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CONTENTS OF NO. VI., VOL. XXVII.

ARTICLES.

ART.	PAGE.
I. DEBTS AND FINANCES OF THE STATES OF THE UNION.—WITH REFERENCE TO THEIR GENERAL CONDITION AND PROSPERITY.—CHAPTER IX.—THE WESTERN STATES—ILLINOIS. By THOMAS P. KETTEL, of New York.....	659
II. SUGAR: AND THE SUGAR TRADE.....	671
III. COMMERCIAL CITIES AND TOWNS OF THE UNITED STATES.—No. XXXIII.—NEW YORK.—PART IV. By E. HALE, Jr., of New York.....	686
IV. MERCANTILE BIOGRAPHY.—JAMSETJEE JEEJEEBOY—A PARSEE MERCHANT	694
V. TRADE AND COMMERCE OF MOBILE, 1851-52.....	702

JOURNAL OF MERCANTILE LAW.

Under what circumstances a foreign minister can sue and be sued in the United States..... 710

COMMERCIAL CHRONICLE AND REVIEW:

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

General commercial prosperity—Distinction between the spirit of enterprise and speculation—The danger of a thirst for sudden riches—Banks and bankers—Increase of new banks—Domestic trade and interior collections—Prices of stocks and bonds—Deposits and coinage at the Philadelphia and New Orleans Mints for October—Ditto at all the Mints since January 1st—Production of California gold, and export to Great Britain—Imports of foreign merchandise at New York for October and from January 1st—Classification of imports, with the receipts of foreign dry goods—Revenue of the country—Cash receipts at the port of New York—Exports from New York for October, and from June 1st—Shipments of leading articles of produce—Diversion of shipping to Australia, and consequent advance in rates of freight... 713-720

VOL. XXVII.—NO. VI.

COMMERCIAL STATISTICS.

	PAGE.
Production and consumption of cotton.....	721
Export of leather, boots, and shoes from the United States.....	722
Virginia Tobacco trade, 1851-52.....	723
Advance in the price of sperm and whale oils.....	723
The butter trade of Cincinnati.....	724
Prices of tobacco in New Orleans.....	725
The pork trade of Cincinnati.....	726
Agricultural statistics of the United States.....	728
The trade and revenue of Ireland.....	729
Receipts of produce by the new canal at New Orleans.....	730
Shipments of brandy from Charente to Great Britain.....	730

COMMERCIAL REGULATIONS.

Postal treaty between the United States and Prussia.....	731
Signals for ships ordered by Sweden.....	732
Tribunals of Commerce.....	732
Method of putting up produce for market.....	733
Ship building in Louisiana.—Of ocean postage.....	735
The passengers' act of the United Kingdom.—Reduction of export duty at Turk's Island.....	736

JOURNAL OF BANKING, CURRENCY, AND FINANCE.

Capital and dividends of New York city banks.....	737
Production of Precious metals in the world.....	738
Progress of the British penny postage system.....	739
Receipts and expenditures of the United States.....	740
United States treasurer's statement, October 25, 1852.....	741
Banks under the general banking law of Illinois.—Gold and silver in the Bank of England.....	742
British post-office system of remitting money.—Shipments of gold dust from San Francisco.....	743
Weighing department of the Bank of England.....	744

NAUTICAL INTELLIGENCE.

The American Nautical Almanac.....	744
Of entering the channel of the Bay of Smyrna.—Of the light on the Island of Seiro.....	745
South Foreland High Light.—Directions for sailing into and out of Harbor Grace.....	746
West Coast of Jutland, and the Coasts of Bornholm.—Detention of vessels at Hampton Roads..	746

JOURNAL OF MINING AND MANUFACTURES.

The first mining operations in North America.....	747
The manufacture of glass.—No. iv. By DEMING JARVIS, Esq., of Massachusetts.....	749
Industrial progress of Georgia.....	751
Statistical account of tanneries in the United States, compared with the returns of 1850.....	752
Manufacture of ladies' muffs in London.—Items of gold mining in California.....	753
Progress of British cotton manufactures.....	753
Production of Indigo in South Carolina.....	754

RAILROAD, CANAL, AND STEAMBOAT STATISTICS.

Florence and Keyport plank road.....	754
Cost and expenses of seven railroads of Massachusetts for the years 1850 and 1851.....	756
Statistics of Massachusetts Railroads.....	757
Rates of freight on the Virginia and Tennessee Railroad.....	758
Influence of railroads on Agriculture.....	759
Persons employed on railways in England.....	760
Key West as a depot for California steamers.....	761

STATISTICS OF POPULATION.

Emigration from the United Kingdom.....	763
Population and territory of the Austrian empire in 1851.....	764

MERCANTILE MISCELLANIES.

"Naval dry-docks of the United States.".....	766
Mercantile Library.....	767
Of the tax or duty on foreign coal.....	767
Talleyrand and the banker.....	768
Invention for Negro clothing.....	768
The banker's Saturday night.....	769
An eye to business.....	769
A creditor's stratagem to collect a debt.....	769
No antagonism between capital and labor.....	770
American trade in India.....	770

THE BOOK TRADE.

Notices of new books, or new editions.....	771-776
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HUNT'S
MERCHANTS' MAGAZINE
AND
COMMERCIAL REVIEW.

DECEMBER, 1852.

Art. I.—DEBTS AND FINANCES OF THE STATES OF THE UNION.

WITH REFERENCE TO THEIR GENERAL CONDITION AND PROSPERITY.

CHAPTER IX.*

The Western States—Illinois.

AMONG all the States of the Union which succumbed to the financial storm of 1836-40, none had more canvas spread, or so little ballast, as that gem of the West, Illinois; nevertheless, none has more promptly recovered its position, or more satisfactorily responded to the hopes of its friends, or the wishes of its creditors. The locality of Illinois is highly favorable for the development of its great natural resources, under the influence of modern improvements. The north-eastern extremity borders Lake Michigan.

* The first of this series of papers was published in the *Merchants' Magazine and Commercial Review* for November, 1847, (vol. xvii., page 466.) That article, an introduction to the series, related chiefly to the State debts of Europe and of the United States. It was followed in the number for December, 1847, (vol. xvii., page 577,) by an article on the New England States, embracing Maine and Massachusetts; and in March, 1848, (vol. xviii., page 243,) by New York; in March, 1849, (vol. xx., page 256,) by Pennsylvania; in May, 1849, (vol. xx., page 481,) by Maryland; in August, 1849, (vol. xxi., page 148,) by Indiana; in October, 1849, (vol. xxi., page 389,) by Ohio; and in the number for February, 1850, (vol. xxii., page 131,) by an article on Michigan. The series, it will be seen by reference to the preceding chapters, with the exception of the first, published in November, 1847, have all appeared under the same general title prefixed to the present chapter. The articles contain the most comprehensive and reliable account of the debts, finances, and resources of the several States, that have ever been grouped in a connected and convenient form for reference—present and future.

The Wabash and the Ohio Rivers border it on the east and south, meeting there the Mississippi, which is its western boundary. The length of the State is 380 miles, north and south. The northern breadth is 140 miles expanding to 200 miles in the center, and terminating in a point at the south, thus forming the figure of a purse, which may be taken as an emblem of its destiny. The circuit of the State is 1,210 miles, of which 70 miles is lake coast, 550 miles the channel of the Mississippi, 140 miles the the Ohio, and 150 miles the channel of the Wabash, leaving 300 miles, or about one-fourth, for land lines. The surface of the State is remarkable. About two-thirds consists of prairies, that are numerous and extensive in the center and north. In the southern part the country is more broken, but nowhere are the elevations 200 feet above the general level. The prairies form wide expanses, stretching as far as the eye can reach, interspersed only occasionally by belts of wood land, following the streams. The surface is of such a dead level as to afford no water shed, and the fallen rains pass off by evaporation. There is much fine timber in Illinois, but it is confined to certain sections.

Illinois was very early settled by the French on the rich bottom, extending from the mouth of the Kaskaskia 90 miles northerly to the bluffs of Alton, having St. Louis on the opposite bank of the Mississippi. The soil is there 25 feet deep, and it has been said that land, planted annually for 200 years with wheat without dressing, is as fertile now as ever. In our article for August, 1849, upon the State of Indiana, we described the "North-West Territory" and its political progress, including Illinois. The disposition that has been made of the lands of Illinois, with the population of the State, is as follows:—

DISPOSITION OF LANDS IN ILLINOIS.

Area in acres	35,459,200
Area surveyed to January, 1851	35,455,669
Area proclaimed for sale.....	35,397,921
	Acres.
Sold	\$15,832,157
Granted to schools	1,501,795
" universities	44,800
" Illinois and Michigan Canal.....	290,914
" Internal Improvements.....	209,086
" individuals.....	954
" seats of government.....	2,560
Bounties, military.....	5,685,640
Reserved salines	121,629
" Indians.....	48,989
Private claims.....	188,901
	\$23,951,429
Swamp lands granted to States.....	1,833,412
Unsold, January, 1852	9,688,263
Granted to Central Railroad.....	2,572,000
Unsold balance	7,116,263

The following table shows the quantity of land sold in the State annually, with the population at different times:—

LAND SOLD IN ILLINOIS.

Year.	Acres.	Population.	Year.	Acres.	Population.
1814	119,631	12,232	1833	359,537	
1815	104,255		1834	347,823	
1816	183,908		1835	2,062,707	272,427
1817	177,722		1836	3,088,554	
1818	220,449		1837	1,024,926	
1819	69,027		1838	790,698	
1820	13,138	55,211	1839	1,127,403	
1821	53,771		1840	388,233	476,133
1822	27,264		1841	298,274	
1823	59,820		1842	438,825	
1824	41,321		1843	445,469	
1825	45,555		1844	486,997	
1826	81,389		1845	481,105	662,125
1827	58,207		1846	460,967	
1828	92,402		1847	506,802	
1829	209,892		1848	250,000	
1830	314,407	157,445	1849	350,000	
1831	334,557		1850	200,000	851,470
1832	225,338		1851	200,000	

Years.	Acres sold.	Increase of per head population.	Acres increase.
1830 to 1835	3,330,062	114,982	25
1835 to 1840	6,419,814	203,756	32
1840 to 1845	2,150,670	185,942	11
1845 to 1850	2,609,509	189,355	14

The five years ending with 1840, embrace the years of great speculation, when the lands went into the hands of persons who got them on credit, and held them for speculation. More lands in the hands of speculators have been hanging upon the market in competition with the government lands, and with the 8,000,000 acres held by the State for various purposes, and sold from time to time. This depressed the average quantity of government lands sold in that State during the subsequent five years.

The State of Illinois very early commenced the system of public improvements by State loans. The opening of the New York and Erie Canal in 1824, gave an immense impulse to Western progress, and it will be observed in the table of land sales that they doubled in 1828 and 1829, continuing to increase until the bubble burst. The great success of the Erie Canal afforded a tempting example to Illinois, because her situation in relation to the lakes is nearly the same. She abuts on Lake Michigan as New York does on Lake Erie, and her great river, Illinois, holds the same relation to the State navigation as does the Hudson to Lake Erie. Hence, the connection of the two latter by the Erie afforded an exact model for the connection of the two former. As early as 1823, the route had been explored. The population was too sparse to undertake it, however, until, in 1829, Congress made the grant of 290,914 acres, mentioned in the above table, in aid of it. The State then passed an act to raise a loan of \$500,000, to carry it on. The work was placed under a special commission, and was to extend from Peru, on the Illinois River, to the Chicago River, five miles from its mouth, say 100 miles. When that work was projected there were but about 15,000 families in the whole State, and the expense of the work was estimated at \$8,654,337, yet this canal was but a subordinate part of an immense system of internal improvements for which an act was past in 1837. This act created a Board of Fund Commissioners to manage the fiscal concerns of the public works, and a Board of Public Works to determine routes and superintend the execution. This internal improvement system embraced the fol-

lowing works, showing the total length of each railroad projected in the State, and the aggregate length of all the railroads:—

	Miles.	Per mile.	Total.	Amount expended.
Central Railroad.....	457½	\$8,326	\$3,809,145	\$145,765
Southern Cross Railroad.....	294	8,200	1,410,800	42,763
Northern Cross Railroad.....	234½	8,480	1,976,355	515,311
Shelbyville and Paris Branch Central Railroad.....	71½	19,588	757,113	51,203
Peoria and Warsaw Railroad.....	116	8,351	966,396	75,255
Alton and Shelbyville Railroad.....	71	8,295	754,845	5,200
Bellville and Lebanon Railroad.....	23½	7,000	164,700	371
Bloomington, Mackinaw, Peoria, and Peoria Railroad.....	53½	11,736	630,810	38,022
Total length.....	1,341½	.....	\$11,470,444	\$728,125
Canal estimate.....			8,654,337	
Total.....			\$20,124,781	

In addition these were two banks—

State Bank of Illinois, capital \$3,515,000, State interest...	2,000,000
Bank of Illinois, " 658,050, " ...	1,400,000
Total.....	\$23,524,781

These were among the first projects of the young State. There were then 70,000 log-cabin farmers in the State, and these loans were about \$300 each family. For all the purposes mentioned, stocks were issued.

The works commenced under this law, and the effort to sell the bonds at a moment when the financial horizon began to lower, and all other States were desperately pressing the market, produced ruinous losses. In 1842, the State debt had assumed the following shape.

ILLINOIS STATE DEBT, DECEMBER, 1842.

Bonds sold to the State Bank of Illinois, of account of bank stock.....	\$1,765,000	
Bonds sold to Bank of Illinois, of account of bank stock.....	900,000	\$2,665,000 00
Bonds sold to Irwin & Beers on account of Internal Improvements.....	1,000,000	
Bonds sold to N. Biddle.....	1,000,000	
" Hall & Hudson.....	100,000	
" Boorman & Johnson.....	100,000	
" Lieutenant Levy.....	4,000	
" January & Dunlap.....	300,000	
" M. B. Sherwood.....	50,000	
" John Delafield.....	283,000	
" A. H. Bangs.....	50,000	
" Erie County Bank.....	100,000	
" Bank of Commerce.....	100,000	
" Commercial Bank of Buffalo.....	100,000	
" Nevins & Townsend, by Dr. Barrett....	180,000	
" E. Riggs, by Dr. Barrett.....	50,000	
" Bank of United States, by Dr. Barrett..	100,000	
" M. Sherwood, by Dr. Barrett.....	100,000	
Bonds hypothecated to State Bank of Illinois, by Dr. Barrett.....	100,000	
Bonds sold to M. Kennedy and others, by J. D. White-side.....	120,000	
Bonds left with Macalister & Stebbins, by J. D. White-side on deposit, and by them sold.....	71,000	3,908,000 00

Bonds sold to J. Wright & Co., of London.	£69,225	
Bonds delivered to Thompson & Forman...	11,780	
Bonds pledged to Thompson & Forman...	41,625	
	£122,550 equal to....	544,122 00
Bonds sold to State Bank, by J. D. Whiteside.....		100,000 00
		<u>\$7,217,122 00</u>
Deduct 7 bonds of \$1,000 each received from Commercial Bank of Buffalo.....		7,000 00
		<u>\$7,210,122 00</u>
Balance.....		\$7,210,122 00
Internal Improvement scrip, and scrip issued by Board of Auditors outstanding.....	896,669 94	
Cash obtained by Fund Commissioner upon 724 bonds of \$1,000 each, hypothecated to Macalister & Stebins, yet outstanding, as per statement of Fund Commissioner, with interest at the rate of 7 per cent per annum on this sum.....	172,405 00	
Sold to contractors on Northern Cross Railroad, 94 bonds of \$1,000 each, 84 of which were hypothecated to Fund Commissioner, by the contractors, for the sum of \$42,000, Illinois State Bank paper, leaving balance of \$10,000.....	10,000 00	
		<u>1,069,074 94</u>
Total debt on account of bank and Internal Improvement bonds and scrip.....		\$8,279,195 94
<i>Illinois and Michigan Canal Stock.</i>		
Bonds sold by government.....	1,000,000 00	
Amount sold by Governor Reynolds to President of the United States Bank.....	1,000,000 00	
Amount sold by Governor Reynolds and Gen. Rawlings to John Delafield.....	300,000 00	
Amount sold by Gen. Thornton on Canal.....	100,000 00	
“ “ “ in London.....	1,000,000 00	
“ advanced by Wright & Co. on contract with Judge Young and Governor Reynolds, £30,000, by terms of contract equal to...	145,188 00	
“ bonds paid to contractors in 1841 and 1842..	197,000 00	
		<u>3,742,188 00</u>
“ outstanding scrip.....	341,972 71	
“ of certificates of indebtedness issued by Commissioners.....	254,747 00	
		<u>596,719 71</u>
Total canal debt.....		\$4,338,907 71
Bonds outstanding on account of State House.....	116,000 00	
Amount due School, College, and Seminary Funds...	808,085 00	
“ due State Bank for warrants paid.....	294,190 00	
		<u>1,218,275 00</u>
“ due on account of surplus revenue.....	477,919 44	
Total debt upon which interest accrues.....		13,836,379 65

RECAPITULATION.

Total bank stock.....		\$2,665,000 00
“ Internal Improvement debt.....		5,614,196 94
“ Canal debt.....		4,338,907 71
“ State House.....		116,000 00
“ School, College, and Seminary funds.....		808,085 00
“ due State Bank for warrants.....		294,190 00
		<u>\$13,836,379 65</u>
Total debt upon which interest accrues.....		\$13,836,379 65

The annual interest on this debt was \$830,182.

To meet these liabilities the State had the following resources at the time unavailable:—

Lands remaining unsold of Canal Grants	acres	238,985	57
Lands granted to the State, under the provisions of an act entitled "An Act to appropriate the Proceeds of the Sales of the Public Lands, and to grant Pre-emption Rights;" approved September 4th, 1841.		210,132	85
Lands purchased by the State for Internal Improvement purposes....		40,332	00
Amounting to.....		489,750	42
Amount due Canal Fund from sale of lands, town lots, stone, timber..		\$201,964	

In 1840, the following named purchasers of bonds had failed to pay for them according to contract, to wit:—

John Delafield, in the sum of.....	\$433,000
A. H. Bangs.....	50,000
Bank of Commerce at Buffalo	90,000
Commercial Bank at Buffalo.....	90,000
Erie County Bank.....	97,500
Amounting to	\$730,500

The bonds, as the names of the buying parties indicate, were put upon the market with little scruple. The New York Free Banking Law, which had been started in 1838, at that time allowed stocks of Western States to be taken as security for circulating bills, and this opened a market for many. The American Exchange Bank in New York, and the other institutions named, bought them for that purpose. Many of those banks failed utterly, and the State never got anything. General Thornton was sent to London by the contractors on the canal to sell the bonds they had taken from the State, and his terms were such as he could get. Messrs. Wright & Co. were a banking house largely interested in Cairo city, and through them \$500,000 worth of railroad iron for the Central Railroad was procured on the bonds, and some cash advances for the use of that road in addition. The bonds sold to J. Delafield, of the New York Phoenix Bank, were to be paid for in instalments at par, on the condition that no more stock was to be put upon the market. The State, however, made an issue of sterling bonds, which knocked the market price down 20 per cent, and Delafield repudiated the contract, on the ground that the State had violated it. The State was now bankrupt, with all the public works incomplete. They remained in this position until 1843, when it was proposed to make the canal lands a special pledge for a sum necessary to complete the canal. This was estimated to require \$1,600,000. Accordingly, the Legislature of Illinois passed a law for the purpose of raising the funds necessary to complete the Illinois and Michigan Canal, authorizing the Governor to place the canal and all the canal lands in trust for the security of the lenders. The main provisions of this act are—

"1. That the Governor should be authorized to negotiate a loan solely on the credit of the canal and its lands of \$1,600,000, to bear 6 per cent annual interest. The holders of existing canal bonds, and other claims on the canal, are to have the first right to subscribe in proportion to their claims, and the claims in respect of which they so subscribe to be duly registered.

"That this canal and canal property should be vested in three trustees, one to be named by the Governor, and two by the subscribers to the loan.

"That at least \$400,000 of this loan should be paid in during the course of the first year after the execution of the trust deeds.

"That the canal shall be finished in three years from the commencement of the trust.

"That no sales of the canal lands shall be made until three months after the completion of the canal, when the trustees are to offer them for sale.

"That all the proceeds of the canal and canal property should be first applied to the repayment of interest and principal of the proposed loan of \$1,600,000.

"2. To payment of interest on the canal stock registered by holders who are subscribers to this new loan.

"3. To payment of interest on the canal stock, not so registered.

"4. To reimbursement of the registered canal stock held by the subscribers to the said loan; and after the due performance of these various engagements on the part of the trustees, the canal shall revert to the State of Illinois.

"The property assigned to trustees as security for the loan was as follows:—

The canal, that cost the State.....	\$5,000,000
The lands, amounting to 230,476 acres, valued, after the completion of the canal, at \$10 per acre.....	2,304,670
Lots in the various towns on the canal, valued at.....	1,900,000
Total.....	\$9,204,670

Messrs. Ryan & Oakley were appointed commissioners to raise the amount, and aided by David Leavitt, Esq., President of the American Exchange Bank, which was a large holder of the canal bonds, succeeded in obtaining the required sum—the leading banking houses in London taking up the subject. The loan was completed, Messrs. David Leavitt and W. Swift were appointed trustees on behalf of the bondholders, and the work pushed to completion. The lands, on being sold, more than realized the estimated values on which the trust was based, and the revenues of the work have equalled expectations, so far as to leave but little room to doubt that the canal will soon, fulfilling its condition by discharging the canal indebtedness, revert to the State.

The other great work, and perhaps the most important to the State interest, is the great Central Railroad. This work, as mentioned in the above table, was to have been 457½ miles long, at an estimated cost of \$8,809,145, and the State actually, before its failure, expended upon it \$1,016,905, mostly for a depôt in Cairo, for clearing out the track, and in grading and embankments. The iron which had been purchased for this road was afterward sold at a loss. The Federal Government had a claim upon it for duties, it not having been laid upon the road within the time required by the then law for the remission duties. The works were going rapidly to destruction, but nothing was done until September 20, 1850, the Federal Congress made a grant of lands in aid of it. The following is a synopsis of that law:—

ACT OF CONGRESS DONATING LANDS.

SECTION 1. Grants right of way through the public lands, 200 feet wide, with privilege of taking materials for construction; earth, stone, timber, &c.

SEC. 2. Grants every alternate section of land, 12 sections wide, the whole length of road and branches. In case the lands there are occupied, an equivalent quantity elsewhere, not over 15 miles from the road. The road to be commenced simultaneously at both ends. The lands to be sold only as the work progresses. This grant does not include the reserve canal lands.

SEC. 3. United States land reserved sections not to be sold for less than double the minimum price of the public lands.

SEC. 4. The road to remain a public highway for the use of the United States Government, free from toll or other charges.

SEC. 5. If the road is not completed in ten years, the State of Illinois shall

pay to the United States the proceeds of any land sold, and the remaining land shall revert to the United States.

SEC. 6. The United States troops to be transported on the road at prices fixed by Congress.

SEC. 7. The same rights and equivalent lands herein conveyed and granted to the States of Alabama and Mississippi respectively, for prolonging the railroad through those States to Mobile. Approved September 30, 1850.

The magnificence of such a project as the building of this road, and the facility for its completion offered in the grant of the lands, could not fail to fall within the comprehensive speculation of certain New York gentlemen, and they at once proposed to the Governor of Illinois to take the donated lands and build the road by July, 1854, with a single track, in all respects like the Massachusetts Western Road. The State wisely granted a charter, of which the following is a synopsis:—

STATE OF ILLINOIS—AN ACT TO INCORPORATE THE ILLINOIS CENTRAL RAILROAD.

SECTION 1. Incorporates Robert Schuyler, George Griswold, Gouverneur Morris, Franklin Haven, David A. Neal, Robert Rantoul, Jonathan Sturges, Thomas W. Ludlow, John F. A. Sanford, Henry Grinnel, Wm. H. Aspinwall, Leroy M. Wiley, and Joseph W. Alsop, under the name of the "Illinois Central Railroad Company."

SEC. 2. Empowers the corporation to construct a railroad from the city of Cairo to the southern terminus of the Illinois and Michigan Canal, with a branch thence to Chicago, and another to Galena.

SEC. 3. Grants the right of way through the State lands, two hundred feet in width, together with the power to take stone and other materials for construction.

SEC. 4. The capital of the company to be \$1,000,000, with privilege of increasing it. The capital to be divided into shares of \$100 each.

SEC. 5. Invests the powers of the company in a board of twelve Directors.

SEC. 6. Appoints the twelve persons named in section 1 first board of Directors.

SEC. 7. The President and Directors empowered to execute all powers herein granted, in relation to the road.

SEC. 8. Empowers the company to make by-laws, rules, and regulations.

SEC. 9. Inflicts a penalty for obstructing the operation of the road.

SEC. 10. Relates to the mode of crossing of highways and water-courses.

SEC. 11. Relates to the connection with other railroads, and appoints Commissioners for settling disputes that may arise.

SEC. 12. Every servant of the company to wear a badge upon his cap.

SEC. 13. Requires each locomotive to have a bell or steam-whistle.

SEC. 14. Provides for filing a map of the road and of the lands taken for its use, in the office of the Secretary of State.

SEC. 15. Grants to the company the lands and privileges received from Congress by the State, under the Act of September 20, 1850; also, the right of way, lands, grading, and all materials and personal property obtained by the State heretofore for the said road.

On the organization of the company, and its formal acceptance of this act of incorporation, and after the payment of 20 per cent of its capital into the hands of the Treasurer of the company, and after the deposit of \$300,000 of Illinois State bonds, or \$200,000 in specie, or \$200,000 in United States 6 per cent stocks, with the Treasurer of the State, to be by him retained in pledge until 50 miles of the road are completed, the Governor, on behalf of the State, to deliver to the company a deed of all the State property belonging to the said road and of all the property granted by the United States in aid of it.

The company at the same time to execute a deed of trust to Morris Ketchum, John Moore, and Samuel D. Lockwood, conveying to them all the property con-

tained in the said deed, and in addition thereto, the railroad to be built, and all the property belonging to it to secure—1. The construction of this road, according to the provisions of this act.

2. The faithful application of the lands according to this act and the act of Congress.

3. The indemnification of the State against any claim of the United States Government.

4. The State lien hereby created; provided, that if 50 miles of road are not built within two years, the funds deposited with the State Treasurer shall become forfeited to the State.

The company on its organization shall take possession of all the State property in the road, and shall proceed to construct it, nowhere departing more than seventeen miles from a straight line, between Cairo and the southern termination of the canal.

The main road to be put in operation within four years, and the branches within six years, and to be equal in all respects to the Massachusetts Western Railway.

The trustees shall hold one-fourth of the lands conveyed, applicable to the exigencies of the company, and to the interest on loans, no portion of this land to be sold until work is actually commenced on the road; and to no greater amount than the actual expenditures on the same.

The company may issue its bonds, bearing not more than 7 per cent interest, payable semi-annually, and redeemable at the pleasure of the company, before 1875; the payment of the bonds to be secured by the deed of trust.

SEC. 16. On the completion of 50 miles of road, the trustees may proceed to sell the lands, giving complete titles to buyers; all the proceeds to be applied to the bonds.

SEC. 17. The trustees not to sell lands to a greater amount than the actual expenditure on the road at the time.

SEC. 18. In consideration of these grants, the company to pay semi-annually 5 per cent of the gross income of the road to the State; the first payment in four years from date of trust.

SEC. 19. Survey of lands to be at cost of company, and roads to be free for the use of the United States.

SEC. 20. In case of the death of any of the trustees, the Governor and the company to fill the vacancies alternately.

SEC. 21. The company shall permit side tracks to intersect the road in cities.

SEC. 22. The lands held by the company not to be taxed until sold, and other property exempt for six years, and the tax then not to exceed three-fourths of 1 per cent. This tax and the 5 per cent of income not to exceed 7 per cent of the gross income of the company.

SEC. 23. All the grants to cease unless accepted within 60 days, and unless work is began before January, 1852.

SEC. 24. State to have a prior lien for all penalties, taxes, &c.

SEC. 25. Admits occupants of land granted to have pre-emptive right of purchase at \$2 50 per acre.

SEC. 26. Confers the rights enumerated upon any other company, in case those enumerated in section 1 do not accept.

SEC. 27. This act declared public.

Signed, February 10, 1851.

On the 22d of March, 1851, the company, through its President, Robert Schuyler, Esq., accepted the act. On the same day the Treasurer of the company, in accordance with its provisions, deposited with the State Treasurer \$200,000 in specie. On the 24th, the Governor executed this deed of "all the lands granted by the Government of the United States to the State of Illinois; also the lot of ground obtained by the State of Illinois within the city of Cairo for a depôt; also all the right of way, grading, embank-

ments, excavations, survey, work, materials, profiles, plates, and papers in anywise appertaining to said railroad and branches." On the same day, March 24, the company executed a deed of trust to Morris Ketchum, John Moore, and Samuel D. Lockwood, of all the above property to secure the objects mentioned in the act above quoted.

Congress having donated six sections, of 640 acres each, on each side of the road, it follows that the grant is 3,840 acres per mile. The final location of the road determined its length at 670 miles, consequently the aggregate grant is 2,572,800 acres. For that land patents have been issued from the Land-Office to the company, and under the trust these lands have been appropriated, and classed as follows, to secure construction bonds:—

400,000 acres, inferior farm lands,	at \$6.....	\$2,406,000
1,200,000 " good "	at \$10.....	12,000,000
300,000 " superior "	at \$15.....	4,500,000
100,000 " town sites, coal beds, &c.	at \$25.....	2,500,000
<hr/>		
2,000,000 " to secure construction bonds	.....	\$21,400,000
250,000 " in aid of interest fund, at \$10	.....	2,500,000
322,000 " contingent fund	\$10.....	3,220,000
<hr/>		
2,572,000 " average present value	.....	\$27,120,000

The amount of bonds to be issued not to be over \$17,000,000, and the works erected by their expenditure are additional security for their payment. The interest is secured by the interest fund; thus, for twenty-four years the interest on \$17,000,000 of bonds will amount to \$28,560,000. The earnings of the Michigan Central Railroad, one-third the length of this great Illinois work, are \$1,100,000. Under the supposition that this road yields no more, the amount will be \$26,400,000. The interest fund will then be:—

Income of road.....	\$26,400,000
250,000 acres of land, at \$10 per acre	2,500,000
Capital stock.....	2,000,000
<hr/>	
Total interest fund.....	\$30,900,000

This low estimate is sufficient to show how unquestionable is the investment. The revenues of the Illinois Road will be at least triple those of the Michigan work, the stock of which sells at 116.

On the completion of these papers the company issued its bonds, of which \$5,000,000 were negotiated in London and 70,000 tons of iron were purchased at a low price, one-half cash and one-half bonds. This iron has since advanced in value equal to one million of dollars. The 50 miles of road, the completion of which dates the right of the company to sell lands, will be completed in January, 1853, and the whole road is being put under contract.

In connection with the value of the lands held by the road, we may state that the total quantity of unsold land belonging to the government in Illinois was, as appears by the land table above, at the close of the last fiscal year, 10,243,157 acres. The government had sold 15,832,157 acres, and had received \$20,491,177 cash, which was an average of \$1 30 per acre. Of the above 10,243,157 unsold acres, 1,608,876 acres, on the line of the Central Railroad, had been under proclamation of sale an average of 15 years, and had found no buyers at the minimum price of the government, viz.: \$1 25. Out of that quantity, 10,243,157 acres, the government granted 2,572,000 acres to the Central Railroad, and there remains to

it 7,672,157 acres, including one-half of that which had been so long upon the market. At the land sales this fall, those lands were eagerly taken up at \$3 a \$7 per acre—the average was \$5, and it will be borne in mind that the price would have been much higher but for an agreement among settlers not to bid on each other, and also for their combination against speculators. Those lands that so long were neglected by the buyers, were situated, as per Land-Office reports, as follows:—In Kaskaskia District, 23,681 acres, over 30 years on the market; Shawneetown, 401,873 acres, over 30 years; Vandalia, 344,672 acres, over 25 years; in Danville, 372,702 acres, over 20 years; and in Dixon, 465,948 acres, over 10 years. All these lands are within five miles of the great Central Road, and one-half of them now form part of its property. The government land is, as we have said, selling at \$5. The government would have been glad to get \$2,000,000 for the whole, but it is through the influence of the road getting \$4,000,000 for half, in the ratio of \$8,000,000 for the whole.

No State has suffered more through mismanagement, in times gone by, than this State, which is emphatically the garden of the West—perhaps of the continent. Its position being south of Michigan and Wisconsin, insures to it a better and softer climate, of which the farmer feels practically the benefit, in shortening by a month the season for foddering cattle, and in the security of the corn crop from those frosts which, borne on the winds that sweep the Lakes, so often “kill out” the harvests of the Northern States. The broad and rich prairie lands afford advantages which the settlers in the wooded districts of other States do not appreciate, and which indeed are not brought out fully without the operation of internal works of improvement, which supply all that nature has withheld. It is seldom that any spot of land combines all the gifts of Providence. It is there that she has spread as a lawn the richest lands, charged with more fuel and water than almost any other section. Her streams flow gently through the rich alluvium, and Sir Charles Lyell states:—

“There is more good bituminous coal in Illinois than in England, and it is far more easily mined and laid out ready for transit than there.”

There is an absence of timber, which has been considered by immigrants a drawback. Experience has, however, shown the contrary.

Those who have settled the timbered lands of Ohio and Pennsylvania can testify to the weary life-times of labor required to clear those tracts of stumps, and to wrench from the frowning forest the breadth of a good farm for cultivation. In Illinois the matter is different. As an instance:—In the month of April, 1844, a Massachusetts farmer, finding the buzz of spindles increase faster than the hum of bees, and the crops that tumbled from railroad cars far more abundant than those in the barns of the section, started for Ogle County, Illinois, and entered upon 700 acres, 590 acres of which was a broad prairie, on which the tall grass waved in uninterrupted billows. As is usual, he immediately, with four yoke of oxen and a breaking plow, turned over the sods, and dropped the corn between them, without further labor. Thirty acres so treated gave him 1,200 bushels of corn in September, when 280 acres was ready for wheat. This gave little more labor. Twenty-six bushels, weighing 66 lbs. per bushel, to the acre. After this wheat was sown the process of fencing in commenced, and within this year 500 acres were fenced in, and 6,000 bushels of wheat, (prime wheat,) and 1,200 bushels of corn, were in the barn! Such is Illinois.

From this it will be observed that timber is the great nuisance upon fresh land, beyond what is wanted for posts, rails, and buildings. Now, all the head waters of the Mississippi and the Missouri command limitless timber lands. From the Falls of St. Anthony alone, more timber can be delivered than would supply an empire. That timber rafted to Cairo will supply, over the great Central Road, which runs north 117 miles, then forks and traverses the whole State in two lines, in a convenient form, all the wants of the farmers far cheaper than they could cut it themselves, without leaving a stump in their way. The same railroad which brings their timber carries away their produce.

One of the most extensive and intelligent farmers of Illinois, who is also a commission merchant at Toledo, has a farm of 4,000 acres in the interior of Illinois, stocked with 1,500 head of cattle, 2,000 sheep, and 2,500 hogs. He has been accustomed to haul wheat to Springfield, carrying back pine lumber, salt, &c., a distance of 50 miles. His wood he hauled 100 miles, to Terre Haute and Covington, on the Ohio River. The railroad now sweeps by his farm, carrying to him his supplies, and pouring his rich produce into the bosom of Chicago. The produce of that farm alone will give the Central Road a freight of \$3,000 per annum.

It may be necessary here to describe the connection of this great work with the sea-board. It will be remarked that its southern terminus is Cairo, situated at the confluence of the Ohio and Mississippi Rivers, and following the sinuosities of that stream, 1,012 miles from New Orleans. The Mobile and Ohio Railroad, however, connects Cairo with Mobile, 470 miles, or about the length of the Erie Railroad of New York. In the United States law, above quoted, grants of land were made in aid of this work, which is all under contract, and will be completed next year. This places Cairo within 600 miles of New Orleans, about half the river distance. The River Illinois drains a large section of its produce, which reaches St. Louis in about 600 arrivals per annum. That produce is transhipped, and seeks New Orleans by steamboat for a market. The Illinois Railroad, by its two immense branches, drains the most fertile and largest portion of the whole State, and concentrating the produce at Cairo, dispatches it over the railroad to a quicker and safer market. From the terminus of the northern branch at Chicago, two great railroads run easterly. These are the Michigan Central and the Michigan Southern Roads. In our number for February, 1850, we, in treating upon the debts of Michigan, described the process by which those two roads came into the hands of private companies. Mr. George Griswold, of New York, and Mr. J. W. Brooks, of Detroit, are the leading proprietors of the great Central Road. Under his charter, quoted in an article for February, 1850, the company completed its line, 227 miles, from Detroit to Michigan City, on the Indiana line. The company then petitioned the Legislature for a law to extend its road from Michigan City, through Indiana, to the Illinois line, 40 miles. This was not granted, and the company formed an arrangement with the New Albany and Salem Railroad, possessed of an old Indiana charter, by which they extended the road. This right was disputed by the great Michigan Southern Road, but the company have abandoned its ground of complaint, and the Michigan Central Road will connect on the Illinois line with the Illinois Central Road. This line will then be prolonged as follows:—

	Miles.	Time, hours.
Mobile to Cairo.....	470	20
Cairo to Michigan City.....	357	12
Michigan City to Detroit.....	227	11
Detroit, through Canada West, to Niagara.....	223	10
Niagara to Albany.....	300	10
Albany to New York, by Hudson River Railroad.....	144	4
	1,721	77

This whole line is in process of construction, and will, within a very short time, be completed. New Orleans will connect by a northerly route, making the distance a little more than to Mobile. This Illinois Central Road is the great link which connects the northern routes with the southern, and must carry the through business of all the roads. It is, no doubt, the case, but that the Central Michigan Road, connecting also with Boston, may be the preferable one for transportation.

The influence of the Central Railroad, in addition to that of the great canal, the Springfield and Alton Railroad, the Galena and Chicago Railroad, and the other improvements in Illinois under the management of private companies, upon the welfare of the State, is hardly to be calculated. Each and all of these works not only cause the occupation of lands, thus bringing them under the operation of the tax law, increasing its proceeds applicable to the discharge of the debts, but, by opening markets, raises the value of all the products, and therefore lightens the tax to all the inhabitants. That which was an onerous burden upon 40,000 agricultural families, occupying land secluded from markets, became a light matter to 200,000 families, whose fertile lands are open to markets in which they compete successfully with the producers of less favored regions, and the day of discredit has passed. More particularly, that the new constitution, passed in 1847 by a vote of 59,887 for, and 15,859 against—majority in favor 44,028, or nearly two-thirds—that the State shall never contract debts to exceed in the aggregate \$50,000, unless the law authorizing the debt shall provide for or tax to discharge it, and shall be submitted to the people before going into operation.

Art. II.—SUGAR: AND THE SUGAR TRADE.

SUGAR is the sweet constituent of vegetable and animal products. It may be distinguished into two principal species. The first, which occurs in the sugar-cane, the beet-root, and the maple, crystallizes in oblique four-sided prisms, terminated by two-sided summits; it has a sweetening power which may be represented by 100; and, in circumpolarization it bends the luminous rays to the right. The second occurs ready formed in ripe grapes and other fruits; it is also produced by treating starch with disastase or sulphuric acid. This species forms cauliflower concretions, but not true crystals; it has a sweetening power which may be represented by 60, and in circumpolarization it bends the rays to the left. Besides these two principal kinds of sugar, some others are distinguished by chemists; as the sugar of milk, of manna, of certain mushrooms, of liquorice-root, and that obtained from saw-dust and glue by the action of sulphuric acid; but they have no importance in a manufacturing point of view.

Sugar, extracted either from the cane, the beet, or the maple, is identical in its properties and composition, when refined to the same pitch of purity; only that of the beet seems to surpass the other two in cohesive force, since larger and firmer crystals of it are obtained from a clarified solution of equal density. It contains 5.3 per cent of combined water, which can be separated only by uniting it with oxyde of lead, into what has been called a saccharate; made by mixing sirup with finely ground litharge, and evaporating the mixture to dryness upon a steam-bath. When sugar is exposed to a heat of 400° F., it melts into a brown pasty mass, but still retains its water of composition. Sugar thus fused is no longer capable of crystallization, and is called caramel by the French. It is used for coloring liqueurs. Indeed, sugar is so susceptible of change by heat, that if a colorless solution of it be exposed for some time to the temperature of boiling water, it becomes brown and partially uncrystallizable. Acids exercise such an injurious influence upon sugar, that after remaining in contact with it for a little while, though they be rendered thoroughly neutral, a great part of the sugar will refuse to crystallize. Thus, if three parts of oxalic or tartaric acid be added to sugar in solution, no crystals of sugar can be obtained by evaporation, even though the acids be neutralized by chalk or carbonate of lime. By boiling cane sugar with dilute sulphuric acid, it is changed into starch sugar. Manufacturers of sugar should be, therefore, particularly watchful against every acidulous taint or impregnation. Nitric acid converts sugar into oxalic and malic acids. Alkaline matter is likewise most detrimental to the grain of sugar; as is always evinced by the large quantity of molasses formed, when an excess of temper lime has been used in clarifying the juice of the cane or the beet. When one piece of lump sugar is rubbed against another in the dark, a phosphorous light is emitted.

Sugar is soluble in all proportions in water; but it takes four parts of spirits of wine, of spec. grav. 0.830, and eighty of absolute alcohol, to dissolve it, both being at a boiling temperature. As the alcohol cools, it deposits the sugar in small crystals. Caramelized and uncrystallizable sugar dissolves readily in alcohol. Pure sugar is unchangeable in the air, even when dissolved in a good deal of water, if the solution be kept covered and in the dark; but with a very small addition of gluten, the solution soon begins to ferment, whereby the sugar is decomposed into alcohol and carbonic acid, and ultimately into acetic acid.

Sugar forms chemical compounds with the salifiable bases. It dissolves readily in caustic potash ley, whereby it loses its sweet taste, and affords on evaporation a mass which is insoluble in alcohol. When the ley is neutralized by sulphuric acid, the sugar recovers its sweet taste, and may be separated from the sulphate of potash by alcohol, but it will no longer crystallize.

That sirup possesses the property of dissolving the alkaline earths, lime, magnesia, strontites, barytes, was demonstrated long ago by Mr. Ramsay of Glasgow, by experiments published in Nicholson's Journal, volume xviii. page 9, for September, 1807. He found that sirup is capable of dissolving half as much lime as it contains of sugar; and as much strontites as sugar. Magnesia dissolved in much smaller quantity, and barytes, seemed to decompose the sugar entirely. These results have been since confirmed by Professor Daniell. Mr. Ramsay characterized sugar treated with lime as weak, from its sweetening power being impaired; from its solution he obtained, after some time, a deposite of calcarious carbonate. M. Pelouze has

lately shown, that the carbonic acid in this case is derived from the atmosphere, and is not formed at the expense of the elements of the sugar, as Mr. Daniell had asserted.

Sugar forms with oxyde of lead two combinations ; the one soluble, and the other insoluble. Oxyde of lead digested in sirup dissolves to a certain amount, forms a yellowish liquor, which possesses an alkaline reaction, and leaves after evaporation an uncrystallizable, viscid, deliquescent mass. If sirup be boiled with oxyde of lead in excess, if the solution be filtered boiling hot, and if the vial be corked in which it is received, white bulky flocks will fall to its bottom in the course of 24 hours. This compound is best dried *in vacuo*. It is in both cases light, tasteless, and insoluble in cold and boiling water: it fires like German tinder, (AMADOU,) when touched at one point with an ignited body, and burns away, leaving small globules of lead. It dissolves in acids, and is also a neutral acetate of lead, which forms with the oxyde a subsalt, and sets the sugar free. Carbonic acid gas passed through water, in which the above saccharate is diffused, decomposes it with precipitation of carbonate of lead. It consists of 58.26 parts of oxyde of lead, and 41.74 sugar, in 100 parts. From the powerful action exercised upon sugar by acids and oxyde of lead, we may see the fallacy and danger of using these chemical reagents in sugar refining. Sugar possesses the remarkable property of dissolving the oxyde, as well as the subacetate of copper, (verdigris,) and of counteracting their poisonous operation. Orfila found that a dose of verdigris, which would kill a dog in an hour or two, might be swallowed with impunity, provided it was mixed with a considerable quantity of sugar. When a solution of sugar is boiled with the acetate of copper, it causes an abundant precipitate of protoxyde of copper; when boiled with the nitrates of mercury and silver, or the chloride of gold, it reduces the respective bases to the metallic state.

The following TABLE shows the quantities of Sugar contained in Sirups of the numerical specific gravities.* It was the result of experiments carefully made.

Experimental specific gravity of solution at 60 d. F.	Sugar in 100, by weight.	Experimental specific gravity of solution at 60 d. F.	Sugar in 100, by weight.
1.3260	66.666	1.1045	25.000
1.2310	50.000	1.0905	21.740
1.1777	40.000	1.0820	20.000
1.4400	33.333	1.0685	16.666
1.1340	31.250	1.0500	12.500
1.1250	29.412	1.0395	10.000
1.1110	26.316		

If the decimal part of the number denoting the specific gravity of sirup be multiplied by 26, the product will denote very nearly the quantity of sugar per gallon in pounds weight, at the given specific gravity.†

Sugar has been analysed by several chemists; the following TABLE exhibits some of their results:—

	Gay Lussac and Thenard.	Berzelius.	Prout.	Ure.	
Oxygen.....	56.63	49.856	53.35	50.33	in 100
Carbon.....	42.47	43.265	39.99	43.38	"
Hydrogen.....	6.90	6.875	6.66	6.29	"

* The author, in minutes of evidence of Molasses Committee of the House of Commons, 1831, p. 142.

† This rule was annexed to an extensive table, representing the quantities of sugar per gallon corresponding to the specific gravities of the sirup, constructed by the author for the Excise, in subserviency to the Beet-root Bill.

Of the sugar-cane, and the extraction of sugar from it. Humboldt, after the most elaborate historical and botanical researches in the new world, has arrived at the conclusion that before America was discovered by the Spaniards, the inhabitants of that continent and the adjacent islands were entirely unacquainted with the sugar canes, with any of our corn plants, and with rice. The progressive diffusion of the cane has been thus traced out by the partisans of its oriental origin. From the interior of Asia it was transplanted first into Cyprus, and thence into Sicily, or possibly by the Saracens directly into the latter island, in which a large quantity of sugar was manufactured in the year 1148. Lafitau relates the donation made by William the Second, king of Sicily, to the convent of St Benoit, of a mill for crushing sugar canes, along with all its privileges, workmen, and dependencies : which remarkable gift bears the date of 1166. According to this author, the sugar cane must have been imported into Europe at the period of the Crusades. The monk Albertus Aquensis, in the description which he has given of the processes employed at Acre and Tripoli to extract sugar, says, that in the Holy Land, the Christian soldiers being short of provisions, had recourse to sugar canes, which they chewed for subsistence. Towards the year 1420, Don Henry, regent of Portugal, caused the sugar-cane to be imported into Madeira from Sicily. This plant succeeded perfectly in Madeira and the Canaries; and until the discovery of America these islands supplied Europe with the greater portion of the sugar which it consumed.

