For knowing all the manufactories of the products that are exported, the consul would have no difficulty in procuring from the proprietors weekly tables of the goods which they had manufactured for or sold to American capitalists; and wherever any invoice of goods has been shipped, a reference to the records of the consulate would enable the consul at once to detect any attempt that was being made to take goods from a foreign port, for introduction into the United States, without an honest purpose of having a fair exhibit made of them before the authorities of the American customs, at the ports where the importations were made.

Great complaints are made by the government, and by our honest and upright merchants, of the frauds that are being continually practiced upon the revenues of our government. But we can discover no mode so effectual, if indeed there be any mode whatever besides this, of putting an end to these frauds at once and forever. Respectable merchants, certainly, can raise no objection against such an arrangement; and we rejoice that it is the intention of the administration now in power, to issue such an order, and we doubt not that it will be attended with the most beneficial results. Although we trust that the time is not far distant, when the principles of Free Trade, by the concurrence of all great commercial nations, will be carried into general effect; still, nothing can be more repugnant to the sense of honesty and of truth, which lies at the basis of all sound commercial arrangements, than the fact that dishonest, selfish, and dishonorable speculators, should be able, by their trickery and corrupt means, to get ahead of the honest, industrious and honorable merchants of the country, and by such unfair means secure advantages to themselves, which are attended with the most lamentable and degrading results upon the general progress of Commerce.

We trust that our information is derived from authentic sources, and that there will be no delay in the issuing of an order which will procure the result that we have so long labored for, and which we can imagine no other means for so effectually bringing about.

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#### METHOD OF CONSTRUCTING BANK NOTES TO PREVENT FORGERY.\*

This is a book of exceeding interest and importance to the business community. It relates to an intricate subject, of which but little is known; yet, in which, all who have to do with bank bills, have a vital personal concern. No reader of the bank note detectors can fail of the impression, that the paper currency of the country is in a perilous state. The number and ingenuity of counterfeits that are made upon the best banks in the country, are creating a confusion which threatens to render our currency universally unsafe and worthless. No bank is exempt; and no skill or artistic merit is beyond the reach of the counterfeiter's attack.

The evil has become enormous, and appears to be increasing. Laws can afford but a feeble protection against it; for of all crimes, counterfeiting is the most stealthy and astute. What is to be done? is the anxious question which many a business man has asked himself.

The *source* of this great evil, Mr. Ormsby, in this volume, clearly and undeniably demonstrates. He shows by a process of reasoning which no mind can resist, that counterfeiting is inevitable so long as the present system of bank note engraving is persisted in.

Our notes consist of a variety of title pictures, vignettes, scroll work, denominational figures, &c., all detached, and as it appears from this work, engraved separately, and introduced upon the plate by machinery, for the sake of economy. Though we

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\*A description of the present system of bank note engraving, showing its tendency to facilitate counterfeiting. To which is added, A New Method of constructing Bank Notes to prevent Forgery. By William L. Ormsby. New York: W. L. Ormsby, 1852.

believe that no kind of engraving costs so much as bank notes, it appears that none is so easily and cheaply done. The use of dies and machinery, while it secures great profits to the engraver, puts it in the power of the counterfeiter to imitate any work however good. He can obtain machinery and dies as well as the bank note engraver, for they are in the market, and can be had at trifling prices by any one that wishes them. The counterfeiter, moreover, finds it perfectly easy to procure the separate portions of a bill from different engravers, without any knowledge on their part of his design. Here then lies the real source of the difficulty—the patchwork style of engraving and the use of machinery and dies.

Mr. Ormsby proposes to strike at the root of the evil, by requiring of every bill one complete and indivisible design, covering the whole surface of the bill, with the lettering interwoven by the hand of the artist so as to form an integral part of the design. This will compel the forger to do the whole work himself; which he cannot do without being a good engraver. He cannot go to one artist with one pretense for one part and to another for another part, without either knowing the ultimate design for which they are to be used, and then combine them together; any more than he could obtain the engraving of a portrait, by procuring the eye of one artist and the nose of another. Each bank, moreover, would hold its own plate, and no part of it could be used for other bills, as is now the case with dies.

We see not, why Mr. Ormsby has not discovered a complete and practicable remedy for this great and growing evil of counterfeiting. He has shown, beyond cavil, the utter weakness and insecurity of the present system of engraving; and the attention of the banks ought to be instantly given to the subject.

