



E. W. Bigelow.

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AND
COMMERCIAL REVIEW.

FEBRUARY, 1854.

Art. I.—COMMERCE OF THE UNITED STATES.

NO. V.

COMMERCE AND THE FISHERIES LEADING OBJECTS OF THE PLYMOUTH SETTLERS—THEIR ENLARGED IDEAS IN RELATION TO TRADE—AGREEMENT WITH THE ENGLISH MERCHANTS—PROGRESS OF THE COLONY—BRITISH FISHERY AT NEW ENGLAND—VIRGINIA TOBACCO—NEW AMSTERDAM—EFFORT OF THE PLYMOUTH COUNCIL TO ESTABLISH THEIR EXCLUSIVE RIGHT IN THE NEW ENGLAND SEAS—THE LACONIA COMPANY—ENGLISH MONOPOLIES—TREATY OF THE PURITANS AND DUTCH—COMPANY OF NEW FRANCE—CLAYBORNE—CONNECTICUT, ETC., ETC.

THE Puritan congregation which migrated from the North of England to Holland in the early part of the reign of James I., had been agriculturists solely, before their removal, but in their new home were obliged to a dependence upon the mechanical arts mainly, which were there in a much more forward state than in England. Some of them, also, in the leading commercial nation of the world, yielded to the temptation of the profits to be acquired in the mercantile profession. In the situation in which they were thus placed, they found, it is true, that their spiritual objects either suffered, or were likely to suffer; but it was not to escape from Commerce and manufactures that they determined on another emigration from Holland to America, but to avoid the too ready inclination, as they regarded it, resulting from these pursuits, and from other circumstances connected with their position, to commingle with the Dutch people, and to reduce their own high moral and religious sentiments to the lower standard there prevailing. In America, it was never any part of their idea to return entirely to their original occupation, but from the first they designed to transplant to that region the practice of the new arts and pursuits which they had learned at Amsterdam and Leyden. The very desire of conserving their peculiar religious principle and social organization taught them the necessity of building up to its support a power of wealth and political strength in the colony they had projected, and they well understood how this end

was best to be accomplished. Hence, Commerce and the arts were cherished among the very foremost objects of the pilgrims. Instead of flying to a wilderness to avoid what has been called the contaminating spirit of trade, they went thither purposely that they might give to that spirit full liberty of exercise, without fear of its introducing them to a too intimate communion with principles, customs, and manners with which, though found connected, they did not consider it to have any legitimate relationship. They designed an exemplification of the fact they were well assured of, although some might doubt it then, as a few affect to do now, that good merchants may be not only fair men, but strict Christians, even after the strictest sect. Had they come directly from their first home to America, at the time the persecution of James drove them out, their views would, likely, have been something more contracted; but their sojourn in Holland furnished an excellent school for men who were to found new states in a wilderness, and, joined with their own former good qualities, made them the most efficient colonists ever sent out by England to any part of the world.

It was indeed not likely that any people not having an inclination toward mercantile pursuits should at that time project settlements in New England, or indeed within any part of the United States. All the examinations of the country had been made with reference to its commercial capacities. All the published accounts were devoted to the detail of its exchangeable riches, and to speculations upon the profits and magnitude of the trade which might, through colonization, be built up. Such was particularly the case with Capt. John Smith's publications, which furnished by far the most full and accurate description yet made of either Virginia or New England. Of course, intelligent men designing a removal to so remote a country, could not but have consulted the leading authority for some knowledge of its nature; and we are told by the great adventurer himself, that they had met with his book and map upon New England, and had their thoughts directed thither by their examination. The principal topic of this book is the fisheries; and Smith's statements on this point had been confirmed by the voyages, which, though limited in number, had been for some years regularly made to that quarter. Here was one established means of commercial pursuit in America, a good market being certain in Europe for whatever amount of fish might be taken. The idea of the fisheries and the trade therewith connected became then, (as it could not but occur where so little else was known of the country, and this was a resource promising so well,) a leading element in the calculations of the Puritans. It appears, according to Gov. Winslow, that while their agents were in England in 1618, soliciting of James his consent to their emigration to America, he asked them what profit would accrue to England therefrom, and they—showing their ideas at that time—answered in a single word, "Fishing," which James was pleased to declare an honest trade. The fisheries, it is true, were mainly confined to the coast of New England, and the Puritans eventually determined on a region a little to the south; still it was not known how far along the coast the business might be followed, and, at all events, New England was easily within reach from the proposed point. But it is certain, also, that they had entertained serious thoughts of settling in New England. Smith speaks of their settlement there as designed from the first; and it appears that Weston, an English merchant, who had a leading part in the affair, and was one of those who furnished them the means of reaching

America, advised them to settle in New England, with which he kept up a constant intercourse, offering, as the chief reason, the profit to be derived from the fishery and fish trade. Most of the other merchants who assisted them had also been engaged in adventures to that quarter, and were likely to favor their settlement there. It is probable that they unwillingly changed their intended location to a point further south only from the dispute in which the Plymouth Company, from which they would have to obtain their charter, was involved. On being carried to New England, they seem at no time to have had any desire to leave it for the place they had purposed occupying.

And as well as profiting by Commerce and manufactures, it was the design of the Puritans to do so in the most enlarged sense. They had no exclusive ideas on this point. The guardianship of a peculiar form of religion and society did not in the least indispose them to a general contact with mankind. It might be supposed, that fleeing from what they considered the vices and errors of the Dutch, they would design, for the very object of carrying out the intention of their removal, to cut off correspondence with Holland. But, on the contrary, they earnestly desired from the outset to maintain intercourse with that country. If Holland had not been deemed a suitable home for them, yet, for a time, it *had* been their selected abode, as affording them a better security and a wider privilege than was to be found in any other part of Europe. If Holland had modes not congenial with their system, and vices which threatened to submerge the principles of their youth, they could not but gratefully remember the toleration there accorded to them—the entire freedom of thought, and of all they claimed in speech and in action. They had lived there long enough, too, to form pleasant relations with many of the Dutch people, which they would not now totally interrupt. The character of the Puritans, likewise, had become known, understood, and respected in Holland, and nowhere could they stand on so favorable relations for trade as with the Dutch merchants. As for the influences they had deprecated, the width of the Atlantic was sufficient to separate them therefrom. The little corrupting element which might be transported among bales, barrels, and boxes, would be ineffectual upon their remote society. Nay, even with the Dutch so near as New York, the Puritan colony, when six years founded, established a commercial treaty, although the offer was prompted by the weakness of the former, and to secure their perpetual neighborhood, seriously advised them, as the means of avoiding the expulsion or conquest which did afterward occur, to effect a purchase of the territory, or some acknowledgment of their right from the English government. With the English, too, for reasons akin to those influencing them in regard to Holland, but yet stronger, they earnestly desired a constant and enlarged communication; and, in short, their desire from the outset was to extend their commercial intercourse to all nations, and to admit all nations to their ports who might be disposed to trade with them. Their ideas indeed on this point were entirely in advance, not of that age only, but of *ours* also. What the effect of their plan, had they been allowed to carry it into full operation, *would* have been upon America, upon England, and upon the world—what the effect of the restraint persistently imposed by the mother government upon this desire *was* toward these all—what the influence still remaining of that unwise policy *is* upon each of them, we are hereafter to exhibit.

The Puritans easily effected an arrangement with the Virginia Company,

who readily favored them, for a grant within the territory held by that association. But the king was with great difficulty prevailed upon to wink at their heresy, with the proviso of their being quiet and industrious in America. The sagacious monarch would have made them forever *Dutch*, robbing his kingdom of the fine colonial empire they would develop, and perhaps giving it to a rival whose power still equaled, and whose wealth far exceeded that of Britain. Unable to provide for the expense of their removal to, and early wants in America—a burden so weighty in the case of all the other colonies attempted—the Puritans formed an agreement with some London merchants, which, though very severe, they acceded to, as it left them free in point of faith and civil rights. These merchants undertook to furnish the needed means, relying for repayment upon the success mainly of the fisheries and trade. The contract, indeed, especially stipulated that the colonists should themselves engage in the fisheries, and employ others also therein. Until the debt should be liquidated, it was provided that the colonists should throw the produce of their labor in *common stock*, for the benefit of the creditors. This was a system which could not operate well, and had before much repressed the growth of Virginia.

Two vessels were at first obtained, one being bought, the other hired—the *MAYFLOWER*, of 180 tons, and the *Speedwell*, of 60 tons—the latter being intended to enable the emigrants to comply at once with the stipulation in regard to the fishery. Proving unfit, however, for the voyage, the *Mayflower* alone came. Arrived at *Cape Cod*, they found whales so abundant they would have gone to whaling, and could have stored their vessel with £4,000 worth of oil, had they possessed means and implements. Had they been so provided, their whole enterprise might have ended in a fortunate whaling voyage. At all events, the formation of the colony by them would have been greatly endangered. Luckily, they could not supply the want, and so were obliged to look about at once for a place upon which to locate their settlement. Some advocated a place which they called Cold Harbor, as affording superior advantages for both the whale and cod fishery. But, finally, a site inside of *Cape Cod* promontory was selected, and here was the new *PLYMOUTH* founded, one hundred years after the conquest of Mexico by Cortez, and one hundred and twenty-seven years after the founding of the first Spanish colony in America, at the Island of St. Domingo. Their charter was of no use to them here, the region being without the limits of the Virginia Company—but that was no real misfortune. It is said the captain of the *Mayflower* was bribed by the Dutch to carry them to the north of the Hudson River, where they had contemplated settling; but, if there was any bribery in the case, it strikes us that it was quite as likely made by the very merchants who had furnished them with the means of passage, and some of whom were certainly anxious to have them settle within New England.

In the spring the colonists first met the Indians, and paid them for the corn which they had found buried in the sand. Their intercourse was conducted through Samoset, an Indian, who had been acquainted with the English fishermen at the coast of Maine, and had learned to speak the language through this intercourse. A treaty was formed with Massasoit, Sachem of the Wampanoags, the leading tribe of that region, which was preserved *inviolate for fifty years*. A trade was established, in which for supplies of corn, fish, furs, and skins, they gave the Indians knives, scissors, needles, &c., the articles that were really of most utility to them.

The furs and skins, and some other articles obtained in this traffic, were sent home to England, and sold there for farther supplies.*

The colonists caught some fish for their own use, but were, of course, unable yet to carry out fully the terms of the agreement with the English merchants upon that point, wanting yet both in means and men, and having too many pressing wants requiring their efforts on shore. That their object had not changed, however, is seen in their description of it at about this time—"We are settled for the fishing business and other trade." Ten vessels from England were this year (1621) employed upon the New England coast, not above two or three having been so engaged in any former year.

In the autumn of 1621, the merchants dispatched thirty-five more emigrants to that colony, but hearing that provision was plenty at Plymouth, sent no supplies with them, and even the crew had to be furnished from the small store of the settlers with food sufficient to last them back. The limited resource afforded by the Indians failing with the winter, the settlers were reduced to a half allowance of corn, then to five kernels a day, and finally had none. Having no live stock, either, they were obliged to depend upon wild fowl and wild animals for the rest of the winter.

The Virginia colony at this time was in a very prosperous state. There were eighty plantations or settlements spread out along the banks of the James River, though not extending far back. Sixty more women were sent over in 1621, and the price of wives rose from 120 to 150 pounds of tobacco, the cause being perhaps both an absolute increase in the value of the one article and depreciation in that of the other.

In 1621, the English parliament passed an act providing that "all foreign tobacco shall be *barred*, but that of Virginia or any of the king's dominions shall not be held foreign." Another law was enacted to restrain the inordinate use of tobacco in Great Britain. It enacted that no tobacco should be imported after October 1, 1621, but from Virginia and the Somers' Isles, (the Bermudas, settled about 1610, by Sir George Somers, who was wrecked upon them while bound to Virginia,) and after that day, none was to be planted in England. A customs duty of 6d. a pound was fixed upon the import from Virginia and the Somers' Isles, to compensate the loss the king might sustain in his revenue. The maximum price for the sale in England was fixed at eight shillings the pound, but those selling tobacco by the pipe, might make the most they could. The latter provision was plainly intended to discourage the use of tobacco by the poorer classes, and to make it solely a luxury of the rich. "This is the first instance," says Macgregor, "of the policy of promoting the importation of the produce of the colonies in preference to the produce of foreign states."†

* It has been too much the habit to speak of WILLIAM PENN, as if he alone deserved the credit of fair dealing with the Indians, and the New England settlers are usually blamed as especially harsh and unjust toward them. But the uninterrupted subsistence of the most friendly relations for half a century, about two-thirds the duration of Penn's treaty itself, is sufficient evidence of the honorable dealing of the Puritans with the aborigines.

† In 1621, James I. granted to Sir William Alexander a charter giving him right to all of *Acadia* then first called Nova Scotia. Sir William sent out a small colony the same summer, which failed, but gave "a most utopian description of the country." Charles I. confirmed this grant, and added, to it, with singular disregard of former conveyances, all of Canada, and most of what is now the United States; but the knight could neither make good his claim in entirety, nor even effect a settlement at Nova Scotia, which he tried hard to colonize. These were the grants under which the recent claims were set up by Alexander's heirs to Nova Scotia and the fishing grounds, but as Sir William himself *sold out his title*, we do not understand on what ground, unless by subsequent repurchase. Even in that case, the right, wherever lodged, was invalidated by disuse, and by other later grants made in consequence, covering the same territory.

In 1621, the privilege of trade by license at Hudson River, which the Dutch government had granted for three years past, was supplanted by another monopoly, the *Dutch West India Company*, which was incorporated for twenty-four years from June 3, 1621. The exclusive privilege of trade and settlement was given to this company for the whole western coast of Africa and the whole eastern coast of America, from Newfoundland to Magellan. This was a monopoly of the whole trade of Holland for nearly the whole Atlantic Ocean. The other great ocean was monopolized in like manner by the East India Company, before existing. Within their designated limits, they had nearly absolute power of government over the colonies they might form, and were also authorized to carry on war on their own account with foreign nations, and to form treaties and alliances. The capital stock of the West India Company was at first 7,200,000 guilders, or about \$2,880,000.