The cane is said by some to have passed from the Canaries into the Brazils; but by others, from the coast of Angola in Africa, where the Portuguese had a sugar colony. It was transported in 1506, from the Brazils and the Canaries, into Hispaniola or Hayti, where several crushing-mills were constructed in a short time. It would appear, moreover, from the statement of Peter Martyr, in the third book of his first Decade, written during the second expedition of Christopher Columbus, which happened between 1493 and 1495, that even at this date the cultivation of the sugar cane was widely spread in St. Domingo. It may therefore be supposed to have been introduced here by Columbus himself, at his first voyage, along with other productions of Spain and the Canaries, and that its cultivation had come into considerable activity at the period of his second expedition. Towards the middle of the 17th century, the sugar cane was imported into Barbadoes from Brazil, then into the other English West Indian possessions, into the Spanish Islands, on the coast of America, into Mexico, Peru, Chili, and, last of all, into the French, Dutch, and Danish colonies.

The sugar cane, *Arundo sacchifera*, is a plant of the graminiferous family, which varies in height from 8 to 10, or even to 20 feet. Its diameter is about an inch and a half; its stem is dense, brittle, and of a green hue, which verges to yellow at the approach of maturity. It is divided by prominent annular joints of a whitish-yellow color, the plane of which is perpendicular to the axis of the stem. These joints are placed about 3 inches apart; and send forth leaves, which fall off with the ripening of the plant. The leaves are 3 or 4 feet long, flat, straight, pointed, from 1 to 2 inches in breadth, of a sea-green tint, striated in their length, alternate, embracing the stem by their base. They are marked along their edges with almost imperceptible teeth. In the 11th or 12th month of their growth the canes push forth at their top a sprout 7 or 8 feet in height, nearly half an inch in diameter, smooth, and without joints, to which the name *arrow*

is given. This is terminated by an ample panicle, about 2 feet long, divided into several knotty ramifications, composed of very numerous flowers, of a white color, apetalous, and furnished with 3 stamens, the anthers of which are a little oblong. The roots of the sugar cane are jointed and nearly cylindrical; in diameter they are about one twelfth of an inch; in their utmost length, 1 foot, presenting over their surface a few short radicles.

The stem of the cane in its ripe state is heavy, very smooth, brittle, of a yellowish-violet, or whitish color, according to the variety. It is filled with a fibrous, spongy, dirty-white pith, which contains very abundant sweet juice. This juice is elaborated separately in each internodary portion, the functions of which are in this respect independent of the portions above and below. The cane may be propagated by seeds or buds with equal facility; but it is usually done by cuttings or joints of proper lengths, from 15 to 20 inches, in proportion to the nearness of the joints, which are generally taken from the tops of the canes, just below the leaves.

There are several varieties of the sugar-cane plant. The first, and longest known, is the creole, or common sugar cane, which was originally introduced at Madeira. It grows freely in every region within the tropics, on a moist soil, even at an elevation of 3000 feet above the level of the sea. In Mexico, among the mountains of Caudina-Mascar, it is cultivated to a height of more than 5000 feet. The quantity and quality of sugar which it yields, is proportional to the heat of the place where it grows, provided it be not too moist and marshy.

The second variety of this plant is the Otaheitan cane. It was introduced into the West Indies about the end of the 18th century. This variety, stronger, taller, with longer spaces between the joints, quicker in its growth, and much more productive in sugar, succeeds perfectly well in lands which seem too much impoverished to grow the ordinary cane. It sends forth shoots at temperatures which chill the growth and development of the creole plant. Its maturation does not take more than a year, and is accomplished sometimes in nine months. From the strength of its stem, and the woodiness of its fibers it better resists the storms. It displays a better inflorescence, weighs a third more, affords a sixth more juice, and a fourth more sugar, than the common variety. Its main advantage, however, is to yield four crops in the same time that the creole cane yields only three. Its juice contains less feculency and mucilage, whence its sugar is more easily crystallized, and of a fairer color.

Besides these two varieties, another kind is described by Humboldt and Bonpland, under the name of the *violet* sugar cane, for its haum and leaves are of this color. It was transported from Batavia in 1782. It flowers a month sooner than the rest, that is, in August, but it yields less solid sugar, and more liquid, both of which have a violet tint.

In saying that the cane may be propagated by seeds as well as buds, we must remark that in all the colonies of America, the plant flowers, indeed, but it then sends forth a shoot, (*arrow*,) that is, its stem elongates, and the seed-vessel proves abortive. For this reason, the bud joints must there be used for its propagation. It grows to seed, however, in India. This circumstance occurs with some other plants, which, when propagated by their roots, cease to yield fertile seeds; such as the banana, the bread-fruit, the lily, and the tulip.

In the proper season for planting, the ground is marked out by a line into rows three or four feet asunder, in which rows the canes are planted

about two feet apart. The series of rows is divided into pieces of land 60 or 70 feet broad, leaving spaces of about 20 feet, for the convenience of passage, and for the admission of sun and air between the stems. Canes are usually planted in trenches, about 6 or 8 inches deep, made with the hand-hoe, the raised soil being heaped to one side, for covering-in the young cane; into the holes a negro drops the number of cuttings intended to be inserted, the digging being performed by other negroes. The earth is then drawn about the hillocks with the hoe. This labor has been, however, in many places better and more cheaply performed by the plough; a deep furrow being made, into which the cuttings are regularly planted, and the mold then properly turned in. If the ground is to be afterwards kept clear by the horse-hoe, the rows of canes should be 5 feet asunder, and the hillocks $2\frac{1}{2}$ feet distant, with only one cane left in one hillock. After some shoots appear, the sooner the horse-hoe is used, the more will the plants thrive, by keeping the weeds under, and stirring up the soil. Plant-canes of the first growth have been known to yield, on the brick-mold of Jamaica, in very fine seasons, $2\frac{1}{2}$ tons of sugar per acre. The proper season for planting the cane slips containing the buds, namely, the top part of the cane stripped of its leaves and the two or three upper joints, is in the interval between August and the beginning of November. Favored by the autumnal weather, the young plants become luxuriant enough to shade the ground before the dry season sets in; thereby keeping the roots cool and moderately moist. By this arrangement the creole canes are ripe for the mill in the beginning of the second year, so as to enable the manager to finish his crop early in June. There is no greater error in the colonist than planting canes at an improper season of the year, whereby his whole system of operations becomes disturbed, and, in a certain degree, abortive.

The withering and fall of a leaf afford a great criterion of the maturity of the cane-joint to which it belonged; so that the eight last leafless joints of two canes, which are cut the same day, have exactly the same age and the same ripeness, though one of the canes be 15 and the other only 10 months old. These, however, cut towards the end of the dry season, before the rains begin to fall, produce better sugar than those cut in the rainy season, as they are then somewhat diluted with watery juice, and require more evaporation to form sugar. It may be reckoned a fair average product, when one pound of sugar is obtained from one gallon (English) of juice.

Rattoons (a word corrupted from *rejettons*) are the sprouts or suckers that spring from the roots or stoles of the canes that have been previously cut for sugar. They are commonly ripe in 12 months; but canes of the first growth are called plant-canes, being the direct produce of the original cuttings or germs placed in the ground, and require a longer period to bring them to maturity. The first yearly return from the roots that are cut over, are called first ratoons; the second year's growth, second ratoons; and so on, according to their age. Instead of stocking up his ratoons, holing, and planting the land anew, the planter suffers the stoles to continue in the ground, and contents himself, as the cane-fields become thin and impoverished, with supplying the vacant places with fresh plants. By these means, and the aid of manure, the produce of sugar per acre, if not apparently equal to that from plant-canes, gives perhaps in the long run as great returns to the owner, considering the relative proportion of the labor and expense attending the different systems. The common yielding

on proper land, such as the red soil of Trelawney, in Jamaica, is 7 hogsheads, of 16 cwts. each, to 10 acres of rattoons cut annually: and such a plantation lasts from 6 to 10 years.

When the planted canes are ripe, they are cut close above the ground, by an oblique section, into lengths of 3 or 4 feet, and transported in bundles to the mill-house. If the roots be then cut off, a few inches below the surface of the soil, and covered up with fine mould, they will push forth more prolific offsets or rattoons, than when left projecting in the common way.*

The manufacture of sugar is that train of operations by which the juice is extracted from the canes, and brought to a granulated state. In the West India sugar mills employed for crushing the canes, a negro applies the canes in a regular layer or sheet to the interval between two rollers, which seize and compress them violently as they pass between them. The ends of the canes are then turned, either by another negro on the opposite side to the feeder, or by a framework of wood called a *dumb returner*, so that they may pass back again between two other rollers placed closer together. Channels are made to receive the liquor expressed from the canes, and conduct it to the vessels in which it is to undergo the succeeding operations. Improved sugar mills have been lately brought into use.

Cane-juice as expressed by the mill, is an opaque slightly viscid fluid, of a dull grey, olive, or olive-green color, and of a sweet balmy taste. The juice is so exceedingly fermentable that in the climate of the West Indies it would often run into the acetous fermentation in twenty minutes after leaving the mill, if the process of clarifying were not immediately commenced.

The processes followed in the West Indies for separating the sugar from the juice are as follows. The juice is conducted by channels from the mill to large flat-bottomed *clarifiers*, which contain from three hundred to a thousand gallons each. When the clarifier is filled with juice, a little slaked lime is added to it; and when the liquor in the clarifier becomes hot by a fire underneath, the solid portions of the cane-juice coagulate, and are thrown up in the form of scum. The clarified juice, which is bright, clear, and of a yellow wine-color, is transferred to the largest of a series of evaporating coppers, or pans, three or more in number, in which it is reduced in bulk by boiling; it is transferred from one pan to another, and heated until the sugar is brought to the state of a soft mass of crystals, imbedded in molasses, a thick, viscid, and uncrystallizable fluid. The soft concrete sugar is removed from the coolers into a range of casks, in which the molasses gradually drains from the crystalline portion, percolating through spongy plantain-stalks placed in a hole at the bottom of each cask, which act as so many drains to convey the liquid to a large cistern beneath. With sugar of average quality three or four weeks is sufficient for this purpose. The liquid portion constitutes molasses, which is employed to make rum. The crystallized portion is packed in hogsheads for shipment, as *Raw*, *Brown*, or *Muscovado Sugar*; and in this state it is commonly exported from our West Indian colonies. The sugar loses usually about 12 per cent in weight by the drainage of the remaining molasses from it while on ship-board.

Refining.—The refining of sugar is mainly a bleaching process, conducted on a large scale in the United States. There are two varieties produced

* Ure's Dictionary of Arts, &c., &c.

by this bleaching, viz. *clayed* and *loaf* sugar. For *clayed* sugar, the sugar is removed from the coolers into conical earthen moulds called *formes*, each of which has a small hole at the apex. These holes being stopped up the *formes* are placed, apex downwards, in other earthen vessels. The sirup, after being stirred round, is left for from fifteen to twenty hours to crystallize. The plugs are then withdrawn, to let out the uncrystallized sirup; and, the base of the crystallized loaf being removed, the *forme* is filled up with pulverized white sugar. This is well pressed down, and then a quantity of clay, mixed with water is placed upon the sugar, the *formes* being put into fresh empty pots. The moisture from the clay, filtering through the sugar, carries with it a portion of the colouring matter, which is more soluble than the crystals themselves. By a repetition of this process the sugar attains nearly a white color, and is then dried and crushed for sale.

But *loaf sugar* is the kind most usually produced by the refining processes. The brown sugar is dissolved with hot water, and then filtered through canvas bags, from which it exudes as a clear, transparent though reddish sirup. The removal of this red tinge is effected by filtering the sirup through a mass of powdered charcoal; and we have then a perfectly transparent and colorless liquid. In the evaporation or concentration of the clarified sirup, which forms the next part of the refining process, the boiling is effected (under the admirable system introduced by Mr. Howard) in a vacuum, at a temperature of about 140° Fahr. The sugar-pan is a large copper vessel, with arrangements for extracting the air, admitting the sirup, admitting steam pipes, and draining off the sugar when concentrated. In using the pan a quantity of sirup is admitted; and an air-pump is set to work, to extract all the air from the pan, in order that the contents may boil at a low temperature. The evaporation proceeds; and, when completed, the evaporated sirup flows out of the pan through a pipe into an open vessel beneath, called the *granulating vessel*, around which steam circulates, and within which the sirup is brought to a partially crystallized state. From the granulators the sirup or sugar is transferred into moulds of a conical form, which were formerly made of coarse pottery, but are now usually of iron; in these molds the sugar crystallizes and whitens, the remaining uncrystallized sirup flowing out at an opening at the bottom of the moulds. This sirup is reboiled with raw sugar, so as to yield an inferior quality of sugar; and when all the crystallizable matter has been extracted from it, the remainder is sold as treacle. The loaves of sugar, after a few finishing processes, are ready for sale.

The improvements introduced into the processes of sugar-refining allow loaf sugar to be now sold at a price so little exceeding that of raw sugar, that the manufacture has of late vastly increased.

Sugar-Candy is a kind of crystallized sugar made in China and India. The crystals are formed around small strings or twigs, from which they are afterwards broken off. When heated to 365° Fabr., sugar melts into a viscid colorless liquid which when cooled suddenly, becomes *barley-sugar*.

The manufacture of *Beet Root Sugar* is not in a flourishing state, as it cannot well compete commercially with that from the sugar-cane. There is a project at present on foot for establishing the beet-sugar manufacture in Ireland. It is proposed to establish a company with a capital of half a million sterling; and to buy Irish beet root with a view of extracting sugar from it by processes which have recently been patented, and the patents for which are to be held by the company. The projectors start upon the

basis that the climate, soil, and labor-supply of Ireland are highly favorable to the culture; and that the patent processes are calculated to perform the extraction of sugar well and cheaply. It remains to be shown how far these anticipations are capable of being borne out; if commercially advantageous at all, Ireland must unquestionably be benefited by it. The company's calculations give 400 tons of sugar and 100 tons of molasses for 6,000 tons of beet-root and shadow forth a flattering rate of prospective dividend. So do the calculations of the Irish Peat Company; and we can only at present express a *wish* that the anticipations may be realized. (April 1851.)

It has just been announced that there are now 303 beet-sugar manufactories in France; and that the produce of French beet-sugar in 1850 was 74,628,607 kilogrammes—about 160,917,900 lbs.

Sugar-Trade.—Before the discovery of America, sugar was a costly luxury used only on rare occasions. About 1459 Margaret Paston, writing to her husband, who was a gentleman and land-owner in Norfolk, begs that he will “vouchsafe” to buy her a pound of sugar. The consumption has gradually but steadily increased throughout the world.

The sugar trade of the world has, in the last ten or fifteen years, undergone a great change, on account of the changed commercial policies of our own and other governments, the improved prosperity of the people of England and Europe, as well as of the United States, leading to larger consumption, on the one hand, while the development of the culture of the cane in Louisiana, and of beet sugar in Europe, has tended to enhance the general supply, which again has been checked by the course of the British and French Governments in respect to their sugar colonies. The great reduction of the sugar duties of Great Britain has had the effect of increasing the consumption of raw sugar in the British islands 50 per cent. The duty on foreign brown sugar in England, which was 66s. per cwt. prior to July, 1846, has been but 14s. since July, 1851, and in 1854 the duties on raw and refined will be equalized. While the British demand for sugar was thus enhanced, the colonies produced less, and the extra demand from England fell on the markets of the world. In the same period, although the aggregate consumption of sugar on the continent increased, the demand for cane sugar was checked by the extended production of beet-root sugar, which has reached 150,000 tons per annum. Of this, in the German Customs Union, the increase has been from 15,000 to 62,000 tons, forming now one-half of the whole consumption of sugar in the Zollverein. In France, a great increase in the production of beet sugar took place under the protective policy of the government, which discriminated in its favor against the cane sugar of the colonies, until the growth became large, and then it reversed its policy, discriminating in favor of cane sugar. Nevertheless, the course of the Provisional Government in 1848 towards its colonies diminished the receipt of colonial cane sugar in France from 120,000 to 60,000 tons.

It would seem to be the case, however, that notwithstanding the diminished supply of cane sugar from the British and French West Indies, the growth of beet sugar in Europe has so far supplanted its use, as to more than meet the aggregate increased demand for consumption in both England and Europe, and to throw larger supplies of Cuban sugar upon the United States markets, to compete with the swelling production from Louisiana cane. The import of brown sugar into the United States has been, according to official returns, as follows:—

Sugar : and the Sugar Trade.

POUNDS OF IMPORTED RAW BROWN SUGAR INTO THE UNITED STATES.

	Cuba.	Brazil.	West Indies.	East Indies.	Total.
1837.....	40,965,998	3,287,401	49,166,140	26,996,532	120,416,071
1838.....	55,624,855	7,885,067	66,093,202	9,597,781	139,200,705
1839.....	70,286,903	9,848,738	86,681,537	15,783,149	182,540,327
1840.....	48,127,706	5,413,316	45,576,480	8,838,531	107,155,033
1841.....	90,384,397	9,070,626	60,838,901	5,659,259	165,963,083
1842.....	67,586,332	6,822,217	68,179,055	12,328,234	155,414,946
1843.....	31,628,319	1,915,115	31,475,613	4,515,284	69,484,331
1844.....	114,362,368	2,709,099	54,763,060	7,932,964	179,857,491
1845.....	51,699,108	6,258,288	46,571,976	6,532,720	111,967,404
1846.....	61,624,973	4,926,304	50,057,329	9,656,444	126,731,661
1847.....	169,274,024	6,896,447	45,366,660	3,642,895	226,683,261
1848.....	174,979,362	6,003,609	54,035,761	13,182,395	248,201,117
1849.....	179,754,020	9,516,004	56,710,138	7,835,323	253,815,495
1850.....	127,767,543	7,033,366	49,530,181	13,320,729	197,651,819
1851.....	275,327,497	14,557,699	62,883,757	10,768,908	364,537,861

Under the term of West Indies is included Porto Rico and some of the South American countries, other than Brazil. It will at once be seen that the supply from Cuba, from being one-third only of the whole import in 1837, has gradually risen until it is become two-thirds of the whole importation of raw sugar into the Union. The supplies from Brazil fluctuate more in proportion to the European demand and prices than do those from Cuba. The figures, however, embrace only the brown sugar. If we add the aggregate of white sugar in each year, and also the crops of Louisiana, we arrive at the supply of raw sugar in the United States for each fiscal year. The figures for the year 1843 are for nine months only. It was in that year that the date of the the fiscal year was changed.

IMPORTS OF RAW SUGAR AND LOUISIANA CROPS.

	White.	Brown.	Supply.	
			New Orleans.	Raw sugar.
1837.....	15,723,748	120,416,071	70,000,000	306,139,819
1838.....	14,678,238	139,200,905	68,000,000	218,879,243
1839.....	12,690,946	182,640,327	170,000,000	265,231,273
1840.....	12,934,552	107,956,033	115,000,000	235,890,585
1841.....	18,233,579	165,963,083	87,000,000	271,197,662
1842.....	16,464,290	155,414,946	90,000,000	261,879,236
1843.....	1,098,025	69,534,331	140,000,000	211,632,356
1844.....	4,731,516	179,867,491	100,000,000	284,589,007
1845.....	1,162,674	111,967,404	100,000,000	313,119,978
1846.....	1,043,836	126,731,661	187,000,000	314,775,497
1847.....	9,196,106	226,683,261	160,000,000	386,873,361
1848.....	6,007,008	248,201,117	240,000,000	494,208,125
1849.....	5,103,741	263,815,486	220,000,000	473,919,226
1850.....	19,997,312	197,651,819	247,923,000	465,572,231
1851.....	4,786,437	363,637,861	211,307,000	679,627,298

Such has been the annually increased supply of raw sugar. Since 1842, the trade has undergone a change in refining. Thus the tariff of 1833 charged a duty of $2\frac{1}{2}$ cents upon raw sugars, but in order to encourage refining it allowed a drawback of 5 cents per pound on refined sugar exported. It is ascertained that 100 pounds, one-third white Havana and two-thirds brown, will yield $51\frac{3}{4}$ pounds refined. Hence, refunding 5 cents of the refined sugar was giving back a little more than the duty on the raw sugar. That is to say, 100 pounds raw sugar, \$2 60 duty, and produced $51\frac{3}{4}$ pounds refined, on which the drawback was \$2 68 $\frac{3}{4}$; and further, as under the

terms of the compromise act, the duty on the raw sugar underwent biennial reductions, while the drawback was unaltered, the drawback became a direct bounty, and the business was increased as follows :—

	Supply.	Exports.	U. S. consump-
1837.....	206,139,819	45,047,008	161,092,811
1838.....	218,879,243	17,254,524	201,624,719
1839.....	265,231,273	23,969,100	241,262,173
1840.....	235,890,585	41,125,648	194,764,937
1841.....	271,197,662	39,094,265	232,103,397
1842.....	261,879,236	18,604,814	243,274,422
1843.....	211,632,356	3,576,607	209,056,749
1844.....	284,589,007	6,324,954	278,264,053
1845.....	313,119,928	15,391,058	298,728,920
1846.....	314,775,497	27,715,733	287,959,764
1847.....	385,879,361	9,223,547	376,655,814
1848.....	494,208,125	19,570,352	474,637,773
1849.....	478,919,226	21,462,893	453,456,333
1850.....	465,572,231	20,097,870	445,474,361
1851.....	579,627,298	11,220,723	568,406,575

In these figures we have taken no account of maple sugar, because, although that article is a valuable product in the new States, it does not conflict with the cane sugars where the latter are introduced through the operation of the public works, the returns, of which all show an increasing market for the cane sugar, as the districts through which they run become more settled. The prominent fact in the above table is, that while Louisiana and Cuba afford equal supplies for the consumption of the Union, the former has far outrun Cuba, notwithstanding that the latter has become so much more dependent upon the United States for a market.

IMPORT AND EXPORT OF REFINED SUGAR.

	Foreign.	Domestic.	Total exports.	Imports.	Excess exp.
1837.....	72,786	1,844,167	1,916,953	9,899	1,907,055
1838.....	.....	2,610,649	2,610,649	4,556	2,606,093
1839.....	136,191	4,781,723	4,918,915	57,751	4,861,164
1840.....	74,674	10,741,648	10,816,322	1,682	10,814,640
1841.....	3,033	13,435,084	13,438,117	68,333	13,369,784
1842.....	1,320,181	3,430,346	4,750,527	1,985,319	2,765,208
1843.....	157,700	598,884	756,584	699,090	57,594
1844.....	1,679,410	1,671,187	3,350,517	2,215,517	1,185,000
1845.....	1,840,909	1,997,692	3,838,901	2,044,862	1,794,039
1846.....	910,263	4,128,512	5,038,775	253,379	4,785,396
1847.....	185,878	1,539,415	1,725,293	1,089,477	638,816
1848.....	439,220	3,370,773	3,817,993	2,121,628	1,696,365
1849.....	100	1,956,895	1,956,995	400,015	2,356,880
1850.....	286,078	2,786,022	3,072,100	796,217	2,275,883
1851.....	1,107,295	2,689,541	3,796,836	12,077,726	.....

The great increase in the import of refined sugar in 1851 was from Belgium and Holland, stimulated by the low price of raw sugars there. Under the operation of the falling duty upon raw sugar, and the unchanged rate of drawback, the export of refined sugars rose from 2,000,000 pounds in 1837, to nearly 14,000,000 pounds in 1841. With the close of that fiscal year, the drawback was reduced from 5 cents to 3 cents, and after January, 1842, to 2 cents. The effect was the instant cessation of the trade, making a difference of near 27,000,000 pounds in the quantity of brown sugar re-exported in the shape of refined sugar. This was a very important item, and its effect upon the market was by no means properly estimated. We

may now take a table of the whole export of sugar from the United States, that is, raw sugar of foreign and domestic origin, and of refined sugar equal to raw, at the rate of two pounds raw for one of refined, as follows:—

TOTAL EXPORT OF RAW SUGAR, FOREIGN AND DOMESTIC, AND OF REFINED EQUAL TO RAW.

	Foreign.	Raw. Domestic.	Domestic refined equal to raw.	Total exports.
1837.....	41,052,073	306,602	3,688,334	45,047,008
1838.....	11,624,324	408,802	5,221,398	17,254,524
1839.....	13,018,451	387,203	9,563,446	23,969,100
1840.....	18,872,344	769,903	21,483,396	41,125,648
1841.....	11,811,233	312,864	26,970,168	39,094,265
1842.....	11,577,589	166,533	6,860,692	18,604,814
1843.....	1,729,276	58,563	787,768	2,575,607
1844.....	2,795,622	187,118	3,342,214	6,324,954
1845.....	11,199,089	195,985	3,995,984	15,391,058
1846.....	19,347,414	109,295	8,259,024	27,715,733
1847.....	5,756,260	388,457	3,078,830	9,223,547
1848.....	12,677,790	135,006	6,757,556	19,570,352
1849.....	17,149,894	399,209	3,913,790	21,462,893
1850.....	13,866,987	458,839	5,772,044	20,097,870
1851.....	5,279,813	561,825	5,979,082	11,220,723

This table gives the whole annual export demand for raw sugar.

The sugar trade of Great Britain in 1849 and 1850 exhibited the following results. The importation of sugar amounted to the quantities here stated :

	1840.	1850.
From West Indies.....cwts.	2,839,912	2,584,162
From Mauritius	897,814	1,003,312
From East Indies.....	1,474,474	1,346,081
Foreign	1,725,149	1,352,476
Refined	304,392	355,387
Molasses.....	1,311,435	1,249,796
Total	8,553,176	7,891,214

The total quantities of all kinds of sugar and molasses re-exported in the same two years, together with the exports of sugar refined in England, were

	1849.	1850.
Re-exports.....cwts.	761,286	466,219
British refined.....	223,273	209,235
Total.....	984,559	675,454

The gross amount of duty received on the imported sugar was 4,139,999*l.* in 1849, and 1850, 4,130,819*l.*

The duties on the importation of sugar into England have varied very considerably. Between the years 1661 and 1815 the duty was gradually raised from 1*s.* 6*d.* to 30*s.* per cwt. on British plantation sugar. From 1815 to 1844 it varied from 24*s.* to 30*s.* East India sugar paid a higher duty than West India until 1836, when the two were assimilated. Foreign sugar paid a duty of 60*s.* to 63*s.* per cwt. until the recent legislative changes. In 1844 a change was made, whereby sugar from certain foreign countries, under certain defined circumstances, might be admitted at 34*s.* instead of 63*s.* duty. In 1845 another act fixed the duty on sugar, from either the East Indies or West Indies, at sums varying from 14*s.* to 21*s.*, according

the quality. By an act passed in 1846, there was to be a gradual reduction of duties from 1846 to 1851, at the expiration of which period the duty on foreign sugar was to be the same as that on East or West India sugar. By another act of the British parliament passed in 1848 this principle of gradual reduction is to extend until July, 1854, after which time sugars from all countries will be placed on the same footing. They will all pay at that time the following import duties per cwt.:

Refined sugar	13s. 4d.
White clayed	11 8
Brown clayed.....	10 0
Brown raw	10 0
Molasses	3 9

Since preparing the preceding pages on "Sugar and the Sugar Trade," the London *Morning Chronicle* comes to our hands with the following description of a patent method of sugar manufacture, which has been introduced into Cuba and other sugar producing countries. It increases the quantity of sugar produced besides improving its quality. Patents for the improvement have been secured, as we learn, in the United States.

The new processes are fourfold in their character, comprising, first, a new mode of obtaining the saccharine juice from the cane; secondly, a new mode of defecating and filtering the juice so obtained; thirdly, the boiling and concentrating of the juice; and fourthly, the crystallization and final curing of the sugar. The varied processes are to be seen at a model sugar-house, at the works of Mr. Bessemer, Baxter-house, Old St. Pancras Road, London. By the first improvement, in the construction of the cane-press, a difference in the yield of the cane is obtained, as compared with the old rolling mill, of about 20 per cent. In the new machine, the pressing tubes are reduced in length from 30 inches to 12, the first four of which are parallel, and 3 inches wide—the next four inches of their length being taper, and terminating with a width of but $1\frac{1}{2}$ inch, the smaller contracted point extending as far as the exit end of the tube. By this change of form, the entire removal of the elasticity in the "magas" occupying the tubes is removed, and after the cane has been collapsed by the severe pressure, and its breadth at the same time gradually lessened, every fiber and cell is made to assume new relative positions—not one remains unruptured and an increased quantity of the juice is consequently expelled at the trough. In addition to this advantage, there is obviously a more equal distribution of power in each revolution of the machine; the deleterious chlorophyl or coloring matter of the outer portion of the cane is not expelled with the juice, as in the ordinary apparatus; the machine may be more easily fed, and weighs considerably less than rolling machines generally in use.

The juice, when expelled from the cane, is unavoidably mixed with numberless minute fragments of cellular tissue, albumen, and other extraneous matter, which, if not speedily removed, tend to produce the acidification of the liquid. At this stage comes in the second of the processes invented by Mr. Bessemer. The present mode of defecation and filtration consists in raising the temperature of the liquor to 15 degrees Fahrenheit, when a quantity of lime is thrown in for the purpose of neutralizing the free acid, and assisting in the coagulation of the albumen; the temperature is increased to 180 degrees Fahrenheit, when, after allowing time for settling, the scum is removed and the clear liquor drawn off into the "grand" copper, where it is subjected to boiling heat, when the feculent and other albuminous matters are kept constantly removed from its surface. The more completely these impurities are removed, the greater will be the brightness and value of the finished product. In the new process the juice passes through a wire strainer direct from the spout of the mill into the clarifiers, where it is raised to boiling heat by the application of steam, at which temperature it is kept for about three minutes, by which time the whole of its albuminous con-

stituents and feculent matter will have been coagulated and chemically separated, but will, of course, still remain mechanically mixed, and, in the form of light flock, pervade the entire bulk of the fluid. These substances are then effectually removed by a process similar to that employed in the manufacture of paper. A drum of about two feet in diameter and from four to five feet in length, is made to revolve slowly in a small semi-circular tray or vessel. This drum is covered with fine wire cloth, through which the water forces its way, leaving a muddy coating of extraneous matters on the other side, which coming in contact as it revolves with a fixed scraper, similar in principle to the "doctor" employed in calico printing, is made to fall off in a state something like dry mud into a receptacle prepared for it. The process is self-acting. It takes in its own supply of foul liquor from an elevated cistern, delivers the clear juice into the evaporating pan, and discharges the refuse as we have already stated.

Up to this stage, the advantages obtained must be evident to all who are acquainted with this interesting branch of manufacture. The liquor being received direct from the press, avoids the necessity of the use of liquor pumps; the clarifiers, not being used as subsiding vessels, are not required to be so large; the loss of juice in the removal of the scum and in the sediment is prevented; the use of the "mont-jus" is rendered unnecessary; the coagulation of the albuminous matter is more rapidly obtained; the evaporating process may follow immediately after the pressing of the canes; and finally, the self-cleansing filter performs its work much better than any continuous process of skimming, and renders unnecessary that watchful attendance which is now so imperatively necessary in order to obtain the required brightness and color of the sugar. The saving of manual labor by those improvements is self-evident.

On the various modes of boiling and concentrating the juice at present in use, whether by a series of semi-globular pans, the vacuum pans, Gadsden's pan, or the apparatus of Mr. Crossley or Mr. Schroder, it is not necessary now to speak; the principle in one and all of them being the same—that of evaporating the fluid from the saccharine matter. The inventor of the process now under consideration, contends that, in all the existing arrangements for the separation of the water from the sugar, boiling under any form, or the use of surfaces or pipes heated by steam, must be totally excluded if the formation of molasses is to be prevented. It is a well established fact that a thermometer placed in a solution heated by steam or the direct action of fire, furnishes no indication of the temperature to which the liquid is exposed, as a vast amount of latent heat is absorbed by fluids in their formation into steam. To the forgetfulness of this simple fact, are to be traced many of the fatal mistakes at present connected with the manufacture of sugar.

Thus, while the temperature of the sirup during ebullition in a vacuum-pan indicates as low perhaps as 180 degrees Fahrenheit, the copper worm against which portions of the sugar are constantly brought in contact, is equal to and often above 220 degrees Fahrenheit: the consequence of which is the destruction of the color, and an injury to the crystallizing powers of the sugar. By an arrangement which Mr. Bessemer terms a hot air evaporator, the concentration of saccharine fluids may now, however, be affected without the slightest injury to color or quality, and in an increased quantity.

This apparatus consists of a tank of thin plate iron, of about 10 feet by 8 feet, and 2½ feet in depth, which has a false bottom, curved so as to form two parallel segments of a cylinder. Above these and coincident with them is a hollow drum of eighteen inches in diameter, mounted on an axis, and upon which is formed a broad spiral blade in the shape of a screw, or "creeper," the thread of which is about fifteen inches in depth, and the convolutions three-quarters of an inch apart; and between each of the blades or threads of the screw, holes are formed spirally from one end of the drum to the other. At one end of the hollow drum, air, supplied by a blowing fan, and heated to 150 degrees by passing along a flue, is made to enter, which escapes through the holes in the drum in the radial direction, and sweeps like the hot breath of the simoon over the wet surfaces of the various revolving blades, absorbs the moisture thus exposed to its action, and

passes off in an invisible vapor. Upwards of six thousand square feet of evaporating surface is thus obtained in the small space of 10 feet by 8 feet. The screws make about eight revolutions per minute, and as they revolve, the more concentrated portions of the fluid are washed off as they descend into the fluid, and fresh portions are being constantly brought up on the surface of the screw, to be in like manner subjected to the hot-air blast. Finally, after three or four hours, the whole of the surplus liquor is carried off; the remaining fluid is sufficiently concentrated, and assumes a thick gelatinous appearance; and the screw, made to revolve in the opposite direction, expels the solution from the tank ready for the process of crystallization. By this process the sugar is not at any time exposed to a hotter surface than 140 degrees. No boiling, consequently, takes place, no scum is formed, and not one grain of crystallized sugar is converted into molasses. The entire cost of fuel for evaporation is saved, the waste heat of the chimney and waste steam of the engine being alone employed, and the apparatus costs less than the ordinary vapor pans; it can be worked with a small amount of wind or water power. Three hogsheds of sugar, it is stated, can be obtained where two only are now produced, whilst the quality will be superior in color and taste, and will be perfectly free from molasses.

The separation of the crystals from the mother liquor in which they are found, is effected in a most ingenious and efficient manner by the use of the air-pump. The transformation from the most repulsive and unwholesome-looking black sugar into a fine white sugar, is completed in one-seventh of a second by this process. The principle adopted is precisely that employed in "gassing" lace—an operation resorted to for the purpose of removing the minute filaments of cotton adhering to the surface of the fabric. In the case of the crystals of sugar, a thin film of fluid matter is required to be removed from the surface of the crystal, and this is effected by bringing it into contact with water—a material which would as quickly dissolve the crystal itself, as the flame of the gas would destroy the delicate and fragile web of the bobbin net. How can the water be thus brought into contact with the sugar for such a short period, and in such a manner as only to remove the outer coating of molasses, and leave the crystal uninjured? The process is a very simple one. A table of nine feet in circumference is made to revolve eight times per minute, having a coating of sugar spread over it to the depth of half an inch, and which consequently moves over a space of 72 feet per minute. At one part of the revolution the table is made to pass under a pipe of two inches in diameter, from which a shower of water is falling, and as the pipe is but one-sixth of a foot in diameter, and the table passes it at the rate of 72 feet per minute, it follows that each portion which comes under the falling water will be retained only $\frac{1}{432}$ of a minute in each revolution. This table being covered with a thin brass wire gauze, has placed immediately under it a vacuum chamber, into which the falling water, carrying with it the semi-fluid coating of molasses, is drawn as the table revolves, the crystallized sugar remains on the surface pure and white, and is delivered by a scraper into the hogsheds placed for its reception.

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

NUMBER XXXIII.

THE CITY OF NEW YORK.—PART IV.

CITY FINANCES.

THE expense of the government of the city, annually for the last half-century, appears in the following statement of the amount raised each year, for city purposes, from 1801 to 1850 :—

Years.	Amount.	Years.	Amount.	Years.	Amount.
1801.....	\$75,000	1819.....	\$250,140	1836.....	\$1,085,130
1802.....	75,000	1820.....	270,361	1837.....	1,260,000
1803.....	75,000	1821.....	259,430	1838.....	1,300,000
1804.....	75,000	1822.....	302,106	1839.....	1,200,000
1805.....	127,947	1823.....	351,814	1840.....	1,100,000
1806.....	127,815	1824.....	353,328	1841.....	1,265,000
1807.....	119,155	1825.....	336,864	1842.....	1,100,000
1808.....	138,985	1826.....	583,759	1843.....	990,000
1809.....	139,027	1827.....	437,692	1844.....	1,298,922
1810.....	129,727	1828.....	485,752	1845.....	1,339,487
1811.....	176,978	1829.....	507,107	1846.....	1,754,323
1812.....	174,920	1830.....	509,178	1847.....	1,746,361
1813.....	174,727	1831.....	562,104	1848.....	1,992,150
1814.....	214,225	1832.....	665,386	1849.....	2,302,564
1815.....	197,913	1833.....	971,866	1850.....	2,578,325
1816.....	180,654	1834.....	835,605	1851.....	2,924,493
1817.....	216,720	1835.....	965,603	1852.....	3,378,335
1818.....	255,741				

TAXATION BY DECADES.

Periods.	Amount.	Periods.	Amount.
1801-10.....	\$1,082,655	1831-40.....	\$9,945,694
1811-20.....	2,112,379	1841-50.....	16,385,132
1821-30.....	4,127,030		
Total tax, fifty years.....			\$33,652,890

*COMPARATIVE INCREASE OF TAXATION AND POPULATION.

Periods.	In. pop. per cent.	In. tax. per cent.	Periods.	In. pop. per cent.	In. tax. per cent.
1801-10.....	59	..	1831-40.....	54	141
1811-20.....	28	95	1841-50.....	65	65
1821-30.....	64	95			

RATE OF TAX PER HEAD.

Years.	Rate.	Years.	Rate.
1800.....	\$1 24	1830.....	\$2 51
1805.....	1 69	1835.....	3 57
1810.....	1 35	1840.....	3 52
1814.....	2 32	1845.....	3 61
1820.....	2 18	1850.....	5 00
1825.....	2 03		

From these calculations it is seen, that the increase of taxation has, since 1800, far outrun the increase of population; the benefits of government to each individual costing four times as much in 1850 as 1800, and twice as much as in 1830; but we suppose no one contends that the personal advantages conferred by the municipal administration upon the citizen, have multiplied in anything like a corresponding ratio. Nor has property, rapidly as it has augmented, kept a much more even pace with the cost of protec-

tion, the rate per hundred of 1850, being treble that of the year 1800, and more than double that of either 1830 or even of 1840.

The amount raised in like manner in Boston, was, at different periods, as follows:—

Year.	Amount.	Per head.	Year.	Amount.	Per head.
1800	\$83,428 75	\$3 43	1840.....	\$546,742 80	\$5 85
1820	165,228 30	3 81	1845.....	811,338 09	7 09

The amount raised by tax in Cincinnati, in 1850, was \$438,345 84, equal to \$3 84 per head.

Although the rate of taxation per head is much larger in Boston than in New York, the burden upon property is less, the wealth of the former city being much greater in proportion to its inhabitants than that of New York.

It is useless to make any comparison of the per centage of tax in the different cities, as the valuation of property varies so widely that the comparative burden imposed could not be deduced from the rates.

DEBT.

The debt of the city, according to the message of the Mayor, of the present year, is as follows:—

Permanent debt, redeemable from sinking fund.....	\$14,578,908
Temporary debt, redeemable from taxation.....	710,000
Total	\$15,288,908

On the first of January, 1845, the permanent debt was \$12,881,750 42; temporary, \$1,147,914 80; total, \$14,029,665 22.

The debt of Boston, in 1850, was about.....	\$7,000,000 00
Of Baltimore, in 1850.....	5,454,389 17
Of New Orleans, 1852.....	6,542,226 00
Of St. Louis, 1851.....	1,536,096 10
Of Cincinnati, 1851.....	1,840,000 00

WEALTH.

The following is a statement of the valuation of property in the city of New York, from 1800 to 1851, distinguishing each class of estate from 1825:—

Years.	Real estate.	Personal estate.	Total. ■
1800	\$24,486,370
1805	25,645,867
1806	26,529 630
1807	24,959,955
1808	25,118,720
1809	24,782,267
1810	26,436,370
1811	26,045,730
1812	26,243,040
1813	27,640,230
1814	82,901,497
1815	81,636,042
1816	82,074,201
1817	78,895,725
1818	80,245,091
1819	70,113,061
1820	69,530,753
1821	68,282,070
1822	71,289,144
1823	70,940,320
1824	83,075,676

Years.	Real estate.	Personal estate.	Total.
1825	\$58,435,895	\$42,734,151	101,160,046
1826	64,942,851	42,534,931	107,477,781
1827	72,617,770	39,594,156	112,211,926
1828	77,139,880	36,879,653	114,019,533
1829	76,531,890	35,984,136	112,516,026
1830	87,603,580	37,684,938	125,288,518
1831	97,221,870	42,058,544	139,280,214
1832	104,042,405	42,260,213	146,302,618
1833	114,129,561	52,365,626	166,495,187
1834	123,249,280	63,299,231	186,548,511
1835	143,732,452	74,981,278	218,723,730
1836	233,743,303	75,753,617	309,501,920
1837	196,450,109	67,297,241	263,747,350
1838	194,543,359	69,609,582	264,152,941
1839	196,778,434	70,010,796	266,789,230
1840	187,121,464	65,721,699	252,843,163
1841	186,347,246	65,430,456	251,777,702
1842	176,512,342	61,294,559	237,806,901
1843	164,950,515	63,046,576	227,997,091
1844	171,936,591	64,023,456	235,960,047
1845	177,160,790	62,777,528	239,938,318
1846	183,480,934	61,471,571	244,952,505
1847	187,314,386	59,837,917	247,152,306
1848	193,027,576	61,164,451	254,192,027
1849	197,761,919	58,455,174	256,217,093
1850	207,146,173	79,939,240	286,085,416
1851	227,013,856	93,094,502	320,108,358
1852	252,186,753	98,520,043	351,706,796

The property of each kind, in the several wards, in 1836, 1843, and 1852, was:—

Wards.	1836.		1843.		1852.	
	Real.	Personal.	Real.	Personal.	Real.	Personal.
1	\$35,272,466	\$28,759,936	\$24,129,450	\$26,817,180	\$39,828,183	\$40,071,503
2	10,140,380	2,490,866	13,206,750	1,709,345	15,999,725	2,947,672
3	15,357,477	7,658,500	11,428,226	5,621,371	16,656,300	9,769,472
4	10,207,250	2,337,625	7,475,000	2,222,587	8,407,420	1,571,567
5	3,214,601	5,405,960	8,904,800	2,364,122	10,738,400	2,490,550
6	10,091,945	4,188,105	6,763,900	975,100	8,104,850	1,303,250
7	12,234,590	4,506,000	10,620,478	3,656,000	11,757,490	2,746,575
8	13,808,600	2,272,650	10,905,500	2,871,632	12,939,960	1,706,573
9	10,725,855	1,638,900	9,247,900	1,430,625	11,795,800	1,727,643
10	7,536,288	862,590	6,062,900	546,450	6,851,300	1,106,250
11	18,755,484	1,393,900	3,987,025	87,400	6,897,200	539,831
12	14,830,072	2,987,550	5,586,938	750,550	3,888,896	518,100
13	4,437,250	548,350	4,066,800	275,785	4,699,900	552,505
14	7,884,250	2,336,429	6,648,386	2,102,928	8,133,500	2,335,927
15	16,194,200	7,801,007	14,006,350	9,482,057	19,245,250	15,826,945
16	24,201,595	519,869	12,626,763	542,670	11,375,139	1,608,225
17	.....	.....	9,283,349	1,590,774	13,186,850	2,436,900
18	.....	.....	.....	.....	33,886,010	8,194,800
19	.....	.....	.....	.....	9,878,380	255,400
20	.....	.....	.....	.....	7,916,200	210,750

Total.. 233,743,303 75,758,617 164,950,515 63,046,576 252,186,753 98,520,042

The proportionate increase of population and wealth in New York, in each consecutive period of ten years, since 1800, has been as here stated:—

Years.	In. population.	In. property.	In. pop. per ct.	In. wealth pr. ct.
1800-10	35,834	\$1,950,000	59	8
1810-20	27,333	43,094,383	28½	163
1820-30	78,883	55,757,765	64	80
1830-40	110,121	127,554,645	54	102
1840-50	202,835	33,242,253	65	13
1800-50	455,056	261,599,046	752	1,068

By this, it appears that the period 1810-20, was that of greatest real prosperity, as during this time the increase of wealth bore a larger proportion to that of population than in any other of the periods named. The ability of the community to provide for itself whatever was desirable in the way of necessaries and comforts, was increased in this period, by above 130 per cent, while in the ten years previous it actually grew poorer by the loss of about 50 per cent, the excess of the increase of population over that of property. In the same manner, it is apparent, that *the period 1840-50 has been that of least prosperity, or rather of greatest real retrograde, of any one of the successive periods of ten years since 1800.* In this period, there has been an increase of 52 per cent in population above the increase of wealth, so that where there would have been a dollar in the division of property in 1840, there was in 1850 less than two-thirds of a dollar. It is evident that this is the true method of viewing our progress, as we can be said to prosper or go backward only according to the enlarged or diminished ability held by the aggregate population of the city, to supply the great aggregate of its wants. The criterion, however, is far from precise, on account of the irregularities of the valuation, which, under the best system, must come very far short of uniformity and accuracy. The additions to the population, both in 1800-10 and in 1840-50, may have been of as good material as the increase of any other period, as regards their productive ability. But this is only their capacity for *future* creation of wealth; while they did not bring a share corresponding with that before existing to each man to the general stock, they yet claimed a full share with the others in wages and other benefits of the existing property. The effect, of course, was in each case to diminish the general comfort, and to increase very sensibly, through the competition in labor and lessening of prices, and the increase of rent, &c., the inconveniences of the poorer classes of the population.

COMPARISON OF THE VALUATION OF NEW YORK AND BOSTON SINCE 1800.

Years.	New York.	Boston.
1800	\$24,486,370	\$15,095,700
1810	26,436,370	18,450,500
1830	69,530,753	38,289,200
1830	125,288,518	59,586,000
1840	252,843,163	94,581,600
1850	286,085,416	180,500,000

The valuation of several other cities was, at different periods, as follows:—

Baltimore, 1850	\$80,237,960	Providence, R. I., 1845...	\$28,516,000
Brooklyn, 1850	32,514,810	Chicago, 1850	7,220,249
" 1851	40,352,377	" 1851	8,562,717
Buffalo, 1850	16,801,466	Salem, Mass., 1845	10,084,000
New Orleans, 1851	74,315,865	Manchester, Eng., 1851 ..	5,346,830
Newport, R. I., 1850	4,720,450		

WEALTH PER HEAD.