They have a deep concern in it, as have the public also. When counterfeiting has become so great, and such incalculable losses are entailed upon the community, it is the least that can be righteously demanded of our banks, that they take the pains to examine the subject. A remedy, plausible at least, is offered to them. Whose will be the guilt, if the evil goes on unchecked, and the public be robbed by the introduction of counterfeits against which there is no means of guarding under the present system? We ought to say, that the work is splendidly executed, in large octavo, illustrated with a great number of beautiful plates, and bound in admirable style. It would be an ornament to any center table, and possesses an interest which ought to secure for it an extended sale.

#### POLKA NUTS : A NEW ARTICLE OF COMMERCE.

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

DEAR SIR :—Herewith you will receive a specimen of a quantity of nuts recently imported from Cape de Verd. Soon after they were landed, the writer—who has been in the wholesale drug business for many years—was accosted on 'Change by Dr. Pierce, the very intelligent and scientific Drug Inspector at this port, who stated that several sailors and laboring men had eaten of them, and had become seriously sickened by this gratification of their curiosity. The article was entered at the Custom-house by the consignee as "Polka Nuts," which was supposed to be the vulgar name at the islands.

Another importation of the same article from Boa Vista, Gambia, has been entered by another house as "Pulga Nuts;" a sample of these are also inclosed to you. The two specimens are plainly designated upon the envelopes, but the perfect similarity is readily discernable.

The sudden and decided effects on the parties who had partaken of this new article of Commerce, led to the anxious inquiries,—What can it be? Are these nuts poisonous?

The above inquiries elicited the accompanying communications, which, if considered as suited to the pages of your Journal, you are at liberty to insert. As these nuts yield largely an oil adapted to machinery and illuminating purposes, it is not improbable that during the present high prices of sperm and other oils suited to these uses, they may become an article of very considerable importation. It will therefore be perceived that there is at least a possibility that the publication of this correspondence may serve as a benevolent check to the disposition of some persons to prove the qualities of substances, by tasting and even swallowing, before becoming acquainted with the nature and power of the articles so unhesitatingly received into their stomachs. *Nuts* are particularly attractive to boys and laborers in the stores of merchants and upon our wharves; and it would be well for them to know that several kinds of the nuts of Commerce are powerfully medicinal, and some decidedly poisonous.

Boston, September 22, 1852.

W. A. B.

Boston, July 20, 1852.

Dr. C. H. PIERCE, Cambridge:—

DEAR SIR:—With thanks for the specimen of the “Polka Nuts from Cape de Verd.” I have queried whether or not they may be one and the same with the “Physic Nuts” of the East and of South America. What think you? I give an extract from Pareira on that article.

Yours, truly,

WM. A. BREWER.

[Extract from Pareira's Elements, &c., London Edition, Vol. II., p. 1,133.]

EUPHORBIACEÆ.

JATROPHA CURCAS.—[Polka Nuts of Cape De Verd?—W. A. B.]

“*Jatropha Curcas* is a native of South America and Asia. Its fruit is the *nux cathartica Americana*, or *nux Carbadensis* of some writers. Its seeds, which are occasionally met with in the shops, are called *physic nuts* (*semina ricini majoris*, or *gros pignon d'Inde*.) Pelletier and Caventon analyzed them under the name of Croton Seeds,\* and extracted from them a volatile acrid acid, called *jatrophic acid*, (see page 1,112.) Mr. Bennet† swallowed four seeds, and experienced a very unpleasant burning sensation in the stomach and bowels, with nausea, which, after an interval of nearly two hours, terminated in vomiting: their purgative effects followed soon afterwards, and were mild; the sickness had then nearly passed away, but the burning sensation continued for some time longer. In large doses they are energetic poisons.

“The oil (*Oleum Jatrophæ Curcadi* seu *Oleum Infernale*) is analogous in its properties to Croton Oil. It is occasionally used as a drastic purgative. In India it is used for lamps.”

CAMBRIDGE, July 26, 1852.

Dr. WM. A. BREWER, Boston:—

DEAR SIR:—I have been absent from town for the last three days, or else I should sooner have answered your kind communication on the *Polka Nut*.

I think, with yourself, that it must be the “*Jatropha Curcas*,” and the following description from the “*Dictionnaire des Drogues*, by Chevalliers, Richard & Guillemin,” confirms your extract from Pareira.