The West India Company commenced with towering enterprises. The Dutch being now in course of supplanting the Portuguese in the East Indies, and in hostility with Spain, the company undertook to conquer Brazil, and even to take possession of Peru. These great objects excluded the interests of the humble Hudson River trade from their view, and for two years private individuals, with the approval of the States-General, continued to make adventures thither. The company, however, instituted a government consisting of a Director-General and a council of five, for the small colony there.*

In the Spring of 1622, the Plymouth settlers were reduced to extreme want. Wild fowl failed them in May, and after that time they had no resource but fish. Bass and other fish were plentiful in the streams, but they had not nets strong enough to take them; and although they had some shallops, they were unprovided with tackle necessary for fishing in the open sea. Winslow repaired to the island of Monhegan, where he found about *thirty* sail of English fishermen, to purchase supplies. The fishermen would sell none, but gave liberally of their little stock. Thus, by the fisheries was the colony saved from being broken up.

The "Plymouth Council," although they had been unable to make any settlements in New England, were determined to allow no invasion of their privileges. Claiming full possession of the American waters, as well as the land, from Acadia to the Delaware, (overlying a part of the claim of the Virginia company,) they were excited to the vindication of their right by the private adventures to the New England fishery, in 1621. But notwithstanding their edicts, the number of vessels there from England, in 1622, was increased from ten to *thirty-seven*, of which thirty-five were from the western ports, and two from the city of London. It was not, however, the exclusion of those vessels which the company desired, but to make them a source of revenue, since it had no other. They offered the right of the fishery, on payment of a sum equal to about eighty-three cents a ton. This, for a vessel of forty tons, would have amounted to about thirty-three dollars,

Sir George Calvert, Catholic, established a colony in Newfoundland for the benefit of people of that belief in 1621; but although great sums were expended upon it by Calvert, it soon failed. The colony before alluded to as founded in Newfoundland, still existed, as did also the company in London which established it.

* It was stated by an English writer in 1656, that James I. granted to the Dutch *States* permission to use a certain island at the Hudson River, called thence *Staten* Island, as a watering place for their West India fleets, and that through this privilege they obtained their footing, and added thereto by encroachments. MacPherson, however, finds no evidence of any such grant. The English claimed all this region under Cabot's discovery.

and on the whole fleet of this year, might have reached \$1,000 or \$1,100.* But the merchants engaged in these enterprises, would neither pay tax nor refrain from the inhibited waters. The spirit of popular liberty, which terminated the next reign by the violent conversion of Britain into a commonwealth, had begun to make formidable exhibitions of its power. It was supported by, and in fact, owed its existence principally to the mercantile class, everywhere the original nucleus of the middle estate of society, and the promoters of public right against monarchical assumption. The Commons' house was fast rising out of its old humility, as a simple granter of taxes to the king, and was becoming used to bold essays for the reduction of the prerogative. The right, hitherto exercised by the crown, of creating monopolies in trade, was unequivocally denied, all the merchants and shopkeepers, except, of course, the few leading ones to whom monopoly charters had been granted, supporting and urging forward the Commons in the effort to wrest this authority from the monarch. The Commons had not, indeed, a clear conception of the mischief arising from monopolies, as is evident from their afterward instituting and protecting them; neither were any of the merchants averse to them where they were themselves interested. But so great a reform as that of transferring the power of creating and regulating these exclusive companies from the king to parliament, was as long a step forward as could be expected of those times.

In regard to the fisheries, those upon the coast of England had been from the earliest times kept open to all subjects, and a right to the same privilege in those of America had obtained a general recognition. No attempt had ever been made to give any association exclusive rights at Newfoundland, although charters for colonies upon the island had been granted, and settlements actually formed under them. At this time, the fisheries were becoming more and more a favorite branch with the English merchants, and as the great Commerce of the Dutch had arisen upon their fisheries, they hoped soon to excel that nation, not only in this pursuit, but in the general Commerce which it would aid so powerfully to build up. The pretensions of the Plymouth Council were deemed utterly outrageous, and to be resisted at all hazards.

The Council complaining to the king of the infringement upon their patent, both by the use of the waters and the traffic of the fishermen with the Indians, James issued a proclamation, commanding that none should frequent the coasts of New England, or traffic with the Indians, but the agents of the company and the colonists sent out by them, or persons having license from them. This edict was ineffectual. The House of Commons boldly insisted on the abrogation of the monopoly, and that the fishery should be free to all subjects. A bill was passed to effect this object, but failed to become a law. The people aroused to the support of the Commons, but the Council, backed by James, gave no heed to the clamor, and quietly endeavored to enforce their claim.

These fishing adventures to New England, like those to Newfoundland, were conducted upon *shares*. The product of the voyage was divided into three equal parts, between the owner, the victualler, the master and seamen. The amount received by the seamen usually, according to Smith, was £17 to

* Mr. Sabine certainly overrates this tax, as well as the size of the vessels, in estimating it at \$100 to each vessel, which would afford an average tonnage of 120 tons to each. Forty tons must have exceeded the average size of them—many could not have exceeded twenty-five tons. A vessel of 120 tons was accounted large.

£20 each for the season, which he says was more than they could earn elsewhere in twenty months. The estimate must be somewhat exaggerated, however; as, had there been so much difference in favor of the New England over the Newfoundland fisheries, the latter would have been abandoned for the former, instead of keeping the lead.

In 1622, Thomas Weston, the merchant before mentioned, attempted to settle a colony, at a place which the settlers called Weymouth, about twelve miles south-east of Boston. But the settlement soon broke up.

The Plymouth Council, unable to make its charter of any other avail, readily disposed of its territory to those who desired to purchase it. In 1622, an association called the "Company of Laconia," composed of merchants of London, Plymouth, Bristol, Dorchester, &c., headed by Sir Ferdinando Gorges and John Mason, leading members of the Council, bought of that body the large tract between the Merrimac and Kennebec rivers, the design of the purchasers being to colonize the region, but with reference almost exclusively to trade. Agriculture was scarcely thought of. The fisheries, the forest, and the Indian traffic, were the great resources to be relied upon. Boats, vessels, and saw-mills, were to be the great agencies which should extract a profit to the company of Laconia, from their possessions.

In 1622, the peace and prosperity of Virginia were arrested by an Indian war; 347 whites were killed in one day, and the settlements were reduced from eighty to eight, by abandonment. The war ended next year, by the Indians being driven far into the wilderness, conquest now replacing the former policy of buying their lands. The war and its effects were in great part due to the imprudent trade of the colonists with the Indians in firearms, ammunition, &c.

The average annual import of tobacco into England from Virginia, for the seven years ending in 1622, was 142,085 pounds. The amount raised in 1622 was 60,000 pounds.

James, desirous that Virginia should turn to the culture of some other staple than tobacco, and become a source of profit not only to the company but to the crown, undertook now, in his superior wisdom, to regulate the industry of the colony. In 1622 he wrote to Lord Southampton, treasurer of the company, "commanding the present setting up of *silk* and the planting of *vines* in Virginia," which he had several times before urged the company to endeavor. He gave strict injunctions that every effort should be used to accomplish this end, repeating his oft assevered repugnance to tobacco. He sent them also instructions upon the silk and vine culture, prepared by Banoeil, a Frenchman. The company, hoping both to please the king and profit themselves, obeyed the mandate with zeal. Southampton, not in strict accordance, as Murray says, with his own views, he being of the liberal side, sent out peremptory orders, that "if any one omit the planting of vines and mulberries in an orderly and husbandly manner, they may by a severe censure and punishment be compelled thereunto." The vines of all the southerly parts of Europe, those of Greece last, were tried, and a considerable quantity of mulberry trees were planted. But little wine or silk was produced, and the culture of both was suspended on the dissolution of the company in 1624, tobacco being still the only profitable article for export. The population of Virginia was now about 2,500.

Although the colony was described as latterly prosperous, the company had as yet found it an unprofitable enterprise to themselves. The stock was

still unproductive, and the shares worth little. To render matters worse, the political altercations going on in England were obtruded into the company's affairs, the war of liberal and conservative raging in its meetings.

1623. The Plymouth settlement, in 1623, without relief from abroad, were reduced to a *single boat and a single net*, which were the principal means of their support. This was the last year of their extreme need, although it was two years later before they could reduce land enough under cultivation for their support. They obtained, this year, a patent to *Cape Ann*, as a fishing ground, and granted a right of forming a settlement thereon to some English merchants, engaged in the fishery. It had been usual, of late, owing to the time consumed in the long voyage to the fishing grounds, and thence to Spain, leaving so short a season for fishing, to send double crews, to expedite the catch and preparation of the fares. The merchants in question, having raised a fund of £3,000, bought a vessel of fifty tons, which they sent out this year, thus equipped, with directions on completing the cargo, to leave half the crew at Cape Ann as permanent settlers. The plan so far was executed; but the vessel arrived so late in Spain that the market was preoccupied, and a loss was sustained on the adventure of £600.

To enforce the ordinance which James had issued in their behalf, the Plymouth Council, in 1623, sent over Robert, son of Sir Ferdinando Gorges, as "lieutenant-general" over all New England, and Francis West, bearing the pompous commission of admiral of the seas of New England. But there were this year *forty* sail of fishermen on the coast, from England, being altogether too strong and resolute for the power of the lieutenant-general and the admiral; the attempt ending in only causing a renewed clamor in England for free fishery.

The Laconia company sent out a party in 1623, which settled at the Piscataqua. They engaged at once, and exclusively, in the fishery and the fur trade, and for seven years completed but three or four buildings. The rest of the company, discouraged by the expense and want of returns, soon left the whole of Laconia to Gorges and Mason.

The director-general, officers, and most of the Dutch population of New Amsterdam, (as the settlement on Manhattan Island was called,) lived still within the fort. The West India Company had, however, now resolved on a vigorous colonization of their American possessions. A party was sent out, under Cornelius Mey, who settled on the South river, (the Delaware,) in New Jersey, opposite to the present city of Philadelphia, calling the settlement Nassau. Here they had most amicable intercourse with the Indians; but the colony was soon abandoned, to the great regret of the natives, who long cherished the memory of the just Mey and his associates.

1624. In the year 1624, the Plymouth colony is referred to by Capt. John Smith, as in a prosperous condition. This year, he says, they "freighted a ship of an hundred and fourscore tun, living so well, they desire nothing but more company; and whatever they take, return commodities to the value." The ship was loaded with fish, cured with salt of their own manufacture, and was sent to England. The colony numbered about 180, and was making every effort to extend its fishery, and make it the source of a profitable trade. The merchants who had assisted them, however, were discouraged by the smallness of the returns, and complained loudly. They refused to provide a passage for Robinson and the others, in Holland, and even sent a ship to injure their trade by rivalry. Three heifers and a bull, the first animals brought to New England, were among the imports this year.

The Cape Ann company sent out another vessel, this year, on the same plan as that of last year, which left thirty-two men with those already there, but made, like the other, a losing adventure. The same year, Roger Conant, and some Puritans from England, aided by sundry merchants there, effected a settlement at the same place.

There were fifty English vessels in the New England fishery in 1624. The Plymouth Council, still asserting its claim, was vehemently assailed in Parliament. Sir F. Gorges was summoned before the House of Commons. The Speaker, Sir Edward Coke, addressing him, denounced the attempted monopoly, saying—"If you alone are to pack and dry fish, you attempt a monopoly of the wind and sun." A bill passed both houses revoking the charter of the Plymouth Council, but the king refused it his sanction. The company, however, was powerless, and was obliged to leave the New England seas free.

The trade of England was chiefly carried on at this time by monopolies. There were now in full operation the East India Company, the African Company, (for the slave trade,) and the several American Companies, with those formed under the latter—all these being joint-stock associations. There were also others without a common stock, called regulated companies, viz., the Merchants' Adventurers, Turkey and Eastland (Greenland whaling) Companies. Not one of all these was legally established by act of Parliament; yet they all exercised great powers, and disturbed and often totally obstructed the body of unchartered traders, whom they called interlopers. The English people, that is the independent merchants, shop-keepers, and population of the large towns—for the rural population took yet little concern in politics—were making strong but vain efforts to suppress the leading ones of these associations.

In 1624 the charter of the Virginia Company was declared forfeited, owing to their political altercations. The colony had cost the company £150,000, and 9,000 emigrants had been sent out, of whom but 2,000 were left. The company had raised for the colony's aid £200,000 by subscription, but their hopes had been unrealized. James now issued another proclamation upon *tobacco*, forbidding the export except from Virginia and the Somers Isles, and granting the liberty to these but as a favor, on account of their weakness. He repeated also the prohibition against planting it in Great Britain and Ireland.

1625. Charles I. repeated his father's proclamations against all tobacco but that of Virginia and the Somers Isles, the sale of which, like his father, he attempted to monopolize. Against this latter project of the royal tobacco merchant, Gov. Yearly, five of the council, and thirty-one burgesses of Virginia, so earnestly remonstrated that Charles desisted.

The Plymouth Colony, in 1625, sent to England two vessels loaded with *fish and furs*. One was captured, near the English coast, by Moorish pirates.

The Cape Ann Company sent over three vessels, and with them twelve cows. The return cargoes of these vessels, like those of the two years preceding, left them a heavy loss. The harbor of Ipswich had become, before this, a noted station for the English fishing vessels.

In 1625 the Commons house passed a bill for the increase of shipping and navigation, and for the freedom to all subjects of fishing on the coasts of Newfoundland, New England, and Virginia. The bill was lost in the Lords. In a declaration of grievances suffered by the English people from his gov-

ernment, which the Commons presented to Charles, and for which redress was required, this matter was enumerated.