The amount per head of wealth, in New York and Boston, has been, at the different periods named, as follows:—

Years.	New York.	Boston.
1800	\$404 80½	\$621 30
1810	274 31½	546 08
1820	562 06	884 31
1830	618 43½	970 53
1840	806 41	961 49
1850	554 99½	1,296 94

IN SEVERAL OTHER PLACES.

Baltimore, 1850.....	\$474 63	Newport, R. I., 1850	\$493 61
N. O., 1851, (on the popu'n of '50)	622 10	Chicago, 1850.....	240 97
Brooklyn, 1850	335 76	Salem, Mass., 1845.....	601 60
Buffalo, 1850	397 56	Manchester, Eng., 1851.....	17 62
Providence, R. I., 1845.....	898 06		

The valuation in Boston, undoubtedly, is nearer the full value of the property, than in any other of the cities named; but, still, there is no doubt, that the amount per head is larger in Boston than in any other city of the United States, unless it be equalled by some of the large manufacturing towns of New England. Boston is certainly, in this view, *the richest of all the large cities in the world*. But it should be remembered that it has not to sustain such a vast proportion of penniless emigrants as are perpetually crowding into New York, and is exempt from other causes that operate very efficiently to lessen the proportion of wealth to population in New York. Emigration, of course, in a large degree, is the means of increasing the valuation, by the rise which it occasions in rent, and consequently in property generally, and in the impulse it gives to business; but this does not compensate for the other effect of emigration, (as it is here,) of overcrowding all employments in the city, furnishing and replenishing perpetually a large unproductive class, and in swelling the ranks of that unthrifty multitude, who, whatever their labor may contribute to the general prosperity, are careless of their own interest, beyond the gratification of their immediate wants and desires.

Of the amount in 1850, of the valuation of Boston, \$74,907,100 was personal property, which is as much, within five millions, as the personal property of New York in the same year. This indicates a far more comfortable state of things among the body of the population, the mechanics, laborers, &c., than exists here. The prosperity of these classes is always measurably evidenced by the proportion which personal estate bears to real, most of their savings being necessarily converted into this species of property. The division of personal estate, according to the valuation of 1850, upon the population of the same years in the two cities, would give to each individual in New York \$155 06: in Boston \$539 71. A similar calculation in reference to the different wards of New York, shows that there is the least degree of comfort in the 13th and 16th wards, the division of personal property in 1850, giving but \$16 11 per head in the former, and \$16 71 in the latter. In the 10th ward, a like division would afford \$41 29 per head; in the 8th ward, \$41 37 per head; in the 6th, \$45 08, and in the 4th, \$46 88. In the 15th ward, the division would give \$643 21 to each individual; in the 14th, \$144 30, and in the 18th, \$128 11. The calculation cannot be extended at all to the first three wards, as their position, before explained, with reference to Commerce and population, puts them on a very different footing, in general matters, from the other wards. The same circumstances, of course, affect somewhat all the wards of the city, but in very uneven degrees. Taking the wards four to thirteen, sixteen, and seventeen, embracing about 385,000 inhabitants, or near four-fifths the whole population of the city, the division, on the basis of 1850, would give but about \$43 of personal property per head, and but about \$320 per head of both real and personal.

INDIVIDUAL ESTATES.

In 1850, two estates were assessed in New York for over \$1,000,000, viz. :—Willian B. Astor's, \$2,600,300, and Peter Lorillard's, \$1,169,900. Exclusive of incorporated companies, seven estates were assessed on \$500,000 and upwards. The other properties above \$17,500 were—

Amounts.	No. of estates.	Amounts.	No. of estates.
\$400,000 to \$500,000.....	2	\$60,000 to \$70,000.....	109
300,000 to 400,000.....	24	50,000 to 60,000.....	195
200,000 to 300,000.....	58	40,000 to 50,000.....	271
100,000 to 200,000.....	222	30,000 to 40,000.....	445
90,000 to 100,000.....	43	20,000 to 30,000.....	957
80,000 to 90,000.....	64	17,500 to 20,000.....	773
70,000 to 80,000.....	99		

COMMERCE.

EXPORTS AND IMPORTS.

The following table shows the amount of the imports into the port of New York, the exports, domestic and foreign, therefrom, (exclusive of specie,) and the amount of duties collected on the importations, in each year, from 1821 to 1851, inclusive :—

Years.	Imports from foreign countries.	Amount of duties on imports.	Domestic produce and manufactures exported.	Foreign merchandise exported.	Total exports.
1821.....	\$36,020,012	\$7,243,542	\$8,102,022	\$4,022,143	\$12,124,645
1822.....	33,912,453	9,941,702	9,223,631	6,177,063	15,405,694
1823.....	30,601,455	9,022,435	11,526,632	9,563,064	21,089,696
1824.....	37,785,147	11,178,139	11,652,050	10,652,050	22,309,362
1825.....	50,024,973	15,752,100	19,257,749	14,774,530	34,032,279
1826.....	34,728,664	11,525,862	10,743,846	8,693,333	19,437,229
1827.....	41,441,832	13,217,695	13,301,222	11,312,813	24,614,035
1828.....	39,117,016	13,745,147	12,272,078	9,863,499	22,135,487
1829.....	34,972,493	13,052,676	10,509,481	7,100,119	17,609,600
1830.....	38,656,064	15,012,553	11,814,926	5,851,698	17,666,624
1831.....	57,291,727	20,096,136	15,053,571	11,089,148	26,142,719
1832.....	50,995,924	15,070,124	11,941,697	10,850,902	22,792,599
1833.....	56,527,976	13,039,181	13,941,689	10,782,014	24,723,903
1834.....	72,224,390	10,183,152	12,090,142	10,105,919	22,196,061
1835.....	89,304,108	14,468,116	20,373,343	8,662,412	29,035,755
1836.....	118,886,194	17,114,305	18,377,691	9,077,532	27,455,223
1837.....	63,374,558	9,487,598	13,601,110	9,933,500	23,534,610
1838.....	77,214,729	10,494,055	15,340,937	6,841,311	22,182,248
1839.....	97,078,687	13,970,332	24,673,936	11,988,787	36,662,223
1840.....	56,845,924	7,537,441	19,635,226	10,551,244	30,186,470
1841.....	75,268,015	10,993,899	22,840,315	7,891,204	30,731,519
1842.....	52,415,555	10,013,122	17,556,294	5,533,905	23,090,199
1843.....	50,036,667	11,300,407	17,835,738	5,604,588	23,440,326
1844.....	75,749,220	21,457,830	26,400,860	8,227,510	34,628,470
1845.....	68,932,207	17,667,858	.....	.....	34,800,348
1846.....	71,093,819	16,867,275	.....	.....	34,196,184
1847.....	95,288,697	17,342,462	43,021,382	2,616,572	45,637,954
1848.....	89,315,969	20,839,681	33,637,844	2,693,597	36,331,441
1849.....	86,611,902	19,811,334	33,166,339	3,553,885	36,720,224
1850.....	103,250,503	24,487,610	33,227,676	5,433,841	38,661,517
1851.....	130,688,030	31,757,199	47,496,978	6,098,498	53,595,376
1852.....	117,739,457	28,678,910	33,853,757	5,333,572	44,187,329

The following is a statement of the imports of New York compared with those of Boston, Charleston, and the United States, at different periods:—

Years.	New York.	Boston.	Charleston.	United States.
1769.....	£188,976	.....	£306,600	£1,336,119
1821.....	\$36,020,012	.....	\$3,007,113	\$62,585,724
1825.....	50,024,973	\$15,231,856	1,892,297	96,340,075
1830.....	38,656,064	8,348,623	1,054,619	70,876,920
1835.....	89,304,108	19,038,580	1,891,805	149,895,742
1840.....	56,845,924	14,122,308	1,058,870	107,141,519
1845.....	68,932,207	21,591,877	1,143,158	117,254,564
1850.....	103,250,503	.....	.....	178,136,318.

The following table shows the exports of New York at different periods, compared to those of Boston, Charleston, and the United States:—

Years.	New York.	Boston.	Charleston.	United States.
1792.....	\$2,535,790	.....	\$2,428,250	\$26,109,572
1795.....	10,301,182	.....	5,998,492	67,064,097
1800.....	13,978,123	.....	10,663,510	94,115,925
1805.....	23,482,943	.....	9,066,625	101,536,963
1810.....	17,242,330	.....	5,290,614	61,316,833
1816.....	13,946,598	.....	10,849,409	87,671,569
1820.....	11,769,511	.....	8,882,940	69,691,669
1825.....	34,032,279	\$6,078,619	11,056,742	75,986,657
1830.....	17,666,624	5,180,178	7,627,031	73,849,508
1835.....	29,035,755	7,952,346	11,333,016	121,693,577
1840.....	30,186,470	8,405,294	10,036,769	132,085,946
1845.....	34,196,184	9,370,851	8,890,648	114,646,606
1850.....	38,661,517	.....	.....	151,893,720

The following table gives a statement of the duties collected at the port of New York, compared with the total collections of the United States, in various years between 1789 and the present:—

Years.	New York.	United States.	Years.	New York.	United States.
1789.....	\$145,320	.....	1825.....	\$15,752,100	\$20,098,714
1792.....	1,233,903	\$3,443,071	1830.....	15,012,553	21,922,391
1795.....	2,717,361	5,558,461	1835.....	14,468,116	19,391,311
1800.....	3,611,538	9,080,933	1840.....	7,537,441	13,499,502
1805.....	6,958,008	12,936,487	1845.....	17,667,858	27,528,113
1810.....	5,223,696	8,583,309	1850.....	24,487,610	39,668,686
1816.....	10,785,354	36,306,875	1851.....	31,757,199	49,017,597
1820.....	5,487,974	15,005,612	1852.....	28,678,910	47,320,316

The revenue collected at the principal ports of the United States in the year ending June 30, 1851, was as follows:—

New York.....	\$31,757,199	Baltimore.....	\$1,047,278
Boston.....	6,577,540	New Orleans.....	2,296,636
Philadelphia.....	3,667,838	Charleston, S. C.....	600,712

ARTICLES OF TRADE.

Dry goods form about one-half of the whole value of the imports into the city from foreign countries. Few people, not engaged in this branch of our trade, are aware of the great importance of this interest, as regards either the Commerce or the revenue of the nation.

The statement following shows the value of the dry goods, of the different kinds, entered for consumption and warehoused, compared with the whole importation of foreign merchandise for several years:—

	1848-9.	1849-50.	1850-1.	1851-2.
Manufactures of wool....	\$9,199,578	\$14,637,060	\$17,067,031	\$14,388,565
Manufactures of cotton...	10,783,807	10,660,857	11,671,500	9,982,547
Manufactures of silk.....	14,301,316	16,679,227	24,858,850	22,319,951
Manufactures of flax.....	4,245,513	7,084,663	8,058,731	6,346,299
Miscellaneous.....	4,144,525	2,320,828	3,957,635	4,183,740
Total imports dry goods..	\$41,674,739	\$51,382,635	\$64,613,747	\$57,221,062
Total imports merchandise	68,932,207	103,250,503	130,682,030	117,739,457
Proportion of dry goods to whole import.....	60.5 p. ct.	49.7 p. ct.	49.5 p. ct.	48.6 p. ct.

The following is a statement of several of the leading articles imported from foreign countries or arriving coastwise in 1851 :—

Articles.	Foreign.	Coastwise.	Total.
Cotton.....bales	930	456,637	457,567
Coal.....tons	57,896	.....	57,896
Coffee.....bags	495,012	62,331	557,343
Figs.....drums	191,537	77,350	268,887
Brandy.....half-pipes	13,970	381	14,351
Brandy.....quarter-casks and bbls.	33,340	560	33,900
Hemp.....bales	41,645	19,476	61,121
Hemp.....tons	1,289	112	1,401
Hides.....bales	772	326	1,098
Hides.....No.	1,132,154	203,628	1,335,782
Iron, bar and pig.....tons	101,616	4,907	106,523
Iron.....bundles	673,380	6,207	659,587
Lead.....pigs	310,458	176,538	486,996
Molasses.....hhds.	72,972	12,650	85,622
Molasses.....tres.	4,402	1,247	5,649
Molasses.....bbls.	4,130	39,797	43,927
Raisins.....boxes	460,677	32,041	492,718
Raisins.....casks	24,243	1,035	25,278
Rice.....tres.	.....	42,433	42,433
Salt.....bushels	2,269,590	10,180	2,279,770
Sugar.....hhds.	126,019	21,448	147,467
Sugar.....tres.	1,666	58	1,724
Sugar.....bbls.	8,089	36,268	44,357
Sugar.....boxes	189,499	3,599	193,098
Sugar.....bags	155,076	13,733	168,809
Tobacco.....hhds.	252	14,827	15,079
Tobacco.....bales, &c.	27,222	428	27,650
Wines.....hhds. and half-pipes	17,279	401	17,680
Wines.....quarter casks	42,040	917	42,957
Wool.....bales	39,166	10,692	49,858

SPECIE AND BULLION.

The amount of specie and bullion and gold dust brought into New York, and sent out, were not included in the table of imports and exports before given. The imports and exports of specie and bullion for the last six years past, have been as follows :—

Years.	Imports.	Exports.
1847.....	\$8,307,380	\$905,841
1848.....	1,173,406	12,028,798
1849.....	2,813,380	4,739,903
1850.....	10,502,115	5,885,103
1851.....	10,390,501	26,622,731
1852.....	2,528,391	37,273,703

For the calendar year 1851, the import of gold and bullion from California was \$43,671,432, and the export of gold and silver to all countries was \$43,723,209.

Art. IV.—MERCANTILE BIOGRAPHY.

JAMSETJEE JEEJEEBHOY—A PARSEE MERCHANT.*

JAMSETJEE JEEJEEBHOY was born at Bombay in the year 1783. We have heard that his father was so poor that he followed the profession of a *bottly-wallah*, a bottle-fellow, buying and selling old bottles. However this may have been, Jamsetjee at the age of eighteen, entered into partnership with his father-in-law, Framjee Nusserwanjee, and in the following years made several successful voyages to China. Possessing those qualities most desirable in a merchant, integrity, judgment, and enterprise, he gradually ex-

* A late number of the *North American Review* gives a sketch of the life and good deeds of a remarkable East Indian, a native of the Parsee race and faith, a Merchant by calling entitled to rank with the highest, the most enlightened, the most Christian of that calling. His name has a right to fill the trump of fame, although it would require some skill in execution to sound it on that musical instrument—his name is Jamsetjee Jeejeebhoi.

Those who complain of the old-fashioned slowness of the "North American," and whose charge it is apt to linger behind the times and pick up old and thread-bare topics, after the rest of mankind have let them drop, must admit that in this instance at least the Review has unearthed for American readers a topic of an interest as fresh as it is genuine, and of the highest order. A liberality, a munificence as lavish and at the same time as wise and well-directed as that of this great Indian Merchant, would be a wonder in Christian New York. To Christian New York it seems a miracle at Mahometan Bombay. For be it remarked, all this generosity is not a *post-mortem* affair. This good man and wise merchant (his character justifies, and his name must excuse, this circumlocution) is still living. He has parted from his treasure. He has "denied himself" that he might benefit others. The generosity of a last will, which gives what the dying man can no more use, is well, but it is not to be compared either in merit or in wisdom with the wise liberality which foregoes the present possession of a large amount of wealth, and sees to the proper application of it.

The *North American Review* has done a good service to the Mercantile Profession, in whose name we thank it. That able Review has, for a period of thirty-six years, done many another good service to American letters, American learning, American customs, fame, and character. It has become the fashion with some few who have the will to be witty, (following, we presume, the example of one who had something more, the lamented Poe,) to talk slightly of the North American, in the tone of Lord Byron's sneer—

"My grandmother's review, the Quarterly."

Admitting a certain stiffness of style, and the absence of that picturesque variety of topics, and sprightliness of treatment, which make the English reviews so interesting, but which they owe in some measure to their political and partisan character, a character which the North American has always avoided, every candid person must admit the soundness and ability of the matter, and the elegance and correctness of style of this Veteran Quarterly. Let the American critic remember that our Review, the only American Quarterly which has ever been able to maintain its ground, has done battle for American letters for nearly forty years; that it is very little the junior of the oldest of the English Reviews of its class. We cannot account for the strange and sometimes ludicrous stiffness of style in which much of the North American is written; the timidity which cuts off the chances of even a "happy audacity," unless it be that the writers, who, we take it are nearly all Harvard men, have continually before their eyes the fear of their rhetoric professor, and of those mysterious cabalistic marks of criticism he used to place on the margin of their college themes. But for accuracy of style, for purity, for those qualities which belong to good English, written on Addisonian principles, we believe the North American would take the palm from the English reviews. And taking the last number for proof, we do not see how any one can complain of any lack of fresh as well as solid interest in its pages.

We repeat our thanks for the interesting sketch of the noble Indian Merchant, in the name of the mercantile community, for whom it is not, we hope, presumption in us to speak, and we copy it into the pages of the *Merchants' Magazine*, for the benefit of those whom it is calculated most directly to interest, and who form a circle of readers probably several times larger than the select parish for which our Veteran Quarterly ministers with much power and unction,

tended his dealings to other countries, and drew in a rich harvest of gains. His ships, built by the excellent Parsee shipwrights of Bombay, traded with all parts of the East, and now and then sailed even round the Cape. Year after year he prospered, and when he had been twenty years in business, he had acquired a large and still increasing fortune. He did not forget, in winning his fortune, how to spend it. The responsibilities and the duties which cannot be separated from wealth, but which Christianity itself is often powerless to enforce upon those who profess it, were a portion of his natural religion.

It is in the years 1822 and 1826 that the first public notice of his benefactions is to be met with. At both of these periods, he released the prisoners confined in the Bombay jail, for debt, under the authority of the Small Cause Court. On this the sum of three thousand rupees* was expended. "The cases of imprisonment of this sort are often of the greatest cruelty and hardship." At funerals and marriages, all classes of natives indulge in unbounded extravagance. A man will frequently expend on these occasions the prospective earnings of years, which usurious money-lenders stand ready to advance at extravagant rates of interest. Burke's description of a Hindu banian may with less exaggeration be applied to the Hindu usurer;—"He is a person a little lower, a little more penurious, a little more exacting, a little more cunning, a little more money-making, than a Jew." The poor debtor, pressed hard and cheated, often falls into a state of inextricable difficulty; his little possessions are seized by his creditor, and he himself is cast into jail and ruined. It affords an indication of the smallness of the sums for which individuals are often confined, that with this amount of three thousand rupees, Jamsetjee satisfied the claims of the creditors of above fifty debtors.

"For the next twenty years," says the account to which we have referred, "the flow of bounty from his coffers seems to have been almost uninterrupted. We have been able to trace the following items from various quarters, but we know that these have constituted but a small fraction of his gifts:—

Payments towards effecting the release of debtors.....rupees	3,000
Property made over in trust, the funds from which are devoted to the periodical performance in Bombay, and sundry places in Guzerat, of various Parsee rites and ceremonies.....	170,000
Cost of a building made over to the Parsee Panchayet for the celebration of certain public festivals among the Parsees in Bombay.....	50,000
Contributions in money, grain, and clothes, for the benefit of the sufferers by the great fire at Surat.....	35,000
Remittances made from time to time for distribution among poor Parsees at Surat and neighborhood.....	40,000
Subscription to the Pinjrapole in Bombay.....	65,000
Sums given at various times in effecting the amicable adjustment of disputes referred for arbitration.....	30,000
Sums given in aid of members of respectable native families in distress.....	40,000
Subscriptions to the building of Parsee cemeteries in various places.....	30,000
Sums expended for building and repairing various Parsee sacred buildings in Surat and the neighboring places.....	17,000
Cost of sundry wells and reservoirs in Bombay, Colaba, and between Poona and Ahmednugger.....	15,000
Amount given in trust to the Parsee Panchayet for the benefit of the poor blind at Nowsary.....	5,000
Subscription to the Pinjrapole at Patton in Guzerat.....	3,000

* The rupee may be estimated at the value of half a dollar.

Amount given during ten years to the Panchayet for distribution in charity.....	15,000
Cost of Parsee sacred buildings at Poona	50,000
Cost of Dhurmsalla (or house for travelers) at Khandalla	20,000
Contribution toward a fund for defraying the funeral expenses of poor Parsees at Gundavy.....	5,000
Total.....	608,000

It is not necessary to make any remark on this memorable list of benevolences. Meanwhile, the public acts of generosity of this noble merchant had attracted to him the regard and admiration, not only of the natives, but also of the European community of Western India. A report of his munificence was made to the home authorities of the East India Government, and at the unanimous recommendation of the Court of Directors, a patent of knighthood was conferred upon him by the queen. It was the first instance in which any title of honor had been conferred by the English Government upon a native of India, and no worthier opportunity has ever occurred for the granting of any such distinction. It was in May, 1842, that the ceremony of presentation took place at Parell, the residence of the Governor of Bombay. The circumstance was one not only highly gratifying to Sir Jamsetjee Jeejeebhoy himself, but to the native community in general, who are accustomed to attach an extravagant value to any such marks of honor. It was consequently determined by some of the most influential natives to offer to him a testimonial at once of their respect for his character, and of their gratification at the distinction he had obtained. A sum of fifteen thousand rupees was accordingly raised by subscription, which it was determined to invest, not as we should have done, in a silver service, a bust, or a statue, but in a fund, the interest of which should be devoted to procuring translations of popular and important works from other languages into Guzerattee, the language chiefly in use among the Parsees. The proceedings which accompanied the presentation of this testimonial to Sir Jamsetjee were so remarkable that we shall copy a portion of a full account which appeared in the *Bombay Times* newspaper, of June 18th, 1843, and is reprinted in the "Correspondence relating to Sir Jamsetjee Jeejeebhoy's Parsee Benevolent Institution."

PRINCELY MUNIFICENCE OF SIR JAMSETJEE JEEJEEBHOY.

On the forenoon of Wednesday last, a very numerous party of Parsee and European gentlemen assembled at the mansion of Sir Jamsetjee Jeejeebhoy to witness the presentation of an address to him by his kinsmen and friends, accompanied by a testimonial of the value of rupees 15,000.

The following is an extract from the address which was read in English :

We shall not expatiate upon your princely donation of a hundred and fifty thousand rupees towards the formation of a hospital for all classes of the community—your munificent offer to government to contribute fifty thousand rupees towards the construction of a causeway or velard at Mahim, to connect Bombay and Salsette—the construction of a spacious building at Khandalla, on the high-road to Deccan, for the accommodation of travelers—nor upon the prompt and liberal relief which, from your own purse, and through your personal exertions, has been afforded to your fellow creatures in distress, especially on the two occasions in which the city of Surat was visited with extensive and calamitous fires; while in your private charities, your hand has ever been ready to alleviate the sufferings of the widow and orphan, the unfortunate and the destitute, there

are few public institutions at this Presidency which have not shared largely in your bounty. Neither is it necessary to dwell upon the benefits which the trade of this port has derived from the enterprise and magnitude of your commercial operations; nor to point out the great extent to which you have availed yourself of the means of doing good, derived from your mercantile knowledge and experience, joined to a conciliatory disposition and the probity of your character, as well as from your position in the native community, by arranging differences and settling disputes, so as to save the parties from the evils of a tedious and expensive litigation. But we would allude to these circumstances merely to show the grounds of the high estimation in which you are universally held, and of the feelings which have induced us to express our gratification at the distinction which has been conferred upon you—a gratification which derives no small addition from the consideration of your being one of the principal members of our community.

To commemorate this auspicious event, we request your permission to apply a sum of money which we have subscribed, in forming a fund, to be designated "Sir Jamsetjee Jeejeebhoy's Translation Fund," and to be vested in trustees for the purpose of being appropriated in defraying the expenses of translating into the Goozerattee language such books from the European and Asiatic languages, whether ancient or modern, as may be approved of by the Committee, to be by them published and distributed gratis, or at a low price, among the Parsee community, in furtherance of the education of our people, of which you have ever been a warm friend and zealous patron.

We subscribe ourselves, with sentiments of esteem and respect, sir, your faithful and obliged servants,

NOWROJEE JAMSETJEE WADIA,
FRAMJEE COWASJEE BANNAJEE,
DADABHOY PESTONJEE WADIA,
CURSETJEE COWASJEE,
CURSETJEE ARDASERJEE, and 932 others.

After the reading of this address, another was presented in the name of the native inhabitants of Poona and its vicinage; and then Sir Jamsetjee replied in a manner perfectly unparalleled in the history of such occasions.

MY DEAR FRIENDS:—I feel deeply grateful to you for the address which you have just presented to me; so distinguished a mark of the esteem of my fellow-countrymen is an honor of which I, and those who are most dear to me, may justly be proud.

To have been selected by my sovereign as the native through whom she was graciously pleased to extend the order of knighthood to her Indian subjects, was, and ever must be, a source of deep personal gratification to myself. But to receive the congratulations of my fellow-countrymen in a manner at once so kind and flattering, to have this auspicious event commemorated by the creation of a charity, to be connected with my name, and in the objects of which I so cordially concur, is a source of inward pride and satisfaction, which, rising higher than the gratification of mere worldly titles, will live with me to my dying day.

Your too kind and favorable mention of my acts of charity has much affected me. The only merit I have a right to claim for them is, that they proceeded from a pure and heartfelt desire, out of the abundance of which Providence has blessed me, to ameliorate the condition of my fellow creatures. With this no unworthy motive was mixed; I sought neither public honors nor private applause, and conscious of a singleness of purpose, I have long since had my reward. When, therefore, Her Majesty's most gracious intentions were communicated to me, I felt deeply gratified that I had unconsciously been the means of eliciting so signal a mark of the good feelings of England towards the people of India, and it is in this light that I prefer to consider the distinguished honor Her Majesty has conferred upon me, and that also which I have received at your hands this day.

Nothing could please me more than the purposes to which you propose to devote

the frauds that have been subscribed. I shall ever wish my name to be connected with every endeavor to diffuse knowledge among our people; and the surest way to incite them to elevate and improve themselves, to fit them to appreciate the blessings of the government under which they live, and to deserve those honors which have now for the first time been extended to India, is to spread far and wide among them, gratuitously or in a cheap form, translations into our language of the most approved authors. Connected with this subject is a scheme that I have long contemplated for relieving the distresses of the Parsee poor, of Bombay, Surat, and its neighborhood. You know full well the state of misery in which many of our people are living, and the hopeless ignorance in which their children are permitted to grow up. My object is to create a fund, the interest of which shall be applied towards relieving the indigent of our people, and the education of their children; and I now propose to invest the sum of 300,000 rupees in the Public Securities, and place it at the disposal of trustees, who, with the interest, shall carry out the object I have mentioned; and this trust, I hope, you will take under your care.

And now, my dear friends, let me once again thank you for your kindness. There is nothing I value so highly as the good opinion of my countrymen, nor anything I more anxiously desire than their welfare and happiness.

The result of this very striking and happy reply, which must have overcome Sir Jamsetjee's audience with the deepest surprise and astonishment, and which resembles more some delightful Arabian Nights Story, than an actual reality, belonging to our selfish and unromantic commercial times, has appeared in the establishment of a Parsee Benevolent Institution, which we found last year to be in active operation, established upon a wide and sound basis, and productive of very great good. In many of its details, it would be well worthy of imitation, even in our enlightened and liberal community.

It will have been noticed that, in the address presented to Sir Jamsetjee, reference is made to his gift of a hundred and fifty thousand rupees for the establishment of a hospital for all classes. It was in January, 1843, that the corner-stone of this hospital was laid. It was finished shortly after. It is a beautiful Gothic building, containing accommodations for 300 patients, and besides being one of the most useful institutions of the city of Bombay, is now one of its chief ornaments. Sir Jamsetjee expended at least 170,000 rupees in its erection, and the government have liberally contributed to its support. It is well worthy of a detailed description; but the good works of this man have been so many that it would take a volume to describe them all as they deserve.

We copy, however, a portion of the beautiful inscription upon the plate set upon the corner-stone, as an illustration of Sir Jamsetjee's character, and of the creed of enlightened Parsees.

This edifice was erected
 BY SIR JAMSETJEE JEEJEEBHAY, KNIGHT,
 The first native of India honored with British Knighthood,
 Who thus hoped to perform a pleasing duty
 Towards his government, his country, and his people:
 And in solemn remembrance of blessings bestowed, to present this,
 His offering of religious gratitude, to
 ALMIGHTY GOD,
 The Father in Heaven—of the Christian—the Hindoo—
 Mohammedan—and the Parsee,
 With humble, earnest prayer, for his continued care and blessing
 Upon his children, his family, his tribe, and his country.

Before the year was out, Sir Jamsetjee received another mark of the approbation of the British Government, in the shape of a gold medal, set with diamonds, "in honor," ran the inscription upon it, "of his munificence and his patriotism." In presenting it to him, the Governor of Bombay, Sir George Arthur, said:—

I could not, Sir Jamsetjee, with perfect satisfaction to myself, perform the pleasing task which has devolved upon me, without instituting some inquiry as to what were the acts of munificence, and what the deeds of patriotism to which the inscription refers. I learnt, after very careful inquiries, that the sums you had publicly given, and which were mostly expended in useful works for the general benefit of the country, amounted to the amazing sum of upwards of 900,000 rupees, or more than £90,000 sterling. Well, indeed, might her majesty's government designate such liberality as acts of "munificence" and deeds of "patriotism!" . . . In inquiring what were the instances of public munificence by which you had distinguished yourself, it was impossible for me to avoid gaining an insight into your acts of private charity; and according to the best information I have been able to procure, through inquiries made with every desire to avoid hurting your feelings, I have learned that your private charities, though so bestowed that many of them are unknown even to the members of your own family, have been nearly as unbounded.

This eulogy, gratifying as it must have been, coming from the Governor of Bombay, was by no means extravagant. At this very time, Sir Jamsetjee was engaged in carrying through two other works of the greatest public utility, beneficial alike to all classes of the community. The first of these was the construction of a dam and causeway, connecting the islands of Bombay and Salsette. Bombay is one of a numerous group of islands which fringe the Malabar coast. It is about seven miles in length, and three in breadth. Possessing exquisite beauty, its shore opening into quiet bays and inlets, bordered with cocoa-palms, or jutting out in rocky and bold promontories, upon which the waves swell and break, it yet is miserably barren, and its crowded population have to depend for all the daily necessaries of life upon a supply from Salsette and the mainland. The principal line of traffic, running through Salsette, was separated from Bombay by a narrow but dangerous ferry, which at some periods became entirely impassable, and was exposed to frequent accidents, owing to the violent rush of water through the contracted channel. This was not only the occasion of loss of life, but it subjected to great suffering those passengers who might be detained without shelter, exposed to all the inclemency of the weather, and caused extreme inconvenience to the inhabitants of Bombay, who might thus be cut off from an important portion of their supplies. It had been often proposed to bridge the ferry across; but the funds of the government were too much occupied, for the most part in military objects, and there was too little public spirit in the community, to allow of the proposal being carried into execution. At last, by the benevolence of a single individual, the work was done. It was commenced in 1843, and in April, 1845, an admirable bridge connected with a causeway, extending in united length for more than half a mile, and built with every regard to stability and convenience, was opened to the public. The event was commemorated by an impressive celebration, and we copy from Sir George Arthur's speech on the occasion, the remarkable story of the building of this work. Addressing Sir Jamsetjee, before a crowded audience of natives and Europeans, he said:—

It gives me sincere pleasure to address you on this occasion, after having passed over the noble causeway which, through the munificence of your family, has been

erected for the benefit of the public. I myself, as well as every person present, can bear testimony to the value of this splendid and most useful work. It affords me, therefore, high gratification to address you, for I have to speak on a subject which is interesting to us all—to every one now present—and its interest is best proved by this numerous assembly. As the exact circumstances under which this causeway has been constructed may not be known to all the company, I shall give a short explanatory history of the undertaking. Some years ago, the government of this Presidency, seeing the advantages of a regular communication between the islands of Bombay and Salsette, and being anxious to connect the towns of Mahim and Bandora by a causeway, had the ground surveyed, plans taken, and the estimates of the probable expense of the proposed work calculated. The expenses of such an undertaking, it was reported, would be 67,000 rupees. The expenses of government at the time being very great, the matter was allowed to remain in abeyance until a more favorable opportunity should arise, it not being considered of so great importance as other proposed improvements then before the government. This took place some years ago, and the plans remained unexecuted until the monsoon of 1841, I believe, when a distressing accident occurred at the ferry here. A boat was swamped, and a number of poor natives, I think about 15, lost their lives. This distressing accident was of course a subject of conversation amongst the people, and came to the ears of Lady Jamsetjee, who was greatly pained at its consequences to the families of the sufferers. She spoke to you and asked you, why the Government did not endeavor to remedy an evil which was the cause of such misery among the poor of Salsette? The answer was, that the government was fully occupied in other matters of importance, and that, according to the estimates, it would not only require the large sum already stated, but, moreover, that a second estimate had been made out, by which it was calculated that a further sum would be required, amounting altogether to one lakh of rupees. "Let the consent of the government be obtained," was the answer of this noble-minded woman, "and I will defray all expenses." The consent of government was then obtained, and the work commenced; but it was soon discovered that further sums would be necessary to bring it to completion. Application was made to the Court of Directors for their aid and co-operation, when they, with the liberality which has always characterized their proceedings, when called upon to assist the benevolent natives in their good undertakings, gave their assent. Various other sums were however required, and still supplied by Lady Jamsetjee, till at length, after an expenditure of 155,000 rupees, the structure was completed. It was then suggested that so handsome a structure demanded an equally handsome approach to it, for which it was calculated a sum of 20,000 rupees would be required, which further expenditure was entirely defrayed by that noble-minded person, Lady Jamsetjee. Thus, after an expenditure of 175,000 rupees, has this great and most useful work been perfected, which reflects so great an honor on the kind, the charitable, the benevolent lady, who has thus conferred a lasting benefit on the inhabitants of these islands, whether rich or poor; but more especially by the poorer classes has this great benefit been felt, as by this noble donation their means of transit have been rendered permanently secure, and their lives insured to them from danger. As they have not the opportunity of rendering their thanks to Lady Jamsetjee in person, I am sure you will all unite with me in thanking her in their name, and so perpetuate this noble deed. I this day propose that the causeway henceforth bear the name of "LADY JAMSETJEE'S CAUSEWAY."

The causeway was well named. It will preserve, we trust, for many ages the remembrance of Lady Jamsetjee, and serve as the memorial of a deed which will appear most striking, and most worthy of grateful recollection, to those who are best acquainted with Oriental life. The instances in which woman assumes her true place in the East are so rare; her kindly, universal, sympathies are so commonly crushed by false customs; her love is so often degraded, and all the nobler qualities of her heart so frequently lost—that when she shows herself as she ought to be, as she by nature is, she de-

serves our highest respect, admiration, and honor, and her beautiful example gains our warmest gratitude.

The other public work with which Sir Jamsetjee was occupied, while this causeway was being constructed, was the procuring for the city of Poona a regular supply of water. Poona, which was once the capital of the Maratta State, and is still a considerable place, is situated on a high table-land, and is exposed to frequent and long droughts, during which there was frequent suffering from want of this necessary of life. Two considerable streams unite not far from the city; but their bed lies much below the plain on which it is built, and at seasons when they are the fullest, water could be raised from them only with difficulty. It was determined to dam the streams below their point of union, so as to secure at all periods of the year a sufficient supply, and to connect the pond thus formed by suitable works with a reservoir at the city, 9,000 feet in distance from the dam, and elevated 112 feet above it. During the seven months of annual drought, the streams fill but a small portion of their channel; but "in June and July, after a heavy fall of rain, they will sometimes rise as much as from fifteen to twenty feet in height in twenty-four hours." The difficulty of erecting a wall eighteen feet high and eight hundred and fifty feet long, strong enough to resist such a flood, may be imagined. Plans were obtained from England, and the dam was completed in 1845; "but cholera had broken out in the neighborhood, and but a few people could be got to work, so that it was nearly a month later in being finished than was expected. The river came down a fortnight sooner than was looked for—the very day the work was completed, and before the mortar had hardened sufficiently to withstand the shock—and the whole gave way. It was rebuilt, and again burst through in 1847; and it is now (1849) once more being reconstructed." This last time, we believe, the attempt has succeeded, and Poona has gained one of the greatest blessings that can be bestowed on any city, and more especially on one within the tropics. On this work Sir Jamsetjee must have expended at least 200,000 rupees.

In 1847, Sir Jamsetjee erected at Bombay a dhurmsalla, or hostelry, for the accommodation of the poor travelers, whom business or necessity brings to the city, and who, arriving in great numbers, often had no place of abode or shelter. It is a large and well-constructed building, affording accommodation for three hundred persons. Not content with erecting it at a cost of 80,000 rupees, Sir Jamsetjee endowed it with 50,000 more for its permanent support, and to this endowment Lady Jamsetjee added a further sum of 20,000 rupees.

Our long list of charities, seeming almost fabulous from their number, their variety, and their amount, is not yet nearly at an end; but our space compels us to bring the account to a close. Not a year has passed without being marked by some act of Sir Jamsetjee's munificence. The schools at Calcutta and Bombay, the benevolent societies, the public works in all parts of the country, have all been aided by his wide-spread charity. No bigoted faith, no false feeling of nationality, no narrow standard of judgment, no contracted theory of duty, has ruled his efforts for the good of mankind—but his high and generous nature—

"Grasps the whole worlds of reason, life, and sense,
In one close system of benevolence."

It was in the spring of 1850 that we had the pleasure of knowing Sir Jamsetjee at Bombay. He bears the marks of age in the whiteness of his hair, and the slight tremulousness of his hand; but his expression is quick, and his manners kind and genial, for his heart is warm, and his mind as clear as ever. He lives surrounded with all that should accompany old age—honored by his people, loved by his family and friends, and with the delightful consciousness of the success of his efforts to alleviate misery, and to increase happiness. He has acquired the glory which is best worth having—the glory of good deeds. “*Quid enim est melius, aut quid prestantius, bonitate et beneficentia?*”

We know of no parallel in the records of biography to the benevolence of this Parsee merchant. The lavish spendings of Herodes Atticus, though greater perhaps in amount, are of little value when compared in character with those of this man. One of the great rewards of such wise liberality is, that its example may stimulate other men to similar excellence. We are accustomed to speak proudly of the generosity and the charities throughout our country. But we have little reason to be proud in this respect. Our pride has arisen from our taking a false standard of comparison. We have compared what we have done with what other nations have omitted to do. We have forgotten that we are the most prosperous community that the world ever saw, and that we should be more blameworthy than any other people were we less liberal. While the laws which regulate the acquisition and the possession of property are so ill understood as they at present are all the world over, benevolence is not simply a duty—it is a necessity. More than anywhere else, it is a necessity in a republic like ours. Benevolence is dictated by the most refined selfishness, as well as by virtue. We have learned that expensive schools are the cheapest institution of the State; we have yet to learn that the prevention of pauperism, at any cost, is cheaper than the care of it when it exists; we have yet to learn that the truest pleasure which wealth can afford is in spending it so as to promote the happiness of others. Nor ought our rich men only to be called on to be benevolent. The portion of our community which is too poor to be charitable is very small. The duty is the same to every man, to give to others according to his means. Let every one in his own way devote a portion of his possessions, it matters not whether it be his labor, his money, or his thoughts, to the good of others. Whatever he does for their happiness will return in tenfold happiness to himself, for benevolence is the most divine of virtues.

Art. V.—TRADE AND COMMERCE OF MOBILE, 1851-52.

It is well known to our readers that for several years past we have transferred to the pages of the *Merchants' Magazine and Commercial Review* the annual statements of the Trade and Commerce of New Orleans, Cincinnati, St. Louis, &c., as furnished to our hands by the *Price Currents* of the two former cities, and the *Missouri Republican* of St. Louis. The *Mobile Journal of Commerce, Letter-Sheet Price Current*, publishes annually a similar, but less elaborate review of the business of that port, which we purpose to

republish from year to year. In the present number we have embodied in the review of the *Price Current* the statistical statements of the business of the port (which usually accompanies the review) for several years past.*

REVIEW OF THE BUSINESS OF THE COMMERCIAL YEAR, ENDING AUGUST 31ST, 1852, WITH TABULAR STATEMENTS OF THE TRADE AND COMMERCE OF MOBILE.

The operations of the great staple of Alabama have been on a very large scale. Prices have advanced as steadily as they declined in 1851, and notwithstanding the increase of the crop, the whole, together with a portion of the stock on hand at the opening of the year, has been taken from the market. The Bigbee and the Warrior rivers were very low up to a late date in the year, preventing full receipts and greatly incommoding many of our cotton dealers as well as others, relying upon this portion of the interior for the great bulk of their patronage. The freshet, late in December, however, brought in the planters as well as merchants from that region, and lost time was well made up in obtaining supplies. Our city has been making rapid strides in wealth, population, and prosperity. Almost every old branch of industry appears to have received a stimulant, and goes on with increased activity, while new ones are being daily introduced in our midst. Real estate has advanced largely in all portions of the city, and in some instances rents have improved upwards of 50 per cent. Several new buildings are already completed and ready for their occupants, others—among them the Battle House—are in a state of forwardness, and will be ready by the first of November; while many others have received additions and have been otherwise altered to suit the purposes of business men. The great work of the Mobile and Ohio Railroad is progressing rapidly; the cars for the past three or four months have been making daily trips to Citronelle—the thirty-three mile station—and we hope before the close of the present year to be able to announce the rails laid a considerable distance through Mississippi, as much has already been done towards finishing the road-bed through that State and Tennessee. The large increase in the amount of business done generally in this city, more particularly that by the rivers, has brought steamboat men to work again, and we understand no less than seven or eight new boats are building in the West, one or two at the North, and one at Meaher's Mills, in our immediate vicinity, for the trade of the coming season, in addition to the number employed last season, to ply these rivers, and the lakes between Mobile and New Orleans. Another important branch of business that we take pleasure in recording, is the commencement of a regular line of steam-packets to run between Mobile and New York, touching at Havana and Key-West, going and returning. The first vessel arrived a month or two ago, the second, a new vessel, called the Black Warrior, is looked for daily, and the third is now on the stocks in New York.

On the 25th and 26th of August—near the close of the commercial year—we were visited by one of the severest and disastrous storms ever known, even to the oldest inhabitant. The waters of the river and bay were blown up to the city, completely flooding the entire of Front, Commerce, and Water streets, and a considerable portion above, causing an immense destruction of property. Nothing being covered by insurance, the whole loss falls upon the owners of property. The confusion attendant upon clearing up rendered it impossible to obtain an accurate account of the stock of groceries at present on hand.

COTTON. We have alluded above to the general features that characterized business in Mobile for the year just closed, so we will now proceed and give a detailed review of the transactions in the staple. At the opening of the year the stock on hand was large, amounting to 27,797 bales, which, added to what was no doubt held over by planters and others in the cotton-growing regions, would have summed up, at the least calculation, 100,000 bales; and some think

* Statistical tables of the Trade and Commerce of Mobile, for previous years, will be found in the volumes of this Magazine from its commencement in 1839.

even 200,000 bales. Prices have gone up steadily from 8 to 9½ cents for middlings, the latter being the figure now quoted, and at times, in the months of June, July, and August, 9½ cents were given, while in November they were down to 6½ cents. The total receipts at this port, including 21,760 bales received at New Orleans direct from Montgomery, are 549,772 bales, against 451,697 bales last year. The amount exported reaches 575,104 bales, exceeding the exports of last year 138,728 bales; and the stock on hand at this port, not cleared, 2,319 bales. The stock held over in the country this season is said to be light. The crop of the United States will be about 3,018,000 bales; that of last year was 2,355,257 bales.

Of the receipts at this port, 24 bales are of the new crop, 14 from the Bigbee, and 10 from the Alabama River, against 401, received at this date last year.

At the opening of the month of September the market was reported quiet, but firm at 8 cents for middlings. Three steamers arrived from Europe during the first week, the first reporting no decided advance, but full and firm prices, and the others, an improvement of ¼ and ½d. in quotations at Liverpool. Buyers became and continued anxious to operate, and were restricted in their transactions by the lightness of the stock, together with unfavorable accounts from the growing crop, accompanied by positive instructions to factors not to sell. Total business of the month, about 3,800 bales—prices at the close 8½ cents for middlings. Total receipts 3,525, and exports, 2,775 bales; against 4,700 bales sales, 5,316 receipts, 21,617 exports, and closing 12½ cents for middlings same month last year.

October came in on a dull market. The low stage of our rivers, the very light stock on sale, and the relatively high prices asked for that which was offered during the first two weeks, all combined to trammel business. The week following, and the last week, prices drooped rapidly, and holders evinced more disposition to dispose of their stocks than heretofore, and the total sales summed up 9,700 bales. Middlings, 6½ a 7 cents. Receipts 4,827, and exports 12,429 bales. Sales same time last year 13,209 bales, receipts 12,724 bales, and exports 7,641. Middlings, 13½ a 13¾ cents.

During the first three weeks of November, no less than six foreign steamers arrived—each bringing a decline in the European market of ¼ a ½d. The effect produced by these accounts was but slight. There existed a moderate demand to be supplied by a small stock, and prices were maintained until the arrival of more favorable accounts from abroad. Quotations were very regular throughout the whole of the month, and closed at 7½ cents in favor of buyers. Sales, 27,100 bales; receipts, 31,395, and exports, 12,870. Last year, sales, 21,600 bales; receipts, 23,363, and exports, 11,077—middlings closing 13 cents.

The month following, the market opened without animation, and prices slightly giving way, more business was done. Later, however, continued telegraphic accounts of improvements in the Liverpool market being received, a better feeling immediately sprung up, and factors' and brokers' views meeting on the advance, the sales of December were run up to 53,000 bales, middlings closing quietly, but firmly, at 7 cents—and ¼ a ½ cents lower than quotations a week previous. Receipts 59,138 bales, and exports 37,937. In December, last year 45,400 bales were sold, 97,602 received, 30,833 exported—month closing with middlings at 12½ cents.

About the first of the month of January, the rivers having recently become open, the staple came into the market with more freedom, but no reduction in prices followed. Accounts from Europe were, upon the whole, rather favorable. A decline was at one time reported, and on the 3d we quoted middlings 6½ a 6¾; from this, however, our market soon rallied and closed quiet, but firm, at 7½ cents for middlings. For the month, the sales were 105,500 bales; receipts, 141,310, and exports 79,057. Last year, same time, sales were 55,300 bales, receipts 97,602, and exports 30,833—middlings 12½ cents.

In February, as in the preceding month, the steamer's accounts were generally favorable. At one time prices were up as high as 7½, inside for middlings. The

receipts, however, being full, demand somewhat slackened, and prices, at the close of the month in Liverpool, a shade lower, our market settled down at $7\frac{1}{2}$ a $7\frac{1}{4}$ for middlings. Monthly sales 97,000 bales, receipts 106,176, and exports 95,855. For the corresponding month in 1851, the sales were 63,000 bales, receipts 88,859, and exports 53,229—middlings being then quoted at 10 cents.