“It very much resembles the castor oil seed, but is much larger.” \* \* \* \* “It is of a blackish brown color, convex on one side, flat on the other, with a slightly prominent longitudinal line on both faces. The internal seed is invested with a pellicle, and its white, oily albumen incloses a large embryo, formed of two foliaceous cotyledons, which can be easily separated from each other.”

I see, also, that Wood & Bache allude to these nuts under the head of *Barbadoes Nuts*, in the appendix of the United States Dispensatory, ninth edition, and state that “the fruit is a three-celled capsule, containing one seed in each cell, and is about the size of a walnut.” Out of the whole lot I could only find one specimen of the fruit, and this corresponds to the above description.

Merat & Delens, in the *Dict. de Mat. Med.*, state that the oil is intermediate in its cathartic power between croton and castor oil,

Yours truly,

C. H. PIERCE.

\* Journ. de Pharm., t. xv., page 514.

† Lond. Med. Gaz., ix., 8.

## "NAVAL DRY DOCKS OF THE UNITED STATES."

ALBANY, August 26th, 1852.

TO FREEMAN HUNT, *Editor of the Merchants' Magazine* :—

SIR:—In the last number of your Magazine is a notice of a work published by Chas. B. Norton, on the "Naval Dry Docks of the United States."

I beg to refer you to the article "Dry Dock," in Appleton's Dictionary of Mechanics and Engineering, published some two years and a half since, wherein you will find word for word nearly the whole of the extracts which you have made from, and credited to, the work published by Mr. Norton.

Under these circumstances I appeal to you, if it is not due to the Messrs. Appleton, who have the copyright of the Dictionary, and to myself, the contributor of the article referred to, to correct your notice of the work in question.

Respectfully your obedient servant,

W. J. McALPINE.

It is due to all parties to state, in reference to the subject of the State Engineer's letter, that no evidence appears in the work of Mr. Stewart, "On Naval Dry Docks," which was before us at the time the article was written, that the extracts which we made were other than original. It is true that it is to be found almost word for word in Appleton's Dictionary of Mechanics, but it appears there likewise as original. It might have been an oversight in the author of the volume on "Dry Docks," in omitting to give credit to the latter work; or he might have conceived that the latter work was, to some extent, compiled from other sources, and not strictly entitled to the credit. However the case may be, if there had been any indication that the extracts which were made were other than original, in the volume of which we were speaking, the *Merchants' Magazine* would most cheerfully have followed its long established rule, which is also the Scriptural rule, of giving "honor to whomsoever honor is due."

## THE ECONOMICAL HARDWARE MERCHANT.

A few years since, a worthy hardware merchant, who had made his fortune at the business in the city of New York, determined to sell off his stock and retire. His goods were soon disposed of, and the shop empty. In sweeping out the store one day, he found in the crevices and corners a few shot (about twenty) of all sizes; he gathered them up in the hollow of his hand, and stood for some seconds gazing at them; at length, seizing his hat, he rushed into an adjoining liquor store, where they also sold shot, and thus addressed the proprietor:—"In cleaning my store I found a few shot; they are no use to me, but to you they are worth something. I don't value them very highly, but perhaps (here he lowered his voice) you would give me *half a glass of beer* for them."

Reader, do you suppose this worthy, we should, perhaps, say mean, hardware merchant was either a patron or reader of the *Merchants' Magazine*?

## PAYMENT OF DEBTS BY BANKRUPTS.

We occasionally see the announcement in the public prints, says the *Sachem*, that some individual, who had been unfortunate in business and compelled to avail himself of the lenity of his creditors, or the forms of law, to obtain a legal discharge from the payment of his debts, had again embarked on the dangerous sea of trade, been favored with prosperous gales, and had liquidated the old indebtedness, principal and interest. Such conduct is frequently lauded in most extravagant terms, as though the morality which impelled the act were of a higher order than could reasonably be expected from frail humanity. We see nothing in such an act beyond the performance of a duty which is demanded by the plain precepts of pure morality. We are not of the number who measure their duty to others by what the law prohibits and enforces. We acknowledge, in the matter of paying debts, the higher law of conscience and fair dealing between man and man. We do not find fault with the statute which enables the honest debtor, upon a surrender of his property to his creditors, to obtain his discharge from his liabilities. Were there no such provision, a single unfeeling creditor might doom to helpless poverty and misery his unfortunate debtor, and those dependent on him for support. But we do find fault with, and most conscientiously condemn

that lax morality which considers a debt paid by a release, voluntarily given, or a discharge obtained by operation of law. It is true that in such a case the law will not enforce payment, notwithstanding the individual thus discharged may afterwards have abundance and to spare, wherewith to cancel his debts. But the moral duty still remains, and, in our opinion, no one who has it in his power to pay his debts, and refuses to do so on the plea that the law will not compel him, is entitled to be considered an honest man.