About 1625 Charles granted to Sir Robert Heath the territory between 30° and 36° N., called Carolina. Heath effected no settlement, and his patent was afterward made void.*

The West India Company sent to their colony at Manhattan, with a number of settlers, 103 horses and cattle, beside a lot of sheep and hogs, the first animals imported there. A new settlement was also formed by the Dutch at Brooklyn, Long Island.

1626. After much altercation the Plymouth Colony succeeded in purchasing the claims of the English merchants and the Plymouth Council against them. The governor of the colony, and seven other adventurers, agreed to pay £1,800 thus due, in yearly installments of £200, and all other debts of the colony. In return, these eight were to have the monopoly of the trade of the colony for six years, to return then to the company, and were to import yearly hoes, shoes, &c., to the value of £50, to be sold for corn at 6 shillings a bushel. They were to own, also, the shallop and pinnace *built at Monamet*. The colony was to supply all its wants itself. The common stock arrangement was abandoned, and the property equitably divided among the settlers. Thereafter the progress of the colony was fast. Trade was opened by the colony this year with Monhegan Island, on the coast of Maine, and to other parts of the coast for fish and furs.

The Cape Ann Company in England, discouraged by its heavy losses, was dissolved, and most of the settlers returned to England. A few, with Conant, removed to Naumkeag (Salem) for a better station and better fishing.

The crews of the vessels visiting the coast of Maine for fish and timber began, in 1626, to form settlements at the vicinity of the mouths of the Kennebec and Penobscot.

The Dutch purchased Manhattan Island of the Indians for the value of \$24. Their fur trade, beside reaching up the river and into the Mohawk, and over much of the country near, had extended all along the Sound, into the Connecticut River, and to Narragansett Bay even. A commissioner from New Amsterdam this year effected the treaty with the Plymouth Colony already alluded to. The Dutch invited the Puritans to remove to Connecticut, which offer they declined, advising the Dutch to make themselves secure by a treaty with England, and requesting them also not to send their skiffs to Narragansett Bay for beaver skins.†

1627. Gov. Bradford complains that the English vessels began to leave fishing on the New England coast, and fell wholly to trading there, to the detriment, as he says, of the Plymouth Colony. A few single vessels were sent over to fish, but most of them were connected with establishments in New England. The cause of this abandonment of the fisheries here was the great superiority of the Newfoundland fishery, after all that had been said to the contrary; many of the voyages to New England had, indeed, of late, proved losing adventures. So the right maintained against the Plymouth Council proved of little avail when secured, except to prevent a like effort to monopolize the other fishing grounds of America.

* The English, in 1625, settled St. Christopher's, a West India island. The year before James granted Barbadoes, the most easterly West India island, to the Earl of Marlborough.

† In 1626 the Dutch settled Berbice, in Guiana. They also took San Salvador and the region around, in an attempt to conquer Brazil, and acquired there much wealth. War followed against Holland by Portugal and Spain.

Charles I. confirmed Sir William Alexander's patent to Nova Scotia, and created an order of *baronets* for that province.

To push their colonial empire in America, the French government created two companies in 1627, one for colonizing North America, the other the Antilles. They were projected by Richelieu, then Superintendent-General of Commerce and Navigation and High-Admiral of France. The first, called the Company of New France, consisted of one hundred merchants, with a capital of 600,000 livres, equal to about \$108,000. It had the perpetual grant of all French North America, including Canada, Acadia, the Lake and Mississippi region, and even Florida, to which France laid claim—political supremacy within these territories being, however, reserved by the king, and the exclusive privilege of Commerce limited to fifteen years. In the cod and whale fishery their rights were equal only to those of other subjects, the French and English following the same policy on this point, except that the English had granted the Greenland whalery to an exclusive company. The company engaged to send 300 tradesmen to Canada, and supply them for three years with food, lodging, clothing, and implements, and also to settle there 6,000 French inhabitants before 1643. The other company had the right of exclusive trade with the Antilles, and were to pay for their privilege 100 lbs. tobacco or 50 lbs. cotton for each settler of 16 to 60 years.*

For several years past the English had employed at Newfoundland about 250 vessels, of a total of about 15,000 tons, and 5,000 persons. The yearly estimated profit was £135,000 sterling, contrasting remarkably with the results of their commercial efforts upon the American continent.†

1628. A Dutch bark arrived from New Amsterdam at Plymouth, and a trade was thus begun between the two colonies, which continued several years. The Dutch sold the Puritans linens, stuffs, and other articles, and received in return fish and corn, and it is stated also *tobacco*.

The government of the Plymouth Colony made complaint to the Council in England against Thomas Morton, for carrying on an independent trade with the Indians. The same complaint was also preferred against the English fishing vessels, which made of the fishery a mere pretense for the purpose of trading all kinds of arms to the Indians. Some of the planters also had resorted to the same course. The aid of Gorges was solicited to stop this abuse.

Sir Henry Roswell, Sir John Young, and other gentlemen purchased of the Plymouth Council the territory between Charles and Merrimack Rivers. The patent specified the object of the purchasers, as in other cases, to be trade and settlement. Some London gentlemen, among whom were Winthrop and Saltonstall, became associated in the new company, and were af-

* Champlain was continued governor of Canada, and between the quarrels of the Catholics and Huguenots, the Indian war, and the bad management of the company, it required all his genius to keep the colony even in existence. Both these companies ruined their own interests by their rapacity. In the islands colonized by the Antilles Company, a contraband trade soon sprung up with the Dutch for merchandise and provisions, which the company sent out from France at enormous prices.

† In 1627, the French and English being at war, the former sent a force to take possession of Newfoundland and the Fishing Banks. The English vessels, however, went out under protection, and many of them armed, some carrying 20 guns, and 100 men.

Sir William Alexander sent out a few armed vessels to Nova Scotia. On the way they captured a French fleet of transports, with stores, and 135 pieces of ordnance for Quebec and Port Royal, the latter having been partially re-established since Argal's expedition, but it was again reduced by Alexander's fleet.

The English settled Barbadoes, their second West India island.

The Dutch East India Company's dividend, in 1627, was 45 per cent, the highest they ever made. Adventure to the East was thus still far more profitable than to the West.

terward sole patentees. Mathew Cradock, a wealthy London merchant, was appointed the first governor of the company. John Endicott, with 200 emigrants, in six vessels, was sent over, and settled at Salem, where Conant was still, with a few others. A part of the party settled at Charlestown.

Charles Levett, who had visited New England in 1623, published in 1628 "A Voyage in New England," relating to her fishing interest. He recommended fixed stations on the coast by the crews of the vessels sent out, by which, beside taking double the fish, they could expend seven months in the year in labor upon shore.

For the four years ending 1628, under the possession of the Dutch West India Company, the exports from Manhattan were \$68,000, and the imports \$45,000. The colony was yet small, and most of the settlers were in the employ of the company, which was too much employed at present in its profitable forays against the Spaniards to pay much attention to this humble trading establishment.*

1629. The West India Company turned its attention at last to the vigorous colonization of the New Netherlands, as its North American possessions were called, promising, in 1629, extensive grants of land and manorial titles to all persons who should transport fifty emigrants as tenants upon their own manors, purchasing the land from the Indians. The privilege of having negro slaves was also granted them. Under the offer thus made, four directors of the West India Company, distinguished by the title of *patrons*, made large purchases on both the Hudson and Delaware Rivers. One of them, named Godyn, obtained from the Indians the southern half of the present State of Delaware.

The company which had purchased the region between the Merrimack and Charles Rivers obtained, in March, a charter from Charles I., incorporating them as the "Governor and Company of the Massachusetts Bay in New England." The charter, among other things, very particularly secured the full liberty of all English subjects in any of the seas, arms of the sea, and salt water rivers of the colony, as well as that of drying, keeping, and packing fish on the lands adjoining. The population of the colony this year was 506; among the imports from England were 115 cattle, some horses, and 41 goats.

From some instructions sent by the Massachusetts Company to its agents in the colony in 1629, it appears that *a vessel had already been built in the colony*. The company direct that if they send the ships to fish at the banks, expecting not to return again to the plantation, they send also "our bark that is already built in the country."

Rev. John Wheelwright bought of the Indians all the tract between the Merrimack and the Piscataqua, being within Gorges and Mason's grant. This purchase was the occasion of great contention for years afterward.†

1630. Seventeen ships, with about 1,500 emigrants were sent to Massachusetts Bay Colony in 1630—this great emigration being due to a revival of religious persecution in England. These people founded Bosrox, Dorchester, Roxbury, Cambridge, and Watertown.

* The Dutch West India Company in 1628 divided *fifty per cent* to their proprietors, their great success being occasioned chiefly by the capture of a Spanish fleet loaded with plate, and valued at 12,000,000 guilders, (\$4,800,000), and by the plunder of another Spanish squadron on the coast of Peru.

† 1629. An English fleet, under Sir David Kirke, appearing before Quebec, which was in a very reduced state, Champlain surrendered.

Rev. Mr. Higginson, of Salem, in a narrative published about this time, described the region occupied by this colony as "a wonderment, outstripping the increase of Egypt, yielding from thirty to sixty fold; the ears of corn nowhere so great and plentiful." The wealth of the waters he described as every way equal—whales, grampuses, mackerel, codfish, bass, salmon, scate, thornbacks, lobsters, turbot, sturgeon, cusks, haddocks, mullets, eels, crabs, muscles, and oysters, in endless numbers. This account produced a great impression in England, where the spirit of emigration was then so rife.

The expense of emigration from England to Massachusetts Bay was estimated in 1630, for each person, as follows:—

Provisions.....	£7 11 8	Arms.....	£2 0 0
Apparel.....	3 8 6	Fishing implements.....	0 10 1
Tools.....	0 17 6		
Building implements.....	3 0 0	Total.....	£17 7 9

The Plymouth Council, in 1630, disposed of the soil of Connecticut to Lords Say-and-Seal, Brooke, and other persons. The same year, Winslow and others of the Plymouth Colony projected a settlement within the State of Connecticut, whither the Indians there, with whom they had had some intercourse, invited them.

Trade had been established before this by Plymouth Colony with the Indians in Narragansett Bay. The Indians set apart Prudence Island (now within the State of Rhode Island) as a trading ground.

Hemp and flax, afterward so much encouraged in America by the English government, were growing in the New England colonies at this time.

In 1630 settlements were made at Cape Porpoise, near the Kennebec River, and at other points in Maine. A fishing establishment had also been set up by some English merchants at the site of the city of Portland.

The prospect of *wine*, so much desired in Virginia, was quite flourishing, and several French *vignerons* were imported to make it better; but it is said their bad management ruined the vineyards.

Charles issued another proclamation on *tobacco*, repeating the burden of his former edicts thereon, and also re-assuming the monopoly of its sale in Great Britain, restricting the import to the single port of London, and asserting his purpose of limiting annually the amount of the importation.*

In 1631 a vessel of about thirty tons, owned by Gov. Winthrop, was built in Massachusetts, being launched on the fourth of July. She was called the "Blessing of the Bay," being intended chiefly for fishing, but served to keep up intercourse with different parts of the coast of the colony, and also made some trading voyages to the Dutch settlement at the Hudson River.

The court of assistants in Massachusetts ordered that *corn* should be legal

* Sir William Alexander, failing in his efforts to colonize Nova Scotia, sold all his right, in 1630, to Claud de la Tour, a French Protestant residing in England, having been captured by Alexander's fleet, in the transports before alluded to. Claud's son, Etienne, held a fort for France at Cape Sable, which he declined yielding to his father for England.

Some French and English adventurers, in 1630, fleeing from St. Christopher's, captured the small island of La Tortue, near Hayti, and a part of them, using this island as a depot, became famous in the West India seas afterward as corsairs.

In seven years the Dutch had taken nearly all of Pernambuco province, though defended by 46 ships and 3,000 soldiers, beside other provinces in Brazil. During the war the Dutch took 547 ships fitted out against them from Spain, and acquired by captures on the American coast 45,000,000 florins, (about \$18,000,000.)

Bubbles were plentiful in England in 1630. Anderson enumerates a long list of bubble projects now chartered by Charles. Some of these referred to America.

About now Selden (English) and Grotius (Dutch) were disputing about the dominion of the sea, the former claiming that the sea could be held as exclusive property of a single nation, the latter asserting its unrestricted freedom to all nations.

tender for the payment of all debts, at its usual price, unless money were expressly stipulated.

The Plymouth Council in 1631 made its eighth and last grant of territory in New England. The patent gave to Aldworth and Elbridge, two merchants of Bristol, England, several thousand acres of land at Pemaquid Point, in Maine, all the islands, including Monhegan, and exclusive right of fishing in the waters within 27 miles of the shore belonging to them. The grant lying east of Gorges' territory was within the French claim. Sabine says this was the last patent ever issued by any authority whatever, conferring the privilege of exclusive use of any American waters.*

Godyn, the Dutch patroon, whose purchase was within the State of Delaware, sent De Vries, with thirty settlers, in 1631. The settlement was established near Cape Henlopen, and the region was called Zwanendel, or the Valley of Swans. The Dutch claimed now from Cape Henlopen to Cape Cod.

The country near the head of Chesapeake Bay was early explored by the Virginians, and a valuable trade in furs was established with the Indians of that region. In 1631 William Clayborne, a man of resolute and enterprising spirit, and of large property, who had been first sent out by the London Company as a surveyor, obtained from the king a license for exclusive traffic at this place with the Indians. The license was confirmed by a commission from the governor of Virginia, and under it Clayborne perfected several trading establishments which he had already partly set up, acknowledging the jurisdiction of Virginia. One of these was on the Island of Kent, the largest island in the Chesapeake, having an area of about 45 square miles, and being nearly opposite the present city of Annapolis. He had another at the head of the bay, near the mouth of the Susquehannah River.