March opened with a general demand, at $7\frac{1}{4}$ cents for middlings. Holders, notwithstanding the market was easier, were unwilling to make concessions in prices. Additional animation was imparted to business by the arrival of two successive steamers from Liverpool, each announcing an advance in the market; but factors were not then so disposed to make sales, and held out, hoping for a further advance, (which was not received,) thus restricting sales considerably. We report sales for the month 93,000 bales, receipts 92,927, and exports 98,632—prices very irregular, middlings closing at $7\frac{1}{2}$ cents. March, 1851, sales 43,000 bales, receipts 23,608, and exports 55,560—month going on with middlings $10\frac{1}{2}$ cents.

Letters by the Pacific, allowing buyers large limits, were received during the early part of the first week and taken advantage of, so that sales were then made at an improvement. Subsequently, accounts came in not so favorable, and there was a little fluctuation in prices, buyers taking what was offered at the current rates, and making the total sales of April 65,100 bales; middlings closing nearly as they opened— $7\frac{3}{8}$ a $7\frac{1}{2}$ cents. Receipts and exports 61,629 and 81,447 bales, against 40,100 bales, sales 17,751 receipts, and 40,901 bales, exports for the same month last year—middlings 10 cents.

Until late in May the demand was best for the higher qualities, and had there been more stock on sale, the business would have far exceeded what we now report. From the start, prices went up rapidly, and the rise extended beyond the limits of this month. Middlings opened at $7\frac{1}{2}$ cents and closed at $9\frac{1}{4}$ cents. The sales were 65,600 bales, receipts 18,382, and exports 76,800. For the corresponding time in 1851, sales 48,900 bales, receipts 17,771, and exports 40,901—middlings closing $8\frac{1}{4}$ cents.

On the first of June the stock of the staple had become so reduced as to render large transactions entirely out of the question, and very little effect was produced by the steamer's accounts, either favorable or to the contrary. The month opened with middlings 9 a $9\frac{1}{2}$ and closed at $9\frac{1}{4}$. Nine and three-quarter cents was the highest point attained by this class of cotton, and that only for a few days. Transactions of the month limited to 9,750 bales, receipts 3,218, and exports 39,189. Last year, same time, the sales were 29,600 bales, receipts 5,228, and exports 28,833—middlings 8 cents at the close.

July was an unparalleledly dull month. Accounts from Europe, by steamers, were generally unfavorable, but a low stock and light demand kept prices nearly at the old figure. During the first week, however, our quotations were reduced a shade, on account of intelligence of the unsettled state of business in Liverpool. Sales reached 5,100 bales, receipts 1,825, and exports 8,169—middlings nominal at 9 cents. Same time last year, sales 24,000 bales, receipts 4,703, and exports 28,833—middling closing $7\frac{1}{2}$ cents.

For dullness, the month of August surpassed anything we had previous. From beginning to end the transactions were on the lightest scale, the total amount of sales scarce reaching 3,500 bales—month ending with middlings at $9\frac{1}{2}$ cents. Receipts 1,041 bales, exports 3,012 bales. In August, 1851, there were sales 5,900 bales, receipts 571, and exports 1,964—middlings 8 cents.

COMPARATIVE VIEW OF THE EXPORTS OF COTTON FROM MOBILE FOR THE YEAR COMMENCING SEPTEMBER 1, 1851, AND ENDING AUGUST 31, 1852.

Ports.		Ports.	
Liverpool	296,542	New York	36,206
Hull	3,824	Boston	42,105
Glasgow and Greenock	7,147	Providence	21,456
Cowes and a market .....	.....	Philadelphia	4,355
Belfast .....	.....	Baltimore	3,276
		New Orleans	37,248
Total to Great Britain	307,513	Other ports .....	.....
Havre	91,364		
Rochelle	480	Total coastwise	144,626
Marseilles	2,343		
Nantes, &c.	1,730	Grand total	575,104
Total to France	95,917		
Amsterdam & Rotterdam	2,635		
Antwerp	4,182		
Hamburg, Bremen, St. Peter's &rg	2,009		
Stockholm, Ghent, &c. ....	.....	
Gibraltar & Barcelona	5,461		
Havana, &c.	102		
Genoa, Trieste, &c.	8,478		
Other ports	4,181		
Total to other foreign ports ..	27,048		

RECAPITULATION.	
Great Britain	307,513
France	95,917
Other foreign ports	27,048
Total foreign	430,478
Total United States	144,626
Grand total	575,104

MONTHLY RANGE OF PRICES OF COTTON AT MOBILE FOR SIXTEEN YEARS.

Season of	October.	November.	December.	January.	February.
1836-37	16 a 20	15 a 19	12½ a 17½	12 a 12½	12 a 17½
1837-38	7¼ 12	6½ 11½	6 12	7½ 12½	6¼ 12
1838-39	10 11	10 12	10 14½	11½ 15½	12½ 16½
1839-40	12½ 13	11½ ..	9½ 9½	8 8½	7½ 7½
1840-41	7½ 10½	7½ 10	8½ 10½	8½ 11½	7 12½
1841-42	nominal.	7½ 9½	7½ 8½	7½ 10½	7½ 10
1842-43	7½ 8½	6½ 8½	5½ 7½	5½ 7½	5½ 8
1843-44	6 8	6½ 8½	7½ 9½	7½ 10	7½ 10
1844-45	5½ 6½	4½ 6½	4 5½	3¼ 6	3½ 6½
1845-46	6½ 8½	6½ 8½	6½ 8½	6 8½	6 8½
1846-47	8 10	9 11	8½ 11	9 12	9 13
1847-48	8½ 11½	5½ 8½	6½ 7½	6 7½	6 7½
1848-49	4½ 6½	4½ 5½	4½ 6	5 7	5½ 7
1849-50	9 11	9½ 11½	9½ 11	10 12½	10½ 12½
1850-51	12½ 14½	13 14½	12½ 13½	11½ 13½	7 13
1851-52	6 9½	6 8	6 8½	6½ 8½	6½ 8½

Season of	March.	April.	May.	June.	Average for season.
1836-37	11½ a 17½	6 a 13½	5 a 10	6½ a 11	10½ a 16
1837-38	7½ 12½	8½ 13½	8½ 13½	8½ 14	7½ 12½
1838-39	13½ 17½	14 17½	14½ 18	13½ 17	12½ 15½
1839-40	7½ 7½	7½ 7½	7½ 7½	7½ 7½	8½ 8½
1840-41	9½ 12	10 12½	9½ 12½	9½ 11½	8½ 11½
1841-42	7 10	7 10½	7 10½	7½ 10½	7½ 10
1842-43	4½ 7½	5½ 7½	5½ 8½	5½ 8½	5½ 8
1843-44	6½ 9½	5½ 8½	5 8	4½ 8	6½ 8½
1844-45	4½ 7½	5 7	5 6½	5½ 7	4½ 6½
1845-46	6½ 9	6½ 8½	5½ 7½	6 7½	6½ 8½
1846-47	8½ 11½	9½ 11½	9½ 12	8½ 11	9 11½
1847-48	6 7½	4½ 7	4 6½	4½ 6½	5½ 7½
1848-49	5½ 7	5½ 7	5½ 7½	6½ 8½	5 7
1849-50	10½ 12	10½ 12	11 12½	11 12½	10 12
1850-51	6½ 11½	8 11½	5½ 9½	5½ 9	8½ 12
1851-51	6½ 8½	6½ 9	6 10½	8 10½	6½ 9½

LIVERPOOL CLASSIFICATION.

Ordinary.....	8½ a 9
Middling.....	9¼ 10
Good middling.....	nominal.
Middling fair.....	nominal.
Fair.....	nominal.

The receipts up the latest dates, at all the ports, give the following results:—

	Increase.	Decrease.
New Orleans.....	443,806	.....
Charleston.....	82,212	.....
Texas.....	17,633	.....
Mobile.....	40,872	.....
Savannah.....	116,126	.....
Florida.....	10,053	.....
North Carolina.....	3,199	.....
Virginia.....	.....	2,873
	<hr/>	
	713,901	2,873
	2,873	
	<hr/>	
Total increase this season.....	711,028	

The foreign exports this season, as compared with last, will exhibit an increase:—

	Increase.
To Great Britain.....	247,355
France.....	122,920
Other foreign ports.....	83,576
	<hr/>
Total increase.....	453,851

The increase in coastwise exports is 275,558 bales. The decrease in stock at all the receiving ports is 15,023 bales.

STOCK OF COTTON IN WAREHOUSE AND ON SHIPBOARD.

	Bales.	Ship-mark.
Union Press and Warehouses.....	76	278
Shipper's Press and Warehouses.....	72	...
Planter's Press and Warehouses.....	97	...
Alabama Press and Warehouses.....	112	778
Factor's Press and Warehouses.....	516	...
Holt's Warehouse.....	139	...
Matthews' Press and Warehouses.....	63	...
Pickeries' and Private Warehouses.....	69	...
On wharves.....	46	...
	<hr/>	
	1,190	1,056
	1,056	
	<hr/>	
On board brig Machigonne.....	73	
	<hr/>	
Stock on hand, August 1st.....	2,319	

THE GROWING CROP. Notwithstanding the unpropitiousness of the planting season, the heavy rains that followed bringing on lice and other insects, causing, to the sorrow of the planters, great destruction of the young plant, thus throwing the crop back about two weeks, the prospects are fine for at least an average crop. The weather, after the plant had attained some little age, was fine for cultivation, and so continued, and at last account from the interior the picking season had commenced, and all the hands were busy in the fields. From East Mississippi we hear complaints that the boll-worm had commenced its ravages, but with this exception, and a repetition of the same complaint from some portions of West Alabama, the reports from Louisiana, Texas, Arkansas, Georgia, Alabama, and Mississippi are mostly of a favorable nature. From the great uncer-

tainty in arriving at anything like a correct estimate of the amount of receipts, we refrain from giving any figures. The first bale of the new crop was received on the 19th, and last year on the 7th of August.

COTTON CROP OF THE STATE OF ALABAMA FOR 28 YEARS.

Years.	Bales.	Increase.	Decrease.	Years.	Bales.	Increase.	Decrease.
1825.....	53,283	13,359	.....	1839.....	251,742	.....	58,065
1826.....	74,379	16,096	.....	1840.....	445,725	193,983	.....
1827.....	89,779	15,400	.....	1841.....	317,642	.....	128,083
1828.....	71,155	.....	18,624	1842.....	318,315	673	.....
1829.....	80,329	9,174	.....	1843.....	482,631	164,316	.....
1830.....	102,684	22,355	.....	1844.....	468,126	.....	14,505
1831.....	113,075	10,391	.....	1845.....	517,550	49,421	.....
1832.....	125,605	12,530	.....	1846.....	421,669	.....	95,881
1833.....	129,366	3,761	.....	1847.....	322,516	.....	99,153
1834.....	149,513	20,147	.....	1848.....	438,324	115,808	.....
1835.....	197,847	48,334	.....	1849.....	517,846	79,522	.....
1836.....	237,590	39,743	.....	1850.....	332,796	.....	185,050
1837.....	232,685	.....	4,905	1851.....	433,646	100,850	.....
1838.....	309,807	77,122	.....	1852.....	549,772	116,126	.....

LUMBER, TIMBER, AND STAVES. Our tables show a large increase in the amount of exports of the two former, and a decrease in the latter of the above articles. The lumber trade is rapidly increasing, and several new saw mills have been erected, which, together with those previously in operation, have been pretty generally employed throughout the year, sending off about two-thirds larger quantity than last year. Several vessels have loaded with timber, principally for French ports, and the exports double those of last year. From the uncertainty in obtaining staves, at stated times, this business has greatly fallen off.

COMPARATIVE EXPORTS OF STAVES FROM THE PORT OF MOBILE FOR THREE YEARS, TO DATE.

	1851-2.	1850-51.	1849-50.
Cuba.....	.....	8,000	.....
Mexico.....	.....	.....	.....
Other ports.....	177,681	105,826	272,019
Coastwise.....	50,800	246,953	405,924
Total.....	228,481	360,779	677,943

COMPARATIVE EXPORTS OF SAWED LUMBER FROM THE PORT OF MOBILE FOR THREE YEARS, TO DATE.

	1851-2.	1850-1.	1849-50.
Cuba.....	4,238,676	2,104,862	1,968,471
Mexico.....	79,272	268,523	250,924
Other ports.....	396,648	12,420	334,718
Coastwise.....	5,478,059	4,430,240	4,739,783
Total.....	10,189,655	6,816,054	7,293,896

NAVAL STORES. The trade in these articles, though only about four or five years old, has met with unprecedented success. Constant improvements are making in the manufacture of the various articles; the quality of spirits of turpentine is much better than at the commencement, and has commanded 40 cents per gallon for a medium article. Very little Naval Stores have been sold in this market. Most of the crude turpentine, and A No. 1 white rosin was shipped to New York, and the balance westward. The receipts and prices are as follows: 1,460 bbls. spirits turpentine, 40 cents per gallon: 799 crude do., \$1 75 a \$2 per bbl.; 482 do. pitch, \$3 bbl.; 258 do. tar, \$2 per bbl.; 20 bbls. bright and varnish at 20 cents per gallon; and 3,019 bbls. rosin, \$1 25 a \$3 50 per bbl.

FREIGHTS. The large increase in the cotton crop gave additional animation to the freight market during the year under review, and for the greater part of the business season rates ruled high. For a long time $\frac{1}{4}$ d. was paid to Liverpool,

and to Havre 13-16 to 1 1-16 cents was the range. Until April, vessels trading to coastwise ports were doing a good business, 9-16 cents being obtained for New York. Shipments have been made since as low as 75 cents per bale. The lumber and timber tables show large exports, indicative of a considerable business in freight for these articles. More vessels have loaded with timber for the various ports on the Eastern Continent, and with lumber to Texas and Northern ports, than we have noticed for several years. The timber freights are generally at a round charter, and those for lumber vary from \$3 to \$12 per M. A scarcity of vessels, of light draught, interfered with more extensive business in lumber on the Texas coast.

CURRENT RATES OF COTTON FREIGHTS, FOREIGN AND COASTWISE, AT THE PORT OF MOBILE DURING THE COMMERCIAL SEASON OF 1851 AND 1852.

Months.	LIVERPOOL. Pence.		HAVRE. Cents.		NEW YORK.
September	3-8		.....		\$2 a 1-2c.
October	1-2 a	9-16	.....		\$2 1-2c.
November	7-16	1-2	7-8 a 1		\$2 1-2c.
December	5-16	15-32	13-16	15-16	1-2c.
January	3-8	13-32	13-16	31-32	1-2 9-16c.
February	11-32	13-32	7-8	15-16	\$2 9-16c.
March	3-8	1-2	7-8	15-16	1-2 9-16c.
April	15-32	9-12	15-16	1 1-16	5-8c.
May	1-4	5-8	1	1 1-16	\$1 5-8c.
June	1-4	9-32	.....		75c.
July	3-4	.....		.....
August	1-4	.....		\$2	

EXCHANGE. There is less evidence of uniformity in the rates of sterling exchange, as exhibited by our tables this year, than was noticed in our last annual report. Sixty-day bills on New York were at 1½ per cent discount at the opening, and are at ¾ per cent discount at the close of the year. Bills on France have varied very little—5 20 a 5 30 being the range. The supply of exchange, particularly of domestic bills, has been moderate, and the demand pretty brisk.

COMPARATIVE RATES OF EXCHANGE ON LONDON, PARIS, AND NEW YORK, ON THE 1ST OF EACH MONTH, FOR THREE YEARS PAST.

(SIXTY-DAY BILLS.)

Months.	1851-2.			1850-1.			1849-50.		
	London. prem.	Paris. per \$.	N. York. dis.	London. prem.	Paris. per \$.	N. York. dis.	London. prem.	Paris. per \$.	N. Y'k. dis.
September..	9	5.20	1½	8¼	5.37	1	8¼	5.30	¾
October....	9	5.20	1½	8½	5.37	1½	9½	5.30	¾
November..	7¼	5.20	2½	8¼	5.37	2½	8¼	5.30	1½
December..	8¼	5.28¾	2¼	7¼	5.34½	2¼	7¼	5.35	1½
January....	8½	5.27½	2¼	7½	5.34½	2½	5½	5.50	2½
February..	8¼	5.27½	2½	7½	5.35	3	6	5.50	1½
March.....	8¼	5.27½	2½	7½	5.32	2½	7¼	5.40	1½
April.....	8½	5.27½	1½	9½	5.25	1½	7½	5.40	1½
May.....	8½	5.30	1½	9½	5.22½	1½	9½	5.25	¾
June.....	9½	5.30	1½	10	5.15	¾	9½	5.25	¾
July.....	9½	5.30	1½	9½	5.20	1½	9	5.35	1½
August.....	9½	5.30	¾	9½	5.20	1½	9	5.37	1

STATEMENT OF THE VALUE OF IMPORTS AND DUTIES AT THIS PORT FOR THE THIRD AND FOURTH QUARTERS, 1851, AND THE FIRST AND SECOND QUARTERS, 1852.

THIRD QUARTER, 1851.

Value of imports, dutiable.....	\$75,431
Value of imports, free.....	1,800
Total imports.....	\$76,231
Amount of duties collected, \$14,885.	

FOURTH QUARTER, 1851.

Value of imports, dutiable	\$138,146
Value of imports, free.....	168,036
Total imports.....	\$306,182
Amount of duties collected, \$27,052.	

FIRST QUARTER, 1852.

Value of imports, dutiable.....	\$178,724
Value of imports, free.....	5,776
Total imports	\$184,500
Amount of duties collected, \$58,049.	

SECOND QUARTER, 1852.

Value of imports, dutiable.....	\$99,890
Value of imports, free.....	35,115
Total imports.....	\$135,005
Amount of duties collected, \$31,263.	

Total amount of imports.....	\$701,918 00
Total amount of duties collected for past year.....	131,249 00
Total imports of 1850-51.....	440,404 00
Total duties collected for 1850-51*.....	96,276 94

COMPARATIVE IMPORTS OF THE FOLLOWING STAPLE ARTICLES INTO THIS PORT FOR THREE YEARS.

	1851-2.	1850-1.	1849-50.		1851-2.	1850-1.	1849-50.
Bagging...	17,012	30,402	24,901	Molasses ..	18,095	23,672	18,042
Bale rope...	16,585	36,926	22,460	Oats... ..	20,985	29,121	12,429
Bacon.....	11,500	16,607	9,269	Potatoes...	22,014	16,248	20,243
Coffee.....	28,538	25,236	18,928	Pork.....	15,589	23,949	8,016
Corn.....	83,380	98,086	79,638	Rice.....	1,491	1,832	1,387
Flour.....	74,329	95,054	70,570	Salt.....	154,351	128,700	154,183
Hay.....	26,852	27,143	23,189	Sugar.....	6,083	6,634	7,760
Lard.....	22,481	20,021	10,562	Whisky....	15,597	23,868	21,440
Lime.....	31,027	23,745	19,322	Candles... ..	.....	.....	.....

JOURNAL OF MERCANTILE LAW.

UNDER WHAT CIRCUMSTANCES A FOREIGN MINISTER CAN SUE AND BE SUED IN THE UNITED STATES.

In the case of *Bosch Spencer vs. Romain D. Boon and Annie Vanlangenhore*, in the Superior Court of Baltimore city, it was decided under what circumstances a foreign minister has the right to sue and be sued in this country. The question arose upon a motion to quash a writ of attachment which had been sued out under the laws of Maryland, Acts of 1825, chapter 114, by the plaintiff, describing himself "an inhabitant of the District of Columbia, in the United States," against the defendants, who are alleged not to be citizens of the United States, nor to reside therein.

On behalf of the defendants, a certificate from the Department of State is produced, showing that the "Chevalier de Bosch Spencer is the Charge d'Affaires duly accredited, of his Majesty the King of the Belgians, near the Government of the United States;" and for this, and other reasons assigned, the present motion is made to quash the proceedings.

* About \$20,000 remained in warehouse.

1. Because by reason of his character as a foreign minister he is incapacitated to sue in the courts of the State; and

2. By reason of his not being within the designation of the Act, as he describes himself, "an inhabitant of the District of Columbia."

The act upon which this proceeding is predicated, provides: "That it may be lawful for any person, an inhabitant or resident of any part of the United States, whether of one of the States or of the District of Columbia or other territories, and who by the existing laws of this State may be entitled to sue out and prosecute *mesne* process, to have, use and prosecute the process by attachment," &c.

The defendants deny the plaintiff's right to sue, because of his recognized immunity from arrests and responsibility to the tribunals of the country to which he is accredited. It is also contended that he cannot reasonably claim the jurisdiction of a court against whose proceedings he has this personal immunity. They also maintain that by the constitution of the United States, the Supreme Court of the United States has exclusive jurisdiction of all such cases.

The Court, in delivering their opinion, declare that the validity of these objections must be determined by an examination of the nature, the reason, and the extent of the ambassador's privileges in the courts of the country to which he is accredited. If this privilege can be waived at all, by his voluntarily submitting himself as a party in those courts, he must incur all the legal consequences and responsibilities of his assuming that position. If he has the right to institute a suit, he assumes, by doing so, all the responsibilities of an ordinary plaintiff in like cases, and must be deemed to have waived his privilege to that extent. It is true, as all the authorities assume, that he is generally independent of the civil and criminal jurisdiction of the country in which he resides as minister. The general consent of nations has long since determined this immunity, upon unanswerable grounds of international policy. It is absolutely necessary to the free and undisturbed discharge of the duties of the ambassador as the representative of his sovereign. Too much facility and security cannot be afforded to him, in the exercise of functions which concern the Commerce, welfare, and peace of nations. It is reasonable that he should not be molested or harassed in the performance of duties of so much dignity and importance, where the interruption might as readily be instigated by vexatious or political motives, as proceed from justifiable causes.

But being thus protected, from reasons of public policy, does it follow that he is divested of all right of private redress, by a resort to our courts, where the door is open to all other suitors in civil cases? Cases may readily be conceived, involving no consequences affecting the dignity or public character of his mission. A public minister from abroad may, for convenience, or for necessary safety, have his funds on deposit with banks or bankers of the District. He may, without derogating from the dignity of his sovereign, have made investments in the corporate stocks and other securities of the country. He must, of necessity, contract to rent or lease a suitable dwelling for the accommodation of his family. He is in no manner restricted in private contracts that do not derogate from his mission or his public character. In the possible case of embezzlement or danger to his private funds or investments, or in any breach of contract on the part of others contracting with him on private account, would it not be unreasonable to say that he has no redress in the only tribunals which can afford him relief and indemnity?

The privilege of which we are treating is abundantly shown by all the authorities to attach to the representative character of the minister. But the same authorities are equally clear to the point that he may in certain cases renounce it.

The Court, after quoting the various cases that have risen, says, it seems to be a concession of all the authorities that in a matter having no relation to his public character and functions he is not entitled to the privilege growing out of official position. Thus, then, his privilege may be both forfeited and waived. Whether so far as to submit to personal arrest is another question, and no part of the present discussion. The waiver of his diplomatic character to that extent might be considered as involving the dignity of his sovereign and his mis-

sion, and of course not within the exception. See the case of *United States vs. Benner*, 1, Baldwin, 234, before cited. But in the predicament of a voluntary plaintiff in a civil action, from the views above stated, and in a matter affecting his private interests, he is as fully "authorized to sue out *mesne process*" as any other suitor to whom the tribunals of the State are open.

So the case stands upon the general principles of international law. But the proposition thus established is again assailed upon the ground taken in argument that the constitution of the United States has delegated to the Supreme Court, or at all events to the courts of the Union, exclusive jurisdiction "in all cases affecting ambassadors, public ministers, and consuls;" and, consequently, that the only resort of the parties designated is to these courts. Judge Story, in his "Commentaries on the Constitution," (§ 1,652,) commends this particular provision upon the obvious impolicy of submitting to any other than the highest judicatory of the nation; a matter, touching as it does, the dignity and interest of the sovereign in the person of his representative. But in this, and the succeeding section, he is manifestly treating of process and proceedings against ambassadors, and their right of final resort to the Supreme Court in cases thus affecting them. In fact, the whole policy of this law of protection points to this personal privilege and immunity of the ambassador. He has the privilege to sue and be sued in the supreme judicature of the nation, and immunity against being called to answer elsewhere; upon the obvious reasons before stated for such a policy. But that it is meant to be exclusive also in relation to suits to be brought by ambassadors and other public ministers may be safely denied.

The next question is, does the plaintiff come within the designation of those to whom the benefit of this Act of 1825, chapter 114, is available; the objection being now that he is not a resident or inhabitant of any of the States, Territories, or District of the United States, in contemplation of that Act?

The rule of international law of which we are treating, in order to give additional force to its policy, with regard to ambassadors, adopts a legal fiction, that they are to be taken for the person of those whom they represent; and by a still stronger paradox asserts, that "they are taken not to be within the territory of the State in which they are sent to reside." This legal fiction we have now to encounter, with the argument it suggests, that the plaintiff, being in contemplation of law out of the District of Columbia, and retaining his original domicile abroad, it becomes a legal impossibility that he can be deemed a resident or inhabitant within this Act of 1825; and as such entitled to the benefit of our attachment laws.

Apart then from the legal fiction is not the plaintiff "an inhabitant of the District of Columbia?" So far as the Court is informed he has no residence elsewhere. It is not shown or objected that he intends to return. For all that appears, the business of his sovereign or his own may detain him here *indefinitely*. If, under these circumstances, he chooses to claim the District as his personal residence, who is to gainsay it. He declares in his affidavit that he is an "inhabitant" there, and we have nothing but this potential fiction to controvert it.

If I am right in the original proposition, that the privilege of the ambassador attaches only to his representative functions and character, and that cases may arise in which he may voluntarily renounce it; when such an occasion does occur, is not the fiction which gives vitality to this privilege at an end? The best answer I can give to it is, *cessat ratio, cessat lex*. It is the only answer that need be given to the present objection. Remove the fiction and it is undeniable that the plaintiff is an inhabitant, personally present in the District of Columbia. Now if he can make a case himself where the immunity ceases, and such a case is made when he voluntarily presents himself as a plaintiff in a state tribunal, what becomes of the fiction? It was assumed in law for his benefit and protection, and he has abandoned it.

On these premises, the plaintiff has brought himself and his case within the terms of the Act of 1825, chapter 114. And the motion of the defendants to quash the whole proceedings is overruled.

COMMERCIAL CHRONICLE AND REVIEW.

GENERAL COMMERCIAL PROSPERITY—DISTINCTION BETWEEN THE SPIRIT OF ENTERPRISE, AND SPECULATION—THE DANGER OF A THIRST FOR SUDDEN RICHES—BANKS AND BANKING—INCREASE OF NEW BANKS—DOMESTIC TRADE AND INTERIOR COLLECTIONS—PRICES OF STOCKS AND BONDS—DEPOSITS AND COINAGE AT THE PHILADELPHIA AND NEW ORLEANS MINTS FOR OCTOBER—DITTO AT ALL THE MINTS SINCE JANUARY 1ST—PRODUCTION OF CALIFORNIA GOLD, AND EXPORT TO GREAT BRITAIN—IMPORTS OF FOREIGN MERCHANDISE AT NEW YORK FOR OCTOBER AND FROM JANUARY 1ST—CLASSIFICATION OF IMPORTS, WITH THE RECEIPTS OF FOREIGN DRY GOODS—REVENUE OF THE COUNTRY—CASH RECEIPTS AT THE PORT OF NEW YORK—EXPORTS FROM NEW YORK FOR OCTOBER, AND FROM JUNE 1ST—SHIPMENTS OF LEADING ARTICLES OF PRODUCE—DIVERSION OF SHIPPING TO AUSTRALIA, AND CONSEQUENT ADVANCE IN RATES OF FREIGHT.

WE have heretofore noticed, amid all the indications of general prosperity which have abounded on every side, the absence of an extravagant spirit of speculation, and have urged this fact as evidence that no sudden revulsion need be expected. The result has verified our anticipations, for the past year has witnessed a marked success, almost without exception in any branch of industrial pursuits. As the year draws towards its close, many eyes are turned to the future, and an unusual eagerness is manifested in watching the signs of the times. There can be no question but what more animation has been felt throughout the various markets of the country, and that almost every species of property has risen in value. Is this a speculative movement, or has it a legitimate basis? If speculative, it is certainly unlike the species of speculation which has prevailed antecedent to former commercial disasters, of which it was supposed to be the precursor, if not the cause. There has been no general wildness of investment; no large purchases of property, without regard to its intrinsic value, simply because it might sell at an advance. Nearly all of the speculative operations have been inside the channels of legitimate business, and not outside, as was the case in the former periods above referred to; and there has been no extraordinary increase in the circulation of paper money. The spirit of enterprise which gives an impulse to trade, Commerce, and manufactures; which increases the general activity so that its effects are felt far and wide through every department of industry, is, after all, very different from the true spirit of speculation, which induces those possessed with it, to abandon their regular pursuits, and to rush after some *ignis fatuus* to their own ruin. Still there is enough in the signs of the times, to suggest caution in regard to the future. There must be a period to the general upward tendency of prices, and this must be followed by more or less of reaction. When this reaction will come it is of course impossible to say; there are no signs that it will occur soon. But as it must come sooner or later, it would be well for each to bear its approach in mind, and not to be taken unawares. One of the worst calamities which can befall any community, is the diffusion of a general thirst for sudden riches. The desire once fastened upon the mind, the old beaten path where slow gains are attended with a corresponding security, is abandoned for some more attractive course, where a fortune is promised in a day. There is no truth in political economy of so much vital importance, which

mankind are so slow to learn, as this *that the promise of great gains at a small expense and risk, is always a deceit.* It is one of the most barefaced cheats ever practiced, and yet, strange to say, it is one of the most successful. It appeals to a craving of the natural heart which is seldom wanting. It is the principle of the lottery, which has such a strange fascination for its victims. Many a man would invest a dollar with only one chance in one hundred of making \$100, when he would not make the investment with ninety-nine chances in one hundred of making only one dollar. The rule is positive and almost without exception, that the promise of a large gain at a small cost, must be accompanied by the certainty of a corresponding risk. Still, from the lottery down to the last bubble just ready to burst, such schemes will not want for supporters.

There has been since our last a fresh impulse given to the business of banking, and particularly throughout the western country; in Indiana and Illinois the number of new banks is rapidly increasing. Wisconsin is soon to follow in the same track. The great difficulty in the way of successful banking in the new States, has arisen from the want of a surplus cash capital. If banking be the business of lending money, it is necessary to its success first of all to secure a capital; and this in a new State where there is no floating capital seeking investment, is not an easy matter. Under the new banking law recently enacted at the West, State stocks, and in Wisconsin, a certain class of railroad bonds, are to supply the place of a specie basis. If carried to a moderate extent this security will no doubt be ample; but should it be overdone, and a panic ensue, the result cannot but be disastrous. Thus far, the eagerness to enter the new field has been too great for the development of a proper system. The sudden and simultaneous establishment of nearly fifty new institutions in the section of country referred to, does not promise for the new banks a very healthy growth. It is supposed by many that these banks are owned at the East, and are only designed to furnish a depreciated currency for the Atlantic States, issued so far from home as to defeat any attempt to secure a specie redemption at or near its par value. If this be the end in view, it will not probably be successful. The mysteries of banking are better understood than formerly, and the public are indisposed to tolerate a paper representative of money, where it cannot be converted into coin at its par value.

In New York city, and in Connecticut also, new banks have been multiplied, the long continued ease in the money market having made such modes of investment more desirable.

The trade in dry goods has been unusually prosperous, and the coming season promises a like satisfactory return. The collections from the country have been very successful, and the losses from bad debts in every branch of business have been smaller than for many years. The recent advance in iron has given a fresh impulse to the domestic manufacture, and the producers of cotton and woolen goods are active, most of them at remunerating prices.

There has been a further general advance in most descriptions of bonds and stocks, based partly upon their increased value from a more active business, and partly upon some speculative movements which have made certain parties "short," and given the "bulls" an advantage. The receipts of gold from California continue large, notwithstanding that great numbers of miners have been

drawn off to Australia. We annex our usual statement of the deposits and coinage at the Philadelphia and New Orleans mints for the month of October:—

DEPOSITS FOR OCTOBER.

	NEW ORLEANS.		PHILADELPHIA.	
	From California.	Total.	From California.	Total.
Gold	\$169,403	\$23,485	\$4,065,000	\$4,140,000
Silver .....	.....	5,846	.....	.....
Total	\$169,403	\$198,734	.....	.....

GOLD COINAGE.

	Pieces.	Value.	Pieces.	Value.
Double eagles.....	.....	.....	142,062	\$2,841,240
Eagles.....	.....	.....	18,600	180,600
Half eagles.....	.....	.....	23,210	116,050
Quarter eagles.....	.....	.....	142,036	355,090
Gold dollars.....	40,000	\$40,000	173,046	173,046
Total gold coinage..	40,000	\$40,000	498,954	\$3,566,026

SILVER COINAGE.

Half dollars.....	16,000	\$8,000	14,000	\$7,000
Quarter dollars.....	.....	.....	30,600	7,650
Dimes.....	.....	.....	200,000	20,000
Half-dimes.....	.....	.....	106,000	5,300
Three-cent pieces.....	.....	.....	2,666,800	80,004
Total silver coinage.	16,000	\$8,000	\$3,017,400	\$119,954

COPPER COINAGE.

Cents.....	.....	.....	121,260	\$1,212
Total coinage.....	56,000	\$48,000	\$3,637,614	\$3,787,192

We have also carefully compiled a statement of the deposits and coinage at the Mint and branches from January 1, to October 31st, which will be found to contain many items of interest.

COINAGE OF THE MINTS OF THE UNITED STATES FROM JANUARY 1, TO OCTOBER 31, 1852.

Mints.	Gold.	Silver.	Copper.	Total.
Philadelphia	\$40,744,390	\$593,604	\$40,335	\$41,378,329
New Orleans	3,825,000	144,000	.....	3,969,000
Charlotte, N. C.	312,944	.....	.....	312,944
Dahlonega, Geo.....	389,316	.....	.....	389,316
Total.....	\$45,271,650	\$737,604	\$40,335	\$46,049,589

COMPARATIVE STATEMENT OF DEPOSITS OF GOLD AT THE MINTS OF THE UNITED STATES, FROM JANUARY 1 TO OCTOBER 31, IN THE YEARS 1851 AND 1852.

PHILADELPHIA MINT.

	1851.	1852.
United States gold	\$36,069,164	\$39,340,260
Other gold.....	631,950	962,635
Total	\$36,701,114	\$40,302,895

NEW ORLEANS MINT.

United States gold	\$6,607,135	\$3,116,400
Other gold.....	130,106	133,102
Total	\$6,737,241	\$3,249,502

CHARLOTTE, (N. C.) MINT.		
United States gold	\$252,487	\$341,645
DAHLONEGA, (GEO.) MINT.		
United States gold.....	\$218,023	\$380,650
AT ALL THE MINTS.		
United States gold	\$43,146,809	\$43,178,955
Other gold	762,056	1,095,737
Total.....	\$43,908,865	\$44,274,692

We also annex a comparison of the total deposits of gold at all the mints for 10 months, distinguishing between the receipts from California and other portions of the United States:—

	1851.	1852.		
California	\$42,656,723	\$42,576,127	Decrease	\$80,596
Other domestic.....	490,086	602,828	Increase	112,742
Foreign, (chiefly coin)....	762,056	1,095,737	Increase	333,681
Total.....	\$43,908,865	\$44,274,692	Increase	\$365,827

The deposits for November at the Philadelphia mint, up to the date of our going to press, amount to \$4,792,000 against \$4,960,000 for the same period of 1851. The arrivals are later than last year, being at the close of each month one less than for the same period of last year. Unless the latest December arrival should be in time to forward its gold to be included in the statement for that month, the total deposits for the year, will, from this cause, fall a little behind the amount deposited during 1851. The exports of gold dust to England directly from San Francisco have been larger this year than last. For the first six months of 1852, according to a statement of the Bank of England, the total was £1,100,000 against £1,300,000 for the *whole* of 1851.

While the revenue of the country from the imports continues large, the value of the imports is not materially increasing, being confined more to rich dutiable goods. The receipts from foreign ports at New York for October, are only \$70,199 greater than for the same month of 1851, and are \$945,504 less than for October 1850, as will appear from the following comparison:—

FOREIGN IMPORTS ENTERED AT NEW YORK FOR OCTOBER.			
	1850.	1851.	1852.
Entered for consumption.....	\$6,748,965	\$5,790,795	\$7,775,614
Entered for warehousing.....	953,680	1,204,994	594,426
Free goods.....	362,866	1,558,720	215,143
Specie.....	1,527,866	23,165	62,690
Total entered at the port	\$9,593,377	\$8,577,674	\$8,647,873
Withdrawn from warehouse....	1,115,072	1,602,436	1,256,570

Of the above increase as compared with last year, \$39,525 was in specie, so that the difference in the imports of merchandise is comparatively trifling. This is owing to the falling off in the receipts of general merchandise and more particularly to the small import of tea and coffee, as the receipts of dry goods for the month show a considerable increase.

IMPORTS OF FOREIGN MERCHANDISE AT NEW YORK FOR OCTOBER.

	1850.	1851.	1852.
Dry goods	\$2,646,236	\$2,686,538	\$3,609,013
General merchandise.....	5,419,275	5,867,971	4,976,170
Total merchandise.....	\$8,065,511	\$8,554,509	\$8,585,183

The total from January 1st, however, shows a falling off in the receipts both of dry goods and general merchandise, making a total of \$8,260,088 below the imports of the corresponding period of last year, as will be seen by the annexed comparison:—

IMPORTS OF FOREIGN MERCHANDISE AT NEW YORK FOR TEN MONTHS.

	1850.	1851.	1852.
Dry goods.....	\$56,153,734	\$57,233,400	\$53,142,506
General merchandise.....	52,460,560	59,626,708	55,457,514
Total merchandise.....	\$108,616,294	\$116,860,108	\$108,600,020

The amount for the expired portion of the current year, it will be seen, compares very nearly with the corresponding total for 1850. When we come to examine the particulars, however, we notice some remarkable changes; in the specie, it will be remembered, that the item for 1850 includes California gold:—

FOREIGN IMPORTS ENTERED AT NEW YORK FOR TEN MONTHS.

	1850.	1851.	1852.
Entered for consumption.....	\$87,230,498	\$96,216,865	\$91,080,891
Entered for warehousing.....	13,541,449	11,914,911	7,134,316
Free goods	7,844,347	8,728,332	10,384,813
Specie.....	16,096,385	1,805,694	2,214,644
Total entered at the port ..	\$124,712,679	\$118,665,802	\$110,814,664
Withdrawn from warehouse.	9,326,490	11,403,970	13,463,496

Here it will be seen that while the goods entered directly for consumption are \$5,000,000 less than for the same period of last year, and the goods entered for warehousing show also a similar decline, the goods withdrawn from warehouse exhibit an increase of \$2,000,000. A more striking difference still is exhibited in the comparison with the similar ten months of 1850. The value entered directly for consumption is nearly \$4,000,000 greater, while the goods entered for warehousing are \$6,000,000 less, and the total withdrawn from warehouse is \$4,000,000 in excess. We may now expect an increase in the value of goods warehoused, but for the last year, and particularly the last two quarters, the demand for foreign merchandise has been so active that a large proportion of the imports have been thrown directly on the market, and the stock in warehouse drawn down very low. This has been especially the case in dry goods, the trade in which has been particularly profitable. We have given above the total imports of dry goods; we now annex particulars both for the month of October and the ten months since January 1st. It will be seen that for the month there is an increase from last year in the total entered at the port of \$922,475, and about the same amount as compared with 1850; while for the ten months there is a decrease of \$4,090,894 from 1851, and of \$3,013,228 as compared with 1850:—

IMPORTS OF FOREIGN DRY GOODS AT NEW YORK FOR THE MONTH OF OCTOBER.
ENTERED FOR CONSUMPTION.

	1850.	1851.	1852.
Manufactures of wool	\$576,580	\$416,738	\$1,077,608
Manufactures of cotton.....	314,028	229,166	387,454
Manufactures of silk.....	762,231	687,355	1,317,205
Manufactures of flax.....	451,455	273,065	413,464
Miscellaneous dry goods.....	202,295	195,475	168,379
Total.....	\$2,306,589	\$1,801,799	\$3,364,210

WITHDRAWN FROM WAREHOUSE.

	1850.	1851.	1852.
Manufactures of wool	\$151,313	\$78,782	\$49,936
Manufactures of cotton.....	48,803	48,188	28,798
Manufactures of silk	65,932	144,646	141,266
Manufactures of flax.....	23,907	53,667	30,519
Miscellaneous dry goods	6,263	68,538	32,556
Total	\$296,218	\$393,821	\$283,075
Add entered for consumption..	2,306,589	1,801,799	3,364,210
Total thrown on the market..	\$2,602,807	\$2,195,620	\$3,647,285

ENTERED FOR WAREHOUSING.

	1850.	1851.	1852.
Manufactures of wool	\$96,366	\$128,408	\$86,195
Manufactures of cotton.....	94,745	90,130	57,130
Manufactures of silk	63,977	494,462	19,718
Manufactures of flax.....	63,647	98,658	27,984
Miscellaneous dry goods.....	20,912	73,081	53,776
Total	\$339,647	\$884,739	\$244,803
Add entered for consumption..	2,306,589	1,801,799	3,364,210
Total entered at the port....	\$2,646,236	\$2,686,538	\$3,609,013

IMPORTS OF FOREIGN DRY GOODS AT NEW YORK FOR TEN MONTHS, FROM JANUARY 1ST.
ENTERED FOR CONSUMPTION.

	1850.	1851.	1852.
Manufactures of wool	\$14,103,663	\$12,382,696	\$13,156,688
Manufactures of cotton.....	9,334,450	8,677,533	8,294,133
Manufactures of silk.....	17,873,021	20,515,911	18,337,561
Manufactures of flax.....	6,722,106	5,434,990	5,194,736
Miscellaneous dry goods.....	2,315,169	3,282,954	3,644,199
Total.....	\$50,348,409	\$50,294,084	\$48,627,317

WITHDRAWN FROM WAREHOUSE.

	1850.	1851.	1852.
Manufactures of wool.....	\$1,689,880	\$1,766,937	\$1,517,239
Manufactures of cotton.....	1,121,614	1,285,528	1,319,801
Manufactures of silk.....	1,027,996	1,370,361	1,779,733
Manufactures of flax.....	394,618	561,144	745,126
Miscellaneous dry goods.....	127,114	380,185	329,108
Total.....	\$4,361,222	\$5,364,155	\$5,691,007
Add entered for consumption ..	50,348,409	50,294,084	48,627,317
Total thrown on the market.	\$54,709,631	\$55,658,239	\$54,318,324

ENTERED FOR WAREHOUSING.

	1850.	1851.	1852.
Manufactures of wool	\$2,000,339	\$2,067,617	\$1,185,072
Manufactures of cotton.....	1,749,238	1,432,335	802,609
Manufactures of silk	1,272,582	2,288,832	1,832,565
Manufactures of flax	663,844	718,765	328,368
Miscellaneous dry goods.....	121,322	431,756	366,575
Total.....	\$5,807,325	\$6,939,316	\$4,515,189
Add entered for consumption...	50,548,409	50,294,084	48,627,317
Total entered at the port ...	\$56,155,734	\$57,233,400	\$53,142,506

Notwithstanding the falling off in the imports, there has been as already hinted, but little decline in the revenue, the total receipts at New York for ten months showing a decrease of only about \$1,000,000.

CASH DUTIES RECEIVED AT THE PORT OF NEW YORK.

	1850.	1851.	1852.
In October	\$2,112,906 29	\$1,958,516 17	\$2,392,109 57
First quarter	6,996,656 48	9,295,257 30	7,617,887 72
Second quarter.....	6,033,253 57	7,357,408 30	6,632,425 16
Third quarter.....	10,190,324 37	9,402,997 30	10,281,190 03
Total for 10 months...	\$25,333,140 71	\$28,014,179 07	\$26,923,612 48

The export trade has been very animated; the value of domestic produce shipped from New York during the month has largely increased, and from southern ports it is also in advance of last year. The corresponding month of 1850 was very heavy in this item, but no other previous year witnessed so large a total, since 1846.

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

	1850.	1851.	1852.
Domestic produce.....	\$4,561,742	\$2,702,382	\$3,497,874
Foreign merchandise, free.....	15,464	106,626	82,886
Foreign merchandise, dutiable	483,038	358,292	484,801
Specie.....	1,421,328	1,779,707	2,452,301
Total	\$6,481,572	\$4,947,007	\$6,517,862
Total exclusive of specie	5,060,244	3,167,300	4,065,561

This brings the total since January 1st (exclusive of specie,) \$694,590 in excess of the same period of last year, and only \$3,789,421 below the amount for the first ten months of 1850, which was unusually large.

EXPORTS FROM NEW YORK TO FOREIGN PORTS FOR TEN MONTHS.

	1850.	1851.	1852.
Domestic produce.....	\$36,834,842	\$34,200,828	\$34,239,486
Foreign merchandise, free	495,314	637,527	799,512
Foreign merchandise, dutiable...	4,261,237	3,275,027	3,768,974
Specie.....	7,868,794	33,040,978	23,106,137
Total.....	\$49,460,187	\$71,154,360	\$61,914,109
Total, exclusive of specie...	41,591,393	38,113,332	38,807,972

The exports of specie are already \$10,000,000 less than for the same period of last year, and this difference will be still greater when the year is completed. The shipments of specie from New York during November and December of last year amounted to \$10,702,231; during these months the current year, they will not reach \$3,000,000, so that the total decline in specie shipments for the year, will be about \$17,000,000.