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#### MAILLEFERT'S INVENTION FOR BLASTING ROCKS.

NEWBURYPORT, September 13, 1852.

TO FREEMAN HUNT, *Editor of the Merchants' Magazine*:—

DEAR SIR:—In your number for September, you have an article on Mr. Maillefert's *invention* for blasting rocks under water without drilling, and I am informed by the same article that Mr. M. has taken out a patent for this process. It is true that his application of the process is new, but the process itself is an old one, and has been long in use for a different but similar purpose on the shores of North Carolina. For miles along those shores, and extending far out to sea, are numberless sand-bars, at all depths and of all sizes. Within these bars, deeply covered by the sand, lie buried huge trunks of the cypress and red oak, which are sought for by the inhabitants of the coast, and when found converted to various uses. The process of discovering and obtaining possession of these resembles, in every respect, that of Mr. M., except in the use of the battery, the knowledge of that useful article not yet having penetrated the tangles and morasses of the Dismal Swamp. The trunks are discovered by probing the sand with long poles, the contact of which with a hard substance indicates the presence of the object of search.

The position of the log being marked, it is freed from the superincumbent sand, and loosened from its bed, by a subaqueous explosion of gunpowder, exactly after the fashion of Mr. M.'s discharges upon Pot Rock and Gridiron.

The connection of the flask or canister with the surface is effected by one of the enormously long hollow canes of that region, through which the train is laid which fires the flask. This process has been used there for years, as is well known to all who are conversant with that region, and must have been seen thousands of times by the persons employed on the Coast Survey, who have been stationed about Cape Hatteras, and to them I refer for confirmation of my statement.

Yours, respectfully,

I. J. GOODWIN.

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#### ADULTERATION OF PALE ALE.

Dr. Liebig writes to a gentlemen in London on the subject of the adulteration of pale ales, by the use of strychnine. This poisonous alkaloid is largely used, so it is said, as a substitute for hops, in the manufacture of beer, and great alarm has been excited by late developments among the lovers of ale. Liebig recalls the memory of the Westphalian brewer, of a quarter century ago, who fell to adulterating his beer with *nux vomica*. Speedily ill effects produced an exposure: medical men now find a remarkable similarity between the effect of *nux vomica* and that of strychnine. Good ale depends upon the careful selection of the best malt and hops, and continental brewers are acknowledged to be inferior to the English; while Dr. Liebig, speaking from his personal experience in sundry chemical investigations, denies the imputation of the poison. And he adds that this mode of adulteration can never take place, because of the criminality of the act, and its certain detection.

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#### VALUE OF MONEY.

If you want to learn the value of money, says the "*Knickerbocker*," go and labor for a day or two as a hod-carrier, beneath the scorching rays of a summer sun. This is an excellent idea, and if many of our young gentlemen had to earn their dollars in that way, how much less dissipation and crime we would witness every day! So of our fashionable young ladies, if they, like some of the poor seamstresses of our large cities, had to earn their dollars by making shirts at ten cents apiece, how much less finery should we see about them, and how much more truthful notions would they have of their duties of life and their obligations to the rest of the world.

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 THE BOOK TRADE.
 

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- 1.—*The Son of the Wilderness; a Dramatic Poem in Five Acts.* By FREDERIC HALSA. Translated from the German, by CHAS. EDWARD ANTHON.