1632. The population of Maine at this time was about 1,000, all of them being upon the coast, and mostly fishermen. Trelawney and Goodyear's establishment at Richmond Island (near Portland) soon became a noted station, several vessels being annually loaded there with fish, on account of the proprietors.

The Indians exterminated the Dutch colony on the Delaware.†

1633. Reports being less favorable from Massachusetts in 1631-2, emigration had declined, but the accounts of 1633 again stimulated it. Gov. Winthrop laments that the high wages paid, 2s. 6d. sterling a day, led to idleness and dissipation.

Among the laws of Massachusetts adopted near this time were statutes forbidding all persons to receive *interest* upon money loaned, to wear apparel too costly for their estates, and prohibiting gaming.

A vessel was built at Boston in 1633, called the "Trial."

* In 1631 Capt. John Smith published his last work on New England, giving an account of "the yearly proceedings of this country in fishing and planting;" from 1614, the date of his first voyage thither, to 1630. The same year he died in London, aged 52.

† Capt. Fox was sent by Charles I., and Capt. Thomas James by Bristol merchants, to discover the northwest passage to China.

‡ The war in Europe was ended in 1632 by the treaty of St. Germain's. Charles, who had married a princess of France, was not indisposed to make concessions to that power, and was glad to end the war on almost any terms, owing to the trouble encountered while prosecuting it from his refractory parliament. He resigned to France again the right to Quebec, Acadia, and Cape Breton Island, Louis agreeing to pay 82,700 livres for skins, furs, knives, &c., property of English traders found by the French at Quebec, which they had lately re-taken. The Company of New France began now to extend its establishments in Canada, but quarrels between the leading traders of the colony about the fur trade hindered its prosperity.

In 1632 the English settled Montserrat, and the Dutch Curacon, West India Islands.

A vessel, with a cargo of fish and furs, was dispatched from Boston to Virginia, probably the first such adventure. She was wrecked at the capes of the Chesapeake.

The population of Plymouth was 396.

Wouter Van Twiller, the Director-General of the New Amsterdam Colony, in order to anticipate the attempt from Plymouth Colony, in Connecticut, purchased of the Indians, this year, lands about 60 miles up the Connecticut or Fresh River, at what is now the city of Hartford. Here a fortified trading house was erected, within the present limits of the city, called the "House of Good Hope." In October, a party from Plymouth having come round by sea in a small sloop, passed the station in disregard of a threat to fire upon them, and established a trading house, as the nucleus of a settlement, seven miles above, at Windsor. Van Twiller protested, but in vain.

Charles issued three proclamations upon *tobacco*—one prohibiting, very strictly, its sale in Great Britain by any other than reputable, substantial traders. It was not to be at all sold by keepers of taverns, ale-houses, inns, victualling houses, strong-water sellers, &c. Another repeated former regulations, and a third re-asserted and increased the privilege of his pre-emption. As the tobacco trade became profitable, and the king's revenue enlarged therefrom, the royal reflections upon the malignity of the weed became less severe. Before this, it had been deemed expedient to allow the import from the Carribees, as well as from Virginia and the Somer Isles. The dingy shrub was plainly working itself into favor—not merely with the people, so easily converted into chewers, smokers, and snuffers, but with the most powerful and violent enemy it had yet encountered, whose hostility had seemed invincible. While royal lips and royal olfactories disdained as much as ever the contamination of its pungent humor, it appealed to royal cupidity by its respectable and ever-growing availability as a financial assistant of the government, in a time when the tax-granters and tax-payers were getting too chary of their "rascal counters." It promised to become an efficient tax-agent for the exchequer, among a people who had obstinately demurred to other forms and authorities, and if it poisoned the subjects, the king may now have begun to reflect it only properly punished them for the presumption of resisting his own divine right to exercise arbitrary disposal of all their properties.

Art. II.—MERCANTILE BIOGRAPHY.

ERASTUS BRIGHAM BIGELOW.

To an extent unknown before, our age beholds the power of scientific discovery and mechanical invention. We are beginning to appreciate their importance, and to honor the men of genius and toil to whom the great results are due. We confess that they should rank with the benefactors of the race. Why, indeed, should they not stand among the foremost of that illustrious band?

Let us look into this small cell. It is the chemist's laboratory. A few fluids and powders, some crucibles, flasks, and test-tubes, a trough, a lamp,

and a pair of scales, constitute its furniture. What can seem more insignificant? Yet with means so simple, that calm philosopher unlocks the secrets of nature. There he analyzes, weighs, measures, reasons, and combines. His labors are silent, yet their result may ring through the world. It may give fresh impulse to the streams of Commerce, may even turn them into new channels, and tell at length with unquestioned power on national destiny and human progress.

Take another case. In his still, lonely, perhaps dark chamber, sits one in deep reverie. Can it be that *his* thoughts, his *dreams* are of the slightest consequence to mankind? Yes—for that dreamer is Arkwright, or it is Watt, or Stephenson, or Fulton, or Whitney, or Morse? His is a nobler study than any arts of diplomacy or of war. Cams and cogs, levers, valves, wheels, are the tools with which he works. A machine is in the process of construction by and within that most wonderful of all machines, the human brain. At present it is only an ideal form, a mechanical phantom. But soon we shall see it embodied in iron. Fire, air, water, will be summoned to impel it. It will become a creature endued with life and power. A fairy, nimble and untiring, it will spin, knit, weave the world's clothing. A giant, at once obedient and beneficent, he will yoke each elemental force to his barge and car. Time and space, wind and wave, the earth and the air, frost, fire, the dreaded thunderbolt itself, will all bow before the wand of genius, and swell his peaceful triumphs.

Why should such a man be less prized than the warrior who rescues his country from oppression—than the statesman who lays broad and deep the foundations of empire—or than the patriot orator whose glowing words of counsel or remonstrance have saved that empire in some hour of peril? If the provinces of discovery and invention make a less imposing show than those of war, of statesmanship, and of eloquence, they have certainly a wider range and longer duration. The benefits conferred by science and art (whatever may be said of the original honor) belong to no particular nation. They cannot long be confined within geographical lines. They are as lasting as time itself.

We propose to give some account of an eminent inventor. We do this, not merely to make better known to his countrymen one of whom they may justly be proud; not merely as presenting to minds philosophically disposed a study instructive and curious; but especially as a remarkable instance of struggle, and perseverance, and final success. Let youth, conscious of talent, ambitious, but repressed by penury, read and take courage. We shall not apologize for entering into some minuteness of detail. Incidents, in themselves trifling, become instructively interesting when seen to be indications of individuality—the tokens and first steps, however faint, of a distinguished career.

The subject of this notice was born April 2d, 1814, in West Boylston, a small town of Massachusetts, seven miles north of Worcester. His father had a little farm, to the toils of which he added, with Yankee versatility, the business of a wheelwright and that of a chair-maker. The boy was sent, of course, to the district school. At the age of eight he asked his master to put him into arithmetic and writing, but he was pronounced too young for these high branches. He was not, however, to be headed off so. He took up Pike's Arithmetic at home, performed, unassisted, every question as far as the Rule of Three, and made a fair record of the whole. Who does not see in this a promising outset?

But his school and his arithmetic engrossed only a fraction of his time. His boyish activities showed early a mechanical tendency. With minute fence of regular post and rail he inclosed a few yards of ground. This was *his* little farm. There might be seen a plow, a cart, a wagon complete in every part, with other implements of husbandry, all of his own making, and of a size to match. His live stock was a litter of kittens. To carry out his idea, he must set them to work; a yoke was made, and two of these small steers were attached to the cart. Finding that they insisted on pulling backward, he turned their heads toward the cart. The wheels now went forward, but the team could not be guided; the experiment consequently failed.

Not content with being a farmer and a wheelwright, he went into the chair line. Having made a chair-back, he so finised it with paint and bronze and gold, that folks looked on with wonder, and predicted that the boy was destined to become a great painter.

He contrived to get a violin, and it was not long before he could execute with facility the then popular airs of "Bounding Billows," and "Away with melancholy." This was a new phase. His career, evidently, was to be a musical one. Kind neighbors even suggested that he might hope ere long to find high and profitable employment in the orchestra of the Boston Museum, consisting at that time, if we remember rightly, of a fiddle and a hand-organ.

John Temple, a neighbor of Mr. Bigelow, was a substantial farmer. He had noticed the lad's capacity, and sometimes jokingly asked him to come and live with him, and learn *his* occupation. Erastus regarded this proposition as a business matter. With him, an offer was an offer. Accordingly, one Monday morning in early spring, this boy of ten years presented himself at Mr. Temple's door and demanded employment. It was given him, with no expectation that he would continue through the day. He worked on, however, and at the end of the week suggested to Mr. T. that it would be proper to come to some understanding in regard to wages. On being asked his terms, he offered to work six months on condition of receiving at the close, a cosset lamb called "Dolly," to which he had taken a strong liking. The moderate demand was of course acceded to. But scarcely had a month elapsed ere a difficulty rose. Dolly could not live without eating, and how was he to provide for her? His fellow laborers discovered the cause of his anxiety, and teasingly aggravated it. At length he proposed and effected an alteration in the contract. He relinquished his claim to Dolly, and Mr. T. agreed to furnish, instead, a pair of cow-hide boots, and sheep's-gray cloth sufficient for a suit of clothes. The agreement was fully carried out on both sides. At the close of the period, an offer of four dollars a month for the ensuing summer was made and accepted. The kind-hearted man, at parting, gave the young farmer a silver dollar.

During the next two years he continued to work for Mr. Temple in the summer, and to attend school in winter. The farmer urged him to stay till he should be of age, and he offered to do so if, at the close of the term, he could receive in compensation a small outlying farm belonging to his employer. Fortunately, this offer was declined. It was an escape not unlike that of Daniel Webster from the clerkship of the county court.

In 1827 Mr. Bigelow removed to another part of the town, and engaged in the manufacture of cotton yarn. Erastus was set to work in the mill. So long as he found anything to study in the machinery and its working, he was interested; the occupation then became distasteful. While employed

in this drudgery of tending spindles, he was busy in framing plans for the future. His grand desire was to obtain a liberal education. As his parents, from their limited circumstances, could not encourage him in this, he began to consider in what way he might accomplish the object himself. He already knew how to earn and to save. He had not only clothed himself by his toil, but to his first silver dollar had added several more. Like Goldsmith, he now turned his musical talents to account. In a community where critical connoisseurship was unknown, he passed for an accomplished performer. At all balls and dancing parties for many miles around his services were in request. After a long day of spinning, how tedious must have been a whole night of fiddling! Often, doubtless, his eyelids grew heavy and his arm a-weary. Who can think of the motive which nerved that arm, without respect for the young violinist?

About this time he made his first invention. It was a hand-loom for weaving suspender webbing. It accomplished the object; but as the business would not justify the employment of an operative, he abandoned it, after realizing from it a few dollars. His next invention was of more importance. A ball of cotton cord, known in the market by the name of "piping cord," had been brought into the house for domestic use. On examination, he found it to be of yarn like that which he was spinning every day. On inquiry, he learned that it was made by hand, in the ordinary rope-walk. He was sure that it could be formed more expeditiously and cheaply by automatic machinery. In a few weeks he had matured the plan of a machine, and within two months he had it in successful operation. It worked well—earning for the youthful inventor in the course of a year about one hundred dollars. At length the article fell greatly in price, and the working of the machinery was abandoned.

These first developments of a peculiar genius were evidently called forth by his burning desire for an education. They were temporary expedients to enable him to pay his way. It should not be forgotten that they were the achievements of a lad only fourteen years of age. Having now by his industry and ingenuity acquired a small fund, he obtained parental consent to attend a neighboring academy, at his own expense. This was in 1830. Here he entered on the study of Latin. His teacher was pleased, and wrote to the father, recommending a collegiate course for the boy. But to the cautious parent, a trade seemed safer and better. As the son preferred not to engage again in the dull employment of the spinning mill, the matter was compromised, and he was told that he might go to Boston and become a commission merchant, if he could.

To Boston accordingly he went. He carried no letters—knew no one. After a few inquiries from door to door, he found employment in the wholesale and retail dry-goods establishment of S. F. Morse & Co. The firm was highly respectable, and the place was deemed a good one. But the charm of novelty was soon over, and then the occupation of measuring and selling ribbons and calicoes seemed petty and monotonous. He felt, he knew, that he was made for something beyond *that*. The idea of a college course still haunted him. On one occasion he walked out to Cambridge, and had a talk with President Quincy. It only served to show that there was no chance yet for him.

About this time a teacher of stenography came to Boston and gave lessons in the art. He drew much attention and formed large classes. Our young clerk shared in the general interest, but the cost of a course (ten dol-

lars,) was beyond his means. So he got some books and taught himself. He was surprised to find the art so simple. In a few days he could write with ease in short-hand. A new thought struck him. If *he* could learn stenography in this way so quickly and easily, why should not others—why should not many avail themselves of the useful, labor-saving process? The rareness of the acquirement must be owing to the expense. He would obviate that. He would write a book on short hand, illustrated by plates, and filled with rules and examples. Energetic and industrious—to resolve, with him, was to act. In a short time his work—"The self-taught Stenographer"—was ready for the press. To prosecute this new enterprise, he relinquishd his post behind the counter, much to the regret of his parents, who naturally questioned the expediency of the step, and to that of his employers, too, whom he had fully satisfied.

Having printed a small edition of his work he became his own bookseller, and in ten days sold seventy-five dollars' worth in Boston alone. This greatly encouraged him. Forgetting that Boston was peculiar and prepared ground, he regarded his sales there as an exponent of the national demand, and immediately ordered a large impression of the work. To meet the extensive business now opening upon him he took a partner, a medical student, who was anxious to see a little of the world before he settled down as a professional drudge. The young doctor was to pay the entire cost of printing, to share equally in the labor and expense of distribution and sale, and to receive one-half of the profits. These hopeful adventurers set out at once upon their commercial travels. They visited the most inviting portions of New England, New York, New Jersey, and Pennsylvania. Here the cholera, then on its first terrible march through America, put a stop to their journeyings. They went home, having made about a hundred dollars. Four hundred dollars were still due the printer, a large part of the edition was yet on hand, and all the best ground had been canvassed. It looked decidedly dark. Young Bigelow without hesitation released his discouraged partner from the pecuniary obligation.