We annex a comparative statement of the shipment of some of the leading articles of produce, from New York to foreign ports from January 1st to Nov. 20th:—

	1851.	1852.		1851.	1852.
Ashes—Pots... bbls.	23,467	16,083	Naval Stores... bbls.	326,256	491,146
Pearls.....	1,597	1,088	Oils—		
Beeswax.....lbs.	257,567	373,253	Whale..... gals.	1,098,807	46,473
<i>Breadstuffs—</i>			Sperm.....	532,919	718,737
Wheat flour.. bbls.	1,166,466	1,226,298	Lard.....	206,222	25,044
Rye flour.....	7,457	8,209	Linseed.....	6,541	11,858
Corn meal.....	35,049	41,906	<i>Provisions—</i>		
Wheat... .. bush.	1,192,052	2,678,451	Pork..... bbls.	42,532	35,227
Rye.....	6,852	236,460	Beef.....	30,907	41,343
Oats.....	3,482	9,741	Cut meats....lbs.	2,920,968	1,456,224
Barley.....		367	Butter.....	2,026,163	594,390
Corn.....	1,584,348	745,180	Cheese.....	6,705,832	940,085
Candles—Mould. bxs.	33,683	52,709	Lard.....	5,355,334	4,245,382
Sperm.....	3,169	3,651	Rice..... tcs.	24,914	23,843
Coal..... tons	9,432	36,260	Tallow..... lbs.	2,207,796	386,205
Cotton..... bales	263,542	312,075	Tobacco—Crude. pkgs.	16,645	22,728
Hay.....	6,420	7,032	Manu'ed. lbs.	3,339,086	4,104,126
Hops.....	248	602	Whalebone.....	1,799,390	923,930

The above shows a very large increase in the export trade, which has been particularly active during the month of November. There has been a general advance in the prices of all species of provisions, and the general tendency in most is still upward. Rents of dwelling houses have risen in almost every thickly settled locality, and in New York and adjacent cities this advance is equal to nearly 25 per cent. Cotton, woolen, and silk goods, have also advanced, so that the expenses of living have largely increased. This bears with peculiar hardship on persons with a small salary, or with a moderate fixed income from any source, and is attracting serious attention from the industrial classes. The increased demand for our produce abroad, has given great activity to freights, and prices have ruled higher than for many years. The diversion of a large portion of British and other foreign tonnage to the Australian and East India trade, has given domestic ship owners an unusual advantage. It is computed that not less than 400,000 tons of extra shipping have cleared from British ports for Australia since the excitement commenced there, and no inconsiderable portion of this has been drawn from the direct trade between our ports and British home and provincial markets. What changes may be wrought during the coming year by the turn which has thus been given to Commerce, it is of course impossible to predict; but the new elements which have thus far appeared, have tended greatly to strengthen our commercial prosperity.

COMMERCIAL STATISTICS.

PRODUCTION AND CONSUMPTION OF COTTON.

The Savannah *Republican* estimates the supply of cotton for 1852 as follows:—

Crop of the Southern States	bales	3,015,000
Crop of Pernambuco, Aracati, and Ceara, about		75,000
Crop of Bahia and Macelo, about		40,000
Crop of Maranham		30,000
Crop of Demerara, Berbice, etc., about		1,000
Crop of West Indies, about		7,000
Crop of Egypt, about		135,000
Crop of East Indies, about		125,000
Crop of all other places, about		24,000

Making the crop of 1852 about

3,448,000

To which add stock on hand January 1, 1852, viz:—

Liverpool	425,000
Havre	23,000
United States	128,000

And we have the total supply of cotton for 1852, about

4,024,000

This crop of 1852 was thus distributed:—

United States home consumption	603,000
United States exports to England	1,668,749
United States exports to France	421,375
United States exports to North of Europe	168,875
United States exports to other foreign ports	184,647
Imports from other countries into England, about	375,000
Imports from other countries into France	25,000
Consumed at other places	1,354

Total

3,448,000

The increase in the supply of cotton for the year ending on the 1st of September last, the *Republican* estimates at 660,000 bales, as compared with that of the preceding year, and then proceeds to show that the consumption has been fully commensurate with the increased production. It elucidates its position thus:—

Stock, 1st September, 1852, in the United States	bales	91,000
Stock, 1st September, 1852, in England		617,400
Stock, 1st September, 1852, in France		63,000

Total stock on hand

771,400

Deduct increase of last over the previous crop of the South

660,000

And it would leave a stock of only

111,400

Against a stock of between 700,000 and 800,000 bales on the 1st September, 1851, thus showing that the increased product has been all taken up.

The average weekly deliveries for consumption for 1852, are estimated at:—

In the United States	bales	11,595
In Great Britain		38,500
In France		8,750
To the North of Europe, Germany, etc.		10,550
To other foreign consumers		3,550

Making the weekly consumption

72,945

Showing a consumption of 3,793,140 bales for the year. On these premises the *Republican* concludes that—

If our estimates of the weekly deliveries of cotton for consumption be near the truth, and the present rate of consumption is not checked, it appears that the demands of Commerce require a crop this year of nearly 3,800,000 bales. This amount of the raw material must be produced, otherwise the stock remaining over from the last crop will be consumed. The supply this year will, in all probability, not be greater than it was the last. It is not anticipated that the supply from foreign production will exceed that of last season, say about 450,000 bales. Is it probable that the present crop of the Southern States will go beyond 3,000,000 bales? If not, and we estimate the supply of the raw material from all quarters the same as that last year, and consumption should continue at the same rate, it would result as follows:—

Estimated production of cotton in the world.....bales	3,450,000
Estimated stock, September 1st, 1852.....	771,400
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Total supply for 1853.....	4,221,400
Probable consumption at present rates.....	3,793,000
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Leaving a stock of.....	428,400

Thus it appears that, even allowing the supply from all quarters to reach the maximum of 4,225,000 bales at the present rate of consumption, there would only be a stock of 418,400 bales left of it at the close of the next cotton season, being 310,000 bales less than the stock on hand 1st September last.

EXPORT OF LEATHER, BOOTS, AND SHOES FROM THE UNITED STATES.

The subjoined statement of the export of leather, boots, and shoes, the product of the United States for the year ending June 30th, 1851, is compiled from the official returns of the Treasury Department:—

Whither exported.	Leather, lbs.	Boots, pairs.	Shoes, pairs.	Value.
Sweden and Norway.....	1,508	....	....	\$226
Swedish West Indies.....	1,379	....	96	287
Danish West Indies.....	17,856	12	6,328	7,759
Dutch West Indies.....	9,160	25	259	1,675
England.....	12,680	....	....	2,381
Malta.....	....	175	....	200
Honduras.....	7,497	86	5,048	5,569
British Guiana.....	....	....	250	227
British West Indies.....	2,335	1,387	13,236	12,358
Canada.....	29,252	13,472	33,481	109,109
British American Colonies.....	86,048	6,704	36,025	68,021
French West Indies.....	317	....	....	47
Cuba.....	16,864	62	1,552	4,607
Cape de Verd Islands.....	....	....	303	370
Turkey, Levant, etc.....	....	....	220	150
Hayti.....	6,414	22	3,928	4,382
Mexico.....	....	....	1,389	1,219
Central Republic of America.....	2,132	1,224	2,665	4,948
New Grenada.....	4,329	39,611	60,016	174,149
Venezuela.....	8,673	....	1,160	2,964
Brazil.....	2,911	....	800	1,215
Argentine Republic.....	....	1,817	6,193	6,619
Chili.....	4,120	1,652	7,164	9,575
China.....	....	100	....	400
South America generally.....	....	....	1,200	900
Africa generally.....	....	740	2,655	3,209
South Seas and Pacific Ocean.....	9,201	10,389	21,125	36,272
<hr/>				
Total.....	222,676	77,478	205,198	\$458,838

The importation of boots and shoes—exclusive of India rubber, valued at \$23,161—as compiled for the year ending June 30, 1851, was \$50,600. Exports of boots

and shoes of American manufacture, during same period, \$458,838—leaving a balance of \$408,238 in favor of exports. From this balance should be deducted the value of 222,676 lbs. of leather exported, at 15 cents per lb, equal to \$33,401 40, included in the aggregate value, and we have still a balance in favor of exports of \$374,836 60.

VIRGINIA TOBACCO TRADE, 1851-52.

[FURNISHED BY A CORRESPONDENT OF THE "MERCHANTS' MAGAZINE," RICHMOND, VA.]

Stock on hand and on ship-board, Oct. 1, 1851.....	hhds.	14,353	
Inspected the year ending Sept. 30, 1852.....		51,806	
			66,159
Exported to foreign ports.....		13,771	
Stock on hand and in transit inland, Sept. 30, 1852..	13,285		
Afloat for export.....	250		
		13,535	
			27,306
Manufactured and shipped coastwise.....			38,853

An unusually small quantity was shipped coastwise, and there was a very large increase in the quantity manufactured. Exclusive of that embraced in the 38,853 hhds., there was received from Roanoke 33,000 boxes, manufactured from uninspected tobacco, and loose tobacco equal to 4,000 hhds., or more, was probably received and manufactured in the several markets of Virginia.

PARTICULARS OF INSPECTION.

	1851.	1852.
Richmond.....	15,678	24,119
Pittsburg.....	7,220	10,489
Lynchburg.....	5,810	10,700
Clarksville.....	2,141	4,001
Farmville.....	1,425	2,255
All other.....	324	242
Total.....	32,598	51,806

PARTICULARS OF EXPORTS.

	Hhds.	Skins.		Hhds.	Skins.
Great Britain.....	5,416	.....	Belgium.....	430	.....
France.....	3,558	.....	Holland.....	1,025	240
Italy.....	1,910	.....	Bremen.....	1,432	4,779
Total.....				13,771	5,019

EXPORTS OF FLOUR FROM JAMES RIVER TO FOREIGN PORTS AND CALIFORNIA, OCTOBER 1, 1851 TO SEPTEMBER 30, 1852.

To Great Britain.....	6,475	To South America.....	58,950
British N. A. Colonies....	5,650	Australia.....	4,650
Bremen.....	475	San Francisco.....	13,650

ADVANCE IN THE PRICE OF SPERM AND WHALE OILS.

The recent rapid advance in our oil market has been attended, step by step, with a corresponding advance in every department of the oil business. Every description has exhibited an upward tendency, until the subject has become of universal interest throughout the country. Whale oil has reached a price never before attained, while sperm continues high. This naturally affects, as we have said, lard oil, all substitutes for burning purposes, and generally every description of oil.

Although many consider this advance to be caused by speculative operations, we have our reasons for thinking otherwise, nor do we anticipate any immediate decline—certainly not during the present year. This opinion we arrive at from the present state of stocks, importations and supplies. The advance in whale oil is unquestion-

ably the prominent point in the subject to be considered. Its advance has of course been altogether without precedent. Yet from causes precisely similar, sperm oil, in 1839-9, rose (from September, 1838, to April, 1839) from 85 to 112½ cents. This was doubtless caused by well grounded anticipations of a deficiency in the supply. We will now glance at the present position of the same matter.

Estimated import of sperm and whale oil this year.....	bbls.	155,000
Import of sperm and whale oil in 1851.....		428,000
Average import of sperm and whale for ten years past.....		372,200
Falling off this year, as compared with 1851.....		273,000
Falling off this year as compared with ten years past.....		217,000

We have here united the sperm and whale oil importations from the fact that within a few years the latter has quite taken the place of former for burning purposes.

Now take the average consumption of both descriptions in this country for a period of seven years. It is as follows:—

Sperm oil, average consumption seven years.....	bbls.	90,000
Whale oil, do.....		186,000
Add average exports sperm for seven years.....		22,000
Add average exports whale for seven years.....		82,000

Total demand.....		380,000
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For a further understanding of the subject we may mention that the exports of sperm varied during the time included, from 7,000 to 33,000 bbls., and of whale from 46,000 to 143,000 bbls. It will be seen, then, at a glance, that the importations during the present year do not come up to within half the average demand for years past. Upon the back of this comes the falling off of the hog crop, occasioned both by the large emigration to California, the high price of corn, and other causes. There is thus a falling off in the quantity of lard oil manufactured. A review of the New Orleans market exhibits this conclusively. The export of lard thence to domestic and foreign ports has been as follows:—

In 1849.....	barrels	249,938
1850.....		310,969
1851.....		147,791

The supply this year, from present appearances, will hardly exceed that of 1851.

The anticipated deficiency in the market for domestic purposes has already caused reimportations of whale oil from Europe, and we hear already of the return of 2,500 bbls. shipped thither in 1851.

Beyond the present year conjecture is useless. The average catch by the North Pacific fleet of 137 vessels, in 1851, was 683 bbls., or an aggregate of 86,721 bbls. The fleet this year consists of 271 ships, belonging to the following ports:—

New Bedford.....	144
Fairhaven.....	20
Mattapoisett, Falmouth, San Francisco, each.....	2
Dartmouth, Wareham, Westport, Newport, Providence, each.....	1
Edgartown, Holmes's Hole, Warren.....	3
Nantucket.....	7
Greenport.....	7
New London.....	38
Stonington.....	16
Mystic.....	6
Cold Spring.....	5
Sagharbor.....	11

It is useless to speculate upon what this large fleet may or may not do, but we think we have already said enough to show that the present state of the market may be attributed to sound, natural and healthy causes.—*New Bedford Shipping List.*

THE BUTTER TRADE OF CINCINNATI.

CINCINNATI, as we learn from the *Price Current* of that city, has become the great distributing point for Butter and Cheese for the South and South-West. As the pop-

ulation supplied from that point extends, we find, says the *Price Current*, the demand for these products increasing, and Cincinnati is now exporting nearly as much butter as is received by public conveyances, so that Cincinnati consumers are dependent upon private conveyances for their supplies. In order to show the extent and value of the butter trade, the *Price Current* gives the subjoined statement of the imports and exports at Cincinnati for the last seven years, as follows:—

Years.	Imports.		Exports.	
	Bbbs.	Kegs.	Bbbs.	Kegs.
1845-46.....	3,339	6,841	1,624	20,390
1846-47.....	6,345	7,090	1,348	3,194
1847-48.....	6,625	6,405	2,937	23,315
1848-49.....	7,721	7,999	1,272	24,396
1849-50.....	3,674	7,487	964	24,393
1850-51.....	8,259	11,043	3,258	36,185
1851-52.....	10,203	13,720	3,006	31,395

During the year ending September 1st, 1852, the receipts and exports were about as follows, in pounds:—

Imports.....	3,412,600
Exports.....	2,321,250
Excess of imports	1,091,350

The consumption of Cincinnati and vicinity is not much, if any, less than four million pounds per annum; and if this estimate is correct, the receipts by private conveyances are about three million pounds—making six and a-half million pounds as the yearly supply from all sources. This quantity, at fifteen cents per pound, by which we think it is fair to compute the value, as all butter sold at retail commands from fifteen to thirty cents per pound, and the wholesale price is very often fifteen cents and upwards, would amount to \$975,000.

PRICES OF TOBACCO IN NEW ORLEANS.

The *New Orleans Price Current* gives the subjoined table of the prices of Tobacco at New Orleans about the middle of the months of April and October, in each of the years from 1822 to 1852, inclusive. In the *Merchants' Magazine* for November, 1852, (vol. xxvii., pages 546-556.) we gave in an article on "TOBACCO, AND THE TOBACCO TRADE," very complete statistical tables of the production, exports, &c., of tobacco for a series of years—

QUOTATIONS FOR TOBACCO AT NEW ORLEANS ABOUT THE MIDDLE OF THE MONTHS OF APRIL AND OCTOBER IN THE FOLLOWING YEARS.

Years.	April.	October.	Years.	April.	October
1822.....	.. a ..	1½ a 3½	1838.....	3 a 7½	5½ a 9½
1823.....	1¼ a 3¼	2 a 3½	1839.....	8 a 14	8 a 15½
1824.....	.. a ..	3 a 4½	1840.....	2½ a 7½	3½ a 9½
1825.....	4 a 7	5 a 7	1841.....	4½ a 10	4 a 8
1826.....	.. a ..	2 a 4	1842.....	2 a 5½	1½ a 5½
1827.....	2½ a 4½	2½ a 4½	1843.....	2 a 5	2½ a 5
1828.....	2 a 4½	2 a 4	1844.....	1½ a 5	1½ a 9
1829.....	3 a 5	3 a 5	1845.....	1½ a 11	2 a 10
1830.....	2½ a 4½	2½ a 4½	1846.....	2 a 11	1½ a 10
1831.....	2 a 4	2½ a 4½	1847.....	1½ a 12	1½ a 10
1832.....	2½ a 4	2 a 4	1848.....	2 a 12	2½ a 6½
1833.....	2½ a 4½	3½ a 5½	1849.....	2½ a 6½	2½ a 8
1834.....	3¼ a 5½	4¼ a 6½	1850.....	4 a 9	5 a 10
1835.....	5 a 7½	6 a 8½	1851.....	5 a 12	2½ a 9
1836.....	5½ a 8½	2½ a 7	1852.....	3 a 5½	4½ a 8
1837.....	1½ a 5	1½ a 5½			

THE PORK TRADE OF CINCINNATI.

[FROM THE CINCINNATI PRICE-CURRENT.]

More than any other branch of business connected with the Agricultural industry of the West, the pork trade has contributed to build up and extend the Commerce of our city. A brief reference to its progress will, therefore, be likely to prove interesting to our readers.

Since the production of pork in the west became a matter of much importance to farmers or commercial men, Cincinnati has been the center of operations as regards the amount of the business transacted, though for three years past she has been a considerable distance from the geographical center, and with each year this distance is increasing, though practically our numerous railroad enterprises are diminishing it, and thus the advantages that the natural increase of population has been depriving us of, art and enterprise are replacing. A hundred miles now is, as regards the time or labor necessary to travel it, no more than fifteen miles was ten, or even five years ago. But, whatever may be said with reference to the center of packing operations, it is evident that the producing business is rapidly extending Westward—and although Cincinnati will continue to do a larger business than any other city in the country, the trade must increase greatly at various points in the West.

Before proceeding farther, however, with these remarks, we will give a statement showing the number of hogs packed in this city from 1832-3 to 1851-2, inclusive, covering a period of twenty years, and Cincinnati having been, as already remarked, the center of operations, the extent of the trade here will indicate its progress throughout the West:—

Years.	No.	Years.	No.
1832-33.....	85,000	1842-43.....	250,000
1833-34.....	123,000	1843-44.....	240,000
1834-35.....	162,000	1844-45.....	196,000
1835-36.....	123,000	1845-46.....	305,000
1836-37.....	103,000	1846-47.....	250,000
1837-38.....	182,000	1847-48.....	475,000
1838-39.....	190,000	1848-49.....	410,000
1839-40.....	95,000	1849-50.....	393,000
1840-41.....	160,000	1850-51.....	334,000
1841-42.....	220,000	1851-52.....	352,000

It is seen that the number packed for three years past has not varied materially, though, as is well known, there was a great falling off in the whole number packed in the West in 1851-2. As near as can be ascertained, the number of hogs cut in Cincinnati has been equal for four or five years past to one-fifth of the whole number packed in the West, but prior to that time the proportion was considerably greater in favor of this city. This affords good and satisfactory grounds for the belief already expressed, that the trade must increase at points adjacent to the districts of country where hogs can be produced to the best advantage. As railroads are extended the value of lands is increased, and whenever the latter are in this way brought near to market, hogs have been found to be not generally the most profitable product. Consequently, the business of raising hogs is extending Westward, and increasing there much more rapidly than the population of those sections of country. In the same directions railroads are being extended, and it is to the latter that we must now look, to some extent; and in a few years to a still greater extent, for a considerable portion of the supplies for this market.

The pork business is a branch of Commerce deemed of such importance, that the merchants of neighboring cities have, for several years past, been exerting themselves to attract the trade from this point, and since railroad communication has been opened with the East, New York has also entered the field, and the pretensions of the latter are decidedly more extravagant than those of our smaller neighbors down the river.

That a large number of hogs will be transported to the East we do not doubt, but we are satisfied that, notwithstanding the railroad facilities, the number that can be forwarded will be little more than sufficient to supply the current demand. It must be remembered that railroads cannot transport an unlimited number of hogs. The New York and Erie Railroad, which is relied upon to supply the New York packers, has, during the summer, been employed to the utmost extent of its accommodations, and yet the number of hogs transported has been no more than equal to the demands

of the citizens of New York for fresh pork; and we are decidedly of the opinion that the same road will not be able to carry very many more in the winter than they have delivered during the summer.

But supposing, and admitting that the immense droves of hogs which pass through our streets could be transferred to the railroad cars, and carried through to New York without delay, the experience of those who have some knowledge of the business satisfies us that Western packed meat can be shipped to New York and sold for less than the first cost of that packed there. In cold weather a considerable portion of hogs shipped from the West would perish during their passage, and we are assured that nothing can be done prevent this. Here, then, would be a heavy loss to encounter in the outset. In addition to this, the hogs would lose a great deal in weight, and we are told that those taken to New York by railroad produce little, or no gut fat. Here is another very heavy loss. Then, again, the expense of doing business in New York is very nearly double what it is here. To offset all these losses, the only advantage the New York packer has is, that a trifle more is obtained for city than Western packed meats; and even this advantage they do not possess over Cincinnati brands.

It has been stated that the offal commands a great deal more in New York than in Cincinnati, but this is not so. There is a market here for everything that is marketable, belonging to the hog. The heads, feet, tails, and hair are sold at very good prices, and for the hair and gut fat our slaughterers pay from 25 to 50 cents for each hog, and do the killing besides.

But the experiment is about to be tried in New York, and of its failure, so far as it is intended to transfer the *winter* packing business from the West to the East, we do not entertain a doubt. In one respect, however, New York will do a business which must affect, to some extent, the Western trade, and it is important that this feature should receive proper attention. We refer to the business that is done during the summer.

There has been a much greater number of hogs shipped to the East this season than in any previous year, and, as a consequence, we will have but few still fatted hogs to commence the season with at this place, while last year some fifty to seventy-five thousand head were cut. The supplies of fresh pork which are thus obtained on the seaboard during the summer cause a great falling off in the consumption of salt meats—and, in calculating for the wants of the East this fact should be taken into consideration. It has had an important effect upon prices this season, and it must so operate in years to come, especially when prices of hogs and their products rule high.

With regard to the tendency of the trade in the West we may remark, that statistics do not show that the business has been attracted, to any extent, from this city. Our information of the business at Louisville, and Madison, extends back only four years; and we give the statistics for those seasons in connection with the business at this place:—

	Cincinnati.	Louisville.	Madison.
1848-49.....	410,000	179,000	91,000
1849-50.....	393,000	184,000	87,000
1850-51.....	334,000	196,000	96,000
1851-52.....	352,000	197,500	97,000

When it is remembered that extra exertions have been made by the merchants of Louisville and Madison to secure hogs for that market by contracting in the country, and that last season both places had the advantage of railroads—one passing through the interior of Indiana, and the other into Kentucky, and farther, that fully one-third of the entire products of last year were purchased by Cincinnati dealers, and much of them brought to this market, it must be admitted that the progress made by our neighbors has not been very rapid. This season we are told that heavy contracts have been made for both markets, amounting to more than the entire business of last year; but we have been informed by reliable dealers, in both Madison and Louisville that this statement is not correct. This business of contracting, however, must soon lead to its own end. Most of the contracts this season have been made at high prices, and a great many of them at a figure that could not be realized now, and should prices rule below \$5, summer purchasers must lose largely.

Last season hogs ruled 25 cents per 100 lbs. higher here than in any other Western market, owing to the competition among slaughterers, arising from the enhanced value of the offal. That such will be the case again this year is quite probable, and should it be so, hogs will come here as naturally as the rivulet flows to the river.

AGRICULTURAL STATISTICS OF THE UNITED STATES.

CONDENSED EXHIBIT OF AGRICULTURAL PRODUCTIONS IN THE UNITED STATES IN 1849-50,
 COMPARED WITH THE CENSUS RETURNS OF 1839-40.

Productions.	1850.	1840.	Increase.	Decrease.
Unimproved land	118,435,178	.....	.....	.....
Improved land	184,596,025	.....	.....	.....
Cash value of farms	3,266,925,537	.....	.....	.....
Value of farming implements	151,605,147	.....	.....	.....
No. of horses	4,325,652	4,335,669	559,953	.....
Asses and mules	569,070			
Milch cows	6,391,946	.....	.....	.....
Working oxen	1,698,261	.....	.....	.....
Other cattle	10,265,080	.....	.....	.....
"Neat cattle," embracing in re- turns of 1840, the three pre- ceding classes . . . . .	.....	14,974,586	3,380,711	.....
Sheep	21,621,482	19,311,374	2,310,106	.....
Swine	30,315,719	26,301,293	4,014,426	.....
Live stock, value of	543,822,711	.....	.....	.....
Wheat, bushels of	100,479,150	84,823,272	15,655,878	.....
Rye, bushels of	14,188,457	18,645,567	.....	4,457,110
Indian corn, bushels of	592,141,230	377,531,875	214,609,355	.....
Oats, bushels of	146,523,216	123,071,341	23,452,000	.....
Rice, pounds of	215,312,710	80,841,422	154,471,000	.....
Tobacco, pounds of	199,739,746	219,163,319	.....	19,424,000
Ginned cotton, bales of	2,468,625	.....	.....	.....
Wool, pounds of	52,518,143	35,802,114	16,716,000	.....
Peas and beans, bushels of	9,219,642	.....	.....	.....
Irish potatoes, bushels of	53,781,751	108,298,060	.....	4,260,000
Sweet potatoes, bushels of	23,256,811			
Barley, bushels of	5,167,213	4,161,504	1,005,709	.....
Buckwheat, bushels of	8,955,945	7,291,743	1,664,000	.....
Value of orchard produce	7,720,862	.....	.....	.....
Wine, gallons of	221,249	124,734	97,515	.....
Value of produce of market- gardens	5,270,130	2,601,096	2,669,034	.....
Butter, pounds of	312,948,915	.....	.....	.....
Cheese, pounds of	105,539,599	.....	.....	.....
Value of "dairy produce," equiv- alent to butter and cheese in 1840 . . . . .	.....	33,787,008	.....	.....
Hay, tons of	12,839,141	10,218,108	2,621,000	.....
Clover-seed, bushels of	467,983	.....	.....	.....
Other grass-seeds, bushels of	413,154	.....	.....	.....
Hops, pounds of	3,467,514	1,238,502	2,229,000	.....
Hemp, dew-rotted, tons of	63,588	.....	.....	.....
Hemp, water-rotted, tons of	25,380	.....	.....	.....
Flax, pounds of	13,391,415	.....	.....	.....
Flax and hemp, tons of, 1840 . . . . .	.....	95,251	412	.....
Flaxseed, bushels of	562,810	.....	.....	.....
Silk cocoons, pounds of	14,763	61,552	.....	46,489
Maple sugar, pounds of	33,980,457	155,110,809	126,547,646	.....
Cane sugar, pounds of	247,778,000			
Molasses, gallons of	12,876,574	.....	.....	.....
Beeswax and honey, pounds of	14,850,627	.....	.....	.....
Value of home-made manufac- tures	27,478,931	29,043,380	1,565,000	.....
Value of animals slaughtered	119,475,020	.....	.....	.....

THE TRADE AND REVENUE OF IRELAND.

A series of returns, furnished by the Treasury Chambers, and ordered to be printed by the British House of Commons, on the motion of Sir Robert Ferguson, having reference to the revenue, expenditure, imports, and exports of Ireland, during the year 1851, have been printed. It appears that the net produce of the Irish revenue paid into the exchequer in the year ended the 5th of January, 1852, was £1,000,681 17 4. This amount was contributed from the following sources:—

Customs.....	£1,854,268
Excise.....	348,911
Stamps.....	451,534
Post-office.....	5,000
Small branches for the hereditary revenue.....	300
Miscellaneous, including repayment of advances.....	340,667

The money remaining in the Exchequer at the commencement of the years was £621,891, and if this sum be added to the net produce, it would make the income for the year £4,622,572. The expenditure during the year amounted to £3,847,134, leaving a balance in the Exchequer on January 5, 1852, of £775,434 18 1. The expenditure for the year is thus made up:—

Dividends, interest, and management of public debt.....	£1,394,097
Other payments out of the consolidated fund.....	854,272
Payments on account of grants of parliament for the army.....	585,000
Miscellaneous grants of parliament.....	611,382
Money advanced out of the consolidated fund for public objects.....	300,493

Although the gross expenditure is stated at £3,847,134, the real expenditure was only £3,745,245, as a sum of £101,888, remitted through the customs and excise, to the Exchequer in England is, by a curious mode of calculation, charged as an item of "expenditure." The account, however, does not include the whole expenditure of the United Kingdom on account of Ireland; but, on the other hand, the receipts from the crown lands in Ireland are brought into the general account of the Commissioners of Woods, &c., and do not appear as part of the income of Ireland. The amounts received from rents and other sources of land revenue in Ireland in 1851 was £62,776 16s. 5d., but the return does not state what is the amount expended by the United Kingdom on account of Ireland against which the sum of £62,776 is a set off. The largest excise collections in Ireland appear to be those of Dublin, Belfast, Cork, and Drogheda, and the ports in which the greatest amount of customs duties paid are Dublin, Belfast, Cork, Limerick, Londonderry, and Waterford. There is a small "port," called Strangford, where the customs duties collected during the first year amounted to only £141. It appears by returns furnished by the Inspector-General of Imports and Exports that there was retained for home consumption in Ireland in 1851:—

Wine.....	gallons	499,131
Foreign spirits.....		202,498
Whisky, home-made.....		7,550,518
Tobacco.....	pounds	4,457,980
Tea.....		6,573,278
Coffee.....		684,873
Sugar.....	cwt.	467,701
Flaxseed and linseed.....	bushels	333,412
Cotton wool.....	pounds	5,133
Raw and thrown silk.....		1,393
Unwrought iron.....	tons	7
Timber, in logs.....	loads	78,175
Timber, sawn or split.....		75,776

The consumption of coals cannot be exhibited, the coasting duty on that article having been discontinued since 1830. The view which this statement affords of the consumption of imported commodities into Ireland is, to a certain extent, defective, inasmuch as the coasting regulations by which the cross channel trade has been governed since the year 1825, prevent the keeping of any record of goods imported duty free from Great Britain, either in the case of British productions or of foreign merchandise

upon which the duty has already been paid in a British port. The exports of Irish productions and manufactures during the last year, as compared with former periods, exhibit a very great decrease, owing in great part to the failure of the potato crop, and also to the depopulation of the country. The exports of live animals and provisions to foreign parts has almost wholly fallen off, while the returns of the exports to Great Britain present a similar result. The total quantity of Irish spirits exported to foreign countries within the last year was only 8,687 gallons, while of linen manufactures, 50,964 yards only were exported. Of cotton manufactures the imports were 191,066 yards. The quantities of provisions (live and dead) exported to Great Britain within the year was as follows:—

Oxen, bulls, and cows	183,760
Calves	2,474
Sheep	151,807
Swine	106,162
Wheat and flour	quarters 95,116
Oats and oatmeal	1,141,976

The stamp duties collected in Dublin amounted to £350,308 14 3, whilst all the other stamp districts put together did not contribute much more than one-third of that sum.

RECEIPTS OF PRODUCE BY THE NEW CANAL AT NEW ORLEANS.

The subjoined statement of produce received in the New Basin, for the year ending August 31st, 1852, is derived from a statement furnished the *New Orleans Price Current* by Captain JAMES STOCKTON:—

Cotton.....bales	40,650	Tobacco, leaf.....boxes	844
Lumber, yellow pine and cy- press.....feet	30,570,000	Merchandise.....	53
Wood, oak, ash, and pine.c'ds	28,206	Moss.....bales	30
Bricks.....	19,329,000	Cotton-seed.....bags	14
Sand.....bbls.	194,850	Wool.....	6
Shells.....	27,000	Sugar.....hhds.	870
Charcoal.....	114,360	Molasses.....bbls.	893
Tar.....	1,872	Fish.....	130
Tar.....kegs	12,066	Camphene.....	10
Shingles.....	1,844,000	Knees, white and live oak ..	1,165
Laths.....	5,090,000	Pickets ..	13,000
Staves.....	150,000	Clap-boards.....	165,000
Sash and doors.....pairs	13,900	Gunny-bags.....bales	235
Spirits turpentine.....bbls.	2,408	Horned cattle.....	123
Rosin.....	11,715	Paper.....bundles	110
Salt.....sacks	33,763	Barrels, empty.....	1,150
Cotton-gins.....	319	Rags.....bales	4
Hides.....	3,024	Mahogany.....logs	20
Corn-mills.....	19	Deer skins.....bales	16
Domestics.....bales	1,478	Almonds.....sacks	35
Sheep skins.....	4	Bottles, empty.....casks	17
Hay.....	20	White oak bark.....cords	35
Buckets.....dozen	1,006	Cedar logs.....	240
		Turpentine, raw.....bbls.	73

SHIPMENTS OF BRANDY FROM CHARENTE TO GREAT BRITAIN.

We compile from an official source the following statement of the shipments of Brandy from the port of Charente (France) to Great Britain, in each of the years from 1843 to 1851, inclusive:—

1843 puncheons	18,316	1846 puncheons	18,464	1849 puncheons	25,787
1844.....	14,863	1847.....	22,890	1850.....	33,319
1845.....	15,628	1848.....	20,462	1851.....	26,863

Showing a total of 192,932 puncheons shipped in nine years. In the above table,

two hogsheads, four quarter-casks, or fifteen cases (of all sizes) are received as one puncheon. The above shipments were made by twenty-five firms. Martell & Co., Hennessy & Co., Otard, Dupuy & Co., and the United Vineyard Proprietors Company, were the four heaviest shippers, exporting more than the other twenty-one houses combined.

COMMERCIAL REGULATIONS.

POSTAL TREATY BETWEEN THE UNITED STATES AND PRUSSIA.

The following are the rates of postage established by a convention just concluded between the United States and Prussia.

We are authorized to say that the first closed mail to Prussia will be dispatched from New York by the United States steamship Baltic, on the 30th inst.

RATES ON LETTERS—PRE-PAYMENT OPTIONAL, BEING THE FULL POSTAGE.

German-Austrian Postal Union States of, viz.:—Prussia, all other German States, and the whole Austrian Empire, by the Prussian closed mail, via London and Ostendcents 30

ON NEWSPAPERS—SIX CENTS EACH.

Pre-payment required both in the United States and Germany, being the full postage. Therefore, newspapers received in the Prussian closed mail (unlike those in the British, French, Bremen, and other foreign mails,) will be delivered without further charge. Newspapers sent in the Prussian closed mail to the German-Austrian Postal Union, should be marked "Paid all."

ON LETTERS—PRE-PAYMENT OPTIONAL, BEING THE FULL POSTAGE.

Alexandria, (by Prussian closed mail) .....cents	38	Ionian Islands	37
Beyrout	40	Larnaea	40
Candia	30	Modena	33
Cesme	40	Mytilene.....	46
China, except Hong Kong, via Trieste	62	Norway	48
Constantinople	40	Parma	33
Dardanelles, the	40	Poland	37
Denmark	37	Rhodes.....	40
East Indies, English possessions in, via Trieste	38	Russia	37
East Indies, all other countries in and beyond the East Indies, via Trieste	70	Salonica	40
Galatz	40	Samsun	40
Gallipoli.....	40	Smyrna	40
Greece	42	Sweden	42
Hong Kong, via Trieste	38	Switzerland	35
Ibraila	40	Tenedos	40
		Trebizonde.....	40
		Tuloza	40
		Tuscany	35
		Varna	40

PRE-PAYMENT REQUIRED, BEING THE UNITED STATES AND PRUSSIAN POSTAGE ONLY.

Egypt, except Alexandria.....cents 30
 Italian States, not belonging to Austria, except Modena, Parma, and Tuscany. 30
 Lumbardy and Venice are parts of the Austrian Empire.
 Turkey, Wallachia, Moldavia, Servia, Levante, and Turkish Islands in the Mediterranean, except Constantinople, Beyrout, Larnaea, Rhodes, Cesme, Smyrna, Tenedos, Mytilene, Salonica, Dardanelles, Gallipoli, Samsun, Trebizonde, Varna, Tuloza, Candia, Galatz, and Ibraila 30

ON NEWSPAPERS—SIX CENTS EACH.

Pre-payment required, being the United States and Prussian postage only.

SIGNALS FOR SHIPS ORDERED BY SWEDEN.

The following translation of a Royal Ordinance of the Swedish Government, concerning ship lantern signals, has recently been officially communicated to the Department of State at Washington:—

ROYAL ORDINANCE CONCERNING SHIP LANTERN SIGNALS WITH WHICH ALL VESSELS, STEAM OR OTHER, MUST BE PROVIDED WHILE EITHER AT SEA OR IN FOREIGN WATERS. GIVEN AT THE PALACE OF STOCKHOLM, THE 25TH AUGUST, 1852.

We, Oscar, by the grace of God, king of Sweden and Norway, and of the Goths and Wendes, do hereby make known that the Government of Great Britain having expressed the desire that Swedish vessels, in order to avoid collisions at sea, should be ordered to adopt the manner prescribed for English vessels to determine their respective positions—namely, by means of colored or white lights—we have judged proper, after consulting the Department of the Marine, to issue the following directions, which shall be in force on and after the 1st of January next:—

1st. All Swedish steamers at sea, in roadsteads, rivers and canals, harbors and bays, shall carry, from sunset to sunrise, lanterns of the description, and in the manner hereinafter described:—

When under way—A lantern with a white light at the foretop, a lantern with a green light on the starboard side, and a lantern with a red light on the larboard side.

The foretop light, which should be visible at the distance of at least five miles (minutes) in a dark but clear night, shall be so constructed as to throw a uniform and fixed light upon a portion of the horizon comprised within twenty points of the compass; ten points on each side of the ship—namely, from forward to two points abaft the beam, on either side.

The side lights, which in a dark but clear night should be visible at a distance of at least two miles (minutes) shall be so arranged as to throw a uniform unbroken light upon an arc of the horizon equal to ten points of the compass—namely, from forwards to two points abaft the beam. Green on the starboard and red on the larboard side.

Each of the side lanterns must be furnished with a screen (inboard) at least three feet long, in order to prevent the lights from being seen across the bow, (literally "from crossing forward on the bow.")

When at anchor—A lantern with a light of ordinary power.

2d. All sailing vessels, at home or abroad, from sunset to sunrise, when approaching another vessel under sail or in tow, should show a clear light in the way most easily to be seen by the other vessel, and sufficiently soon to avoid a collision.

All sailing vessels at anchor in roads, or in places where vessels pass, shall carry at the masthead, between sunset and sunrise, a lantern with a steady, clear light, except in ports and places where other regulations are in force.

3d. Lanterns used at anchor by both sailing and steam vessels shall be so constructed as to throw a clear and strong light all around the horizon.

4th. It shall be permitted to use any kind of lantern whatever, provided all the foregoing regulations are observed.

Diagrams and further explanations of the above system of signals shall be communicated by the Chamber of Commerce.

During the absence of His Majesty, our Gracious King and Master, the Regency, *ad interim*, of Sweden and Norway.

Signed by

G. A. SPARRE, and seventeen other members.

 TRIBUNALS OF COMMERCE.

A special committee of the Liverpool Chamber of Commerce has prepared a report upon mercantile law reform and the Tribunals of Commerce. For convenience of reference this report has been printed in pamphlet form. The committee, as to Tribunals of Commerce, thus recapitulate the requirements of the trading classes of the country, as may be gathered from the expression of their discontent and deep sense of wrong suffered from the present system of what may be truly termed spoliation with injustice:—

1. "They require that redress of wrong, the recovery of right, and the adjudication of doubtful claims, shall be had as summarily as may be consistent with the ascer-

tainment of the truth, without unnecessary expense, or the interference of useless persons, forms, or formalities.

2. "That a rich man, or an obstinate man, or a dishonest man, shall no longer be enabled, under the color of law, to deny or withhold another man's rights, or to harrass, exhaust, and ruin those who are obliged to enter into litigation with them.

3. "That causes of dispute between man and man shall, at least in the first instance, be referred to authoritative judges, who, by habit or experience, are most competent to understand the subject."

The leading principles which are essential to be preserved in any new arrangements are thus epitomized:—

1. "The establishment of permanent and local courts, with compulsory powers within towns and districts of certain extent, for the adjudication of mercantile disputes occurring within their respective jurisdictions.

2. "The judges to consist of mercantile men, bankers, and traders of unblemished character, of a certain age, assisted by lawyers of certain standing.

3. "The courts to have the powers common to all properly-constituted tribunals, such as power to appoint their own officers, to regulate their own proceedings, to compel appearance, to commit for contempt, and to enforce judgment.

4. "The procedure to be conducted informally, according to the principles of known law, and in equitable conformity to mercantile usage.

5. "The courts to have power to suspend or adjourn the hearing of a cause, for the purpose of obtaining further evidence or information.

6. "Also to have power to refer questions of law to the higher courts, and questions of accounts, or of particular trade practices and technicalities, to parties conversant therein.

7. "The courts to have power to inflict fines for vexatious suits or defenses.

8. "The disputants to have the option of pleading in person or by proxy.

9. "Judgments under a certain amount, on sufficient cause shown, to be referred back to the courts for review; above a certain amount to be taken by appeal, if so desired, to the higher tribunals.

10. "These courts to have cognizance of bankruptcies and insolvent estates."

METHOD OF PUTTING UP PRODUCE FOR MARKET.

MESSRS. W. F. HARRIS & Co., Commission Merchants of Macon, Georgia, who have had some experience in the Southern Market, have issued a circular containing some valuable suggestions to the growers of produce, which, if improved, may enable farmers and shippers to obtain better prices for their products. We publish the circular for the information of the readers of the *Merchants' Magazine* in the Southern and Western States.

Heretofore the *rude manner* of putting up produce for market, and then the want of *speedy conveyance* to market, have operated much against the interests of shippers. But as the railroads have penetrated further into the heart of the produce section, and as these roads are more extensively equipped, the strong probability is, that henceforth there will not be detention or difficulty in reaching market, at any season of the year.

Middle and Southern Georgia, will always, more or less, need the products of Tennessee, and can afford to pay prices for them that will handsomely remunerate the growers for their trouble in producing and *preparing* these products for market. But to realize these fair prices, two things are necessary to be done first on the part of the farmer.

1st. *The article itself must be of the best quality.*

2d. *The article, whatever it may be, must be put up in the very best manner, in order to be presented for sale in market, in good condition.*

Supposing that every farmer or shipper will select only the best articles, we offer some directions as to preparing them for safe transportation, and preserving them in *good order*.

A few of the leading articles may suffice.

APPLES.—Apples should be well selected, free from bruises and rotten specks, and shipped in barrels perforated with auger holes, so that the air may pass through. The same remark as to the *manner of shipping*, applies to Irish Potatoes and Onions, all of which should be shipped, at intervals, from September until June.

Georgia pays thousands of dollars to New York and New England annually, for these three articles, while Tennessee can furnish *better qualities* of the same, for the same prices.

DRIED FRUIT.—Both apples and peaches should be peeled, well dried, and sent to market in barrels, as green apples.

CABBAGES.—Should be sent in crates.

BACON.—It is unquestionably the right policy to send bacon to market rather than live hogs, because it will pay the farmer more money, if properly managed.

To make merchantable bacon, the hogs should be well fattened on corn, and after killing, well trimmed, salted, thoroughly smoked, and cured *dry* before boxing for market. Hams and shoulders should be trimmed after the Baltimore style; that is the shoulders nearly square, and the hams rounded at the top; not forgetting to cut off the legs just above the knee joints, and the tail from the ham. Sides should be free from backbone. Clear sides are worth one cent per pound more than the ribbed side. It need not be added that there is, in trimming and curing the same quality of pork, a difference of from two to four cents per pound. The *more neatly* bacon is trimmed, the *better will be the price*.

LARD.—The better plan is to assort the lard, keeping the leaf from the entrail lard, and send it to market in neat cans, containing from 100 to 200 lbs. Nice cans of 100 lbs. will usually bring one cent more per lb.

BUTTER.—Butter should be made of rich milk, the milk and water entirely worked out, and the butter packed *firmly* in nice cans, holding from 40 to 60 lbs. Nail kegs old barrels and boxes are not suitable vessels for butter, as is sometimes seen in market.

BEEF HAMS.—Dried beef hams, well cured, command as *high prices* as bacon, the year round. Let the farmer try this article in the Georgia market.

BEANS AND PEAS. White Beans, well assorted, are much sought for as a diet, and command high prices. The same is true of the White Lady Pea, while there is constant demand for Stock Peas. Let beans and peas be sent in sacks containing two bushels.

EGGS. Let eggs be shipped in barrels, packed in seed oats.

FLOUR.—With an improvement in the grinding and bolting, and then by packing the flour in nice barrels, bound with flat white oak hoops—branding the barrels neatly—the Tennessee flour might be made to drive all Northern flour from Georgia markets, and thereby Tennessee would receive the ten thousands of dollars that are annually paid to northern markets for the single article of flour. Buckwheat flour sells well in the winter and spring.

CORN MEAL.—Let it be ground of strictly white flint corn—previously fanned and free from silks and husks—and bolted and sacked in two-bushel sacks, while cool. Meal intended for shipping to foreign ports, should kiln-dried and packed in barrels; and this would pay if properly undertaken.

FEATHERS.—Good assorted geese feathers are in demand during the fall, winter, and spring.

GRAIN.—Wheat, rye, oats, and barley of superior quality will, every year, find a market in the south, and should be sent in two-bushel sacks the latter part of the summer or first of the fall.

CORN.—Corn should be well dried on the ear, and the white separated from the yellow before shelling. When shelled, the silks, husks, nubs of cobs and trash of all kinds, should be separated by fanning in the same manner as wheat is cleaned; and sent to market in two-bushel sacks. Be certain to keep the corn from getting *damp* after it is put up for market.

White flint corn is generally preferred in the southern market, though yellow corn is worth more for exportation.

The consumption of Indian corn being greatly on the increase in Europe, hereafter Tennessee corn will find a market in Liverpool and in Germany. This coming winter and spring it will be shipped hence, so let it be of the best quality, well assorted, that it may gain a good reputation there on first trial. The most expeditious channel to the seaboard is by the way of Savannah, which offers a fine wholesale market, besides many advantages in shipping as it regards safety, dispatch, cheapness of freight, insurance, &c.

MARKS.—Let every package be shipped with the mark of a single letter, and let the shipping receipt be sent to the consignee as soon as the produce is shipped.

W. F. HARRIS & Co.

SHIP BUILDING IN LOUISIANA.

It will be seen by the following act passed by the Louisiana Legislature, that a large bounty is offered for the encouragement of ship building in that State. No State in the Union possesses a greater abundance of ship timber, or timber of superior quality; it is procured easily, and at a small cost. Labor there is not higher than it is in, New England, and we think that eastern enterprise would find a substantial reward on the banks of the Mississippi, under the encouragement here presented:—

AN ACT TO ENCOURAGE SHIP BUILDING IN LOUISIANA.

Whereas materials of the best quality for the building of ships, are found in great abundance in this State, and said materials are actually carried to a great distance at great cost, and then converted into ships; and whereas it has been found by experience that the resources of a State may often be developed by the offering of a reward or bonus for the introduction of an art or agricultural product, and whereas it would be highly convenient and profitable to our citizens, to have ships built in Louisiana, and it is believed that this branch of business might be established upon a permanent basis, by giving it a slight encouragement for a limited period, therefore—

SECTION 1. *Be it enacted by the Senate and House of Representatives of the State of Louisiana, in General Assembly convened,* That a reward or bonus is hereby offered, and shall be given by this State to each and every person, or association of persons, whether resident of this State or otherwise, who shall build or complete, or cause to be built and completed within this State, any ship or ships, vessel or vessels, of a tonnage each of more than one hundred tons burden, which reward or bonus shall be five dollars per ton, custom-house measurement, for each and every ship or vessel, and for each and every sea-going steamer so built and completed as aforesaid, and four dollars per ton for each and every river or lake steamer so built and completed as aforesaid.

SEC. 2. *Be it further enacted &c.,* That any person demanding the reward or bonus provided by this act, shall file in the office of the Secretary of State, a certificate signed by the collector of the port, and the builder of any vessel or vessels, which said certificate shall state the name or names of the builder or builders, the name and tonnage of the ship or other vessel, and that said ship or other vessel was wholly built and completed within this State, after the passage of this act; and upon the production of a copy of said certificate, countersigned by the Secretary of State, it shall be the duty of the auditor of public accounts to give to the holder of said certified copy, a warrant upon the treasurer for the amount to which said holder may be entitled under the provisions of this act.