This drama is one of the most effective acting plays, and at the same time one of the most beautiful poems of the later literature of Germany. Under the name of Ingomar, it is familiar to English and American audiences; and Mr. Anthon's translation should make it a favorite with English and American readers. It is a rare instance of the union of freedom and fidelity in translation. To render word for word and at the same to transfer the *spirit* of the original, are the two great aims of translation; a difficult task, even in rendering prose. To render verse into verse is most difficult of all. This task Mr. Anthon has performed with rare success. We have compared his work with the original, and except in several instances of apparently intentional omission (on account, we suppose, of the too great freedom of the original) it is remarkably literal. Yet the English verse of Mr. Anthon is natural, vigorous, and idiomatic. It is English poetry of a high order. It reads as if original. It deserves a place among the few very successful translations we possess. We do not think we go too far in assigning it a place by the side of Coleridge's "Wallenstein," which has been called a transfusion rather than a translation, and which, in fact, has probably less claim to the merit of strict fidelity to the original. Mr. Anthon has recently been appointed professor of history and belles-lettres in the Free Academy. His beautiful translation furnishes satisfactory proof of his qualifications for an important branch of his new duties.

- 2.—*Stray Meditations; or Voices of the Heart in Joy and Sorrow.* By JOS. P. THOMPSON, Pastor of the Broadway Tabernacle. 12mo. pp. 228. New York: A. S. Barnes.

This is not a volume of elaborate and consecutive essays, with a pretense to logical or rhetorical completeness; but a book of fragments, embodying thoughts that flowed at ease through the author's mind. It claims to be "Utterances of the Heart;" but there are no expressions of the heart above the common sensations which pass through every person's mind when feeling and affection flow on in an even tenor. Of course it has no claim to any such pretension, further than we may regard the author as a good-natured man. It is what may be called a clever book—more interesting to the writer and his friends than any one else; and containing nothing by which it may make any special claim upon the attention of the public.

- 3.—*Five Years in an English University.* By CHARLES ASTOR BRISTED. Second edition. 12mo. pp. 441. New York: G. P. Putnam.

A second edition of this agreeable volume has already made its appearance. It presents a picture of English university life, just as it is; a subject of which very little is known in this country, but one that is full of interest to every scholar and literary man. The picture here presented is written in a somewhat egotistical style, which a pure taste would condemn. But for this, the author makes an ample apology. It must be remembered that the subject is one of the most difficult of which to make an interesting book; yet the success of the writer has been proved by the reception of his work.

- 4.—*Atlantic and Transatlantic; Sketches Afloat and Ashore.* By CAPTAIN MACKINNON, R. N., Author of "Slaver Warfare in the Parana." 12mo. pp. 324. New York: Harper & Brothers.

Capt. Mackinnon is an intelligent educated Englishman, and writes with candor and fairness. He commends the civility of Americans to Englishmen in particular. The work contains much interesting and valuable information, and is written in a very agreeable and pleasant style. Few works relating to this country are more deserving, or will attract more attention from the American people.

- 5.—*Tallis's Scripture Natural History for Youth.* London and New York: John Tallis & Co.

Parts 15 and 16 of this excellent work contain some thirty beautifully executed colored illustrations. It is beyond all cavil the best work of its class published.

6.—*An Address Delivered before the Association of the Alumni of Harvard College*, by ROBERT C. WINTHROP, July 22d, 1852. 8vo., pp. 59. Cambridge: John Bartlett.

Whatever Mr. Winthrop attempts with his pen possesses a dignity, gracefulness, and elegance attainable by very few of our public men. The annual meetings of the Alumni of Harvard contain a body of men unequalled in intelligence, education, and mental accomplishments by any other general assemblage in the country. On such an occasion the subject of this eloquent discourse was, "The peculiar obligations and duties resting upon educated men, and the temptations which interfere with their just discharge." It is not proper that we should follow the speaker through all the points of his address, but we desire particularly to turn the attention of all our readers to this pamphlet, which is the gem of the season of a year so fertile in public addresses, and assure them that its perusal will impart abundant satisfaction, and impress them with noble and sublime views of their duties and dangers as educated men.

7.—*Shades of Character; or, the Infant Pilgrim*. By ANNE WOODROOFFE. 2 vols. 12mo., pp. 329 and 308. New York: Robert Carter & Brother.

This is one of those thoughtful tales, free from the exaggerations which are usual in such works, and aiming to present various phases of character, such as are affected by religious influences. Of course there is here a wide field for delineation, and the author has improved it to portray not only the good, but many of those whose characters are misguided and distorted. It is a work which will interest and instruct all readers who are gratified with the serious class of tales.

8.—*America as I found it*. By the author of "Mary Lundie Duncan." 12mo., pp. 440. New York: Robert Carter & Brothers.