Behold him now at the age of eighteen. His little educational fund has vanished, all his schemes have failed, and he is four hundred dollars in debt. His father, in the mean time, had been extending and diversifying his business. He had formed a partnership with the celebrated "John Smith," and a new mill had been erected for their operations. As the old mill now stood idle, Erastus thought that he might turn it to some account. In this project he found a person willing to join him. John Munroe was the name of his second associate. Their business was the manufacture of twine. It was beginning to be moderately successful, when a disagreement between Smith and his partner put a stop to the operations of the younger firm.

Bigelow & Munroe then undertook to run a cotton factory in Wareham, a place in the eastern part of Massachusetts. At the end of nine months this arrangement terminated in a loss. As author and as manufacturer, he was now obligated to the extent of fourteen hundred dollars. In Massachusetts his way seemed completely hedged up. But Massachusetts is not the only place in the world. Soon after this we find our hero in the city of New York, taking lessons in penmanship of the renowned Professor Bristow. His improvement astonishes even himself. A dozen exercises have transformed a poor writer into an accomplished penman. Then, for some time, he supported himself by teaching the art. Newark, and several other large towns in New Jersey and on the North River, enjoyed the benefit of

his instructions. But he was not the person to be content with such a life. Indeed, he soon became deeply dissatisfied with that and with himself. An important period of his existence was passing away in desultory and unprofitable efforts. He was conscious of powers that needed discipline only to insure him success. His literary aspirations returned in full force. But, alas! what could he do?

In this state of mind he returned home. His parents received him kindly, but could not suppress their anxiety concerning his future. In that humble family council many plans were started and rejected. At length, with unanimous approval, the youth resolves to become a physician. After a winter passed in classical studies at Leicester Academy, he entered his name as a student in medicine. This study he prosecuted with diligence for more than a year, being much interested in the science, but constantly annoyed by a sense of his imperfect literary preparation. Even then, could he but find the means, he would go back, to start anew and aright. Again the stimulus of this early and strong desire put him on the look-out for some source of pecuniary gain. With his mind in this state he happened, while on a visit, to sleep under a knotted or Marseilles quilt. Years before he had seen similar fabrics woven by the slow and costly process of the hand-loom. Why—he now asked himself—could not a power-loom be made to weave them? It was not until a year afterwards that he set himself in earnest to solve this problem. Having suspended, for a time, his medical studies, he matured the plan of a loom. With some pecuniary aid he was enabled to construct the machine, which worked to the satisfaction of all.

But to prosecute the enterprise, capital must be had. In quest of this he went to Boston. A sample of the fabric was shown to Messrs Freeman, Cobb & Co., who were large importers of the article. Satisfied that it must succeed, they entered at once into an agreement, contracting to pay all expenses thus far incurred, to be at the cost of patents for this country and for England, and to erect and furnish a mill that should meet all probable demands of the market. In consideration of his contribution, the inventor was to receive, free of expense to himself, one-quarter of the profits. A brighter day had, at length, dawned on the struggling youth. He had reached the position so long sought. He could now secure a thorough education. Accordingly he renewed his studies under the care of a clergyman, who was in the habit of fitting young men for college. Must we state that even this fair prospect was soon clouded? Freeman, Cobb & Co. failed in business. The period was one of commercial depression, and was, therefore, no time to raise capital for new enterprises. To increase his embarrassments, his father had been unsuccessful in his affairs, and was now in declining health. His own position and his sense of filial duty, left him no alternative. The sternly exacting present must be provided for. Postponing to an indefinite future his half-realized schemes and hopes, he once more relinquished his classical studies.

While, to meet the exigency, he was earnestly considering the question of "ways and means," an incident of travel recurred to his memory. In his stenographic journeying he had accidentally witnessed the process of weaving coach-lace. At the time, he had felt no interest in the matter—had taken no note of the details. He only remembered that hand-looms were employed. With this recollection, the idea of a power-loom immediately presented itself. Two days' study convinced him that the thing could be done. But another point must also be settled: would it pay? He was

wholly unacquainted with the character and extent of the coach lace business. Hiring of a neighboring farmer his work-horse and old yellow-bodied chaise, he starts, with characteristic promptness, on a tour of inquiry. The carriage makers of Worcester, Grafton, Framingham, Medway, and Dedham, were successively visited and interrogated. The result was a general reference to Messrs. Fairbanks, Loring, & Co., of Boston, venders of the article, with whom these mechanics all dealt. Into Boston, accordingly, went the yellow chaise. Messrs. Fairbanks & Co. settled every doubt. A coach-lace power-loom, they said, would certainly do well; but the thing had been often considered by the principal lace-makers, and pronounced an impossibility. They expressed a wish to join with him in case of his succeeding—though, as they afterwards confessed, without the slightest faith in the project.

Mr. Bigelow went home, and with no other guide or help than a piece of coach-lace, set himself to the accomplishment of a task, which, up to that time had been deemed impossible. Spurred on by necessity, and encouraged by a confident hope of success, his mind became intensely active. To others, indeed, he seemed to have grown suddenly stupid. When spoken to, he appeared to listen, and yet showed by his silence or inapposite reply, that he had not understood a word. One evening he was asked to show a visitor the way out. To the surprise of the latter, he took an unlighted candle, marched silently before him through a long, dark entry, and gravely bowed him from the door. During this period of mental abstraction, he took no note of time. He sat in the family circle with as little share in the conversation as if he had been deaf and dumb. All hints about bed-time were thrown away upon him, and the unmoved candle-stick, whose taper had expired in its socket, usually showed in the morning that he must have gone off to his rest, at some late hour, in the dark.

The fruits of this extraordinary application soon appeared. Within six weeks from the time of its first conception, he had a power-loom in successful operation. Let any one examine this beautiful and complicate piece of mechanism, in which iron seems to act like an intelligence, and exhibits a dexterity, which human fingers scarcely surpass. Let him consider that this machine involved all the essential principles of a far more important one—the Brussels carpet loom; that the inventor was a young man not twenty-three years old, who had never even looked into a treatise on mechanics; and finally, that all this was accomplished in the brief space of forty days; and he will, at least, allow that the history of useful art exhibits few such instances of mental and executive efficiency.

Thus far we have traced, with some particularity, the ardent aspirings, the varied efforts, the successive struggles and disappointments of a poor but persevering youth. It shows what may be accomplished by high aims, a fixed purpose, and resolute industry. It will appeal to the warm sympathies of those who love to contemplate the development of mind and character under a discipline of hardship. We have followed a rivulet from its mountain spring. Obstacle after obstacle has opposed its progress. But above, or round, or through them all, it has still forced its way. In one bright flash it has just leaped over the last wall of rock. It becomes a deep, broad river: its banks widen out and wave with fertility. But we must not be disappointed, if we miss, henceforth, the picturesqueness of its upper course.

The complete success of the coach-lace loom brought the inventor at once into notice. Fairbanks, Loring & Co. of Boston, John Wright of Worces-

ter, Israel Langley of Shirley, together with the inventor and his brother Horatio, united for the purpose of building and running the looms. This association afterwards became the "Clinton Company." Mr. B. was now in a condition to carry out his early and long-cherished, though often frustrated wish in regard to education. But the time for that scheme had, he felt, gone by. He had become better acquainted with the nature and measure of his own capacities. He saw opening before him a career of activity, success, and usefulness. To this, accordingly, he resolved to devote his future life.

Soon after the Clinton Company began its operations in Lancaster, the affairs of Freeman, Cobb & Co., had become so far adjusted as to liberate from its legal embarrassments the counterpane loom. One of the firm immediately contracted with the inventor on terms highly favorable to the latter for a number of the looms. But Mr. Bigelow happening soon after to be in New York, saw there a new and different species of counterpane then just introduced from England. An examination of this fabric convinced him not only that it would be more marketable than the knotted counterpane, but that it could be made at less cost. With a disinterestedness hardly less rare than his ingenuity, he advised Mr. Roberts to give up the contract, and thus lay aside entirely the very curious and perfectly successful loom already made. He at the same time agreed to invent a power-loom for weaving this new fabric. Within six months from that time he had such a loom in successful operation. A small mill in Lancaster was filled with the machinery, and the business, steadily prosperous, has remunerated the inventor and enriched others.

After starting the coach-lace and counterpane establishments, Mr. Bigelow took up the question of weaving the ingrain or Kidderminster carpet by means of power-looms. It was no easy matter to produce a fabric in which the figures should match, which should have a smooth even face and perfect selvedge, and do this with a rapidity so much beyond that of the hand-loom as to make it an object. The hand-loom weaver can, to some extent, meet these conditions by the exercise of his judgment. If the shuttle has not fully done its work, he can give the weft-thread a pull with his fingers. If, on measuring, he finds that the figure is getting to be too long, or too short, he remedies the fault by putting either more or less force to the lathe, as he beats up. If he perceives that the surface of the cloth is becoming rough, he regulates the tension of the warps. By the exercise of constant vigilance, skill, and judgment, he can *approximate* to the production of a complete and regular fabric. But how shall these properties be imparted to inert matter? How shall iron be taught to observe, to judge, and to vary its action with such modifications as the case may require?

To the achievement of this seeming impracticability our inventor now addressed his extraordinary powers of analysis and concentration. A short study assured him that the idea was feasible. On the strength of this conviction—before he had made a model or even complete drawings of the machine—he entered into a written contract with a company in Lowell, to furnish them with power-looms for making ingrain carpets. His first loom for two-ply carpets was set up within a year. In the matching of its figures, in evenness of surface, and in the regularity of its selvedge, its product far surpassed that of any hand loom. Its average daily work was from ten to twelve yards; that of the hand-loom is about eight yards.

He *must*, he *could*, do better than that. A second loom, with various

modifications and improvements was ere long produced. By this the daily product was raised to eighteen yards. Still he was not satisfied. A third machine, with essential variations, at length appeared. This loom made, with perfect ease, from twenty-five to twenty-seven yards a day. The others, of course, like his first counterpane loom, were thrown aside. This loom was started in the summer of 1841. In the autumn he went to England. During this short visit the manufactures of that country naturally drew his special regard. He at once saw that, in some important particulars, the English manufacturers were in advance of ours. His opinion, to this effect, frankly expressed on his return to Lowell, was received at first with murmurs of surprise and incredulity. It was not long, however, before the practical adoption of his suggestions showed that they had taken full effect. In 1842 the several manufacturing corporations of Lowell paid a deserved tribute to Mr. Bigelow's knowledge and skill, by creating a new office, with a liberal salary, and appointing him to fill it. His duties were to make improvements and suggestions, and, generally, to advise and consult with the agents of the respective companies. In this capacity he brought forward some important improvements, which were adopted by all the cotton mills of Lowell. Finding his new office too general in its character and duties to give results satisfactory to himself, he resigned at the end of eighteen months, and with his retirement the office itself expired. During this period he built, for the Lowell Company, a mill to receive his power-loom; and thus started the first successful power-loom carpet factory recorded in the annals of manufacture.

Before quitting his post at Lowell, Mr. Bigelow had projected a new manufacturing establishment at Lancaster for the weaving of gingham. A company was formed; the required capital was promptly subscribed, and the projector was charged with the execution of the design. At the same time the Lowell Company resolved to build a large mill for the reception of their carpet power-loom, and Mr. Bigelow was commissioned to design and erect it. Both of these mills are of vast size, and in character perfectly unique. The one last named, with its two hundred iron looms, is, in fact, a grand carpet machine—the mill and its furniture being so combined, adjusted, and adapted, as to produce the most harmonious action and the highest results. The Lancaster mill is even more remarkable. Its connected structures, covering more than four acres of ground, are filled with machinery and apparatus of the most perfect character, much of which was invented or adapted, and all of which was arranged and adjusted by Mr. Bigelow. Of this mill, the Editor of the *Merchant's Magazine* says: "It is deservedly rated as the most perfect establishment in the United States." Of the dye house connected with it, he speaks as "probably the most perfect in the world;" adding, "that the entire arrangement is of the most perfect description, and in its vast completeness stands a splendid monument to the genius and masterly power of the mind of its projector." These immense structures, with their numerous and various and complicate machines, many of which were new, and nearly all of which were newly modified or adjusted, were carried on simultaneously—the working plans for the buildings and the machinery being furnished as fast as the work advanced. Of Mr. Bigelow's business talent, his constructive abilities, and clear, far-reaching mental vision, some estimate may be formed from the fact, that extensive, complex, various, and costly, as these works were, not even fifty dollars were lost from any change of plans. Contemporaneously with these labors, he super-

intended important enlargements of the Counterpane Works, and of those belonging to the Coach-lace Company. Nor was this all. During the three years thus occupied, he made nine distinct, important, and patented inventions. It would have been strange if, under a mental pressure so constant and intense, his health had not given way. Justly alarmed, at length, he fled from the toil and care which would soon have ended all. A voyage to Europe, with his family, and a continental journey, completely restored him.

On his return in 1848, he proceeded to develop and complete the Brussels Carpet Loom. The basis of this machine was indeed contained in the loom for coach-lace. But farther invention was needed to adapt it to the weaving of wider fabrics, to the making of figures that match, and to the formation of velvet-pile. This was fully accomplished. His power-loom weaves rapidly and perfectly the Brussels and the Wilton, the tapestry and velvet tapestry carpets. They are competent, in fact, to every kind of looped and velvet-pile fabric known in the market.