SEC. 3. *Be it further enacted, &c.,* That this act shall be in force for and during the term of five years from and after its passage.

Approved March 18, 1852.

OF OCEAN POSTAGE.

TO COLLECTORS AND OTHER OFFICERS OF THE CUSTOMS.

TREASURY DEPARTMENT, October 9, 1852.

The attention of collectors and other officers of the customs is called to the subjoined provisions of the 5th section of the "Act to establish certain post-roads and for other purposes," approved August 31st, 1852.

The instructions of the 10th August, 1829, being applicable under the law of 3d March, 1825, as modified by the act of 30th of August last, are annexed, and will continue to be faithfully observed and enforced by officers of the customs. It will be seen that the act of the 31st of August last, requires all letters on board a vessel arriving within a port or collection district of the United States, to be delivered at the post-office at or nearest said port or place of arrival, before the vessel is allowed to break bulk or make entry.

The 1st section of the act of 3d March, 1825, excepts from this requirement, letters addressed to the owner or consignee of the vessel. That exception is no longer in force, and all letters must be delivered at the post-office as required, except such as the customs officer, on well grounded suspicion, may deem it his duty to seize, as hereinafter prescribed. The provision imposing a penalty of one hundred dollars on the master or commander of the vessel, which breaks bulk before the due delivery of the letters at the post-office, is unpealed and will be rigidly enforced. The oath, in the

form prescribed in the 5th section of the act of 21st August last, will be required in all cases to be taken before the collector, or other chief officer of the customs, at the port, before the vessel will be permitted to break bulk or to be entered.

It will be seen that the collector and other officers of the customs are authorized, without special instructions, to examine and search every vessel for letters which may be on board, or have been carried and transported contrary to law; and whenever they have good reason to suspect such violations have been committed, they will make such examinations and searches, and if seizures are made, they will retain in their own hands the letters or packages of letters so seized, reporting at once the facts to the Department, and await its instructions.

The provisions of the acts of 1825 and 1852, are mainly for the security of the post-office revenue, and the seizures therein authorized are for the conveyance of letters contrary to law. Independently of these enactments, officers of the customs are required to protect the customs revenue by searches, examinations and seizures, for the purpose of detecting suspected attempts to introduce foreign merchandise into the United States without the payment of the duties prescribed by law. As letters and packages of letters from foreign countries, may become the channels of such illegal and clandestine importation, searches and seizures, if the facts justify them for such cause, cannot be omitted by officers of the customs. The duties of officers of the customs in that respect, are clearly defined and prescribed in the annexed instructions of the 10th August, 1829, and must be faithfully performed.

It may be proper to add that the penalty for the illegal conveyance of letters, by steamboats or other vessels, is one hundred dollars for each offence, to be paid by the owner of the steamboat or vessel, and fifty dollars by the captain or other person in charge thereof, as prescribed by the 10th section of the Post-Office Act of 3d March, 1845.

THOMAS CORWIN, Secretary of the Treasury.

THE PASSENGERS' ACT OF THE UNITED KINGDOM.

The new British Passengers' Act Amendment Bill has just gone into force. The former acts, except as to existing liabilities, and except as to an order in council, dated the 6th of October, 1849, are repealed. The act is to extend to every passenger-ship proceeding on any voyage from the United Kingdom to any place out of Europe, and not being within the Mediterranean Sea, and on every colonial voyage stated. The Commissioners of Emigration are to carry the act into execution with the assistance of their officers. There are ninety-one provisions in the statute, and a number of forms to be used. Among the enactments there are several to secure proper accommodation and food for the passengers. Boats are to be carried on board each vessel. Every passenger in a passenger-ship is to be entitled, for at least forty-eight hours next after his arrival at the end of his voyage, to sleep in the ship, and to be provided for and maintained on on board. No passenger in any ship is to be landed without his previous consent at any port or place other than the port or place at which he contracted to land. A certain space on board is to be allowed to each passenger. Rules are to be made and proper order observed.

REBUCION OF EXPORT DUTY AT TURK'S ISLAND.

GRAND TURK, August 14, 1852.

The Legislative Council of these islands, at the last sessions, passed an ordinance to reduce the export duty on salt from one cent to half a cent per bushel, which will go into effect on the first of January next. This, it is thought, will give a new impetus to the trade of this colony in its great staple, salt, in addition to that which the completion of the light-house at the north point of Grand Turk will give. The President of the Turk's and Caicos Islands has informed the American Consul here that the light-house is to be lighted on the first of October, and that "all steam vessels, without exception, touching here, will be exempted from light dues, pilotage, or other port charges." Salt is abundant at nine cents, and will not be lower, but is not likely to be higher for at least two months to come, unless heavy rains should ensue or the demand for salt be very great.

JOURNAL OF BANKING, CURRENCY, AND FINANCE.

CAPITAL AND DIVIDENDS OF NEW YORK CITY BANKS.

We give below a tabular statement of the capital of each bank in the city of New York, together with the dividends for 1851 and 1852, that is, the first semi-annual dividend of 1851, and the first and second semi-annual dividends of 1852. The charters of the City and the Butchers and Drovers' Banks expired this year, (1852,) deducting the extra dividends paid by them in consequence, the banks divide \$1,528,186, or an average of 4.31 per cent. For a statement of the location, discount-days, and dividend months, &c., see *Merchants' Magazine* for August, 1852, (vol. xxvii., page 223 :—)

Banks.	Capital.	—FOR FIRST HALF OF THE YEAR.—					
		1851.		1852.			
		1st div.	Amount.	1st div.	Amount.	2d div.	Amount.
American Exchange..	\$1,500,000	5	\$75,000	5	\$75,000	5	\$75,000
Bank of America . . .	2,001,200	4	80,048	4	80,048	4	80,048
Bank of Commerce . . .	4,995,980	4	183,956	4	183,950	4	183,956
Bank of New York . . .	1,000,000	4	40,000	5	50,000	5	50,000
Bank of N. America . .	1,000,000	new	.....	3½	35,000	3½	35,000
Bank of the Republic.	1,266,350	new	.....	3½	35,000	3½	35,000
Bank of State N. Y. . .	2,000,000	4	80,000	4	80,000	4	80,000
Bowery	356,650	4	17,266	4	17,266	4	17,266
Broadway	600,000	4	20,000	4	20,000	14	20,000
Butchers & Drovers' . .	500,000	5	25,000	10	50,000	10	50,000
Chatham	400,000	new	.....	4	12,000	4	12,000
Chemical	300,000	6	18,000	6	18,000	6	18,000
Citizen's	350,000	new	.....	4	15,000	4	14,000
City	800,000	5	36,000	5	36,000	45	324,000
Empire City	106,070	new	.....	.....	.....	.....	.....
Fulton	600,000	5	30,000	5	30,000	5	30,000
Greenwich	200,000	5	10,000	5	10,000	5	10,000
Grocers'	300,000	new	.....	.....	.....	.....	.....
Hanover	998,300	new	.....	3½	17,500	4	39,972
Irving	300,000	new	.....	3½	10,500	3½	10,500
Knickerbocker	300,000	new	.....	.....	.....	.....	.....
Leather Manufacturers'	600,000	4	24,000	4	24,000	5	30,000
Manhattan	2,050,000	4	82,000	4	82,000	4	82,000
Mechanics'	1,440,000	5	72,000	5	72,000	5	72,000
Mec. B'king Associa'on	632,000	4	25,280	4	25,280	4	25,280
Mec. & Tradesmen's' . .	200,000	5	12,000	6	12,000	6	12,000
Mercantile	600,000	new	.....	5	30,000	5	30,000
Merchants'	1,490,000	5	74,500	5	14,500	5	74,500
Merchants' Exchange..	1,235,000	5	61,750	4	49,409	4	49,400
Metropolitan	2,000,000	new	.....	.....	.....	4	80,000
National	750,000	5	37,500	5	37,500	5	37,500
N. Y. Dry Dock	200,000	5	10,000	5	10,000	5	10,000
N. Y. Exchange	130,000	new	.....	4	5,200	4	5,200
North River	655,000	5	32,250	5	32,250	5	32,250
Ocean	1,000,000	5	50,000	4	40,000	5	50,000
Pacific	422,710	4	16,908	4	15,908	4	16,908
People's	412,500	new	.....	3½	14,406	3½	14,406
Phoenix	1,200,000	4	48,000	3	48,000	4½	54,000
Seventh Ward	500,000	6½	31,250	6½	31,250	4½	17,000
Tradesmen's	400,000	5	20,000	5	20,000	7½	30,000
Union	1,000,000	5	50,000	5	50,000	5	50,000
Total	36,841,550	4½	1,262,758	4.15	1,459,964	22½	1,857,186

PRODUCTION OF PRECIOUS METALS IN THE WORLD.

The following table will exhibit the annual product of the precious metals at different periods :—

	1800.		
Countries.	Silver.	Gold.	Total.
America	\$32,891,521	\$9,000,000	\$41,891,521
Europe	4,000,000	1,000,000	5,000,000
Asia .....	.....	3,188,346	3,188,346
Africa, &c., &c.	400,000	2,050,000	2,450,000
Total	\$37,291,521	\$15,238,346	\$52,529,867
	1843.		
America	\$29,976,453	\$9,221,175	\$39,197,628
Europe	7,500,000	14,981,115	22,481,115
Asia	800,000	7,000,000	7,800,000
Africa, &c., &c.	500,000	3,000,000	3,500,000
Total	\$38,776,453	\$34,202,290	\$73,678,743
	1848.		
America	\$29,120,000	\$9,700,000	\$38,820,000
Europe	7,280,000	20,950,000	28,230,000
Asia	4,100,000	12,901,060	17,001,060
Africa, &c., &c. ....	.....	2,610,000	2,610,000
Total	\$40,500,000	\$46,161,060	\$86,661,060
	1851.		
America	\$30,000,000	\$93,000,000	\$123,000,000
Europe	7,500,000	21,000,000	28,500,000
Asia	4,500,000	14,500,000	19,000,000
Africa, &c., &c. ....	.....	3,500,000	3,500,000
Total	\$42,000,000	\$132,000,000	\$174,000,000

The total product of 1852 is estimated at \$268,000,000, to be derived from the following sources :—

America	\$124,000,000
Australia	92,000,000
Europe	28,000,000
Asia	20,000,000
Africa, &c., &c.	4,000,000
Total	\$268,000,000

It will be perceived that until the discovery of the California mines, the quantity of gold in America was constantly diminishing. The Russian were discovered in 1809, but were not extensively worked until 1843. The California mines were discovered in April, 1848, and the Australian in February, 1851.

It will also be perceived, that the annual production of the precious metals, has become five-fold of what it was at the commencement of the present century. What it will be at the commencement of the next century, he would be a bold man who would venture to predict.

The amount obtained from the California mines in 1851, is estimated at \$84,434,355.

The following statement will exhibit the annual product of the precious metals at various periods prior to those named above :—

1492.....	\$250,000	1600.....	\$11,000,000
1500.....	3,000,000	1700.....	23,000,000

The following statement will exhibit the quantity of the precious metals in existence at various periods:—

800.....	\$160,000,000	1700.....	\$2,615,000,000
1492.....	192,000,000	1800.....	3,954,000,000
1550.....	320,000,000	1848.....	6,498,000,000
1600.....	829,000,000	1852.....	7,031,770,000

Of the latter amount, \$4,600,000,000 is in silver, and the remainder in gold. The amount of coin in circulation in the world is estimated at \$1,800,000,000; the remainder being absorbed in watches, plate, jewelry, &c. The annual depreciation by wear and tear of coin is estimated at a fourth of 1 per cent.

PROGRESS OF THE BRITISH PENNY POSTAGE SYSTEM.

[FROM THE LONDON ECONOMIST.]

In its way, the adoption of the "Penny Postage" was, perhaps, the largest experiment ever made: and it is not too much to say, that of its kind, it has been the most successful. But when we say so, we would not be understood to base its success upon the amount of net revenue which it returns to the exchequer. That we have always held, though an important, yet not the main object of a postal establishment. At best, a revenue to the State, over and above the expenditure, should be regarded rather as an incident, than the object of the post-office;—that being an easy, rapid, and cheap means of communication between the different parts of the country, and different portions of the empire. To a great commercial country like England, there is probably nothing so essential to a profitable development of its resources; nothing that tends more to promote its prosperity and increase of wealth; and few things which contribute more to social and intellectual enjoyment and improvement. To understand fully the effect of the "Penny Postage" upon our commercial and social existence, it is only necessary to reflect upon the consequences which would ensue were we to attempt to revert back to the old plan.

Since the first introduction of the uniform penny rate, there has been a rapid annual increase of letters without an exception in any one year. In 1839, the year preceding the reduction, the entire number of letters, including "franks," which passed through the post-office of the United Kingdom was 82,470,596; in 1840, the first year of the reduction, it rose to 168,768,344; since then the increase has been steady but rapid, until, in 1851, the number amounted to no less than 360,647,187. It is interesting to watch the progress of this increase. The following table is taken from a return which has just been presented to Parliament:—

RETURN, AS NEARLY AS CAN BE ESTIMATED, OF THE NUMBER OF CHARGEABLE LETTERS DELIVERED IN THE UNITED KINGDOM, IN THE YEAR IMMEDIATELY PRECEDING THE FIRST GENERAL REDUCTION OF POSTAGE ON THE 5TH DAY OF DECEMBER, 1839, AND FOR THE YEARS 1840, 1845, 1850, AND 1851, SUBSEQUENT THERETO; ALSO, FOR THE FIRST YEAR, THE NUMBER OF FRANKS.

Year ending 31st December.	England and Wales.	Ireland.	Scotland.	Gross total U. Kingdom.
Estimated number of letters, 1839..	59,982,520	8,301,904	7,623,148	77,907,572
Estimated number of franks, 1839..	5,172,284	1,054,508	336,232	6,563,024
Estimated number of letters, 1840..	132,003,525	18,210,642	18,554,167	168,768,344
Estimated number of letters, 1845..	214,153,628	28,587,993	28,669,168	271,410,789
Estimated number of letters, 1850..	275,252,642	35,388,895	35,427,534	347,069,071
Estimated number of letters, 1851..	288,151,755	35,982,782	36,512,649	360,647,188

From this table, it would appear that the relative increase in Scotland and Ireland has been nearly the same, while that in England and Wales has been somewhat larger. But one of the most remarkable features in it is, that Scotland, with less than half the population, shows a somewhat larger number of letters than Ireland.

So far as regards the gross revenue collected, the year ending the 5th of January, 1852, is the first in which the amount is equal to the largest sum collected at the highest rates. The last complete year under the old rates was 1839, when the amount collected as gross revenue was £2,346,278; in 1841 it fell, with the reduction to the penny rate, to £1,359,466; since which time it has gradually increased, until, in 1851, it amounted to £2,422,168. But the enormous increase in the number of letters has

necessarily led to a large increase of expenditure in the management; and chiefly in consequence of the more frequent dispatch of mails, and the extensive employment of railways. But as frequent communication is one of the most important considerations in a commercial country, the additional cost is not to be compared with the great advantages thus secured to the public. In 1839, under the old, dear, and limited system of postal communication, the cost of management amounted only to £686,768, leaving a net revenue of £1,659,509; while in 1851, the cost of management has risen to no less than £1,304,163, leaving the net revenue £1,118,004. The following table, from the same return, shows the gross revenue, the cost of management, and the net revenue in each year since 1838:—

AN ACCOUNT SHOWING THE GROSS AND NET POST-OFFICE REVENUE, AND THE COST OF MANAGEMENT FOR THE UNITED KINGDOM, FOR THE YEAR ENDING THE 5TH JANUARY, 1838, AND FOR THE YEARS 1840, 1845, 1851, AND 1852.

Year ending Jan. 5,	Gross revenue.	Cost of management.	Net revenue.
1840.....	£2,390,763 10 1½	£756,999 7 4	£1,633,764 2 9½
1845.....	1,705,067 16 4	985,110 13 10½	719,957 2 5½
1851.....	2,264,684 5 3¼	1,460,785 13 19½	803,898 11 5½
1852.....	2,422,168 4 1¼	1,304,163 12 8½	1,118,004 11 4½

From this table it appears that the net revenue has more than doubled since 1841, the first complete year of the penny rate.

RECEIPTS AND EXPENDITURES OF THE UNITED STATES.

STATEMENT OF THE RECEIPTS AND EXPENDITURES OF THE UNITED STATES, FROM 1ST JULY TO 30TH SEPTEMBER, 1852.

TREASURY DEPARTMENT, REGISTER'S OFFICE, November 11, 1852.

RECEIPTS.

From Customs	\$15,728,992 25
From Lands	415,945 91
From Loan of January 28, 1847, (Treasury notes funded,).....	10,250 00
From Miscellaneous	531,761 38
Total.....	\$16,686,949 54

EXPENDITURES.

Civil, miscellaneous, and foreign intercourse.....	\$4,889,368 28
<i>Interior—</i>	
Pensions.....	897,967 61
Indian Department.....	2,005,579 50
	<hr/>
	2,903,547 21
<i>War—</i>	
Army, proper, &c.....	2,669,662 23
Fortifications, armories, &c.....	216,787 04
	<hr/>
	2,886,449 27
Navy.....	2,875,000 73
Interest, &c., on old funded debt and Treasury notes	251 68
Redemption of 3 per cent stock.....	7 83
Redemption of stock of the loans of 1843 and 1847.....	300,000 00
Reimbursements of Treasury notes.....	10,300 00
	<hr/>
	\$310,559 51
From which deduct interest on public debt repaid	4,656 14
	<hr/>
	305,903 37
Total	\$13,860,268 76

UNITED STATES TREASURER'S STATEMENT, OCTOBER 25, 1852.

TREASURER'S STATEMENT, SHOWING THE AMOUNT AT HIS CREDIT IN THE TREASURY, WITH ASSISTANT TREASURERS AND DESIGNATED DEPOSITARIES, AND IN THE MINT AND BRANCHES, BY RETURNS RECEIVED TO MONDAY, OCTOBER 25, 1852; THE AMOUNT FOR WHICH DRAFTS HAVE BEEN ISSUED, BUT WERE THEN UNPAID, AND THE AMOUNT THEN REMAINING SUBJECT TO DRAFT. SHOWING, ALSO, THE AMOUNT OF FUTURE TRANSFERS TO AND FROM DEPOSITARIES, AS ORDERED BY THE SECRETARY OF THE TREASURY.

	Amount on deposit.	Drafts heretofore drawn but not yet paid, though payable.	Amount subj. to draft.
Treasury of United States, Washington ..	\$318,890 15	\$60,631 02	\$258,259 13
Assistant Treasurer, Boston, Mass.	1,738,668 64	49,593 71	1,689,074 93
Assistant Treasurer, New York, N. Y.	5,762,852 09	903,434 30	4,859,417 79
Assistant Treasurer, Philadelphia, Pa.	1,137,850 96	136,345 58	1,001,505 38
Assistant Treasurer, Charleston, S. C.	120,282 90	36,974 94	83,307 96
Assistant Treasurer, New Orleans, La.	909,523 26	549,826 10	359,697 16
Assistant Treasurer, St. Louis, Mo.	307,721 74	114,935 27	192,786 47
Depositary at Buffalo, New York.	17,773 39	483 35	17,290 04
Depositary at Baltimore, Md.	24,114 23	11,293 47	12,820 76
Depositary at Richmond, Va.	27,556 71	1,650 61	25,906 10
Depositary at Norfolk, Va.	41,658 50	27,708 80	13,949 70
Depositary at Wilmington, N. C.	1,014 00	1,005 24	8 76
Depositary at Savannah, Georgia.	37,062 70	5,050 00	32,012 70
Depositary at Mobile, Alabama.	24,293 04	20,135 99	4,157 05
Depositary at Nashville, Tennessee.	20,306 28	11,187 88	9,118 40
Depositary at Cincinnati, Ohio.	94,428 29	5,262 41	89,165 88
Depositary at Pittsburg, Pennsylvania.	3,180 80	1,167 74	2,013 06
Depositary at Cincinnati, (late)	3,301 37	.....	3,301 37
Depositary at San Francisco.	800,681 41	241,700 00	558,981 41
Depositary at Dubuque, Iowa.	2,156 45	1,667 10	489 35
Depositary at Little Rock, Arkansas.	11,311 33	5,209 83	6,101 50
Depositary at Jeffersonville, Indiana	39,490 13	9,129 54	30,360 59
Depositary at Chicago, Illinois.	139,531 89	38,966 74	100,565 15
Depositary at Detroit, Michigan.	36,313 87	11,582 54	24,731 33
Depositary at Tallahassee, Florida.	4,481 93	3,715 99	765 94
Suspense account.	\$2,486 66	2,486 66	.....
Mint of the U. S., Philadelphia, Pa.	5,629,170 00	.....	5,629,170 00
Branch Mint of U. S., Charlotte, N. C.	32,000 00	.....	32,000 00
Branch Mint of U. S., Dahlonega, Ga.	26,850 00	.....	26,850 00
Branch Mint of U. S., New Orleans, La. ...	1,100,000 00	500,000 00	600,000 00
Total	13,412,466 06	2,751,144 81	15,663,807 91
Deduct suspense account. ....	.....	.....	2,486 66
			\$15,661,321 25
Add difference in transfers			1,107,500 00
Net amount subject to draft			\$16,768,821 25
Transfers ordered to treasury of the U. S., Washington, D. C.			\$650,000 00
Transfers ordered to Assistant Treasurer, New York, N. Y.			300,000 00
Transfers ordered to Assistant Treasurer, New Orleans, La.			100,000 00
Transfers ordered to Depositary at Norfolk, Virginia			180,000 00
Total			\$1,230,000 00
Transfers ordered from Depositary at Chicago, Illinois.			\$120,000 00
Transfers ordered from Mint of the U. S., Philadelphia, Pa.			2,500 00
Total			\$122,500 00

BANKS UNDER THE GENERAL BANKING LAW OF ILLINOIS.

We give below a statement of Banks organized under the general Banking Law of the State of Illinois; amount of capital stocks as set forth in their certificates of organization; amount of public stocks deposited with the Auditor, as security for circulating notes; value of the same, and the amount of circulating notes delivered to the Banks, October 9th, 1852:—

Name of Banks.	Amount of capital stock as set forth in certificate of organization.	Amount of public st'ks deposited with Auditor.	Value of pub'c st'ks deposited with Auditor.	Amount of circulating notes de'd to the Banks.
Marine Bank of Chicago, Chicago <i>a</i>	\$50,000	\$81,000	\$50,100	\$49,885
Marine Bank of Chicago, Chicago <i>b</i>	500,000	72,565	51,108	28,500
Clark's Exchange Bank, Springfield <i>c</i>	100,000	239,094	99,992	99,992
Clark's Exchange Bank, Springfield <i>d</i>	500,000	319,350	179,410	179,008
Merchants' & Me'nics' B'k of Chicago, Chi'go.	100,000	50,000	54,700	54,700
Stock Security Bank, Danville.....	300,000	30,000	50,000	49,995
The City Bank, Chicago.....	200,000	50,000	50,000	49,995
The Bank of Ottawa, Ottawa.....	500,000	50,000	50,000	49,995
The Bank of Lucas and Simonds, Springfield	250,000	52,799	51,119	50,000
Commercial Bank, Chicago.....	264,000	50,000	50,000	35,000
The Bank of America, Chicago.....	1,000,000	93,501	50,060	10,000
The Chicago Bank, Chicago.....	1,000,000	108,707	52,615	24,000
The Rock Island Bank, Rock Island.....	500,000	50,000	50,000	49,995
Central Bank, Peoria.....	500,000	50,000	50,000	20,000
The Quincy City Bank, Quincy.....	1,000,000	50,000	50,000	.....

The following named banks, projected in Illinois under the general law of that State, have filed certificates, but no securities have been deposited, and no circulating notes issued:—

Name of Banks and where located.	Amount of capital stock as set forth in certificate of organization.
Peru Bank, Peru.....	\$200,000
Illinois River Bank of Taylor and Coffing, Peru.....	250,000
Belvidere Bank, Belvidere.....	75,000
The Prairie State Bank, Washington, Tazewell County.....	500,000
Geneva Bank, Geneva.....	100,000
Farmers' and Mechanics' Bank of Quincy, Quincy.....	500,000
Stephenson County Bank, Freeport.....	50,000
Bank of North America, Chicago.....	1,000,000
Bank of Bloomington, Bloomington.....	500,000
The Bank of Chicago, Chicago.....	500,000
The Union Bank, Chicago.....	200,000
The Merchants' and Farmers' Bank, Springfield.....	1,000,000

GOLD AND SILVER IN THE BANK OF ENGLAND.

The scarcity of silver since gold has been so abundant, is seen in the following statement, showing the comparative amounts of gold and silver bullion in the Bank of England at several periods:—

	Gold.	Silver.
September 4, 1847.....	£7,373,815	£1,023,035
“ 2, 1848.....	12,167,567	705,928
“ 8, 1849.....	13,641,173	277,077
“ 2, 1850.....	15,883,857	219,958
“ 5, 1851.....	13,674,190	32,375
“ 4, 1852.....	21,334,921	19,154

a Organized January 13, 1852. *b* Organized May 26, 1852. *c* Organized April 26, 1852. *d* Organized June 14, 1852.

The amount in general circulation in England, has been much reduced recently by the emigrants to Australia, who have taken out silver in preference to gold. Silver in the colonies is received as a legal tender for all payments, while in England it is only a legal tender for payments of 40s. and under. To lessen this out-going of silver coin to Australia, it is proposed to make the laws in the colonies conform to the parent country. The British government were about to order a large issue of new silver coin. The price of silver, and the alloyed rate of the coinage, pays the government well for supplying the public with a sufficient amount for circulation. At the last accounts, the market price for dollars was 4s. 10 $\frac{3}{4}$ d., and for silver 6s. $\frac{1}{2}$ d ; while the rate at which silver is coined at the mint into English silver is 5s. 2d.

BRITISH POST-OFFICE SYSTEM OF REMITTING MONEY.

Independent of carrying letters, the Post-Office Department of Great Britain has of late years assumed a new and most important function to the public, that of a medium for the safe remittance of small sums of money from one part of the United Kingdom to another. The working of this system is thus stated in the London *Economist* :—

So late as 1840, the number of money orders issued in the United Kingdom was but 188,921, representing a sum of £313,124 ; while in 1851 the number of orders issued had increased to no less than 4,661,025, and the amount to £8,880,420. The average amount of each order in 1840 was £1 13s. 2d., and in 1851 it was still only £1 18s. 1d. It is, therefore, clear that the large increase in the aggregate amount has not arisen from the introduction of a new class of business, which can be supposed to interfere with the transactions of ordinary banks. The following table shows the progress of this department of the Post-office business since 1840 :—

RETURN OF THE NUMBER AND AMOUNT OF MONEY ORDERS ISSUED AND PAID IN THE UNITED KINGDOM DURING THE UNDERMENTIONED YEARS.

	UNITED KINGDOM.	
	Number.	Amount.
For the year ended 5th January, 1840 ...	188,921	£313,124 13 0
For the year ended 5th January, 1845 ...	2,806,803	5,695,395 7 4
From 1st January to 31st December, 1850	4,439,713	8,494,498 10 7
From 1st January to 21st December, 1851	4,661,025	8,880,420 16 1

For the last year the total amount was divided between different parts of the United Kingdom as follows :—

	No. of orders.	Amount.
England and Wales.....	3,878,497	£7,518,060
Ireland	392,848	653,360
Scotland	389,680	709,000
Total	4,661,025	£8,880,420

The entire cost of the establishment and other expenses, incident upon this branch of the Post-office business, is returned as £69,922, while the amount of commission received by the Post office is £77,420,—leaving, therefore, a small profit of upwards of £7,000.

These facts will be regarded with great satisfaction by the numerous, active, and energetic persons throughout the kingdom who took a warm interest in promoting this,—one of the greatest practical reforms of modern times.

SHIPMENTS OF GOLD DUST AT SAN FRANCISCO.

The manifested shipments of gold dust (according to Hussey, Bond & Hale's Circular) for three months, ending September 30th, 1852, has been as follows :—

July.....	\$4,515,480
August	1,591,577
September	3,963,471
Total.....	\$10,070,528

Of which amount to Europe, namely :—

In July	\$533,437
In August.....	209,499
In September.....	670,734
Total to Europe....	\$1,413,670

The entire product of gold since the discovery of California mines to July 1st, of present year, is estimated at \$174,780,877.

WEIGHING DEPARTMENT OF THE BANK OF ENGLAND.

One of the most interesting and astonishing departments within the whole compass of the Bank of England is the weighing department, in which, with the rapidity of thought, and a precision approaching to the hundredth part of a grain, the weight of the gold coins is determined. There are six weighing machines, kept working by the same agency which applies all mechanical power in the band, and three weighers attend to these. Rolls of sovereigns, or half-sovereigns, are placed in grooves, and are shaken, one at a time, by the motion of the machine, into the scale. If they are of standard weight, they are thrown by the same mechanical intelligence into a box at the right hand side of the person who watches the operation; if they have lost the hundredth part of a grain, they are cast into a box on the left. Those which stand the test are put into bags of 1,000 sovereigns each, and those below par are cut by a machine, and sent back to the mint. Between one thousand and two thousand light sovereigns are thus daily sent out of circulation. The silver is put up in bags, each of £1,000 value, and the gold into bags of a thousand, and then those bagfuls of bullion are sent through a strongly-guarded door, or rather window, into the treasury. The treasury is a gloomy apartment, fitted up with iron presses, which are supplied with huge locks and bolts, and which are perfectly fire-proof. Gold, silver, and paper money, ready for circulation, to the amount of £22,000,000 sterling, were in the treasury when we visited it. One of the gentlemen in that department placed 1,000 sovereigns in our hand, and, at the same time pointed to seventy bags full of gold in a little recess which he had thrown open, making, in all, the modest sum of £70,000. He placed notes of half a million also upon our palm, which, no doubt, had its own sensation as the precious deposit trembled on its top.—*Hog's Instructor.*

NAUTICAL INTELLIGENCE.

THE AMERICAN NAUTICAL ALMANAC.

We learn from *Silliman's Journal of Science*, that the first volume of the American Nautical Almanac, published by authority of Congress, will appear in a few weeks. It has been prepared under the supervision of Lieut. C. H. Davis, U. S. N. It is stated that this work will be a material improvement on the British Nautical Almanac, in having more current lunar tables, which give more accurate predictions, as tested in the case of the eclipse, July 28, 1851.

"At Washington, the British almanac was in error for the beginning of the eclipse 78 seconds, and for the end 62 seconds. The American almanac was in error for the beginning only 13 seconds, and for the end only one second and a half." * * * *
 "The errors exposed in this eclipse may give rise to an error of from 15 to 20 miles in the determination of the longitude at sea by means of lunar distances, and to an uncertainty of twice that amount. The possibility of such an error, arising from this source, is removed in the American ephemeris."

There are other points of superiority; one of the principal being "a more complete, full and accurate table of latitudes and longitudes, particularly of American latitudes and longitudes, than is now anywhere to be found," and the other relates to the tide tables and other practical information concerning the tides. The announcement of the American work has reduced the price of the British from 5s. to 2s. 6d.

OF ENTERING THE CHANNEL OF THE BAY OF SMYRNA.

AUGUSTUS STAFFORD, Secretary of the Lords Commissioners of the Admiralty, has transmitted to Capt. G. A. HALSTEAD, Secretary, Lloyd's, for the information of the committee for managing the affairs of Lloyd's, the following extract from a letter which has been received from Commander Spratt, of her majesty's surveying vessel Spitfire, relative to alterations in the marks for entering the Channel of the Bay of Smyrna:—

H. M. STEAM VESSEL SPITFIRE, Smyrna, August 26th, 1852.

SIR:—Having, since my arrival at this port on August 13th, been enabled to examine the Spit of the mouth of the Hermes, upon which a beacon was placed in 1842, and having ascertained that it has considerably grown out by the depositions from that river since that time, I therefore felt it my duty, as early as possible, to inform you of the fact, for the benefit of the merchants and captains interested in the navigation of this gulf, and to point out to them that the marks given in a copy of a chart of the "Channel of Bay of Smyrna," by Captain Graves and the officers of H. M. S. Beacon, which was then published at this port, viz:—"That the north end of the old castle on Mount Pagus, on which the south end of Sanjac Castle, clears the Mermer Spit," is no longer true, the spit having grown out beyond those marks.

It is now necessary to substitute the following for the former marks:—A large and conspicuous tree with a house under it, which appears to the south of Sanjac Castle, on with the north end of the old castle on Mount Pagus. This latter object will in consequence be more than twice its breadth open to the south of Sanjac Castle, instead of touching it as by the old marks. N. B.—This spit is the only one of such rapid increase as to sensibly affect the navigation of the channel in a few years. But it is one of least danger where a proper look-out is kept, since the reeds growing on the lips of the river are within a cable's length of the extremity of the spit, and the shallow bar is generally seen to break, or with trunks of trees aground upon it.

As the other spits extend some distance from dry land, they are not easily indicated; the marks for them being very distant and indistinct. It is therefore the more to be regretted that the buoys formerly placed upon these spits, by the subscription of some few merchants, have been entirely removed through the apparent want of interest, or care about their preservation, by the local authority.

The consequence is, that many vessels now ground upon these spits, much loss of time and expense follows, which often is far more than would be the cost of replacing and maintaining such necessary guides to a great commercial port.

Finding that notice of their entire removal is not generally known, strangers arriving at the Port of Smyrna are thus often placed in a difficulty. (Signed.)

T. SPRATT, Commander.

OF THE LIGHT ON THE ISLAND OF SEIRO.

James Booth, under date Whitehall, September 24, 1852, has, under the direction of the Lords of the Committee of Privy Council of Trade, transmitted to Captain G. A. HALSTEAD, R. N., Secretary at Lloyd's, for the information of the committee managing the affairs at Lloyd's, and in order that it might obtain publicity, the subjoined translation of a notice issued by the Danish Marine Board, respecting a new light established on the Island of Seiro, at the northern entrance of the Great Belt, and which will be lighted for the first time on the 25th October, 1852.

"On the so called Guiben, on the northmost point of the same Island of Seiro, lat. 55° 55' 10" north, and lon. 11° 5' 9" east of Greenwich, a revolving light will be established on a tower 50 feet above the land, and 100 feet above the sea.

"The new light, which will be lighted for the first time on the 25th inst., and will thereafter be kept burning the same time as all the other lights in the kingdom; viz:—From half an hour after sunset until sunrise, will consist of eight lamps with reverberators, which will take six minutes to each revolution, so that they show a strong light, lasting between 12 and 15 seconds, every second minute.

"The light will show all around the horizon for the distance of 3½ to 4 miles, (14 to 16 miles English.)

"Marine Board, September 10, 1852.

SOUTH FORELAND HIGH LIGHT.

[TRINITY-HOUSE, LONDON, September 1, 1852.]

This corporation having, with a view to promote the safety of vessels when navigating by night in the vicinity of Folkstone, recently caused examination to be made of the rocky patches which extend from the shore at Copt Point; and having ascertained that additional facility for navigating that part of the Channel, will be afforded by decreasing the range of the South Foreland High Light to the northward, notice is hereby given, that on and after the 1st of October next, the light from the said high light-house will not be visible to the northward of the line of bearing of W. by S. south-erly.

Masters of vessels drawing more than 14 feet water should adhere to the old rule, which requires that the lower light shall be kept in sight when approaching the shore; and masters and pilots of all vessels not bound to Folkstone Harbor are now instructed to stand off immediately the high light disappears.

By order, J. HERBERT, Secretary.

DIRECTIONS FOR SAILING INTO AND OUT OF HARBOR GRACE.

Ships going out of Harbor Grace with scant winds, should never open Long Harry of the easternmost land; that mark will lead clear of the White Rock and North Bar. For the South Bar, never open Ship's Head Beacon on the beach, until the beacon opposite the Chapel opens to the southward of Father Ewer's House, you are then clear of the South Bar and may haul to S. E.

LEADING MARKS INTO HARBOR GRACE. The beacon on Ship's Head just open to the northward of the beacon on the beach, will lead mid-channel; or Long Harry just touching to the easternmost land. The beacon open of Father Ewer's House, will lead along the eastern side of the bar in four fathoms low water, spring tides.

The beacon between Father Ewer's House and the Spire, is the cross mark for the spit or point of the bar. The beacon on with the west end of Dr. Stirling's house, (now the Nunnery,) leads along the west side of the bar, in five fathoms, low water, spring tides.

WEST COAST OF JUTLAND, AND THE COASTS OF BORNHOLM.

The Danish Consul General at London, (England,) under date September 28th, 1852, has issued the subjoined notice to mariners:—

Notice is hereby given to mariners, in the event of their being unfortunately stranded on the west coast of Jutland, or on the coasts of Bornholm, and no communication can by other means be made with the ship for rescuing the crew, that a line of nine yarns will be thrown to them by the aid of a rocket apparatus.

On the shipwrecked seamen hauling in this line it will be followed by a 3½ inch warp, having a block secured at the end, in which is the bight of a smaller line. Both ends of this line are fastened to the escape-chair, which by means of an iron ring traverses the 3½ inch warp. This warp is to be made fast on board the vessel as high as practicable, in order that the chair, if possible, may pass clear of the surge.

The chair can now, by help of the small line which runs into the block fastened to the warp on board, be hauled in and out on the warp; and the communication for the rescue of the crew be thus established.

DETENTION OF VESSELS AT HAMPTON ROADS.

A Committee was appointed at the last meeting of the Board of Trade, to address the Treasury Department with reference to the undue detention of vessels bound to Baltimore at Hampton Roads, by the Collector at Norfolk. The committee received in answer the following letter:—

TREASURY DEPARTMENT, November 12, 1852.

GENTLEMEN: In reply to your communication of the 8th inst., respecting the detention of vessels, bound to Baltimore, by being compelled to enter and clear at Norfolk while detained at Hampton Roads, I have to state that the collector at Norfolk has been instructed under this date to require, in such cases, the delivery of a certified copy of the manifest to the boarding officer, but not to require the vessels to enter and clear at his port. I am, respectfully, your obedient servant,

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

JOURNAL OF MINING AND MANUFACTURES.

THE FIRST MINING OPERATIONS IN NORTH AMERICA.

TO FREEMAN HUNT, *Editor of the Merchants' Magazine*:—

Doubtless there may be some readers of the *Merchants' Magazine*, who will be surprised to learn that regular mining operations were undertaken in our country long prior to the Revolutionary War; and that some of the mines then opened have scarcely been surpassed in importance and value by the recent enterprises of a similar character, even in California. With such persons the impression may exist, that the developments of mineral wealth in that distant State, have now, for the first time, turned public attention to the resources of the country more contiguous to us, and awakened the present spirit of mining enterprise. But this is not the fact. It is well known that a mania for gold existed in the minds of many of the first settlers of the American Colonies. They made extensive explorations, especially in that portion of the Colonies which now contains the States of New York, Connecticut, Massachusetts, New Hampshire and Vermont. In some instances, these explorations must have been limited only by the impenetrable nature of the forests, or the hostile disposition of the Indians. From a large mass of letters and memoranda now before me, which were written by Mr. Sampson Simson, in the year 1750, I am induced to believe that all, or nearly all, of the mines now known to exist in the United States were then discovered. And, in addition, there were doubtless others, which were subsequently lost sight of, in consequence of their remoteness from the settlements, and the danger attending the access to them.

It is a very natural question to ask of what account such mines can be, as they have not yielded anything of special value even to the present day. Nay, it is even said, that the work upon them has long ago ceased, and even tradition has reported them as valueless. It is a fact that no important yield was formerly obtained from them, and it is likewise a fact that tradition reports them to be valueless, because the operations upon them were long ago suspended. But it is not a fact, on the contrary it is very far from the truth, that these operations were suspended because the mines were of little value. Instead thereof, many of them are of great value, but their situations were so exposed during the Revolutionary War, that all work upon them was, from the necessity of the case, suspended. This, I think, will be so apparent from the following facts which I am about to relate, as to convince any one that the public impression upon this point is erroneous, and that we yet have in our very midst, mineral wealth of incalculable value and of rare richness.

It does not appear that any serious efforts were made to develop these mines, until about a century ago. At that time, Mr. Sampson Simpson, a highly honorable and wealthy merchant of the city of New York, in connection with capitalists in London, made extensive explorations and commenced working many of them. Their explorations they extended from North Carolina to Massachusetts.

In the year 1764, he associated with himself Charles Scott, of Virginia, who was afterwards a member of the First Continental Congress, General Moncton, Colonel James, an Engineer in the British Army, who had command of the sappers & miners at the Battle of Bunker Hill, the Governors of New York and Massachusetts, the Provost of New York, George Trail, Thomas Barstow, Colonel McLane, Henry Remsen, and General Ethan Allen. With these gentlemen he continued to be associated until the time of his death, which occurred in the year 1773. His successor was Solomon Simpson, the father of Sampson Simpson, who at present resides in Warren Street in New York.

During the lifetime of Mr. Sampson Simpson, he obtained many valuable mining rights from individuals and the Crown of Great Britain. Amongst the most valuable of these, was a grant from the Crown, of all mines and minerals in Hampshire County in the Colony of Massachusetts, which embraced the present counties of Hampden, Franklin and Hampshire; also the mines and minerals in the Manor of Philipsburgh, including a portion of Westchester and Putnam counties in the State of New York; and the lands from the Town of Roxbury in the State of Connecticut, now known as the Spruce Hill Mines. He worked, also, a silver mine at Norwalk, Connecticut; the same which is now worked by Doctor Frankfort, or one very near to it. Under the association above mentioned, the copper mines at or near Granby, Connecticut, the

mines on Spruce Hill, Litchfield County, and the silver mine at Sing Sing, Westchester County, New York, were very extensively worked and proved exceedingly rich. The latter mine yielded a large quantity of native silver, some portions of which may now be seen at the office of Sampson Simpson, Esq., No. 18 Beekman Street, New York.

As a large number of the stockholders of this silver mine at Sing Sing, belonged to the British Army on the commencement of the Revolutionary War, and as its location was very much exposed, the operations upon it were suspended at that time. The tools, smelting house and other buildings were removed by the Continental Army to West Point, and the latter were made to serve for barracks during the war. It was, therefore, solely on account of these circumstances, and not from a scarcity of metal that this work was discontinued. It is certainly to be hoped that some enterprising individuals will again open these mines, and render their untold wealth useful to mankind, as well as profitable to their present proprietor.

Previously to this time, operations had been commenced on the mines in the vicinity of Northampton. On the 5th October, 1765, Charles Scott, Ethan Allen, Benjamin Stiles, Abram Bronson, Israel Bronson, John Frederick Stendall, Thomas Row, and three slaves, Tom, Cato, and Cesar, left Roxbury, Connecticut, for Northampton, took possession of the mines, and began to work them. On the 29th of November, 1776, Thomas Row, mining captain, writes to Mr. Sampson Simpson as follows: "I have been in Northampton as you desired me, and find that part looks as though it would produce a great deal of lead ore; the Messrs. Bronson think they have cleared £300 besides paying all the charges. I was at three places or mines, or rather veins, which are very large and are mixed very much with ore; there is another about two miles from Bronson's. This vein is the largest I ever saw;" (Southampton Lead Mines) "the first stone of ore taken out of the back of the vein, weighed above two hundred weight, almost solid. This vein is open six rods long and four feet wide, mixed very thick with ore; there is one part of the vein that is above a foot pretty near solid."

Judge B. Stiles and Charles Scott wrote to Mr. Simpson concurring with Captain Row in the above statement.

During the year 1771, Colonel James, Royal Engineer, (the same who afterwards commanded at Bunker Hill,) obtained leave of absence and sailed for England, with authority to sell a portion of the mines at Sing Sing, Roxbury, and Northampton, and also to conclude the sale of a portion of the mines that had been negotiated by Doctor Benjamin Franklin to General Moncton. A portion of the funds were paid and acceptances made to the amount of £6,000 sterling, payable at a subsequent day. But owing to the disturbed state of the colony, it was deemed prudent not to pay the bills at maturity. Colonel James returned in time to participate in the Battle of Bunker Hill. The War of the Revolution, which now broke out, put an end to all mining operations, and it was not until many years afterwards, that the work was resumed.

In the years 1807, 1808 and 1809, Perkins Nichols, Esq., of Boston, obtained deeds from the owners of the soil for some of these mining rights of the proprietor, and commenced operations in the spring of 1809. At Southampton the property was divided by sales of portions to the Hon. Thomas H. Perkins & Brother, Isaac P. Davis, and David Hinkley. Subsequently, and by consent of the parties, it was conveyed to Dr. Solomon Bond in trust, but this gentlemen was never interested in the property. These mines were afterwards subdivided and shares sold to various individuals, who from time to time forfeited their interests by non-payment of assessments, until the whole property became vested in Perkins Nichols, Thomas H. Perkins, Isaac P. Davis, and David Hinkley. It was owing to the perseverance of the latter gentleman that the works were continued several years, after all the other parties had ceased to advance money to push forward the enterprise.

The canal leading to the adit is about $\frac{3}{4}$ of a mile in length. This adit, which is horizontal and of 1,142 feet, has been driven into the solid rock, and will drain the mine of water to the depth of 200 feet at its greatest elevation. A shaft was sunk to ventilate the adit to the depth of 159 feet. A shaft has also been sunk about 45 feet on the course of the vein.

The work upon this mine ceased in consequence of the death of David Hinkley and also that of his head miner, Mr. Work. They were thirteen years driving this adit.

In the year 1847, Knowles Taylor, Esq., and Charles Stearns, Geologist of the city of New York, made an unsuccessful attempt to purchase these mines. But the tradition of the outstanding title of Sampson Simpson, and their inability to find his heirs induced them, at that time, to abandon the enterprise. Subsequently, in the year 1849, Mr. Stearns became the purchaser of the Roxbury Silver Mines, and then found that

in order to perfect his title it was necessary for him to search out the descendants of Mr. Simpson. In this renewed effort he ultimately met with complete success. He found Sampson Simpson at Yonkers, Westchester County, New York, with all the papers of his uncle in the most perfect state of preservation; and with them there was also the long lost title to the Hampshire mines. He immediately purchased the interests of the mining company formed by Perkins Nichols, and a good-will or quit-claim deeds of the occupants and owners of the soil. On the 4th of June last, he commenced operations at the Northampton mines. The labor of a few days was sufficient to make most important developments, which led to a sale of the property to Messrs. Sandford, Coit, & Griswold.

Since the sale, Messrs. Stearns & Sturges have devoted their energies to clearing out the mines, timbering the old adit at the Southampton mines, and taking the water out of the shaft; all of which they have successfully accomplished. They have also let the mines to a company of Cornish miners, who work them for one-half the ore raised, and pay their own expenses. Thus, after nearly a century, these mines promise most important results to the proprietors.