The portion of America viewed by this author is confined to very small districts of the United States; nevertheless it is regarded by her as of sufficient extent to represent the whole continent. The volume consists of every-day observations among a very clever portion of the community, chiefly in New York and the region around. Hospitality and respect were everywhere extended to the matron, and with the best feelings at heart she has written a very pleasant narrative of her visit from England to this country. There is a large portion of the reading public which will be pleased with these views of a pious, thoughtful, intelligent, and sensible writer.

9.—*Pierre; or, the Ambiguities*. HERMAN MELLVILLE. 12mo., pp. 495. New York: Harper & Brothers.

Melville's reputation as a writer is widely spread. The reception of his earliest works by the public has been of the most flattering kind. This volume is more imaginative in its character than the former ones, and aims to present the workings of an over-sensitive spirit. The story is well told as usual, although not perhaps equal in interest to some of the other volumes from the same pen.

10.—*A Manual of Grecian Antiquities, with Numerous Illustrations*. By CHAS. ANTHON, LL. D. 12mo. pp. 436. New York: Harpers & Brothers.

This volume is prepared upon the same plan as the "Roman Antiquities," by the same author. The materials appear to have been gathered from the latest and best sources. They are arranged with a clearness and method which will render their comprehension by the student easy and rapid.

11.—*A Journal of Summer Time in the Country*. By REV. ROBERT ARIS WILLMOTT, incumbent of Bear Wood, Berks, author of "Jeremy Taylor, a Biography." 18mo. New York: D. Appleton & Co.

Another volume of "Appletons' Popular Library of the best Authors," and equal in value and interest to any that have preceded it. The selections are made with commendable taste and judgment.

12.—*The Indian Tribes of Guiana*. By REV. W. H. BRETT. 18mo., pp. 352. New York: Robert Carter & Brothers.

This work embraces accounts of the British missions among the various tribes at Guiana, from the year of their commencement until the present time. Aside from its value to those who take an interest in Christian missions, it contains much incidentally interesting information touching the tribes of the Guiana Indians.

- 13.—*The Men of the Time; or Sketches of Notables.* 12mo. pp. 564. New York: Redfield.

The plan of this work is excellent. It consists of a series of sketches of living authors, architects, artists, composers, demagogues, divines, dramatists, engineers, journalists, ministers, monarchs, moralists, philanthropists, poets, politicians, preachers, savans, statesmen, travelers, voyagers and warriors. That portion of it relating to the eminent men of England and the Continent, derived from various German *Conversations-Lexikon*, is quite complete, and embraces brief notices of almost every European of reputation. The failure is in the home biography. Some of the most prominent men are omitted entirely, and others introduced who possess little or no merit in any of the departments of life. On the whole, however, it is an interesting volume, and contains, as President Fillmore says, "precisely that kind of information, that every public and intelligent man desires to see; especially in reference to the distinguished men of Europe."

- 14.—*Memoirs of the Life and Writings of Thomas Chalmers, D. D., LL. D.* By his son-in-law, Rev. WILLIAM HANNA, LL.D. In four volumes. Vol. 4. 12mo. New York: Harper & Brothers.

In the three preceding volumes, Dr. Hanna confined himself to the labor of the biographer as distinguished from that of the critic or the historian. The present volume is devoted to a general narrative of the disruption in the Scotch Church. Few works devoted to theological biography, will be more prized or read by men of intellect in the Christian church, irrespective of sectarian tendencies.

- 15.—*The History of the Restoration of the Monarchy in France.* By ALPHONSO DE LAMARTINE, Author of the "History of the Girondists." Vol. 2. 12mo. pp. 499. New York: Harper & Brothers.

The present volume completes the history of the Restoration. Lamartine may be regarded as the poet historian. The translation appears to do full justice to the original, which is perhaps the highest praise that we could bestow on anything from the pen of the gifted Frenchman.

- 16.—*The Works of Shakspeare.* By the Rev. H. N. HUDSON, A. M. 18mo. New York: James Munroe & Co.

The fifth volume of this beautiful edition has made its appearance. Our opinion of its merits has been so frequently expressed in this department of the *Merchants' Magazine*, that it seems almost a work of supererogation on our part to say more. It is, of all editions yet published, a favorite one with us, and we have some half-dozen or more.