In September, 1851, Mr. Bigelow took with him to England specimens of his Brussels carpet. Their appearance at the Exhibition, though late, drew much attention, and largely increased the favor with which the British public had already begun to look on the so long despised American Department. The juries having then closed their labors, no prize could be awarded to these fabrics. But in a supplement to the Report on Class XIX, we find the following:—

“The specimens of Brussels carpeting exhibited by Mr. Bigelow are woven by a power-loom invented and patented by him, and are better and more perfectly woven than any hand-loom goods that have come under the notice of the jury. This, however, is a very small part of their merit, or rather of that of Mr. Bigelow, who has completely triumphed over the numerous obstacles that presented themselves, and succeeded in substituting steam power for manual labor in the manufacture of five-frame Brussels carpets. Several patents have been taken out by different inventors in this country for effecting the same object; but as yet none of them has been brought into successful or extensive operation, and the honor of this achievement—one of great practical difficulty, as well as of great commercial value, must be awarded to a native of the United States.”

The shrewd and practical manufacturers of England were quick to see and prompt to acknowledge the value of the new machinery.* An arrangement was immediately made with Messrs. Crossly & Sons for placing the looms in their immense carpet manufactory at Halifax. Subsequently these gentlemen purchased and now hold the patent-right for the United Kingdom.

Previously to the introduction of Mr. Bigelow's inventions, power-loom had scarcely been used for any but the plainest and simplest fabrics. These improvements cover the whole higher range of textile art. If we except such regal luxuries as the pictured tapestries of the Gobelins, there is no complex, or useful, or beautiful texture produced by skill and patience in the hand-loom, to which his machinery has not been or may not be adapted. As compared with the plainer and more prosaic processes, this almost magical mechanism and its results of endless and beautiful variety, may be called, not unaptly, the poetry of the loom. With such means at their command,

* As a testimony to the merit and importance of his invention, the compliment of a public dinner was tendered to Mr. Bigelow, by gentlemen of high standing, among whom were some distinguished members of Parliament. This honor, his modesty led him to decline.

and aided by the untiring arm of falling or of expanding water, our modern Penelopes are producing webs that rival the fabled labors of Arachne, with a rapidity which Pallas might have envied.

To appreciate the difficulties of this achievement, and the greatness of the success, one must keep in view the nature and demands of the weaving art. Each different fiber which it uses, has its own peculiar properties, and whether it be cotton, or wool, or flax, or silk, the machinery must be adapted to those peculiarities. The number of fabrics which differ essentially in their texture is almost countless. To these considerations must be added the constantly recurring changes in figure and in color required to meet a fickle taste and ever-varying demand. *He* must be a good arithmetician who can calculate the combinations required to produce by automatic machinery the numerous dissimilar fabrics which fill up the long interval between plain cloth and a Wilton carpet. More than all, perhaps, it deserves to be considered, that a power-loom for weaving tissues of the higher class, must have not only many and complex mechanical movements, but to a certain extent also, the capacity of self-adaptation—an ability, in fact, to meet exigencies as they arise.

The extent of Mr. Bigelow's contributions to inventive art has often been misapprehended. Many think of him as the inventor of a single machine—the carpet power-loom—and suppose this to be all. It is a great mistake. The numerous and complex requirements of the textile art were not to be met by a single invention. Accordingly, Mr. Bigelow has, in this connection, twenty-two United States patents. Each of these is a distinct but necessary part in a closely-connected series of improvements, by means of which, under appropriate modifications, every variety of fabric may be wrought by power-looms.

It is difficult by mere description to impart a clear idea of mechanical movements. All that we shall here attempt will, we trust, be intelligible to any one who has ever seen a loom in action. The figure on coach-lace is formed by raising on the surface of the ground-cloth, a pile similar to that of the Brussels carpet. It is made by looping the warps over fine wires, which are inserted under such of them as have been selected by the Jacquard to form the figure. These warps are then woven into the body of the cloth. The wires are now withdrawn, to be reinserted. In the Bigelow loom this finger work is executed by automatic pincers. There is something wonderfully cunning in the movement of these nippers. Seizing the end of the wire, they draw it out from the loops, carry it back towards the lathe, thrust it into what is called the open shed, and there drop it. The warp-threads, which had been drawn apart, are now closed, and immediately reopened for the passage of the shuttle, which carries the wool to tie and bind the loops. The pincers having dropped their wire, return to take another. As it is necessary to have a number of these wires, and as they lie close together, a difficulty arose. It was clearly impossible to make the pincers so narrow, and so exact in their discrimination, as to seize the proper wire and not molest its neighbors. This was avoided by a mechanical contrivance on the other side of the loom, which, just at the right moment, gives a little push to just the right wire, and thus puts it in just the right place for the waiting pincers. The curious mechanism by which these little rods are withdrawn and replaced, must work, it is evident, in perfect harmony with that which forms the figure.

The loom for Brussels and tapestry carpeting is the coach-lace loom full

grown. Nothing short of actual inspection can give any just idea of its wonderful capacities and life-like action. Wires three feet or more in length are here inserted and withdrawn with a precision and quickness which no manual dexterity ever attained. Let us watch the operation. First, mark that intruding knife or wedge, which, as it rises, separates from its companions the wire next to be taken, and guides the pusher, which shoves it along towards the pincers. The pincers now walk up, grasp the wire, and draw it entirely out. While this is doing, another set of nippers, hanging down like two human hands, come forward, descend, and catch the wire at the moment when the drawing pincers drop their prey. No sooner have they seized the wire than they retreat to their original position, beneath which a small angular trough has just arrived. The fingers relax, and the wire drops into the trough, which immediately returns. Last of all, a triangular pusher rushing through the trough sends the rod into the open shed. Note also the double action of the withdrawing pincers, which, while they attend to their own special mission, perform also sergeant's duty, by constantly bringing into line the straggling wires. Those bird-like three-fingered claws, which dart back and forth with such rapidity, are busy in plaiting the selvage, and their work is perfect. These, too, are "contrived a double debt to pay," for, whenever their thread breaks, they instantly stop the loom. In this loom, and that for coach-lace, the mechanical contrivance for weighting the warp threads is the same, being one of the most ingenious as well as most important of Mr. Bigelow's improvements.

What is this remarkable process which we call *invention*? How does the brain act while devising its wonders of mechanic skill? These are questions of interest to inquiring minds, and may well puzzle those to whom even the witnessed action of complicate mechanism is a mystery impenetrable. By some it is supposed to be a sort of hybrid process—a result in which chance and calculation are about equally concerned. Accident has, doubtless, at times, had something to do with it. The slightest incident may start the train of thought, which shall lead to some great discovery or invention. But in that train of thought there is nothing random or accidental. The mathematical element must of necessity figure largely. Yet in the mental series it is not first in order, nor is it, in fact, more essential than another faculty seldom associated with our ideas of machinery. The great mechanical inventor is perhaps the only person who compels the Mathematics to wait upon the Imagination. This power, and this alone, can supply him with the *means* of accomplishing his purposes. For the effectual use of these means he depends on the science of number and quantity. That this substantially was the process in those inventions to which our attention has now been turned, appears from the following answer of Mr. Bigelow to an inquiry on that point.

"I am not sure that I can convey to your mind a satisfactory idea of the inventive process in my own case. One thing is certain, it is not chance. Neither does it depend, to any great extent, on suggestive circumstances. These may present the objects, but they are no guide to the invention itself. The falling apple only suggested to Newton a subject of inquiry. All that we know of the law of gravitation had to be reasoned out afterward.

"My first step toward an invention has always been to get a clear idea of the object aimed at. I learn its requirements as a whole, and also as composed of separate parts. If, for example, that object be the weaving of coach-lace, I ascertain the character of the several motions required, and the rela-

tions which these must sustain to each other in order to effect a combined result. Secondly, I devise means to produce these motions; and, thirdly, I combine these means, and reduce them to a state of harmonious co-operation.

"To carry an invention through its first and second stages is comparatively easy. The first is simply an investigation of facts; the second, so far as I can trace the operations of my own mind, comes through the exercise of the imagination. I am never at a loss for means, in the sense above explained. On the contrary, my chief difficulty is to select from the variety always at command those which are most appropriate. To make this choice of the elementary means, and to combine them in unity and harmony—to conduct, that is, an invention through its last or practical stage, constitutes the chief labor.

"In making this choice of the elementary parts, one must reason from what is known to what is not so—keeping in mind, at the same time, the necessary combinations, examining each element, not only in reference to its peculiar function, but to its fitness also for becoming a part of the whole. Each portion must be thus examined and re-examined, modified and re-modified, until harmony and unity are fully established. From the severity of this labor many inventors shrink, and this is the main reason why some very ingenious men fail to obtain satisfactory results. In my own case, the labor has not ended with the perfection of my looms; other machines, preparatory and auxiliary, were necessary to give full effect to the inventions.

"It is a well-known fact that complex inventions have not, as a general thing, come at once into use. In many cases this has been because they were not immediately brought into harmony with other things. In a state of natural progress things move on together and become mutually adjusted. An important invention often disturbs these adjustments, and cannot be made to work efficiently until other inventions and new arrangements have brought all the related processes into accordance with it. This arduous duty I have endeavored to perform for all my looms. Lee's hand stocking-loom was invented several years before it was reduced to practice, and even this was not effected by the inventor. The comparatively simple power-loom for weaving plain cloth was of very slow growth. A long time elapsed before its organization was so far harmonized as to work at all, and for several years afterward, successive improvements only gave to it a moderate speed. Its capacity, in this respect, has actually been doubled within the last fifteen years. If my own more complex machines for the production of figured fabrics have attained at once to a high state of perfection, I attribute it, in part, to the fact that my attention has also been given to those processes which are subordinate, preparatory, and collateral, and that these have been made to accord with the main invention. That this claim of success is not extravagant will appear, I think, when it is considered that the cost of weaving coach-lace was at one stride reduced from twenty-two cents to three cents a yard, and that of Brussels carpet from thirty cents to four cents. Of the fabric last named, my power-loom, under the easy tending of a single girl, produces from twenty to twenty-five yards daily, and this of the best quality. That mechanical possibilities do not reach much farther in this direction, will be conceded probably by all who are acquainted with the peculiar character of the process.

"I find no difficulty in effecting that concentration of thought which is so necessary in pursuits like mine. Indeed, it is not easy for me to withdraw

my mind from any subject in which it has once become interested, until its general bearings at least are fully ascertained. I always mature in my mind the general plan of an invention before attempting to execute it, resorting occasionally to sketches on paper for the more intricate parts. A draughtsman prepares the working drawings from sketches furnished by me, which indicate in figures the proportions of the parts. I never make anything with my own hands. I do not like even drawing to a scale."

It has become almost a proverbial remark that great inventors seldom reap the fruit of their ingenious toil. This has happened, not merely from the fact referred to above, that they have failed to perfect their inventions by meeting as they ought the new demands which their own improvements had created, but also because they have too frequently been inventors *only*. Absorbed in their own pleasing projects, neglecting to avail themselves of what they have actually accomplished, in their ardent zeal to achieve something greater, they leave their rights unsecured, or suffer them to slip out of their hands. They labor, and other men—far inferior men—enter into their labors. To this rule, if it be one, Mr. Bigelow is a striking exception. He is no dreading genius, who needs a guardian to protect his rights and manage his affairs. He is as much at home in matters of business as among the wheels and levers of his looms. Several of his most important contracts, drawn wholly by himself, have commanded the admiration of acute lawyers. More than once his patents have been invaded; but in every case the offenders have yielded, either to his prudent firmness, or to the strong arm of law. In a single instance—and then through the negligence of a legal agent—he failed to obtain protection, in the English patent office, for some important principles. It was a serious injury.

In the ingrain-carpet power-looms of the great mills at Lowell, about thirteen hundred thousand yards are made annually. The same fabric is woven in large quantities by companies at Tariffville and Thompsonville, Ct., whose power-looms are worked under license from the Lowell Company. Messrs. Higgins & Co. are using the Bigelow looms for tapestry and velvet-tapestry carpets, in their establishment in New York. Another company, in Troy, N. Y., is weaving the same article under license from Mr. Bigelow. At Humphreysville, Ct., several looms, are now employed in the manufacture of silk brocatelle. Mr. B. adapted and constructed the machinery for this beautiful fabric in 1851. Goods for which the hand-loom artisans of Lyons get three francs a yard, are made here at a cost for labor of fifteen cents a yard. The agent, Mr. Humaston, is entitled to much praise for the skill and perseverance with which he has brought these works into successful operation.*

In 1849, Clinton was made a township by legislative act. In 1837, when the brothers Bigelow went to this spot, that they might use one of its brooks in operating the coach-lace loom, it was the least cultivated and least valued part of the old and beautiful town of Lancaster. At that time it contained some two hundred inhabitants; it has now about four thousand. There may be seen the great gingham mill already named, producing annually nearly five millions of yards; the counterpane mill, which turns out yearly one hundred and fifty thousand dollars' worth of goods; the establishment

* Specimens of various fabrics woven in the Bigelow looms may be seen in advantageous comparison at the Crystal Palace in New York. No. 2 in Division A, Court 3, is a case of silk brocatelles from Seymour, Ct. No. 3 of Class 19, in the gallery, is an exhibition of carpets by the Lowell Co. No. 37 is Brussels carpeting from the Bigelow Carpet Co., and coach-lace from the Clinton Co. No. 51 is tapestry velvet and tapestry Brussels from the establishment of the Messrs. Higgins.

of the Clinton Company, where two million yards of coach-lace, tweeds, &c., are woven; and that of the Bigelow Carpet Company, belonging to the two Bigelows and to H. P. Fairbanks, of Boston, the daily results of which are a thousand yards of Brussels and Wilton carpeting. The amount made by this single establishment, now only three years old, is equal to the entire importation of Brussels carpet from England at the time when the works were started. Though these looms run night and day, they are inadequate to the constant demand.