The facts presented in this brief detail of these mines show the decided energy with which some of the most intelligent capitalists of the Colonies and in England embarked in mining operations. At the same time they make apparent how completely all enterprise was paralyzed by the Revolutionary War, and how widely public attention was diverted from these enterprises, and even their localities, so as to render an investigation of the title of the owners extremely difficult. It is not wonderful that, under such circumstances, operating for a series of years, an erroneous impression that these mines and many others were valueless should become deeply fixed in the public mind. Nothing, however, is necessary to remove this mistake, and present the subject in its true light, but the completion of the explorations which have been set on foot.

I remain, dear sir, your obedient servant,

CHARLES STEARNS.

THE MANUFACTURE OF GLASS.

NUMBER IV.

LEGENDS OF THE GLASS HOUSE, ETC.

Enough has been adduced to show the peculiar estimation in which the art of glass making was formerly held, and the privileges conferred on it by the various governments of Europe.

The art was thus invested with an air of romance almost; and a manufacture commanding so much attention on the part of the governments, was regarded with a great share of awe and wonder.

It is not strange that in this state of things, various legends should have been identified with the manufacture and its localities. Among these legends was that which ascribed to the furnace fire the property of creating the monster called the salamander. It was believed, too, that at certain times this wonderful being issued from his abode, and as opportunity offered, carried back some victim to his fiery bed. The absence of workmen, who sometimes departed secretly for foreign lands, was always accounted for by the hypothesis that in some unguarded moment they had fallen a prey to the salamander. Visitors, too, whose courage could sustain them, were directed to look through the eye-hole to the interior of the furnace, and no one failed to discover the monster coiled in his glowing bed, and glaring with fiery eyes upon the intruder, much to his discomfiture and effectually as to his retreat. Some gallant knights, armed "cap-a-pie," it is said, dared a combat with the fiery dragon, but always returned defeated—the important fact being doubtless then unknown or overlooked, that steel armor, being a rapid conductor of heat, would be likely to tempt a more ready approach of the fabled monster.

There was another current notion that glass was as easily rendered malleable as brittle, but that the workmen concealed the art, and the life of any one attempting the discovery was surely forfeited. An ancient writer on glass, "Isiderus," states that in the reign of Tiberius, an artist banished from Rome on political considerations, in his retirement discovered the art of rendering glass malleable; he ventured to return to Rome, in hopes of procuring a remission of his sentence and a reward for his invention; the glass makers supposing their interest to be at stake, employed so powerful an influence with the Emperor (who was made to believe that the value of gold might

be diminished by the discovery) that he caused the artist to be beheaded, and his secret died with him. "Blancourt" relates that as late as the time of Louis XIII., an inventor having presented to Cardinal Richelieu a specimen of malleable glass of his own manufacture, he was rewarded by a sentence of perpetual imprisonment, lest the "vested interest" of French glass manufacturers might be injured by the discovery. Even at the present day, the error is a popular one, that if the art of making glass malleable were made known, it would have the effect of closing nearly all the existing glass works—while the truth is, that quite the reverse would be the result. Whenever the art of making glass malleable is made known, it will assuredly multiply the manufacture to a tenfold degree.

It was formerly the custom for the workmen, in setting pots in the glass furnace, to protect themselves from the heat by dressing in the skins of wild animals from head to foot; to this "outré" garb were added glass goggle eyes, and thus the most hideous looking monsters were readily presented to the eye. Show was then made of themselves in the neighborhood, to the infinite alarm of children, old women and others. This always occurred, with other mysterious doings on the occasion of setting the pot, or any other important movement attendant on the business. The ground was thus furnished for very much of the horrible "diablerie" connected with the whole history of the manufacture.

A belief was long prevalent, that glass drinking vessels, made under certain astronomical influences, would certainly fly to pieces if any poisonous liquid was placed in them; and sales of vessels of this kind were made at enormous prices. Another idea pervaded the community, that vessels of a certain form, made in a peculiar state of the atmosphere, and after midnight, would allow a pure diamond to pass directly through the bottom of the vessel. Various articles, such as colored goblets, were thought to add to the flavor of wine, and to detract materially from its intoxicating quality.

All these and many other popular notions added greatly to the mystery and renown of glass manufacturers. We close this number with an extract from "Howell's Familiar Letters;" "Murano," says he, "a little island about one mile from Venice, is the place where crystal glass is made, and it is a rare sight to see whole streets where on one side there are twenty furnaces at work. They say here, that although one should transfer a furnace from Murano to Venice, or to any of the little assembled islands about here, or to any other part of the earth beside, to use the same materials, the same workmen, the same fuel, and the self-same ingredients every way, yet they cannot make crystal glass in that perfection for beauty and luster as at Murano. Some impute it to the circumambient air, which is purified and attenuated by the concurrence of so many fires, that are in these furnaces night and day perpetually, for they are like the vestal fires, never going out."

There is no manufacturing business carried on by man combining so many inherent contingencies, as that of the working of flint-glass. There is none demanding more untiring vigilance on the part of the daily superintendent, or requiring so much ability and interest in the work. Unlike all other branches of labor, it is carried on by night and day, is governed by no motive-power connected with steam or water, and has no analogy to the production of labor by looms or machinery.

The crude material of earth being used, each portion requires careful refining from natural impurities, and when compounded, being dependent upon combustion in the furnace for its completion, (which combustion is affected by change of the atmosphere beyond the power of man to direct, but exercises a power to affect the heat of the furnace acting for good or evil,) much responsibility rests upon the furnace tenders; constant care on their part is required. A slight neglect affects the quality of the glass. A check upon the furnace in founding time will spoil every pot of metal for the best work. Over-heat, too, will destroy the pots, and the entire weekly melt will be launched into the cave, at a loss of several thousand dollars. Even with the utmost care, a rush of air will not uncommonly pass through the furnace and destroy one or more pots in a minute's space. And when the furnace has yielded a full melt, and is ready for work, many evils are at hand, and among the ever-jarring materials of a glass-house, some one becomes adverse to a full week's work; vigilance is not always the price of success.

Again: no branch of mechanical labor possesses more of attraction for the eye of the stranger or the curious, than is to be witnessed in a glass-house in full play. The crowded and bee-like movements of the workmen, with irons and hot metal, yet each, like the spheres of his own orbit, presents a scene apparently of inextricable confusion.

It is a difficult task to describe the curious and interesting operations of the glass-blowers; for the present we may say, that there is no other employment so largely dependent upon steadiness of nerve and calm self-possession. The power of manipulation is the result of long experience. The business of the glass-blower is literally at his "finger's ends." It is most interesting to witness the progress of his labor, from the first gathering of the liquid metal from the pot, and the passing it from hand to hand, until the shapeless and apparently uncontrollable mass is converted into some elegant article. Equally interesting is it to witness with what dexterity he commands, and with what entire ease he controls the melted mass—the care, also, with which he swings it with force just enough to give it the desired length, joins it to other pieces, or with shears cuts it with the same ease as paper. The whole process, indeed, is one filled with the most fascinating interest and power.

Of all the articles of glass manufacture, none command a greater degree of attention than the article called the salver, and no other develops so pleasing and surprising effects in its processes. When seen for the first time, the change from a shapeless mass, the force with which it flies open at the end of the process, changing in an instant into a perfect article, all combine to astonish and delight the beholder.

Mystery is as much a characteristic of the art now as at any former period; but it is a mystery unallied to superstition—a mystery whose interpreter is science—a mystery which, instead of repelling the curious and frightening the ignorant, now invites the inquiring and delights the unlearned.

D. J.

INDUSTRIAL PROGRESS OF GEORGIA.

In the *Cotton Plant*, a valuable and interesting paper, published at Washington, devoted to the development, agricultural, mineral, and manufacturing, of the South, as well as to the promotion and cultivation of every other species of industrial pursuit, having in view the commercial emancipation and real independence of the Southern section of the confederacy, we find the following brief, yet comprehensive summing up, of the progress which Georgia—justly styled the "Empire State of the South"—has made in the growing, fabrication and encouragement, of the different branches of industry, upon the sound, stable, and permanent advancement of which, the prosperity, the strength—in fact, the future independence of the South—mainly depends:—

"Georgia has advanced most rapidly in her industrial progress. Her manufactories, railroads, and agricultural reform, have caused this. In 'castings' she has four establishments, with a capital invested of \$35,000. They consume 440 tons pig iron, 100 tons mineral coal, 9,800 bushels of coke and charcoal. There are 39 hands employed in them. The value of raw material, etc., is \$11,950. These establishments turn out 415 tons castings. The entire value of product being \$46,800. In 'Pig Iron' she has three establishments—

Capital invested.....	\$36,000
Ore used..... tons	5,189
Value of raw material.....	\$25,840

There is turned out 900 tons pig iron, value of entire product, \$57,300. She has in 'Woolen Goods' three establishments—

Capital invested.....	\$68,000
Pounds of wool used.....	153,816
The value of the raw material is.....	\$80,392
Yards of cloth manufactured.....	340,660
Entire value of product.....	\$88,750

In 'Cotton Goods' she has over thirty-five establishments—

Capital invested.....	\$1,730,156
Number of bales of cotton consumed.....	20,230
Value of raw material.....	\$900,419
The number of yards sheeting, etc., turned out.....	7,209,292
The value of entire product is.....	\$2,135,044
The entire amount of capital invested in Georgia in manufactures is.....	\$1,859,156
The entire product.....	\$2,329,294

"Can the South manufacture? Has she capital? Do manufactories produce?"

STATISTICAL ACCOUNT OF TANNERIES IN THE UNITED STATES, AS COMPILED FROM THE RETURNS OF THE CENSUS OF 1850,

State.	No. of establishments.	Capital invested.	No. of Hides and Skins.		Value of raw material.	Hands employed.		Monthly wages.		No. of sides of leather Skins, &c., produced.		Value.
			Hides.	Skins.		Male.	Female.	Male.	Female.	Skins.	Sides of leather.	
Maine.....	213	\$732,747	316,334	81,350	\$892,343	787	3	17,229	28	81,350	632,668	\$1,620,636
New Hampshire....	163	441,975	166,579	109,595	543,779	502	..	11,737	...	109,595	333,158	900,421
Vermont.....	152	346,250	125,052	44,330	357,946	397	..	8,807	...	44,330	250,104	587,466
Massachusetts.....	246	1,377,725	750,220	293,000	2,311,178	1,510	32	41,246	368	293,000	1,500,440	3,519,123
Rhode Island.....	10	42,900	10,571	14,861	40,615	38	..	829	...	14,861	21,142	75,010
Connecticut.....	115	360,500	122,455	67,110	453,854	407	..	10,027	...	67,110	244,910	731,000
New York.....	942	5,025,143	1,707,862	871,894	6,065,221	4,914	31	103,171	293	871,894	3,415,724	9,804,000
New Jersey.....	133	572,857	101,485	120,731	423,537	405	..	8,946	...	120,731	202,970	724,466
Pennsylvania.....	1,039	3,540,318	926,450	293,798	3,169,109	2,978	2	54,784	17	293,798	1,852,960	5,275,492
Delaware.....	16	99,350	26,050	12,950	99,620	108	..	2,533	...	12,950	52,100	163,742
Maryland.....	116	628,900	169,585	68,810	725,612	479	..	8,034	...	68,810	339,170	1,103,139
Virginia.....	341	676,983	189,200	74,573	498,926	900	6	13,643	62	74,573	378,400	894,877
North Carolina.....	151	251,055	77,805	24,035	191,237	372	1	5,291	4	24,035	155,610	352,535
South Carolina.....	91	184,335	55,000	13,830	131,679	264	..	3,667	...	13,830	110,000	261,332
Georgia.....	140	262,855	81,484	21,705	185,604	402	..	7,107	...	21,705	162,968	361,586
Florida.....	4	9,400	2,100	1,200	4,300	12	..	189	...	1,200	4,200	9,200
Alabama.....	149	200,570	79,033	13,922	158,247	457	5	7,700	45	13,922	158,066	335,911
Mississippi.....	92	145,615	52,315	9,730	111,474	266	3	4,924	25	9,730	104,630	229,407
Louisiana.....	15	38,800	10,500	2,850	26,440	51	3	930	22	2,850	21,000	55,025
Texas.....	22	33,850	9,350	1,750	18,624	63	1	1,007	10	1,750	18,700	52,050
Arkansas.....	51	42,100	16,450	3,851	35,230	110	..	1,814	...	3,851	32,900	78,774
Tennessee.....	394	490,320	166,944	43,429	396,159	915	6	14,338	32	43,429	333,888	746,484
Kentucky.....	275	763,455	196,200	69,380	537,147	877	2	14,417	9	69,380	392,400	985,267
Ohio.....	706	1,340,389	344,280	228,493	1,118,080	1,826	..	35,830	...	228,493	688,560	1,964,591
Michigan.....	60	236,000	72,365	23,600	203,450	265	..	6,782	...	23,600	144,730	363,980
Indiana.....	358	514,897	141,549	57,070	405,838	836	2	15,199	14	57,070	283,098	714,813
Illinois.....	96	188,373	50,825	21,575	129,907	240	..	5,145	...	21,575	101,650	244,028
Missouri.....	148	228,095	120,667	44,493	247,956	412	5	8,306	41	44,493	241,334	466,241
Iowa.....	14	20,350	5,340	850	10,745	28	..	543	...	850	10,680	24,520
Wisconsin.....	8	78,950	29,800	14,900	93,380	75	..	1,710	...	14,900	59,600	175,710
New Mexico.....	1	500	120	.....	200	3	..	60	.....	.....	240	940
District of Columbia.	2	25,000	5,000	4,200	25,600	10	..	270	...	4,200	10,000	40,000
Total.....	6,263	18,900,557	6,125,970	2,653,865	19,613,237	20,909	102	416,214	970	2,653,865	12,257,940	32,861,796

MANUFACTURE OF LADIES' MUFFS IN LONDON.

There are many processes in manufacturing industry which, were they known to the wearers or users of the manufactured article, would create a disgust to it; but perhaps none are so degrading as the process of "tubbing" the skins for ladies' muffs, boas, &c. The workmen are ranged in tubs along the sides of an apartment, or shed, or any kind of out-house, in a yard or some secluded place in London. Every tubber, with the exception of those who may be unwell and who may then wear a loose sort of jacket, which, however, tells against the efficiency and rapidity of his work—is altogether naked! The tub in which the man works reaches up to the waist, and a thick yellowish cloth is thrown over its top, which the workman keeps every now and then gathering about him, and which he can draw around like a bag, so that, while at his labor, the upper part of his person alone is visible. To a stranger, the effect of a visit to such a workshop—to which it is not easy to gain admission—is startling. Pale, brown, and often hirsute men move up and down in their tubs, stamping and alternating their feet with little cessation; sometimes in silence, and in many cases with little or no expression in their faces. Each of these men is "tubbing," that is, he is treading or stamping, first on one foot and then on the other, on the skins which are the complement of his tub. These skins are for the supply of the furriers who employ the master skin-dressers. There is no water or other fluid used in tubbing, but the fleshy part of the skins are all buttered, and with the cheapest butter or scrapings, and in some places rancid butter, when such things are purchasable in sufficient quantity. Sawdust is used, which gives the tubber a firmer tread, and tends to aid, by its friction, in scouring the skins. Upon these tubbed skins, so prepared, the men tread, and the perspiration which sometimes pours from them is considered better and readier for the cure of the skins than any butter or other fatty compound, which are looked upon as merely auxiliary to what oozes from the workman's body. And in this way men's sweat is forced for hours together into the skinny parts of the furs which are to be ladies' muffs, boas, and tippets! The majority of the workmen are Irish. The wages are very scanty.

ITEMS OF GOLD MINING IN CALIFORNIA.

The *Placer Herald* of September 20th, 1852, says the Sub-Marine Company, numbering 13 men, at work on the Middle Fork of the American River, were averaging over \$3,000 per day on last accounts, and have reached as high as \$4,000 in one day. The Macatee Company numbers three men; and is averaging \$3,000 per week.

The company at work at Sandy Bar, according to the *Calaveras Chronicle*, are among the most fortunate on the river. The company is composed of Frenchmen and numbers about ten persons. On Tuesday, September 23d, 1852, they dug out the surprising amount of *one hundred and twenty-one pounds* of gold! This claims pays richly throughout, averaging \$3,000 daily, which, with the produce of these pockets, frequently met with, makes it by far the most desirable on the river.

The Gold Hill Quartz Mining Company, as we learn from the *Placer Times and Transcript*, have two mills—one having a steam-engine of 25 horse power, driving 18 stampers, capable of crushing 30 tons of quartz per day; and the other of 65 horse power, driving 10 stampers, and a saw-mill that will cut 8,000 feet of lumber per day. The quartz yields from \$45 to \$50 per ton. The capital of the company is one million of dollars.

PROGRESS OF BRITISH COTTON MANUFACTORIES.

The prosperity which has attended the cotton manufactures during the last three or four years has, very naturally, given an impulse to their extension. Mr. Leonard Horner, the inspector of factories, states, in his report of November last, that up to that time 81 new factories had been built or set to work in the course of the year, (that is, up to October 31st, 1851,) in the district of which Manchester is the capital. These establishments employed steam-power equal to 2,240 horses; besides which there had been an enlargement of mills within the same period to the extent of 1,477 horse-

power. The total increase of steam-power within that single year was, therefore, equal to 3,717 horse-power, and calculated to give employment to about 14,000 additional work-people. "That the profits of factories continued, on the average of years, to be abundantly remunerative," Mr. Horner thought, "these facts of the investment of fresh capital in them abundantly proved." Since then, capital has become still more abundant, whilst the means of otherwise profitably investing it have probably somewhat decreased, and that the building of factories is on the increase will not be a matter of surprise.

PRODUCTION OF INDIGO IN SOUTH CAROLINA.

The *Camden* (S. C.) *Journal* says:—Indigo and silk, previous to the Revolution, were two of the principal productions of the South; these, together with skins, quercitron bark, and various roots, formed the chief articles of export. The introduction of cotton in a few years caused these articles to be laid aside. The only place that we know of where indigo has continued to be cultivated up to the present time, is in the district of Orangeburg, S. C. Several thousand pounds are annually made in this district, and carried to Augusta, Columbia, and Charleston. There are two kinds of indigo—the tame and the wild. The former requires to be sown annually, the latter once in five or six years; the wild is the most valuable. The season for manufacturing commences in June—the weed is cut several times in the course of the summer, but only in the early part of the day, while the dew is on. The weed is put in a vat, and water poured on it; here it remains until the coloring matter is extracted; the fluid is then drawn off into another vat, and water, strongly impregnated with lime, is mixed with it; the whole being well and frequently stirred or beat up. When properly mixed, and an appearance of graining, it is left to settle. The water being run off, the sediment is taken out and put on frame to drain, and before it becomes hard it is cut into small pieces and placed on boards to dry; when perfectly dried it is broken into small fragments and put into boxes or barrels, when it is ready for market. The weed, after the coloring matter is taken from it, is a good manure, for which purpose it is used.

RAILROAD, CANAL, AND STEAMBOAT STATISTICS.

FLORENCE AND KEYPORT PLANK ROAD.

At a meeting of the stockholders of this company, at Keyport, on the 9th of November, an extensive report of its condition and prospects was made by the president.

We have extracted such particulars from it as may be of interest to the readers of the *Merchants' Magazine*:—

The Florence and Keyport Company has its origin in the fact that New York is the great commercial emporium of America, and requires facilities for ready access from every section of the country. The free competition of steamboats and railroads to the North and East, has reduced the rate of travel and competition in these directions to the lowest paying price, with a corresponding increase in the amount of travel and intercourse.

Similar facilities to the South have thus far been prohibited by the laws of New Jersey, which has maintained the travel across the State at more than five times the cost on any of the other roads leading to New York.

The exorbitant charge on this most important of all avenues is to the mass of the people a positive prohibition, and totally excludes and shuts out *nine-tenths* of the business and travel that would flow into New York from that quarter, at a price corresponding with every other channel.

The fare between New York and Albany is now less than one-tenth of what it was before the introduction of railroads, and the intercourse more than ten times what it then was, while the travel between New York and Philadelphia is but little increased, because the price is now higher than it was when railroads were unknown—a fact without a parallel.

A reduction of the fare on this most important of all routes to the same rate as prevails in every other, will be attended with a corresponding increase in the amount of travel and business, contributing to the wealth and prosperity of the metropolis.

The time has come for the opening of this route; the trade and business of New York require it, and the millions of people who are now denied all access to the chief city of the Union, will no longer be restrained.

The *only* route for all this additional business is by steamboat through the Narrows in as straight a line as practicable, to a point on the Jersey shore, and thence by railroad in such direction as public necessity may demand.

To accommodate this trade will require more than hourly intercourse with New York, and give to the point where these roads terminate, and where this constant intercourse is maintained, a value and importance not exceeded by any location contiguous to New York.

An examination of the map of New Jersey and the Coast Survey will show, what practical inquiry has confirmed, that there is but one point on the Raritan Bay capable of adaptation to the purposes as a harbor for a large class of vessels. This point, contiguous to Keyport, has been purchased by the Florence and Keyport Company, and is now undergoing the improvements necessary to test its availability.

A Dock and Basin are in course of construction, sufficient to accommodate and furnish a safe harbor for the largest class of steamboats; and good roads are being opened, making it accessible to the surrounding country in every direction, as the depot and thoroughfare for all the business and travel from New York to the South.

The property of the Company, embracing nearly 3 miles of the shore, consists of about 1,000 acres, part of which has been laid out as a town by the opening and grading of streets, and preparing it for a demand for improvement, beyond the most sanguine expectations of the Company.

A similar location on the Delaware has been purchased, but has not yet been conveyed to the Company.

Of the capital stock, consisting of 20,000 shares, 10,000 shares have been issued in payment for the property at Keyport. The remainder is applicable to the property on the Delaware, when conveyed. The entire property is divided into 20,000 lots of 25 by 100 feet each. It is subject to no debt, nor has the company power to contract any. Its sole business is to sell and convey lots, at a price fixed by the charter, to wit: one share of stock and \$100 in cash for each lot. The stock received in payment for lots will be cancelled. Thus the Company will at all times hold one lot for every share of its outstanding stock, while the whole cash receipt will be applicable to a dividend among the remaining stockholders.

The sale of lots at Keyport, now about to be made, is done in consequence of numerous applications for those lying immediately contiguous to the improvements in progress, at the price fixed by the company. It is believed they will command much above that rate. The excess in value properly belongs to the stockholders in common, and not to those who may chance to be the first applicants for the lots.

Of the value of the stock, \$100 has been assigned as its nominal par rate, on the ground that \$200 was the minimum cash price for a town lot in any location suitable for improvement, and as being very far below the usual selling price in towns inferior to Keyport, and possessing none of its prospective advantages, which, it is believed, give to each of these lots, and the share of stock which represents it, a value above the low price of \$100.

The rate of dividend to accrue to the stockholders, it will readily be perceived is a question entirely of time.

Should the growth of these towns be as rapid as the sudden introduction of an entire new business of the magnitude of that which must eventually occupy this channel appears to indicate, the sales of lots at this price must be large, and the dividends proportionately great, while in the entire absence of debt or of any expenditure, the whole receipt is applicable to that object, and with even a slow growth can never fail of a semi-annual dividend.

For the half year ending January next, it is estimated that the sales of lots will not fall far short of 400.

Should this calculation be realized, the cash receipts at the rate fixed by the Company, one hundred dollars per lot, will amount to forty thousand dollars, or a dividend of \$4 per share on the 9,600 shares which will then be outstanding.

COMPARATIVE TABLE SHOWING THE COST AND EXPENSES OF SEVEN RAILROADS OF MASSACHUSETTS FOR THE YEARS 1850 AND 1851.

COMPILED EXPRESSLY FOR THE MERCHANTS' MAGAZINE BY GEORGE A. HAMILTON, ESQ.

Names of roads.	1850.		1851.		Cost per	Cost per	Cost of build-	Cost of build-	Cost of	Cost of	Cost of	Cost of
	Total cost.	Total cost.	Total cost.	Total cost.	mile of single track.	mile of single track.	ings per mile of track.	ings per mile of track.	equip. per m. of track.	equip. per m. of track.	fuel per mile run.	fuel per mile run.
Boston and Worcester.....	\$4,882,648 23	\$4,862,748 00	\$38,598 00	\$38,440 70	\$5,966 06	\$5,991 26	\$4,230 98	\$4,180 38	18,340	17,161		
Boston and Maine.....	4,021,606 59	4,090,452 48	31,418 80	31,708 98	3,688 56	3,933 48	2,375 76	2,582 98	12,173	14,203		
Western.....	9,963,708 84	9,953,758 84	47,447 66	47,398 85	1,700 46	1,700 46	4,393 27	4,364 70	16,045	16,284		
Boston and Lowell.....	1,945,646 68	1,945,646 68	36,710 31	36,710 31	14,228 31	14,228 31	3,308 40	3,308 40	15,960	19,062		
Boston and Providence.....	3,416,232 51	3,469,599 38	45,549 76	46,261 32	.....	6,041 60	.....	2,224 73	17,504	17,838		
Connecticut River.....	1,798,825 13	1,801,592 36	34,592 79	34,646 00	2,101 61	2,195 84	3,606 85	3,606 89	10,339	10,846		
Fitchburg.....	3,552,282 59	3,612,486 97	27,537 07	28,003 77	3,186 11	3,381 88	3,277 05	3,328 09	14,331	15,215		
	Cost of oil per mile run.	Cost of oil per mile run.	General expenses per mile run.	General expenses per mile run.	Freight department per mile run.	Freight department per mile run.	Passenger department per mile run.	Passenger department per mile run.	Repairs of engines per mile run.	Repairs of engines per mile run.		
Boston and Worcester.....	2,484	2,085	4,688	5,279	43,777	37,841	17,856	15,906	8,547	9,145		
Boston and Maine.....	1,637	1,686	2,596	2,412	35,770	33,932	13,364	13,908	5,142	4,650		
Western.....	2,209	2,148	3,272	3,599	*	†	*	†	6,139	5,545		
Boston and Lowell.....	955	1,054	6,919	8,719	60,584	62,474	14,460	13,032	10,892	11,289		
Boston and Providence.....	1,309	1,119	3,703	2,788	33,216	27,982	14,018	14,760	3,988	4,461		
Connecticut River.....	1,451	1,343	4,892	3,265	33,649	38,914	17,635	14,649	6,143	8,850		
Fitchburg.....	1,678	1,533	3,131	2,316	41,268	40,582	12,339	14,831	4,016	4,943		
	Repairs of passenger cars per mile run.	Repairs of passenger cars per mile run.	Repairs of freight cars per mile run.	Repairs of freight cars per mile run.	Repairs of road per mile run.	Repairs of road per mile run.	Whole cost per mile run.	Whole cost per mile run.	P. ct. of earnings for expenses.	P. ct. of earnings for expenses.		
Boston and Worcester.....	3,408	5,042	12,139	11,151	12,843	8,017	91,320	88,765	52.5	55.6		
Boston and Maine.....	4,601	3,059	5,956	4,764	10,487	11,805	61,776	66,053	48.6	48.2		
Western.....	6,784	6,370	11,059	11,498	8,107	4,574	79,030	77,169	44.3	44.2		
Boston and Lowell.....	8,655	8,108	9,315	5,846	10,568	11,153	109,275	106,973	63.4	65.5		
Boston and Providence.....	2,454	3,718	5,299	3,353	7,375	9,094	64,270	70,287	43.6	47.1		
Connecticut River.....	4,904	4,507	8,316	9,885	8,405	10,506	89,714	73,611	71.4	57.6		
Fitchburg.....	2,587	6,004	7,791	8,322	5,242	8,392	68,478	83,457	46.6	60.1		

* These items are combined under one head, therefore no division can be made.

† Ditto.

Names of roads.	1850.	1851.	Receipts of freight trains per mile run.	Receipts of freight trains per mile run.
	Receipts of passenger trains per mile run.	Receipts of passenger trains per mile run.		
Boston and Worcester.....	\$1 42	\$1 41	\$2 27	\$1 91
Boston and Maine.....	1 13	1 19	2 44	2 19
Western.....	2 30	2 23	1 65	1 56
Boston and Lowell.....	1 17	1 08	3 30	3 21
Boston and Providence.....	1 22	1 28	2 08	1 94
Connecticut River.....	1 05	0 99	1 94	2 17
Fitchburg.....	0 99	0 98	2 52	2 14

Names of roads.	Average No. passengers per train.	Average No. passengers per train.	Average No. tons freight per train.	Average No. tons freight per train.
	Boston and Worcester.....	74	74	66	54
Boston and Maine.....	57	69	58	53
Western.....	85	83	56	51
Boston and Lowell.....	64	55	87	88
Boston and Providence.....	44	50	36	31
Connecticut River.....	34	33	40	41
Fitchburg.....	56	58	77	61

STATISTICS OF MASSACHUSETTS RAILROADS.

We give below tabular statements of the operations of four railroads in Massachusetts, (the Eastern, the Boston and Maine, Boston and Lowell, and Taunton Branch.) These tables show the cost, value of stock, gross receipts, running expenses, net income, and dividends of each railroad for the last ten years. In the *Merchants' Magazine* for August, 1852, (vol. xxvii., page 252,) we published a similar statement of the Boston and Worcester Railroad, and in September, (same year and volume, page 379,) a similar one of the Western (Massachusetts) Railroad:—

EASTERN RAILROAD. Incorporated in 1836. Opened throughout November 9, 1840. Length, 74 miles,* including branches. Length of double track, 16 miles. Cost, January 1, 1852, \$3,614,725.

Years.	Cost.	Value of stock per share.	Gross receipts.	Running expenses.	Net income.	Div. p. c.
1842.....	.....	\$100	\$269,169	\$119,040	\$150,129	6
1843.....	.....	89	279,562	104,641	174,921	6
1844.....	\$2,388,600	104½	337,238	109,319	227,919	7½
1845.....	2,406,400	112	350,150	116,840	233,310	8
1846.....	2,471,600	104	371,339	132,556	238,783	8
1847.....	2,815,100	108	424,841	135,083	289,758	8
1848.....	2,937,200	104	479,158	182,216	296,942	8
1849.....	3,095,400	104	517,929	183,980	333,949	8
1850.....	3,119,300	101	539,076	185,218	353,858	8
1851.....	3,120,400	104½	502,054	195,399	306,655	8
Total.....	.....	.....	\$4,070,516	\$2,464,292	\$2,606,224	7 11-20

BOSTON AND MAINE RAILROAD. Incorporated in 1833. Incorporated originally as the Andover and Wilmington Railroad. In 1837, the road was extended to Haverhill, and in 1839 to New Hampshire State line. In 1841, it was united with the Boston and Maine Railroad, in New Hampshire, and the whole line was then called "The Boston and Maine Railroad." Opened through in 1843. Length, including branches, 83 miles. Length of double track, 29 miles. Cost, January 1, 1852, \$4,099,400.

* Including the Eastern Railroad in New Hampshire, which is leased to, and operated by, the Massachusetts Company.

Years.	Cost.	Value of stock per share.	Gross receipts.	Running expenses.	Net income.	Div. p. c.
1842.....	.....	\$79	\$155,880	\$79,279	\$76,601	6
1843.....	\$1,260,300	83	178,745	91,755	86,990	6
1844.....	1,384,000	103	233,101	127,621	105,480	6½
1845.....	1,485,500	109	287,063	139,335	147,728	7
1846.....	1,935,100	111	349,137	165,520	183,617	7
1847.....	2,626,700	112	511,505	205,026	306,479	9
1848.....	3,021,200	112	511,628	256,534	255,094	8½
1849.....	3,571,800	109	522,335	258,495	263,310	5½
1850.....	3,930,000	103	594,963	289,478	305,485	5
1851.....	4,021,600	106	633,095	305,068	328,027	7
Total.....			\$3,977,452	\$1,918,111	\$2,059,341	av. 6½

BOSTON AND LOWELL RAILROAD. Incorporated in 1830. Opened throughout, June, 1835. Length, 26 miles. Length of double track, 26 miles. Cost, January 1, 1852, \$1,945,600.

Years.	Cost.	Value of stock per share.	Gross receipts.	Running expenses.	Net income.	Div. p. c.
1842.....	\$1,834,900	\$595	\$278,310	\$131,013	\$147,297	8
1843.....	1,978,300	595	277,315	109,367	167,948	8
1844.....	1,863,700	640	316,999	165,257	151,652	8
1845.....	1,902,500	580	356,067	175,042	181,025	8
1846.....	1,932,600	575	384,102	207,987	176,115	8
1847.....	1,940,400	572	448,555	249,225	199,330	8
1848.....	1,956,700	550	461,339	266,516	191,823	8
1849.....	2,013,700	550	416,488	26,904	155,584	8
1850.....	*1,945,600	556	406,471	256,508	149,913	8
1851.....	1,945,600	570	409,153	267,035	142,118	8
Total.....			\$3,754,659	\$2,088,854	\$1,665,805	av. 8

TAUNTON BRANCH RAILROAD. Incorporated in 1835. Opened in 1836. Length, 11 miles, single track. Cost, January 1, 1852, \$307,100.

Years.	Cost.	Value of stock per share.	Gross receipts.	Running expenses.	Net income.	Div. p. c.
1842.....	\$250,000	\$112	\$77,170	\$51,850	\$22,320	8
1843.....	.....	112	74,251	50,866	23,285	8
1844.....	.....	125	96,687	69,328	27,359	8
1845.....	.....	118	116,537	81,504	35,033	8
1846.....	.....	...	123,067	90,903	32,164	8
1847.....	293,400	111	113,910	85,695	28,215	8
1848.....	303,700	113	108,101	89,142	18,959	8
1849.....	305,100	112	108,398	84,979	23,419	8
1850.....	306,400	110	114,466	86,903	27,558	8
1851.....	307,100	111	131,293	104,291	27,002	8
Total.....			\$1,063,860	\$798,466	\$265,414	av. 8

RATES OF FREIGHT ON THE VIRGINIA AND TENNESSEE RAILROAD.

ARTICLES APPROPRIATE TO THE FIRST CLASS. Boxes of hats, bonnets, and furniture,

ARTICLES APPROPRIATE TO THE SECOND CLASS. Boxes, bales of dry goods, feathers, shoes, saddlery, glass, paints, oils, drugs and confectionery.

ARTICLES APPROPRIATE TO THE THIRD CLASS. Virginia domestics, sugar, coffee, liquor, bagging, rope, butter, cheese, manufactured tobacco, leather, hides, cotton yarns, copper, tin, sheet iron, hollow-ware, queens-ware, castings, hardware, marble, (dressed,) and other heavy articles not enumerated in special or fourth class rates.

ARTICLES APPROPRIATE TO THE FOURTH CLASS. Flour, (in sacks,) rice, pork, beef,

* A re-valuation of the property of the road caused the difference between this amount and the cost in 1849.

fish, lard, tallow and bacon, (in casks, boxes or sacks,) beeswax, bales of rags, ginseng and dried fruit, bar iron, marble, (undressed) mill and grind stones, mill gearing.

PLASTER PER TON OF 2,000 LBS.		SALT PER BUSHEL OF 50 POUNDS.									
50 miles.....	\$1 00	Carried East..... } 8 10 11 12									
100 miles.....	2 00										
150 miles.....	2 50										
200 miles.....	3 00										
	Miles.....	First class per foot.....	Second class per 100 lbs.....	Third class per 100 lbs.....	Fourth class per 100 lbs.....	Flour per barrel.....	Wheat per bushel.....	Corn per bushel.....	Pig Lard & Lard per ton of 2,000 lbs.....	Lumber, 1,000 feet, B. M.....	Tobacco in hogsheads per 100 lbs.....
BETWEEN LYNCHBURG AND											
Forest Depot..	10	3 10	10	10	10	3	3	3	1 50	2 00	7
Liberty.....	25	4 20	15	12	20	5	5	1 75	3 00	11	
Bufo's.....	39	5 25	18	15	25	6	6	2 00	3 50	14	
Bonsack's.....	49	6 40	25	20	35	8 $\frac{1}{4}$	7	2 50	4 00	13	
Big Lick.....	54	6 40	25	20	35	8 $\frac{1}{4}$	7	2 50	4 00	13	
Salem.....	60	6 40	25	20	35	8 $\frac{1}{4}$	7	2 50	4 00	18	
Christiansburg.	86	7 50	30	25	37	10	8	3 00	4 50	24	
Newbern.....	106	9 60	40	30	40	11	9	3 50	5 50	30	
Wytheville.....	133	10 65	45	35	45	12	10	4 00	6 50	32	
Marion.....	163	11 70	50	37	48	13	11	4 50	7 00	35	
Abingdon.....	190	12 75	55	40	52	14	12	5 00	8 00	33	
State Line.....	205	14 80	60	45	55	15	13	5 50	9 00	40	

INFLUENCE OF RAILROADS ON AGRICULTURE.

A Boston cotemporary has some just remarks on the influence of railroads on the agriculture of New England, as follows:—

It is doubtless within the recollection of many that when our system of railroads was started there was a general opposition to it among the farmers, especially in the New England States, lest their interest should be thereby seriously damaged. It was feared that this new medium of transportation would glut our markets with Western produce, and reduce the price of all agricultural products, so as to put it out of our power to compete with the more fertile regions of the West.

But those fears have not been realized. There has been no such falling off in the prices of produce as to make farming a less profitable business than it has heretofore been. The demand for such articles as we raise has kept pace with the supply, and the average of prices has, as we believe, been fully equal, for a series of years, to that which was obtained for a similar series previous to the construction of railroads. The truth is, that the expenses of transportation tend to equalize prices, and that in this respect the farmer near to a good market, even if his land and labor be dear, has a compensating advantage over farmers at a distance, where the cost of production is low.

In the great staples of agriculture, it is doubtless true that we cannot, here in New England, produce a surplus for exportation. Nor is it desirable, so long as we have a larger population at home than as yet we can begin to supply. Our home market exhausts all, and more than all that we can produce. And if the prices of any of our productions should, from the abundant supplies brought from other States, decline to a low point, we must adapt ourselves to circumstances, and turn our hands to the raising of such articles as will pay a profit. This, indeed, has already been begun. Fruit and poultry were never raised in larger quantities in New England than at present, while in parts, at least, beef, pork, and grain, have fallen off. This is the part of

wisdom, and our farmers should be on the alert to give greater attention to the production of articles in which he will meet with the least competition.

We remember very distinctly when the project of the Western Railroad was first broached, and its claims were urged by one of its warmest advocates, P. P. F. DeGrand, at one of the farmers' meetings at the State House. He was met with the objection that it would ruin the farmers on the seaboard—they could not compete with the West in raising the great staples of agriculture, and what shall they do with their farms? "Turn them," said the shrewd old gentleman, "into strawberry fields; that will make them pay!" The reply seemed almost to be the words of irony instead of soberness; and yet the day is at hand when there will be found to be more truth than poetry in it. In the neighborhood of our cities and large towns, the cultivation of the smaller fruits is largely and profitably carried on. And this species of garden culture is extending into the interior, along the line of our railroads, and is destined to become more and more extensively prosecuted. The hills of New England have not yet become barren: orchards and vines may be grown upon them yet, with ample returns, even if they should no longer profitably yield the same products as in the days of our forefathers.

But of some of our staple products, railroads have by no means lessened the price. Milk, butter, and cheese, have continued to command about the same rates as heretofore. Hay, good English hay, the price of which in the market, it was thought, would be seriously affected by the substitution of the iron horse for the animal horse, still keeps up at a remunerating point, and is more largely raised in New England than ever. The fact is found to be, that the animal horse did not go out of use quite as fast as it was prophesied he would. He was only removed from the old stage-coach to be harnessed to the omnibus and the express-wagon; and he now requires an equal quantity of hay to keep him going as he did in his former occupation. There are probably more horses to day in Massachusetts than at any previous period in her history, and the demand for good horses never was greater, nor the prices paid for them higher.

Horses—the good old fashioned horse of flesh and blood, bone and sinew—are by no means extinct among us. The iron horse has proved himself to be only a breeder of other horses. The farmer who feared that Dobbin's days were numbered—his glory departed—when the steam-pipe sent its shrill whistle into his heart, now plucks up courage, and sets a higher value than ever on his sure-footed beast. Neither is the farmer himself gone into retirement, since the air-line railroad cut its way through his farm—we rather think he has made them pay a consideration for the land they took from him—he is now at work on the acres that remain harder than ever; and by proper cultivation, proper selection of seeds, better adaptation of crops, and closer attention to the wants of the consumer, he finds himself still alive and flourishing—notwithstanding his fears that the railcars, when they first whisked by, would take the very breath out of his body.

PERSONS EMPLOYED ON RAILWAYS IN ENGLAND.

It appears from a parliamentary return recently issued, that the number of persons employed on railways in the United Kingdom on the 30th of June, 1851, was 106,501, and on 30th of June, 1850, 118,859; showing a decrease of 12,358 persons, including 10,667 laborers.

The number employed on railways in England and Wales on the 30th June, 1851, was.....	80,612
In Scotland.....	8,802
In Ireland.....	17,087
In June, 1850, the numbers were, in England and Wales.....	78,570
In Scotland.....	16,495
In Ireland.....	23,794
The number of miles open at the end of June, 1851, was.....miles	6,698 $\frac{3}{4}$
In course of construction.....	735
The length open at the end of June, 1850, was.....	6,307 $\frac{1}{2}$
In course of construction.....	868 $\frac{1}{2}$
The number of miles in abeyance at the end of June, 1851, was.....	4,525 $\frac{1}{2}$
The total length authorized at that date was.....	11,959

On lines open for traffic in England and Wales the number of persons employed on 5,200 miles of railway, having 1,669 stations, was 51,979, and at the corresponding period of 1850, 46,787 persons, on 4,901 miles of railway, having 1,610 stations. On lines open in Scotland the number of persons employed on 960½ miles of railway, having 304 stations, was 8,107; and at the corresponding period of 1850, 8,516 persons on 891¼ miles of railway, having 291 stations. The number of persons employed on 537½ miles of railway, having 134 stations, on 30th June, 1851, was 3,477; and at the corresponding period of 1850, on 515 miles of railway, having 129 stations, 4,671 persons were employed. The increase of mileage in England and Wales, during the year ending 30th June, 1851, was 299 miles, with 59 stations; in Scotland, 69 miles and 13 stations; and in Ireland, 23 miles and 5 stations.

The number of persons employed on 755 miles of railway in course of construction, at the end of June, 1851, was 42,938, of whom 34,948 were laborers; and at the corresponding period of 1850, 58,885 persons were employed on 868 miles of railway. The length of railway in course of construction in England, at the end of June, 1851, was 537 miles, on which 28,633 persons were employed; in Scotland, 21¾ miles, on which 695 persons were employed, as against 81¼ miles in June, 1850, and 7,979 persons employed; and in Ireland, on 176 miles in course of construction, 13,610 persons were employed, as against 192 miles at the corresponding period and 19,123 persons. The number of miles in abeyance in England and Wales being 2,926, in Scotland 796 miles, and in Ireland 803½ miles.

Of the 106,501 persons employed on railways in the United Kingdom on 30th of June, 1851, there were—

Secretaries and managers	267
Treasurers.....	37
Engineers.....	234
Superintendents.....	504
Storekeepers.....	219
Accountants and cashiers.....	208
Inspectors and time-keepers.....	942
Station-masters.....	1,504
Draughtsmen.....	182
Clerks.....	5,168
Foremen.....	1,681
Engine-drivers.....	2,258
Assistant engine-drivers.....	2,387
Guards and breakmen.....	2,252
Switchmen.....	1,865
Gatekeepers.....	1,341
Policemen and watchmen.....	1,861
Porters and messengers.....	9,865
Platelayers.....	5,605
Artificers.....	18,258
Laborers.....	49,758
Miscellaneous.....	105

KEY WEST AS A DEPOT FOR CALIFORNIA STEAMERS.

A correspondent, writing from Key West, (Florida) attempts to show that Key West has ample means and resources, unbounded facilities, and can give quicker dispatch to steamers than Havana, and should therefore be made the great depot for California steamers. That Key West is a United States port, inhabited by people whose interest, feelings, and patriotism, are for and with the United States; that she possesses a good harbor, and has the means and resources necessary for a place of transit for passengers, and a depot for supplies for the steamships employed in transporting the United States mails, and citizens of the United States to and from New York and California, independent of all other considerations, are reasons sufficient for making so important a change.

Our Key West correspondent thus sums up the reasons for making Key West a

half-way house for coal, watering, and provisioning the vessels employed in the California trade.

1st. The distance from New York to Central America, is less on a line passing through Key West, than measured *via* of Havana; and from New York to Tehuantepec the advantage of distance is greatly in favor of Key West.

2d. A steamer bound to Chagres *via* of Havana, must twice cross the Gulf Stream, and in a diagonal line stem its rapid current for full twenty-four hours. If passing through Key West, the steamer would keep upon the edge of the stream, where the eddy would be in its favor and the crossing of the Gulf avoided.

3d. Smoother seas and calmer weather are found upon the edge of the Gulf Stream than in its center, particularly in that part lying between Savannah and Tortugas, which would lessen the passage made *via* of Key West.

4th. A steamer can enter the harbor of Key West at any hour of the night, immediately enter at the custom-house, make fast alongside of the coal wharf, and, without a moment's delay, proceed to coaling and watering, and, if necessary, leave before dawn of day. Should she take the Havana route, and arrive off the Moro Castle after sun-down, she must anchor and wait until 9 o'clock on the following day, before any communication is made with the shore; and the day is well nigh gone before coaling is commenced, thus consuming nearly twenty hours of her valuable time.

5th. A steamer can be coaled at Key West, as has been fairly proved, in less time than at Charleston, as soon as at New York, and in one-fourth of the time consumed at Havana.

6th. Vessels not wishing pilots, can enter the harbor of Key West free of pilotage; at Havana, pilotage is invariably enforced.

7th. Coal can be landed as cheap, can be stored in yards in immediate proximity to the landing, and be placed in the bunkers by man or horse power, in less time and at less expense than at Havana, where the coal is passed on board in baskets from launches alongside, a slow and tedious process.

8th. Provisions of all kinds can be purchased, at prices in favor of Key West, to the amount of duty levied on the same at Havana—they all being exported to that city from the United States. Fresh meats are sold at less rates in our *now* small market, than the steamers pay the Havana butchers. Were there an increased demand, prices would come down. Tampa Bay, two days' sail from Key West, is perhaps the finest cattle market in the South. Full grown cattle can be bought in that town, to an unlimited extent, for \$10 per head. Green turtle, weighing from one to five hundred pounds, abound on our coast, and can be delivered for three cents per pound. No better meat can be taken to sea than turtle. It can be kept for twenty days alive, requires no food nor care save watering, and the entire animal is eatable. It can be roasted, stewed, boiled, fried, force-billed, and souped, to satisfy the appetites of salted Californians. The fish market of Havana is supplied by our snacks, so there can be no competition in that line. Our waters are alive with the finest varieties, and we could fill half the markets in the States.