- 17.—*Hagar; a Story of To day.* By ALICE CAREY. 12mo., pp. 300. New York: J. S. Redfield.

Although a story of every-day life, there is a freshness and a flowing fancy about these pages which invest them with much attractiveness. The tale itself is simple, possessing no special intricacy of plot, but its characters are delineated with a tenderness and pathos, so pure and free from affectation, that they secure the interest and gratification of the reader.

- 18.—*Waverley Novels.* Illustrated Library edition. Vols. VII. and VIII. Boston: B. B. Mussey.

The seventh and eighth volumes of this handsomely printed and bound Library Edition of the Scott Novels, embrace *Ivanhoe*, the *Bride of Lammermoor*, and *A Legend of Montrose*.

- 19.—*Tallis's Illustrated Atlas and Modern History of the World.* London and New York: John Tallis & Co.

Parts 50 and 51 of this splendid collection of Maps, and with letter-press description, contain maps of Leeds, Aberdeen and Perth, with their public buildings, done in the highest style of the art.

- 20.—*The Life and Works of Robert Burns.* Edited by ROBERT CHALMERS. In four volumes. Vol. 3. 12mo., pp. 317. New York: Harper & Brothers.

This is, in our judgment, the most desirable edition of the life and works of Burns ever published.

21.—*Clifton; or Modern Fashions, Morals, and Politics. A Novel.* By ARTHUR TOWNLEY. Philadelphia: A Hart.

The extracts we have read from this work have given us a high opinion of the talents of the unknown writer. It is evidently from the pen of one who has seen the world with a "thoughtful eye," and who has mingled actively in the scenes he so vividly portrays. In politics he is rather radical; in religion decidedly liberal; in morals sound and high-toned; and, as regards *fashion*, we should not take him for a devotee to the follies of "Japonicadom."

22.—*Chambers' Pocket Miscellany.* Vol. 5. 12mo. pp. 180. Boston: Gould & Lincoln.

It may be said of the numerous tales contained in this volume, that they are interesting to all readers, and suited for perusal at leisure moments, especially when traveling.

23.—*Sick Calls: from the Diary of a Missionary Priest.* By Rev. EDWARD PRICE, M. A. 18mo., pp. 388. New York: D. & J. Sadlier & Co.

In these pages we are presented with some vivid sketches of the scenes witnessed by a Roman Catholic clergyman at the death beds of a large number of persons, embracing members of every profession and almost every pursuit of life.

24.—*Waverley Novels. Heart of Midlothian.* Vol. 3. Part 6. 12mo., pp. 325. Part 7. *Bride of Lammermoor.* pp. 341. Philadelphia: Lippincott, Grambo & Co. New York: A. O. Roorback.

A reprint of the Abbotsford edition, which contained all the author's corrections.

25.—*Waverley Novels.* Parts 1, 2, 3, 4. *Waverley, Guy Mannering, Rob Roy, The Antiquary.* 8vo. Philadelphia: A. Hart.

A cheap edition of the Waverley novels, which is printed in fair and legible type, on clear and white paper.

26.—*The Two Fathers; an Unpublished Original Spanish Work.* By ADADUS CALPE. Part 2. 12mo., pp. 307. New York: Stringer & Townsend.

This is the second part of a work which has not a single commendable feature about it, unless it be the typography and binding, which is in the usual good style of Messrs. Stringer & Townsend.

#### POSTAGE ON THE MERCHANTS' MAGAZINE.

The new act of Congress regulating and reducing the rates of postage on "newspapers and periodicals," (or, to speak more accurately, on newspapers, magazines, and reviews, for a newspaper is a periodical, as much so as a magazine or review, although by the act of Congress, and in common parlance, a periodical is understood to mean a monthly or quarterly, in distinction from the daily, tri-weekly, semi-weekly, or weekly journal,) goes into operation "from and after the thirtieth day of September, 1852."

A monthly number of the *Merchants' Magazine* weighs a fraction under six ounces, but is rated as weighing six. The postage on a single monthly number, according to the act of Congress, (which, together with a tabular statement of the rates of postage, will be found in another part of the present number of this Magazine,) is FOUR CENTS, and if paid quarterly or yearly in advance at the office where the said *Merchants' Magazine* is delivered, one-half the above rates is charged. The postage, therefore, on the *Merchants' Magazine* is—

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