We have seen, with admiration, on both sides of the ocean, many a village and city which owed their prosperity, if not their existence, to the genius of modern manufacture. But to us, there is a charm in Clinton which belongs to no other place of the kind. As from those gentle, woody heights we have surveyed its monuments of ingenuity, wealth, and enterprise—its numerous evidences of industry and thrift—its pleasant homes of competence and content—its institutions for learning and social improvement, and its neat temples reared for God—all of it the magical creation of a few short years—the spectacle certainly lost none of its interest because we could trace it directly to the efforts of a single mind. Clinton, with all its actual and its prospective importance, was assuredly predestinated in that abode of honorable poverty, those hours of toil and vigil, and that filial love, which gave birth to the coach-lace loom. Happy he who may thus behold around him the good which he has done! While scattering "plenty o'er a smiling land," he plants also in good ground the blessed seeds of individual and domestic happiness, of social progress, of education, and morals, and religion.

It would be a great injustice to omit in this reference to Clinton, one, who deserves to be called its twin founder—Horatio N. Bigelow. At the very outset, while success was yet uncertain, when he was himself poor and struggling, he gave pecuniary aid to his brother in the patenting and building of his inventions. All the mills in Clinton were started by him, and two of them are still under his management. To his skill, industry, and business talent, much of their success is undoubtedly due. It is not easy to estimate the advantage derived by the inventor from so able and so faithful an execution of his plans.

Mr. Bigelow's father, for whose sustenance and comfort he gave up his own cherished schemes and devoted himself to invention, after aiding his son in building the coach-lace loom, died, much to the son's regret, just before its success was made certain. His mother, not yet very far advanced, lives to share the prosperity and affection of her sons. He has been twice married. His first wife died early, leaving an infant child. This boy of much promise survived his mother hardly seven years. His present wife is a daughter of the late Col. David Means, of Amherst, N. H. They have one child—a daughter.

Mr. B. is a man of middling stature, and slightly inclined to roundness. The lineaments of his face and head, which the engraving gives with great fidelity, are such as one might look for after hearing his story.

The individual, whose well-directed labors have not only gained for himself reputation and fortune, but furnish employment and support to many thousand persons, while they save annually for his native land millions of dollars, is still under forty years of age. With such power of intellectual analysis and combination, such energy and persistency of purpose, he cannot yet have discharged the debt which he owes to his country and to mankind. That he still intends to devote himself to the advancement of industrial art, in all its interests, moral and material, we have the best reason to believe.

ART. III.—THE TRADE AND COMMERCE OF BALTIMORE IN 1853.

IN several of our marts of trade, as New Orleans and Cincinnati, the commercial year closes with September. In others it commences in January and ends on the 31st of December. Among the latter are St. Louis and Baltimore. In each of these cities admirable annual statements are prepared, and published in one or more of the mercantile journals of these cities, as is well known to most of our readers. Some of these reports are made under the superintendence of their Boards of Trade or Chambers of Commerce. Several of these statements we have transferred, from year to year, to the pages of the *Merchants' Magazine*, with a view of presenting in our works a faithful history of the progress of industry and Commerce at all the leading points of our country, and further, to give them a more permanent record, and one more easy of access than they could obtain in the columns of a daily or weekly journal.

In accordance with these views we published, in the *Merchants' Magazine* for February, 1852, and in the same month of 1853, the annual reports and statistics of the Trade and Commerce of Baltimore, as furnished to our hands by the reliable editors of the *Baltimore Price Current*. We now give, in continuation of this series, the fourth annual statement (derived from the same reliable source) of the Trade and Commerce of Baltimore for the year ending December 30th, 1853:—

AMERICAN COTTON AND WOOLEN GOODS. The amount of business done in domestic dry goods in Baltimore the past twelve months has been equal to that of almost any former year, and prices of most descriptions of goods have ruled at very remunerating figures. Our market opened firm in January, both for bleached and brown cotton goods, with a good demand, and so continued, with but slight variation, throughout that and the next month. Since that time the demand has held on remarkably well, there being a very fair quantity of goods sold in the summer season, with a slight decline in prices, which was recovered in anticipation of an unusually active fall trade. The season for cottons closes with prices unchanged and light stocks. For woolens the market opened very firm, with a good demand, during the spring—the demand in May and June was rather limited, but prices remained steady until September, when there was a tendency to give way on many styles, the market being influenced by the new clip of the raw material, and in that month, as well as October and November, sales were made at a reduction of 10 a 15 per cent on most styles. There was a good business done, however, in that season, and toward the close of November prices improved with light stocks. The year closes with much animation, but with little disposition to give way in prices.

COAL. Our trade in both Cumberland and anthracite has greatly increased within the year just closed, as our table below indicates, and had the Baltimore and Ohio Railroad Co. possessed the facilities generally calculated upon, in January last, for accommodating the rapidly growing demand for Cumberland, the receipts here doubtless would have reached at least 100,000 tons additional, and thereby have justified the estimates then made of the ensuing year's business. This deficiency, however, has happened well on one very important account, and that is the great difficulty in obtaining vessels, so characteristic of the past year, to carry the coal from our wharves. The day is by no means distant, we think, when the Cumberland district will prove equal in productiveness to any coal region in the world. It is calculated that less wood and more coal has been consumed the past year than for a long period of time before, the high price of the former article having induced many to substitute coal for culinary and other domestic purposes. This in part accounts for the large increase in the receipts of anthracite at our port, which exceed those of 1852 by nearly 60,000 tons.

RECEIPTS OF COAL AT BALTIMORE FOR THE PAST NINE YEARS, TO THE 31ST OF DECEMBER.

	Cumberland.	Anthracite.
1845.....	16,000 tons.	90,000 tons.
1846.....	18,393 "	100,000 "
1847.....	50,259 "	110,000 "
1848.....	60,289 "	125,000 "
1849.....	71,699 "	140,000 "
1850.....	146,645 "	160,000 "
1851.....	163,855 "	200,000 "
1852.....	256,000 "	125,000 "
1853.....	406,000 "	183,000 "

COFFEE. The importations of this important article of our trade have fallen off somewhat the past year, as will be seen by our table below. This, however, is to be attributed to the difficulty that has existed of executing orders at Rio, on account of the advanced prices there. Of Laguayra there is likewise a decrease in the importations. The stock on hand in this market January 1st, 1853, was 32,500 bags; the importations of all kinds during the year amount to 208,702 bags, being 44,990 bags less than in the year 1852, and about 100,000 bags less than 1851. Stock on hand January 1st, 1854, 40,000 bags—a small portion only being in first hands, and the residue divided pretty generally among the trade.

In referring to the files of this paper for the past year, we find that the market for Rio opened very quiet in January, but grew more active toward the close of that month, the ruling prices being for run of cargo 9 a 9½ cents; February opened brisk, and prices slightly improved, reaching for prime parcels 10 cents; these quotations continued to rule with but little variation until the beginning of summer; in the meanwhile, however, large purchases were made on speculation—based upon statements contemplating a short crop in Brazil—at an average of 9½ cents for run of cargos. Subsequently the market again became dull and inactive, principally on account of the large stock in importers' hands, which in the month of July amounted to 87,000 bags; prices were nevertheless well sustained at 9½ a 10 cents until the close of the month of August, when a more active demand prevailed, and the article began to improve, the stock sensibly decreasing under large sales and light importations. This feeling continued during the month of September, the quotations being 11½ a 12 cents. Subsequently, the market declined again to 10½ a 11½ cents, and continued to rule at those figures until the middle of November, when it was considerably relieved by large shipments south, leaving a reduced stock. Favorable advices were also received from Brazil confirming previous intelligence of a short crop and enhanced prices, and a corresponding improvement was realized here; since when, prices have continued to advance, the market closing firmly at 13 cents for prime, 12½ cents for good, and 12 cents for ordinary Rio. The average price during the year has been 10 cents; during last year, under larger importations, it was 9½ cents per pound.

IMPORTS OF COFFEE AT THIS PORT FOR FOUR YEARS:

	1853.	1852.	1851.	1850.
From Rio Janeiro.....	182,338	224,082	266,240	150,194
From Laguayra.....	12,241	16,241	21,081	24,040
From Porto Cabello.....				
From Maracaibo.....	.....	554	5,873	2,754
From West Indies.....	3,367	8,535	8,114	6,532
From coastwise.....	10,756	4,280	3,835	3,934
Total.....	208,702	253,692	305,103	187,454

COTTON. Within the past year evidences of a much larger trade in this great staple have shown themselves in our midst, and a considerable quantity has been exported direct to Europe. Heretofore our manufacturers have taken the greater portion of the receipts. Since the completion of the Baltimore and Ohio Railroad, we have been receiving quite freely from Tennessee, and the coming year

gives promise of large additions to our trade from that quarter. All that has come to hand was taken for export mostly at 10½ cents. The first week in January our quotations were, middling to middling fair Upland and Gulf 9½ a 10½ cents, 6 months. In April, sales were made at 9 a 12 cents for Virginia, Georgia and Gulf. Near the close of June, the range was 10 a 12 cents, 4 and 6 months, for Upland, Mobile, New Orleans, and Tennessee. In September, sales were made at 11 a 12 cents, 4 and 6 months, for Gulf and Tennessee. At the close of November prices were 10 a 11½ cents, 6 months, Virginia, Georgia, and Charleston. The market closed the last week in December with a fair demand from the trade at 9 a 11½ cents, 6 months, for Upland and Gulf. The cotton crop of 1853 was the largest ever grown, amounting to 3,262,882 bales.

The receipts of cotton at this port for the last four years have been as follows, as near as can be ascertained:—

	1853.	1852.	1851.	1850.
From New Orleans.....	4,696	4,734	3,070	4,015
From Mobile.....	2,452	3,369	2,737	1,371
From Apalachicola.....	833	1,496	677	1,883
From Savannah.....	3,189	2,995	2,950	2,500
From Charleston.....	10,833	13,000	12,500	10,000
From North Carolina.....	2,000	2,009	2,000	1,500
From Virginia, Tennessee, &c.....	11,600	6,000	5,500	4,500
Total.....	35,003	33,594	29,434	25,769

FISH. The inspections of mackerel within the year 1853 show a further decrease as compared with those of the two previous years. Our dealers account for this by the smallness of the last "catch," the high prices which have prevailed, and last, though not least, the system of obligatory inspection now existing in our State. From this reason, it is found that large orders are being sent from the west to Boston, which merely pass in transitu through our city without inspection, and these amount to three or four thousand barrels yearly—the saving to the western merchant being about 18 cents per barrel. The law, as it at present operates, is complained of as an odious species of discrimination against our trade, and we trust the dealers will again make application to our Legislature for its repeal, and meet with more success than heretofore.

The stock of mackerel on hand January 1st, 1853, was 3,200 barrels; inspections during the year, 12,597 barrels; showing a decrease, compared with the year 1852, of 10,740 barrels, and 17,204 barrels compared with 1851. Stock on hand 1st instant was estimated at 2,000 barrels. We note the prices on the 1st of each month as follows:—

	MACKEREL.		
	No. 1.	No. 2.	No. 3.
January.....	\$13 50 to \$14 00	..... to .....	..... to
February.....	13 50 " 14 00	\$9 50 " \$11 00	\$8 25 " \$8 50
March.....	12 50 " 13 00	10 25 " 11 50	8 25 " 8 50
April.....	12 50 " 13 50	10 50 " 11 50	8 50 " 8 75
May.....	12 50 " 13 50	10 62 " 11 75	8 75 " 9 25
June.....	13 25 " 13 50	10 50 " 11 50	8 75 " 9 00
July.....	13 25 " 13 50	10 50 " 11 50	8 50 " 8 62
August.....	13 00 " 13 50	10 50 " 11 50	8 62 " 8 75
September.....	13 00 " 13 50	10 50 " 11 50	8 62 " 8 75
October.....	..... " .....	12 50 "	8 75 " 9 00
November.....	..... " .....	13 50 " 15 50	9 00 " 9 25
December.....	17 00 "	13 00 "	8 75 " 9 25

Herrings. The supply the past year had been large, on account of the increased catch, both of the Eastern fisheries and our own. The first of new from North Carolina were received in the latter part of March, and sold at \$6 00 per barrel, and as the season progressed prices declined to \$4 75 a 5 00 in May, and

continued to rule at \$5 00 for the residue of the season, for Potomac. Eastern have likewise commanded good prices throughout the year, opening in April at \$3 87½, declining in August to \$3 00, and improving again toward the fall to \$4 00 a 4 25, and have continued to rule quite steady at about those figures since, closing however dull, with a stock of about 10,000 barrels.

Shad. The inspections the past year show an increase over 1852 of 1,606 barrels. The first receipts of new catch were near the close of March, and sold at \$11 per barrel; and as the season advanced, the receipts increased and prices declined, ruling during the balance of the season at \$9 00 a 9 50 per barrel.

FLOUR. The total inspections of both Howard street and City Mills flour for the last year show a slight falling off compared with those of 1852. Among the principal causes assigned for this decrease is the short crop of wheat raised in some sections of western Virginia, from which a large proportion of our supplies of flour are obtained, and the unusually low stage of water in all the streams, from which the millers have suffered very materially. It will be seen, at the same time, that the receipts of wheat are about the same as those of last year, which is accounted for by the fact last mentioned, and it is supposed that but for the long continued scarcity of water, the inspections in Baltimore would have amounted to some three hundred thousand barrels more than the quantity given below.

We present as follows a brief review of the course of our market for the last twelve months. Few years have been attended with more remarkable fluctuations in this exceedingly sensitive article than the one just closed, nor do we think it has often been the case that so active an interest has been felt in its rise or fall by those not immediately interested in the trade. The rupture between two great European powers has been watched in all its phases as affecting bread-stuffs, and as the prospect of peace becomes less and less apparent, the whole continent being now the same as involved in the "last resort of kings," it deeply concerns the people of this country to know the probable extent of a future foreign demand, so long as we maintain friendly relations with all the world.