9th. The only articles that Havana could furnish the steamers at less rates, are fruit and vegetables. But we doubt whether she would be able, in one year from the day that Key West is made a depot, to compete with the Yankees of Florida in these productions. Should there be a demand to justify the expenditures, half the State would be turned into fruiteries and vegetable gardens, and the result would show that the Spaniard, with his rich soil and mild climate, had found a successful competitor.

10th. There is no sweeter water carried to sea than that afforded by our large cisterns. Rain water never becomes sour, nor does it acquire an unpleasant bilgey taste; but it improves with age, and remains pure for years. Our water is superior to the Havana River water, and is sold for the same sum.

11th. Passengers meet, at Key West, with no obstacles in landing. There are no landing permits, nor passports, nor boat hire, nor danger of any kind in getting on shore. Nor is there extortion of any kind. They are upon the soil of freedom, and among their own people. The above are some of the reasons why Key West should become a depot for the United States Mail Steamships.

12th. A telegraphic wire can be carried across the Key and along the coast, connecting at Savannah with the New York lines, at as little expense as over any like distance in the States, and thus enable the California news to be published in New York four days in advance of the mails. As no wire can be carried across the Gulf, from Havana, a telegraph is impracticable from that city.

STATISTICS OF POPULATION, &c.

EMIGRATION FROM THE UNITED KINGDOM.

The twelfth general report of the Colonial Land and Emigration Commissioners, for the year 1851, has just been printed, and presented to both Houses of Parliament. The report is the most interesting and elaborate which has yet appeared, and the growing importance of the subject must command for it the attentive consideration of the public. The Commissioners state that the total emigration from the United Kingdom in the twenty years ending with 1851, has amounted to 2,640,848; but of this emigration more than one half has taken place in the last five years—the largest number who emigrated in any one year having been 129,851, in 1846. The numbers who emigrated within the last five years were as follows:—

1847.....	258,270	1850.....	280,849
1848.....	248,089	1851.....	335,966
1849.....	299,498		

It will, therefore, be seen that, although the progress has not been uniform, the general result shows an immense increase, the emigration in 1851 having exceeded the largest emigration of any preceding year by 36,468, or 12.17 per cent, and the average of four years by 64,290, or 23.66 per cent. Such an emigration, if drawn equally from all parts of the United Kingdom, would seriously affect the progress of population. But the rate at which it is now proceeding, so far exceeds its rate during the majority of the years included in the last census; that, unless some very great change takes place shortly, or the loss be supplied from other quarters, the next census will show a much larger reduction of the population than the last. The emigration of 1851, while it nearly doubled the estimated average emigration of the preceding ten years, exceeded any probable increase of the population by nearly 4 to 1. But this calculation, unfavorable as it appears, is clearly below the truth, for the classes who emigrate include a large proportion of the youngest, the healthiest, and most energetic of the adult population, on which the excess of births over deaths mainly depends. Upon the prospect of the extinction of the Irish race in Ireland, the Commissioners say:—

“We should be disposed to believe that those who remain at home, including an unusual proportion of the old, the most feeble, and most destitute, do not, at the most, do more than replace by births their losses by deaths. If such be the case, it would follow that the annual decrease of the population in Ireland is not less than the annual amount of the emigration, and that unless the emigration be soon arrested, the country will be deserted by its original population.”

The money sent home from North America during the four years from 1848 to 1851, or contributed as prepaid passage money, amounted to no less a sum than £2,947,000. The amount so paid in—

1848.....	£460,000	1850.....	£957,000
1849.....	540,000	1851.....	990,000

Of the whole number who left the United Kingdom in 1851—

Went to the United States	267,357
To British North America.....	42,605
To Australia.....	21,532
To other places	4,472

Of the number who made the United States their destination—

Sailed from Liverpool, (more than nineteen-twentieths).....	196,881
From London, (not quite four sevenths).....	17,370
From Scotland.....	10,864
From Ireland.....	38,418

To the 267,357 who proceeded direct to the United States must be added 18,000

who went through Canada, making a total of 285,358 emigrants from the United Kingdom to the United States during the year, or about seventeen-twentieths of the whole unassisted emigration. But, although the number of emigrants who settle in the British North American Provinces has not increased, and is not likely to increase at all in proportion to the general emigration, it must be borne in mind that the emigration to those Provinces has not fallen off, but, on the contrary, has maintained a fair progress up to the present time. During the four years preceding 1847, that emigration amounted to 121,684, or 30,421 a year. During the four years ending 31st December last, it amounted to 147,998, or an average of 36,999 a year.

The year 1847 is excluded, because it was an exceptional year, which could not fairly be taken into account. The Commissioners believe that, including transient emigrants, an immigration of from 35,000 to 40,000 is sufficient in ordinary years to supply the labor market of British North America. The amount expended out of the public funds for the conveyance of emigrants was, up to the end of 1851, about £800,000, of which about £4,500 was derived from Parliamentary votes for sending out free emigrants to those colonies which have received convicts, and £102,000 obtained from the emigrants themselves. The remaining sum of about £650,000 was furnished from the land revenues of New South Wales and South Australia, or the general revenue of the Cape of Good Hope.

The emigration which has taken place during the first four months of the present year promises to exceed that of any former year. The discovery of gold fields in California and Australia has, of course, tended to swell the tide to a great extent; but, even if those discoveries had not taken place, there is every reason to believe that the emigration of 1852 would have been unparalleled. The total emigration from the twelve ports in the United Kingdom, at which there are emigration officers, amounted to 103,216. Of these—

Went to the United States	83,029
To British North America	8,104
To the Australian Colonies	11,253
To other places	885

Assuming that the tide of emigration, during the remaining eight months of the year, does not exceed the rate at which it flowed in the months of January, February, March, and April, the total emigration in 1852 would amount to 412,864 persons, being an excess, as compared with 1851, of no less than 155,492. In all probability, however, the emigration from the United Kingdom, during the present year, will considerably exceed 500,000 persons.

POPULATION AND TERRITORY OF THE AUSTRIAN EMPIRE IN 1851.

Upon an extent of 664,400 square kilometres, (a kilometre is equal to 1,093½ yards —i. e., 6½ yards less than five-eighths of our mile,) the Austrian Empire possesses, according to the last census taken in 1846, a total population of 37,443,000 souls. Thus, with an extent of territory greater by some thirty thousand square miles than France, Belgium, and the Netherlands united, its population is about seven millions less than that of those countries. Broken up into grand territorial divisions, or natural groups of provinces, the figures above are thus distributed:—

Provinces.	Extent in square kilometres.	Population.	No. inhabitants p'r. sq. kilo.
German, (in the Confederation)...	197,400	12,097,000	61
Polish, or Gallician.....	87,500	5,106,000	58
Italian, (Lombardy, Venice).....	45,300	4,928,000	109
Hungarian and Illyrian	334,200	14,820,000	44
Total	664,400	36,951,000	56

Compared with the whole population and the whole territorial extent of the Austrian Empire, the several provincial divisions above, present the following proportions:

Provinces.	Square kilometres.	Inhabitants.
German, (in the Confederation).....	30 in 100	33 in 100
Polish, or Gallician.....	13 in 100	14 in 100
Italian, (Lombardy, Venice).....	7 in 100	13 in 100
Hungarian and Illyrian.....	50 in 100	40 in 100

Concerning the Hungarian provinces the results above offered are not given as exact.

They are approximate only. Since 1846, the date of the last census, the annexation of the city and territory of Cracow has added 500 square miles to the superficial extent of the Austrian Empire, and 141,000 to the number of its inhabitants; and as the population of the empire increases usually at the rate of 1 per cent per annum, the total population in January, 1848, may be estimated at 38,333,000 souls.

Political troubles and internal wars have not admitted of any sensible augmentation since that period. During the peace which lasted from 1821 to 1840, the general increase of the population, according to the calculations of Dr. Beecher, was about 6,000,000 or nearly 20 per cent. The increase was greater than that of France, though less than that of England, Prussia, or Russia.

The great territorial divisions above mentioned are subdivided as follows:—

The German countries of Austria comprise Lower Austria, with Vienna, its capital; Upper Austria, with Saltsburg, the Tyrol, Styria, Carinthia, and Carniola; the Littoral, or sea-board, with Trieste, Bohemia, Moravia, and Austrian Silesia. Upper and Lower Austria are the only provinces of the empire exclusively inhabited by Germans. The Slavonians are numerous, and in some parts predominate even, in the other provinces—with the exception of the Tyrol, whose southern valleys have an Italian population. The Italians also predominate in the parts of the Littoral.

Austrian Poland comprises only Galicia with the former Republic of Cracow, and the Buckovina, which was once a Turkish province. The Poles and the *Ruthenes* or *Rousniaks* (people of Russian origin) form the mass of the population; but among them are also found many Germans, Moldavians, Armenians, and above all, Jews.

Austrian Italy is composed of Lombardy and the Venetian States, and is inhabited by a mixed population of foreigners.

The Hungarian and Illyrian counties are composed now of Hungary proper and Servian Woyvodia, lately formed, and which corresponds in the main to the former Banat of Temiswar; Transylvania, which, united to Hungary during the revolution, has again been separated; of the Illyrian Banat, composed of Croatia and Esclavonia, former dependencies of the Hungarian crown; and finally of Dalmatia, between Turkey and the Adriatic.

The Hungarians, or Magyars, predominate in Hungary and Transylvania; and the Illyrian Slavonians, (Croats, Servians, Dalmatians, and Morlachians,) prevail in the provinces, which extend to the south of the first of these two countries. The Wallachians, or Romanians, form an element in the population of Transylvania, as dense as that of the Slovachians in the north of Hungary. The Germans, everywhere numerous in the cities, are found too among the farmers of what is called the Saxon country, and in some Hungarian districts. There are also Jews, and many wandering Bohemians, or Gipseys, &c.

In the provinces bordering on Turkey, excepting Dalmatia, military government prevails. The seaports of this last province—partly inhabited by Italians—are, with the port of Fiume, the only sea ports in that vast extent of country.

The average density of the population in Austria, though less than that of Great Britain and France, is greater than that of Prussia. The most populous provinces of the empire, in proportion to their extent, are Lombardy, which exhibits the *maximum* of 122 inhabitants per square kilometre; the Venetian States; Moravia; Bohemia; and Lower Austria. The least populous provinces, on the other hand, are the Tyrol, containing but 30 inhabitants to the square kilometre, (a *minimum* which is explained by the country's being covered with gigantic mountains;) the military frontier of Illyrian Hungary; Carinthia; Carniola, and Transylvania.

The population of the empire is divided into about 800 cities, 2,500 market towns, (*bourgs*), and 65,000 villages. The largest number of cities is in the German provinces. The Lombardo-Venetian Kingdom has fewer *communes*, large enough to be called cities, but has more important capitals. The Hungarian countries, where capital cities are more rare, possess many large market towns, and populous villages, striking by their size, but which bear the mark of Asiatic rather than of Western civilization.

In general it is remarked that in Austria the concentration of the population into large cities is still less than in other parts of Germany and in France, and much less than in England, Belgium, and the Netherlands. Nevertheless, there are to be found in the Austrian States, according to the census of 1846, 136 communes, of which the civil population exceeded 10,000, to wit:—5 communes containing more than 100,000 inhabitants each; 9 containing between 40,000 and 100,000; 10 containing between 30,000 and 40,000; 15 containing between 20,000 and 30,000; and 97 containing between 10,000 and 20,000.

In 1846, the population of the 13 principal cities, which by their size, or from their commercial importance, were of the most prominence, was, excluding foreigners and troops in garrison, as follows:—

Vienna.....	408,000	Padua.....	54,000
Milan.....	156,000	Verona.....	52,000
Prague.....	215,000	Gratz.....	51,000
Pesth.....	101,000	Brunn.....	45,000
Lemberg.....	71,000	Buda.....	40,500
Trieste.....	55,000	Presburg.....	40,200
Debreczin.....	55,000		

Including the population immediately outside of Trieste proper, the number of inhabitants of that city would be 80,000.

It is important to add concerning the Hungarian and Italian cities which suffered most from the events of 1848 and 1849, that the figures in the above table may be found now too high. The population of Pesth, for instance, has been reduced to 84,000.

According to Springer, the number of inhabitants in the Austrian Empire engaged in industrial occupations, strictly so called, (and who concentrate, from preference, in cities and market towns,) was increased between the years 1821 and 1840 from 2,300,000 to 3,000,000, while the agricultural laborers constituted a solid mass of 23,000,000 souls.

MERCANTILE MISCELLANIES.

“NAVAL DRY-DOCKS OF THE UNITED STATES.”

In the *Merchants' Magazine* for August we briefly reviewed the work of Mr. Stewart, on the Naval Dry-Docks of the United States, giving at the same time a few extracts. Subsequently, we received a note from W. J. McAlpine, Esq., charging Mr. Stewart with plagiarism. That note we published in our October number. We now, in justice to the author of the work on Naval Dry-Docks, &c., give place to the sub-joined explanation of Mr. Norton, the publisher, who, we presume, speaks by the authority of the author:—

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

DEAR SIR:—My attention has been called to a letter published in the October number of your valuable Journal from Wm. J. McAlpine, in which he states that the extract in your August number, taken from “Naval Dry-Docks of the United States,” of which work I am the publisher, was nearly word for word published some two years and a half since in Appleton's Dictionary of Mechanics and Engineering, and that he thinks it due to the Messrs. Appleton, who have the *copyright* of the Dictionary, and to *himself*, the contributor of the *article referred to*, to correct your notice of the work in question.

In justice to all the parties interested, I beg leave to state that, so far from having infringed upon the copyright of the Messrs. Appleton, the article as it appeared in their (Byrnes') Dictionary in May, 1850, was published in the supplement to the *New York Tribune*, July 6th, 1849, “word for word,” over the signature of “Richelieu,” which name has been adopted for years past by a well-known writer for that paper, and for which he would have received due credit, had it not been recorded “word for word” at the Navy Department in October, 1847, nearly two years prior to the date of the article in the *Tribune*.

By reference to the preface of the “Naval Dry-Docks,” you will notice that the author states that “care has been taken to refer constantly to the official records of the Navy Department, and the reports of the engineers of the several docks during their construction, for valuable and reliable information,” and a perusal of the book will show conclusively, I think, that the author has given (as I know it was his desire) “honor to whomsoever honor is due.”

CHARLES B. NORTON.

MERCANTILE LIBRARY.

GEOGRAPHICAL DEPARTMENT OF THE MERCANTILE LIBRARY.

The Mercantile Library Association of New York have opened a geographical room for the deposit of maps, charts, nautical and astronomical surveys and geographical statistics. The shipping interests of New York *require* such a place of deposit, which will be accessible to them at *all times* and made valuable for matters of reference and information. No place seems more appropriate for the establishment of such a department than in a mercantile library. The want of a similar department has long been felt by the mercantile community of New York. This new enterprise bids fair to be of great practical utility to that large class of citizens, directly engaged in Commerce and navigation. The Commerce of New York is much larger than that of any other city in the United States; hence the necessity for some place where authentic and valuable information can at all times be obtained, which will serve to guide the mariner upon the "trackless deep." The getting and printing of accurate nautical information has become a subject of general national importance.

In former times mariners were left to acquire their knowledge from the shipwrecks of others, but this progressive age *demands* some other means for acquiring reliable hydrographical information. Although the department is but recently opened, the collection is believed to be by far the largest of any in this country, consisting in part of Lieut. MAURY'S wind and current Charts, Lieut. A. D. BACHE'S Charts of the Coast Survey, E. & G. W. BLUNT'S charts, besides many general and particular maps, all of which are open to the public *free of charge*. The present Board of Directors have entered upon this new enterprise with much zeal, and it is to be hoped that the subject will receive that careful investigation which the importance of it demands.

OF THE TAX OR DUTY ON FOREIGN COAL.

The Philadelphia *North American* predicts a short supply of coal next winter "for those markets which are inaccessible after the closing of navigation." The *Tribune*, with its ultra protectionist tendencies, says:—"If the duty on coal were utterly and forever abolished, and such duties imposed instead on iron and fabrics as would set our closed furnaces and idle factories at work once more, we have no doubt that the coal interest would be immensely and permanently benefited by the change."

The *Journal of Commerce* suggests the "propriety of a total abolition of the duty on coal, that the tribute now levied upon New England, New York, and New Jersey by Pennsylvania may, if possible, be diminished."

The *Independent*, in an able and well considered paper on the question of a total abolition of the duty on coal, presents a few considerations in favor of petitioning Congress for a repeal of the coal tax, among which are the following:—

1. All the manufacturing and mechanical interests of the country that employ steam-power, would be benefited by the abolition of a duty of *thirty per cent ad valorem* on coal, which must have an effect upon the tariff of home prices in an article the consumption of which is so large an item in the cost of manufacturing.
2. The cost of *gas*--manufactured from bituminous coal--would be perceptibly diminished by the abolition of the duty on foreign coal. In Manchester, England, the price of gas is five shillings sterling--say \$1 25--per thousand feet; in New York it is \$3, and in New Haven \$4. Why should we put a tax on light of 30 per cent *ad valorem*?
3. The commercial interest of the country would be greatly benefited by abolishing the duty on coal. Our leading exports--such as cotton and grain--are so much more bulky than the average of our imports that home freights are always light and the rates low. Indeed, vessels sometimes return in ballast, and they would more frequently bring coal as ballast, if our ports were free to its admission. But the duty on coal is a bar to its importation, and to that extent damages the freighting interest.

To remedy this in part a higher freight is assessed upon outward bound products, to the prejudice of the merchant and the producer.

It is impossible to get fairly at the ratio between out-freights and home-freights, because the out-freights are not established by a tariff, but fluctuate according to circumstances. Our first-class packets often bring home coal on owners' account, just to ballast the ship. This would be done more frequently, but duties must be paid in cash on the delivery of the goods, and this demand on coal at all seasons is a drawback on importation. The average freight on coal from Liverpool is about \$3 per ton. It should be borne in mind here, as an important element in the calculation, that we would not look to Great Britain alone for our supplies of bituminous coal. Vast fields of this coal in Nova Scotia would pour their treasure into the lap of New York, and that too in exchange for breadstuffs, if coal were duty free. The freight from Nova Scotia would not add so much to the prime cost of coal there, but that if exempted from duty it could be sold in our market as cheaply as domestic coal. Is it worth while to shut out our farmers from a market in our own neighborhood, to cut off our coasters from a steady and remunerative freight, and to tax ourselves \$1 50 per chaldron on coal for the sake of protecting mines worth thirty-six hundred millions of dollars—more than the gold mines of California—whose owners confess that at the highest rates they cannot supply the wants of the public?

4. The public generally, and especially the poorer classes, would be benefited by the repeal of the duty on coal. In Manchester, England, a chaldron of the best Winstanley and Orrell coal, weighing 3,584 lbs., is delivered for £1 sterling, or \$4 80. For this coal we would pay ordinarily in the New York market from \$10 to \$11 a chaldron, the duty being 30 per cent *ad valorem*. The price of Pennsylvania coal in this market ranges from \$4 25 to \$7 50; \$5 per ton of 2,000 lbs. would be a very low average. A few years ago in the winter and spring it advanced to \$7 or \$8, and during the past winter it has ranged nearly as high. The monopolists in Pennsylvania now threaten, by a combination, to keep up the prices for the coming season, and modestly inform us that an advance of 20 per cent upon the present prices is intended merely as a healthful stimulus upon their own minds, to induce them to meet the growing demands of the market. We prefer that the stimulus should be applied from another quarter. At the lowest average rates of domestic coal, the price of 3,584 lbs. would be about \$9. This verifies the remark made to us by a large coal dealer, during the high prices, that if it were not for the duty he could sell English coal cheaper than American. At the same price we should uniformly use the English coal, and so would many of our fellow-citizens. A fair competition would keep down the price, so that the poor would be benefited. Let the experiment be tried. Next to cheap bread we should aim to provide CHEAP FUEL for the poor.

TALLEYRAND AND THE BANKER.

A banker, anxious about the rise and fall of stocks, came once to Talleyrand for information respecting the truth of a rumor that George III. had suddenly died, when the statesman replied in a confidential tone, "I shall be delighted if the information I have to give, be of any use to you." The banker was enchanted with the prospect of obtaining authentic intelligence from so high a source; and Talleyrand, with a mysterious air, continued, "Some say that the king of England is dead, others that he is not dead, for my own part I believe neither the one nor the other; I tell you this in confidence, but do not commit me." No better parody on modern diplomacy could easily be written.

INVENTION FOR NEGRO CLOTHING.

The *Natchez Free Trader* gives the following directions for making waterproof sacks for negroes, Mr. Johnson of the lower part of Concordia Parish being the discoverer:

"For a plantation of 50 or 100 negroes, take 20 gallons of linseed oil, into which mix three pounds of litharge, after the oil shall have been boiled a few moments. The litharge should be pulverized before being incorporated with the oil, and well stirred in.

"Previously an overcoat, or sack, should have been neatly made from common cotton cloth, called Domestic, long enough to reach below the knees, to be closely buttoned up in front.

“When the mixture of oil and litharge is boiling hot, immerse the garment, wring it as dry as possible, and let it hang in the sun for three days, when it will become completely waterproof, an overcoat for the negro, secure against storm or tempest, impervious to the wintry winds, or the chills of the nights. It will cost less than sixty cents per sack, and last one or two years.”

THE BANKER'S SATURDAY NIGHT.

[FROM THE INDEPENDENT.]

How pleasant 'tis when I can say,
 My work is done, 'tis Saturday,
 My cash is settled, letters done,
 My duties finished, every one.
 'Tis passing sweet to us cashiers,
 Whose labor circles with the years,
 To close the Bank and turn the keys,
 Then close the week with books and ease.
 We read of one, and him we thank,
 Who years ago first closed a Bank;
 Rebuked cashiers, their desks o'erthrew,
 And drove them out with whip cord too.
 I often think of this in church,
 When for my wandering thoughts I search;
 In find them deep in moneyed schemes,
 In dividends, or golden dreams;
 I start! my sin is just the same
 As that of old, though not in name;
 I sin as much with moneyed thought,
 As did the Jews of old, who brought
 Their desks within the temple's range,
 And shaved the green ones making change;
 And should I suffer whips of cord,
 I should but suffer just reward.
 Yes, turn all thoughts of loss and gain
 From out the place where God should reign;
 Nor let such thoughts with footsteps rude
 Upon your Sabbath hours intrude.

AN EYE TO BUSINESS.

We are often entertained, says an English journalist, by the tone of sentiment adopted in advertising a death. There is frequently a facetious union of puff and despondency. We will give a specimen of a “death:”—“Died on the 11th ultimo, at the shop in Fleet-street, Mr. Edward Jones, much respected by all who knew and dealt with him. As a man he was amiable, as a hatter upright and moderate. His virtues were beyond all price, and his beaver hats were only £1 4s. each. He has left a widow to deplore his loss, and a large stock to be sold cheap for the benefit of his family. He was snatched to the other world in the prime of life, and just as he had concluded an extensive purchase of felt, which he got so cheap that the widow can supply hats at a more reasonable charge than any house in London. His disconsolate family will carry on the business with punctuality.”

A CREDITOR'S STRATAGEM TO COLLECT A DEBT.

A week or two ago, says the *Boston Herald*, four creditors started for Boston, in the same train of cars, for the purpose of attaching the property of a certain debtor in Farmington, in the State of Maine. He owed each one separately, and they each were suspicious of the object of the other, but dared not say a word about it. So they rode, acquaintances all, talking upon everything except that which they had most at heart. When they arrived at the depot at Farmington, which was three miles from

where the debtor did business, they found nothing to "put 'em over the road" but a solitary cab, towards which they all rushed. Three got in, and refused admittance to the fourth, and the cab started. The fourth ran after, and got upon the outside with the driver. He asked the driver if he wanted to sell his horse. He replied that he did not want to,—that he was not worth more than \$50, but he would not sell him for that. He asked him if he would take \$100 for him. "Yes," said he. The "fourth man" quickly paid over the money, took the reins and backed the cab up to a bank—slipped it from the harness, and tipped it up so that the door could not be opened, and jumped upon the horse's back and rode off "lick-a-ty-switch," while the "insiders" were looking out of the window, feeling like singed cats. He rode to a lawyer's, and got a writ made and served, and his debt secure, and got back to the hotel just as the "insiders" came up puffing and blowing. The cabman soon bought back his horse for \$50. The "sold" men offered to pay that sum, if the fortunate one, who found property sufficient to pay his own debt, would not tell of it in Boston.

NO ANTAGONISM BETWEEN CAPITAL AND LABOR.

The Hon. EDWARD EVERETT, in one of his speeches at the dinner in Boston, given to BARING, the celebrated London Banker, argued in his felicitous style that there could be no antagonism between CAPITAL and LABOR:—

The owner of capital, said Mr. Everett, in England or America, really reaps the smallest portion of the advantages which flow from its possession—he being but a kind of head book-keeper or chief clerk to the business community. He may be as rich as Cæsus, but he can neither eat, drink, nor wear more than one man's portion. Mr. Everett said he remembered hearing a jest made about Mr. Astor's property, which contained, he thought, a great deal of meaning—a latent, practical philosophy. Some one was asked whether he would be willing to take care of all Mr. Astor's property—eight or ten millions of dollars—merely for his board and clothing.

"No," was the indignant answer, "do you think me a fool?"

"Well, rejoins the other, "that is all Mr. Astor himself gets for taking care of it; he's found, and that's all. The houses, the warehouses, the ships, the farms which he counts by the hundreds, and is obliged to take care of, are for the accommodation of others."

"But then he has the income, the rents of all this mighty property, five or six hundred thousand dollars per annum."

"Yes, but he can do nothing with his income but build more houses, and warehouses, and ships, or loan more money on mortgages for the convenience of others. He's found, and you can make nothing else out of it."

AMERICAN TRADE IN INDIA.

A writer in the London *Daily News*, is disturbed by the apprehension of American competition in the oriental trade. After alluding to the growth of the Russian Commerce in India, it urges some instant action of the East India Company to retain its ground, adding:—

Our Commerce cannot be forced like a cucumber, but must be reared like an infant. And this the Court neglects, to strangle it in its birth. America's incipient trade with the opposite coast, on which they hold no harbor, and where they have fought no battles, nor acquired large kingdoms, is already becoming more valuable than our own, and will grow into an extensive Commerce. Any mail may tell us that an American Consul is appointed to the Gulf.

Time, indeed, it was, that the Court should awaken from its nightmare. An American ship master will land a cargo on the Mekran coast at a less expense, than a cargo of British goods can be landed in Bombay; and the only way to defy such dangerous competition, is to make the most of the great advantages afforded by the Indus as the highway to Central Asia.

It is America, not Russia, we fear. All the world over taxes are being reduced; but in India we, three or four years ago, imposed "an additional *ad valorem* duty of 5 per cent on importations of English goods," because our customs were falling.

THE BOOK TRADE.

- 1.—*Louisiana: Its History as a French Colony. Third Series of Lectures.* By CHARLES GAYARRE. 8vo., pp. 380. New York: John Wiley.

This is the third and last series of the Historical Lectures on Louisiana by this author. They embrace a period extending from the discovery of that State to 1769, when it was finally transferred by the French to the Spaniards, by whom it was subsequently held until retransferred to France, and by Napoleon to the United States in 1803. The latter period of the French dominion is recorded in many works, which thus furnished more ample and complete materials for this series than the previous ones. Taken together, these lectures form a detailed and accurate history of Louisiana while a French colony. Unquestionably they furnish the most complete and full account of this important period ever published. The number of lectures in this volume is seven, commencing at 1745 and including a period of nearly twenty-five years. It abounds in personal anecdotes illustrating the characters of the principal men of those days, and delineates with much fullness and with a degree of romantic interest, the more important public events of the period. Few historical works relating to those early days and to a distant part of the country, surpass in attractions for the general reader, these lectures; and few give clearer views of the customs and actions of the early settlers.

- 2.—*Essays on the Progress of Nations in Civilization, Productive Industry, Wealth, and Population. Illustrated by Statistics of Mining, Agriculture, Manufactures, Commerce, Coin, Banking, Internal Improvements, Emigration, and Population.* By EZRA C. SEAMAN. 12mo., pp. 631. New York: Chas. Scribner.

In this important volume, the object of the author has been to show the effect on the progress of man and of nations, of civil, political, and religious liberty; of the development of the intellect, of educating the whole people, of the discoveries, inventions, machinery, and improvements of modern times, of adapting the divisions of employments to the condition and wants of the country, of the use of the precious metals, banks, foreign debts, colonial bondage, associations and confederated systems of government, of despotism, ecclesiastical hierarchies, and all attempts to enforce uniformity of opinion in matters of government and religion. It has been his aim also to inquire into the causes and principal elements of individual and national progress, and the institutions which tend to promote it, as well as those which have a contrary tendency. The volume is full of important information, prepared and arranged with much clearness and force, and written in a thoughtful and interesting style and manner.

- 3.—*Outlines of Moral Science.* By ARCHIBALD ALEXANDER, D. D. 12mo., pp. 266. New York: Chas. Scribner.

The author of this work was one of the distinguished divines of the Presbyterian Church, until his recent decease. These pages form the last work of his pen. Its title indicates its true character. It consists of outlines merely of moral science; or rather it is a clever and comprehensive summary of the opinions of philosophers on this subject, with the opinions of the author likewise. As a summary it is more valuable to the public, than as a work possessing any new or special value of its own.

- 4.—*Queer Bonnets; or, Truthfulness and Generosity. A Book for Girls.* By Mrs. L. C. TUTHILL. 12mo., pp. 294. New York: Charles Scribner.

The importance of Truthfulness and Generosity is set forth in a very pleasant series of incidents in this volume. The impression which it will make upon the young will be strong and good, at the same time it is attractive and interesting for all readers.

- 5.—*Little Silverstring; or Tales and Poems for the Young.* By W. O. BOURNE. 12mo., pp. 556. New York: Chas. Scribner.

Tales and poems form the contents of this volume, which are generally interesting and attractive for young readers. The embellishments are quite numerous.

- 6.—*Voices of Nature to Her Foster Child, the Soul of Man. A Series of Analogies Between the Natural and the Spiritual World.* By the author of "A Reel in a Bottle." Edited by REV. HENRY T. CHEEVER. 12mo., pp. 430. New York: Chas. Scribner.

The religious mind will find much material for contemplation in these pages. The true interpretation of nature, and the voice of each season respectively, is the subject under the consideration of the writer. Thoughtful, suggestive, and elevating in their tone, these pages are still deficient in that true and genuine feeling which goes directly to the heart, and which in contemplations of nature should never be forced to give place to intellectual reflections, and cold opinions. The design of the author to detect the analogies between the natural and spiritual world, as it is designated, is an excellent one, and so far as he has advanced therein he has clothed the subject with much importance.

- 7.—*Mercantile Morals; or, Thoughts for Young Men entering Mercantile Life.* By WM. H. VAN DOREN. 12mo., pp. 437. New York: Charles Scribner.

It has been more particularly the object of the author of this work to prepare such a volume as would be suitable to place in the hands of all young men as they enter mercantile life. It is not a naked catalogue of the "tricks of trade," or dry, abstruse reasonings upon the morals of Commerce; but a mass of illustrations drawn from history, science, real life, &c., which may render the subject still more attractive to youthful minds. It will prove a useful and valuable work within the field which it occupies.

- 8.—*Our First Mother.* 12mo., pp. 295. New York: C. Scribner.

In this volume the author aims to convey to young persons, instruction upon a number of topics suggested by the Mosaic history, and more or less connected with the character of Eve—the first mother. Under the form of evening lectures by a Christian matron to her daughters, he introduces a variety of interesting subjects, which are occasionally enlivened by questions and answers in a graceful conversational style. The moral tendency of the whole work is excellent; it is practical and devotional, and calculated to produce excellent impressions.

- 9.—*Electrotype Manipulation.* By CHARLES V. WALKER. 18mo., pp. 149. Philadelphia: Henry C. Baird.

This convenient little manual is divided into two parts. The first contains the theory and plain instructions in the art of working metals by precipitating them from their solutions, through the agency of galvanic or voltaic electricity. The second, similar instructions in the art of Electro-Gilding, and Electro-Etching, with an account of the mode of depositing metallic oxides, and also of the several applications of electrotype in the arts. The plain and simple rules laid down are familiarly illustrated by woodcuts, which renders it at once just such a book as the uninitiated require.

- 10.—*The Complete Practical Brewer.* By M. L. BYRN, M. D., graduate of the University of New York, &c. Philadelphia: Henry C. Baird.

We have, in this un-voluminous volume, plain, concise, and apparently accurate and thorough instructions in the art of brewing all kinds of ale, beer, porter, &c., including the process of making Bavarian beer, and all the small beers, including those drank by members of the temperance societies. The work is adapted to the use of public brewers and private families, or those who wish to brew on a small scale.

- 11.—*The Pyrotechnist's Companion; or, a Familiar System of Recreative Fireworks.* By G. W. MORTIMER. First American from the Second London Revised Edition. 18mo., pp. 168. Philadelphia: Henry C. Baird.

This little manual presents, in a clear and comprehensive form, the art of employing fire for purposes of pleasure. It gives plain and efficient rules for the safe management of making, by means of gunpowder and other inflammable substances, single fireworks, rockets, and every variety of compound works, at once agreeable to the eye by their form and splendor.

- 12.—*Evelina; or the History of a Young Lady's Introduction to the World.* By MISS BURNEY. 12mo., pp. 199. New York: Harper & Brothers.

A new edition of an old and popular tale.

- 13.—*Knick Knacks*. By LOUIS GAYLORD CLARKE. 12mo., pp. 333. New York: D. Appleton & Co.

Scarcely any one can be unacquainted with the rare materials which compose the "editor's table" in the *Knickerbocker Magazine*. It is from this unrivaled storehouse of humor and pathos that the contents of this lively volume are selected. It may unquestionably be regarded as the book of the season, full of choice entertainment, pleasing by the admirable impressions produced in the mind of the reader. It was perhaps undertaken at the suggestion of Washington Irving, who writes to the author thus: "You will perhaps remember that I once spoke to you upon the subject, and have often thought it a great pity that the sallies of humor, the entertaining incidents, and the touches of tender pathos, which are so frequently to be met with in your 'gossip,' should be comparatively lost among the multitudinous leaves of a magazine."

- 14.—*A Digest of English Grammar, Synthetical and Analytical, Classified and Methodically Arranged, Accompanied by a Chart of Sentences, and adapted to the use of Schools*. By L. T. LOVELL. 12mo., pp. 218. New York: D. Appleton & Co.

In the preparation of these pages, the author has had a very commendable object in view. He has endeavored to reduce to a concise yet comprehensive system the true principles of language, and to form a consistent and practical digest of established rules, and to add to the popular system of grammar some new features, and also to improve upon those already received. It is a work in which teachers will find much which is new and valuable that will greatly aid them in imparting instruction.

- 15.—*Reuben Medlicott; or the Coming Man*. By M. W. SAVAGE. 12mo., pp. 448. New York: D. Appleton & Co.

A tale by the author of the "Bachelor of Albany." It may be read with profit by all persons. It is well written, thoughtful, substantial, and possesses interest. The author aims to show that success in life depends neither upon education or talent, but a steady adherence to one pursuit; and the hero is represented as possessing every qualification for success but the single one of tenacity of purpose.

- 16.—*A Journal Kept During a Summer Tour, for the Children of a Village School*, By MRS. SEWALL. Part 1, from Ostend to Lake Constance; part 2, to the Simplon. part 3, through part of Tyrol to Genoa. 12mo., pp. 500. New York: D. Appleton & Co.

This is a very pleasant narrative of a tour in a portion of Europe. Written for the entertainment and instruction of youthful readers; it is marked by simplicity of style, and intelligence combined with an attractive and flowing narrative which will secure it a welcome with all.

- 17.—*First Lessons in Book Keeping. Introductory to a Treatise on Practical Book Keeping and Business Transactions; Embracing the Science of Accounts and their Extensive Application. Designed as a Class-Book for Academies and Schools*. By JOSEPH H. PALMER. 12mo., pp. 40. New York: D. Appleton & Co.

This is an admirable little manual for beginners, both on account of its simplicity and its clearness of method.

- 18.—*The Elements of Geology, adapted to the Use of Schools and Colleges*. By JUSTIN R. LOOMIS. With numerous illustrations. 12mo., pp. 198. Boston: Gould & Lincoln.

It is the aim of this volume to present a systematic and somewhat complete statement of the principles of geology, within such limits as they may be thoroughly studied, in the time usually allotted to this science in schools and colleges. Technical terms have been generally avoided. A large share of the work is devoted to the explanation of geological phenomena, suitable to convey an idea of the modes of investigation adopted, and the kind of evidence relied on. All discussions on debatable points have been avoided, and as much unity and completeness observed in the method, as was really practicable.

- 19.—*Essays and Reviews, Chiefly on Theology, Politics, and Socialism.* By O. A. BRONSON, LL. D. 12mo., pp. 521. New York: D. & J. Sadlier & Co.

These are the later essays of a vigorous, bold, and confidential writer, bearing chiefly upon the theme which has principally engrossed his thoughts during the past few years. This is the pre-eminence of Catholicism over Protestantism, Republicanism, and every other human principle. In urging his favorite points, he has manifested many excellent and admirable characteristics, both as a thinker and a writer; so much so, indeed, as to become entitled to a very prominent place among American Essayists. His peculiar opinions, however, we must confess that "we do abominate;" and if we should desire to refute some of them nothing more would be necessary to do, than to array the writer against himself. Such a charge of unstableness as this is, would entirely extinguish the influence of most writers and men. Not so with Bronson. His merits overtop all these infirmities, and he will be read without perhaps producing conviction for a long time yet to come. Men will admire those strong traits of mind, which, though submerged and swallowed up in the great Gulf of Uniformity, can yet preserve and manifest somewhat of their original vitality.

- 20.—*Australia and Her Gold Regions: A Full Description of Its Geology, Climate, Products, Natives, Agriculture, Mineral Resources, Society, and Principal Cities; Accompanied with a Map of the Country and Statistical Tables Showing the Regulation and Results of Mining Operations, Cost of Passage, Necessary Outfit, and every Particular of Information Requisite for those Desirous of Emigrating. The whole Forming a Complete Guide-Book to the Gold Mines.* By R. G. JAMESON. 12mo., pp. 188. New York: G. P. Putnam.

As a reliable work on Australia, and as one which furnishes a large share of information useful to emigrants to that distant portion of the world, this work is highly commended.

- 21.—*Garden Walks with the Poets.* By MRS. C. M. KIRKLAND. 12mo., pp. 315. New York: G. P. Putnam.

This is a selection from more than eighty of the favorite English and American poets, of verses upon the garden and its accompaniments. They are arranged in the order of the seasons, commencing with early spring and closing with the withered leaves of autumn. The selection includes some of the finest gems of poetry. It is a treasure for the good taste and excellent sentiments expressed in its contents. As a gift book, although without illustrations, it is a happy idea.

- 22.—*Eagle Pass; or Life on the Border.* By CORA MONTGOMERY. 12mo., pp. 188. New York: G. P. Putnam.

This volume forms number eighteen of Putnam's Popular Library. It presents a very faithful picture of Peon slavery on the Mexican border, and is interspersed with numerous striking and interesting scenes in that wild and romantic region.

- 23.—*Oracles for Youth. A Home Pastime.* By CAROLINE GILMAN, author of "The Sibil," "The Southern Matron," &c. New York: Geo. P. Putnam.

A charming book, designed to amuse children, and render conversation pleasant and profitable.

- 24.—*Archibald Cameron; or Heart Trials.* 12mo., pp. 352. New York: Robert Carter & Brother.

This is a portraiture of the expansion of the mind and heart in the progress from childhood to manhood, and the gradual conversion of the heart from the objects of the world to religious pursuits. It is written with spirit and vigor, contains many interesting passages, and will prove acceptable to persons of religious inclination.

- 25.—*The Rainbow in the North: A Short Account of the First Establishment of Christianity in Rupert's Sound, by the Church Missionary Society.* By S. TUCKER. 12mo., pp. 308. Robert Carter & Brother.

These pages contain much information respecting the early history of some very interesting mission establishments, in a distant and bleak portion of this continent. The hardships and trials of the missionaries, and the peculiar habits and customs of the natives, are narrated in a simple style and with genuine feeling.

- 26.—*Holiday House: A Series of Tales.* By CATHARINE SINCLAIR. 12mo., pp. 318. New York: Robert Carter & Brothers.

Many volumes of miscellaneous tales are printed only to make a book, of which one or two are generally good and the remainder quite indifferent. But such is not the fact with this volume. The tales are numerous and excellent. The author has attempted to depict youthful life with that genuine gleesome spirit it truly possesses, and free from those cold artificial habits which are too often fastened upon youth by the ignorance of parents and teachers. Her book is worthy of a wide circulation.

- 27.—*Earlwood; or Lights and Shadows of the Anglican Church. A Tale for the Times.* By CHARLOTTE ANGLELY. 12mo., pp. 314. New York: Robert Carter & Brother.

This is a tale of considerable interest. It is of religious tone, and impresses upon the mind thoughts and sentiments of the highest value. It is carefully written, displaying a cultivated taste and elevated mind.

- 28.—*The Personal Adventures of "Our Own Correspondent" in Italy. Showing how an Active Campaigner can find good Quarters, when Others may Lie in the Fields; Good Dinners while Many are Half Starved; and Good Wine though the King's Staff be Reduced to Half Rations.* By MICHAEL B. HONAN. 12mo., pp. 425. New York: Harper & Brothers.

This agreeable volume is from the pen of one who acted as the correspondent of the *London Times*, during the time of Charles Albert's struggle in Milan. It is not made up of letters which appeared in that print, on the contrary, it consists of matter extraneous entirely to the letters, and yet of sufficient interest and entertainment, to be issued in a separate volume. Our readers may depend upon finding it an agreeable book. It is all the more so, from the experience of the author as a correspondent of the public press.

- 29.—*Parisian Sights and French Principles seen Through American Spectacles.* 12mo., pp. 264. New York: Harper & Bros.

Parisian life is sketched in this volume with much detail. The author follows very much after the manner of Sir Francis Head, lacking, however, that piquancy and point which characterize Head. In these pages the reader is, in many instances, introduced behind the curtains of French life, and learns much that does not often find its way into books of travel. It is written with much spirit and life, and contains matters of interest to all readers. The illustrations are quite numerous and add to the impressions of the text.

- 30.—*The Forest.* By J. V. HUNTINGTON. 12mo., pp. 334. New York: J. S. Redfield.

Our readers will remember "Alban," a tale by this author, which attracted some attention not long since. In these pages we have a continuation of the same story, and a higher and more mature development of the same characters. The author writes with vigor and power. There may be some exceptionable passages and blemishes in his pages, but taken as a whole, the reader will find this a tale of more than ordinary merit.

- 31.—*Regal Rome. An Introduction to Roman History.* By FRANCIS W. NEWMAN, Prof. in University College, London. 12mo., pp. 182. New York: J. S. Redfield.

An introduction to Roman history with the developments of the present day, from the pen of this able writer, cannot fail to attract attention. Although brief, many important suggestions are advanced which will arrest the thoughtful reader. The volume treats only of the history of the Roman Kings, and is written with much elegance and vigor.

- 32.—*Meyer's Universum.* Vol. 1. Parts 7 and 8. New York: Herman J. Meyer.

The interest of this publication is well sustained. The plates of which it consists are very finely executed, and the text is graphic, instructive, and entertaining. The illustrations of these numbers are "Bremen," "The Obelisk of Luxor," "Saratoga Lake," "The Cottage of Kosseva," "Washington's House at Mount Vernon," with text by Horace Greeley, "Erlongen," (Bavaria), "Cape Horn," "A Masked Ball in Paris."

- 33.—*The Eclipse of Faith: or a Visit to a Religious Skeptic.* 12mo., pp. 452. Boston: Crosby & Nichols.

Every intelligent reader will admire this volume as one of the remarkable books of the day. Its author, Henry Rodgers, a contributor to the *Edinburgh Review*, is a powerful and clear writer, and seeks to establish the evidences of religion upon a secure and logical basis, by arranging the leaders and representatives of different phases of faith against each other. Opposite opinions are thus combated with a force and skill which their champions will find extremely difficult to resist, especially those whose views tend to skepticism. The arguments are maintained in the style of ancient dialogue and with much of their brilliancy and effect.

- 34.—*Letters to a Millenarian.* By Rev. A. WILLIAMSON. 16mo., pp. 180. New York: M. W. Dodd.

In this series of letters the author endeavors to explain the promises of God to Abraham, as expounded by the prophets under the character of a will or testament, in which God, by covenant, promises to bequeath to Abraham and his seed rich legacies, to be paid over to them in successive generations. He then proceeds to inquire who are at present the lawful heirs of this will, and what legacies are still due to these heirs. These questions are answered to the exclusion of Jews as such, and to the introduction as heirs of those who are truly Christians.

- 35.—*Personal Memoirs and Recollections of Editorial Life.* By JOSEPH BUCKINGHAM. 2 vols. 12mo., pp. 256 & 255. Boston: Ticknor, Reed & Fields.

The unseen life of an editor, that portion of his days which is devoted to labor for the information of the public, although known only by its results, is often full of incident. The characters which are presented to him are more diversified than to men in any other pursuit. These memorials of Buckingham will be found full of interest by any one whose experience has made him acquainted with editorial pursuits. But it is not for such alone that these volumes possess attractions. The general reader will here find the veil removed from one most important and attractive pursuit in society—"the Fourth Estate."

- 36.—*Bibliotheca Americana. Catalogue of American Publications, Including Reprints and Original Works, from 1820 to 1852 Inclusive. Together with a List of Periodicals Published in the United States.* Compiled and arranged by O. A. ROORBACH. 8vo., pp. 652. New York: O. A. Roorbach.

Probably this is the most perfect list of American books published within the period it embraces, which will ever be prepared. It contains upwards of twenty-four thousand titles, and all that have appeared up to the present time whereof the compiler was informed. The prices, publisher's name, author, and, in many instances, the date of issue are given. A classification of the volumes would furnish a very interesting picture of the character of American books in most demand.

- 37.—*Waverley Novels. The Pirate and The Fortunes of Nigel.* Vols. 12, 13 and 14. 12mo., pp. 269, 285 and 335. Boston: Parker & Mussey.

The large type, and the clear and distinct impression, as well as the general taste and neatness with which these volumes are put forth, render this one of the most desirable editions of the *Waverley Novels*.

- 38.—*Introductory Lessons in Reading and Elocution.* Part 1st. By R. G. PARKER. Part 2d. *Lessons in Elocution.* By J. C. ZACHOS. 12mo., pp. 195. New York: A. S. Barnes & Co.

- 39.—*The Spawwife: or the Queen's Secret. A Story of the Times of Elizabeth.* By PAUL PEPPERGRASS, Esq. Part 3. Baltimore: John Murphy.

- 40.—*Romance of American History, as Illustrated in the Early Events Connected with the French Settlement of Fort Carolina, the Spanish Colony at St. Augustine, and the English Plantation at Jamestown.* By J. BANVARD. 16mo., pp. 306. Boston: Gould & Lincoln.

Many of the early scenes in American history are here related with all the fascination of romance. The work is admirably adapted to awaken in youthful minds a desire to prosecute the study of American history.