Howard street. The market opened active in January, under favorable European advices, with large sales at \$5 18½ a 5 25, and continued to rule at those figures for the remainder of the month. February opened with an improvement, the sales being at \$5 25 a 5 37½, but the market declined again in a few days to \$5 12½, and on the 18th to \$4 81½ a 4 87½. During the rest of the month it was unsteady, running up to \$5 25, and closing at \$5 00. March opened dull at \$5 00, and on the 11th March market declined to \$4 75, at which it ruled quite steady for some days, and then further declined to \$4 62½, at which the month closed. April commenced dull at same figures, but the prices improved on the 8th, the sales being at \$4 81½, and on the 15th to \$5 00, but declined again to \$4 75 on the 21st, and for the balance of the month fluctuated between \$4 75 a 4 87½. May opened at \$4 87½, but market declined on the 20th to \$4 68½, and closed at \$4 56½. In June prices ranged from \$4 50 a 4 75, principally at \$4 56½ a 4 62½. In July the market opened at \$4 62½, and continued to improve, reaching \$5 25 on the 22d—the advance being mainly attributed to the small stock on hand and the active demand which then existed, but toward the close of the month the foreign news created a decline, sales being made at \$5 00 a 5 12½. In August the market was brisk under favorable European advices, and prices further advanced to \$5 25 a 5 37½, but declining again to \$5 12½ a 5 25 at the close. September opened active under continued favorable news from Europe, and prices advanced to \$5 50 on the 2d, and to \$6 12½ on the 15th; prices again receded on the 23d to \$5 87½, and closed on the 30th at \$6 25. October opened at \$6 25, market advanced to \$6 75 the first week, and on the 14th touched \$7 00, declining again on the 21st to \$6 25, at which it continued steady through the following week, closing, however, at \$6 37½. November opened at \$6 37½, and under further foreign news, the market again advanced to \$7 00 on the 4th, declining again on the 18th to \$6 37½, and closing at \$6 75. In December this price prevailed for a time, but the market declined on the 17th to \$6 25, advancing again toward the close to \$7.

FLOUR INSPECTIONS FOR THE LAST FIVE YEARS.

	1849.	1850.	1851.	1852.	1853.
Howard street.....	474,619	549,233	533,549	729,532	593,807
City Mills.....	245,753	295,236	324,158	486,096	439,590
Susquehanna.....	16,272	17,057	23,399	51,317	65,587
Ohio.....	.....	.....	.....	6,291	56,210
Family.....	27,674	35,171	34,494	33,929	26,409
Total.....	764,518	896,697	915,600	1,307,165	1,181,603
Rye.....	8,011	5,480	7,578	6,450	5,394
Corn Meal.....	54,837	45,360	33,145	57,133	38,478

GRAIN. It affords us much satisfaction to be enabled, after an almost incredible amount of labor, together with the generous assistance of one of the largest houses in the trade, to spread before our readers to-day another full and reliable exhibit of the receipts of this highly important article of the business of our port, which will be found under their appropriate heads below, as well as the disposition of the same during the past year. Whilst there appears, by this exhibit, to be a slight falling off in wheat, it is more than made up by the receipts of corn, which swell the aggregate even above that of 1852. The crop of wheat, as a general thing, in the sections from whence Baltimore draws her supplies, was large, and in quality superior to that of last year.

Wheat. The year's business opened with very light receipts, which continued, notwithstanding a steady active demand, until the receipts of new crop, which was early in July. Sales of white parcels were made early in January at \$1 18 a 1 23, and \$1 14 a 1 17 for red. In February and March supplies continued light, although at the close of the latter month a decline took place, and in the beginning of April the quotations were \$1 08 a 1 12 for white, and \$1 00 a 1 04 for red. From this time the market gradually improved, until it reached \$1 15 a 1 17 for white, and \$1 12 a 1 14 for red, but receded subsequently. In July, new crop sold at \$1 10 a 1 15 for red, and \$1 15 a 1 18 for white, under the influence of European advices. Much of the wheat which came to market within the ensuing month proved damp and sprouted, or otherwise unsuitable for shipment or immediate grinding. Since that time prices for good parcels have continued to improve as the market advanced abroad. The closing prices are the highest realized during the year, being for red \$1 55 a 1 60, white \$1 63 a 1 68. The receipts have been as follows:—

WHEAT.

By the Baltimore and Ohio Railroad.....bush.	185,000
“ “ Susquehanna Railroad.....	144,263
“ Philadelphia, Wilmington and Baltimore Railroad.....	5,000
“ Tide-Water Canal and wagons.....	322,370
“ Water-borne from Maryland Virginia, and North Carolina.....	2,755,332
Total.....	3,411,965

Which has been disposed of as follows:—

Shipped coastwise.....	1,091,000
“ to Europe.....	242,459
“ British North American Colonies.....	5,789
Ground by city millers.....	1,720,717
Stock held by millers.....	240,000
“ others, and on shipboard not cleared.....	112,000
Total.....	3,411,965

The stock held by millers, December 31st, 1852, was estimated at 320,000 bushels.

Corn. January, receipts were fair; sales of white at 64 a 66 cents; yellow, 60 a 64 cents, ruling quite steady during the month. February, white, 55 a 57 cents; yellow, 60 a 62 cents. March, prices had declined to 51 a 52 cents for white, and 55 a 56 for yellow; subsequently the market improved, the variations being but slight, until near the close of May, the quotations then being, for white, 55 a 57 cents, and yellow, 60 a 61 cents; still further advancing, reaching July 21, to 70 cents for white, and 69 cents for yellow. In August, prices were, for white, 60 a 62 cents, and yellow 68 cents. In September, sales of white were at 70 a 71 cents, yellow, 74 a 75 cents; in October, opened at 82 a 84 cents for white; 80 a 82 cents for yellow, and closed at 64 a 67 cents for white, and 68 to 70 cents for yellow. In November new crop began to arrive, and sold at 58 a 63 cents for white and yellow, and during the remainder of the year fluctuated considerably, closing quotations being 60 a 62 cents for white, and 64 a 66 cents for yellow. We give the receipts as follows:—

CORN.	
By the Baltimore and Ohio Railroad.....	250,000
“ “ Susquehanna Railroad.....	207,978
“ Philadelphia, Wilmington, and Baltimore Railroad.....	12,000
“ Tide-Water Canal and wagons.....	90,000
Water-borne.....	3,346,516
Total.....	3,906,494

Which has been disposed of as follows:—

Shipments coastwise.....	2,553,189
“ to Europe.....	188,322
“ to West Indies and British North American Colonies.....	89,983
“ to K. D., corn meal.....	150,000
Taken by distillers.....	575,000
City consumption.....	400,000
Total.....	3,906,494

Oats. The past year has yielded another large crop of oats, particularly of Pennsylvania, from whence receipts amount alone to over 200,000 bushels. In January, sales of Pennsylvania were made at 42 a 44 cents, and Maryland and Virginia 38 a 40 cents; in March, sales of the former were made at 40 a 42 cents, and the latter at 38 a 40 cents, at about which prices the market continued until December, when it advanced to 44 a 45 cents for Pennsylvania, and Maryland and Virginia 40 a 42 cents. The total receipts amount to about 780,000 bushels, of which 275,000 bushels were brought by railroad, and the balance by wagons and vessels. Shippers have taken about 140,000 bushels, the balance having gone into home consumption.

Rye. The receipts sum up about 130,000 bushels, of which distillers have taken 140,000 bushels. Prices have ranged from 80 to 93 cents for Pennsylvania, and about 75 to 80 cents for Maryland.

B. E. Peas. Receipts amount to about 13,000 bushels, all taken for the West Indies.

White Beans. Receipts about 4,000 bushels.

The following are the comparative receipts of grain for four years:—

	1850.	1851.	1852.	1853.
Wheat.....	2,300,000	2,600,000	3,451,150	3,411,965
Corn.....	3,250,500	2,650,000	3,745,900	3,906,494
Oats.....	600,000	450,000	800,000	780,000
Rye.....	140,000	150,000	165,000	160,000
Peas.....	30,000	15,000	10,000	18,000
Beans.....	5,000	3,000	5,000	4,000
Total.....	6,325,000	5,868,000	8,177,050	8,275,459

GUANO. As generally anticipated, the importations of the favorite article under this head, Peruvian, have greatly increased during the past year, not only at this port, but at other ports of the United States, and we need hardly add that if the government agents had been enabled to supply our markets with four times the quantity imported, it would have been readily disposed of. The demand is in fact only limited by the supply; but arrangements having been made by which a far greater quantity may be received in this country than ever heretofore, there is no reason to believe that agriculturists will again be subjected to the inconveniences from which they have suffered so materially within the past year. So deficient has been the supply, notwithstanding the marked increase of the importations, that other descriptions of guano have been substituted to an unusual extent, and when obtained from speculators, the most exorbitant prices have frequently been paid for them. Recently discovered deposits of this excellent fertilizer have attracted the attention of some of our importers, and there has been quite a considerable quantity of Mexican received at Baltimore during the last three months, amounting in all to about 4,000 tons, including several cargoes from the Caribbean Sea.

There have been imported into the United States during the year 1853, in 107 vessels, 70,530 tons of Peruvian Guano; of which 50 vessels have arrived at Baltimore, and 57 vessels at other ports.

IMPORTS OF PERUVIAN GUANO AT BALTIMORE FOR THE LAST FIVE YEARS.

1849.....	2,700 tons
1850.....	6,800 "
1851.....	25,000 "
1852.....	25,500 "
1853.....	32,152 "

HIDES. The importations at this port have been gradually decreasing for several years past, in consequence of which our market has been without a supply for a large portion of the last year, the deficiency being made up from neighboring ports.

For the first three months our market was almost entirely bare. In April the quotations were, for Laguayra 14½ a 15; La Plate, 18½; Rio Grande, 17½ a 18 cents. In June, Laguayra, 14 a 14½; Rio Grande 17; and La Plate, 17½ cents. In October the quotations were, for La Plate, 18½; Rio Grande, 17½; and Laguayra, 12½ a 14 cents. During the remainder of the year the supply was almost exclusively from coastwise ports, the market being left unusually bare.

IMPORTS FOR THE YEAR 1853.

River Plate.....	16,943
Rio Grande.....	21,784
California.....	8,868
Porto Cabello.....	29,084
Other foreign ports.....	19,387
Coastwise.....	41,426
Total, 1853.....	137,690
" 1852.....	173,987
" 1851.....	253,794
" 1850.....	263,095
" 1849.....	235,742

IRON. The course of the iron market since the close of last year has been regular and tending upward for the most part, the demand throughout our country having greatly increased, so much so, that nearly all the blast furnaces, which eighteen months ago were standing idle, are now in full operation again,

and are in fact taxed to their utmost to meet the wants of the trade. Of foreign manufacture, on the contrary, there has been rather a falling off in the importations, if we except Scotch pig, much of which has been sold in our market to arrive, on speculation. The past year has been one of handsome remuneration to manufacturers and dealers, and there is no doubt that of American iron there will continue to be a steady active demand for some time to come, or at least until the present railroad-making "mania" shall have ceased. To give an idea of the present and prospective demand for iron in the United States, it is only necessary to state that there are now over 18,000 miles of railroad under construction, besides something like 15,000 miles which were already finished and doing business on the 1st inst. On January 1st, 1853, our completed railroads amounted to about 13,000 miles. We note the changes in our market as follows:—

1853.		Balto. For.	Pig char. No. 1.	Pig. An. No. 1.	Scotch Pig.				
Jan.	1 ..	\$33 00 a	.....	\$35 00 a	.....	\$32 00 a	.....	\$32 00 a	.....
	22 ..	35 00 a	40 00	35 00 a	40 00	32 00 a	36 00	35 00 a	.....
Feb.	5 ..	45 00 a	.....	45 00 a	.....	42 00 a	45 00	40 00 a	42 50
	16 ..	45 00 a	.....	45 00 a	.....	42 00 a	45 00	40 00 a	.....
Mar.	5 ..	45 00 a	.....	45 00 a	.....	40 00 a	45 00	40 00 a	.....
	19 ..	42 50 a	.....	42 50 a	.....	38 00 a	.....	40 00 a	.....
April	2 ..	40 00 a	42 50	38 00 a	40 00	36 00 a	37 00	40 00 a	.....
	30 ..	40 00 a	.....	37 00 a	38 00	36 00 a	.....	38 00 a	40 00
May	14 ..	38 00 a	40 00	36 00 a	38 00	36 00 a	.....	38 00 a	40 00
June	4 ..	33 00 a	40 00	36 00 a	38 00	36 00 a	.....	34 00 a	35 00
	25 ..	37 00 a	40 00	36 00 a	38 00	36 00 a	.....	33 00 a	34 00
July	9 ..	37 50 a	40 00	36 00 a	38 00	36 00 a	.....	33 00 a	34 00
	22 ..	37 50 a	38 00	36 00 a	.....	36 00 a	.....	34 00 a	35 00
Aug.	6 ..	38 00 a	40 00	38 00 a	.....	36 00 a	32 00	35 00 a	36 00
	20 ..	38 00 a	40 00	38 00 a	.....	36 00 a	38 00	36 00 a	37 50
Sept.	3 ..	40 00 a	.....	38 00 a	.....	36 00 a	38 00	40 00 a	.....
	17 ..	40 00 a	.....	38 00 a	.....	36 00 a	38 00	38 00 a	.....
Oct.	8 ..	42 00 a	44 00	40 00 a	.....	38 00 a	40 00	40 00 a	.....
Nov.	5 ..	40 00 a	42 00	40 00 a	.....	38 00 a	40 00	40 00 a	.....
Dec.	17 ..	42 00 a	.....	40 00 a	.....	40 00 a	.....	40 00 a	.....
	31 ..	41 00 a	42 00	40 00 a	42 50	40 00 a	.....	40 00 a	.....

LUMBER. Our table at foot shows an increase in the receipts as compared with those of last year. There has been a continued active demand throughout the whole twelve months, and our dealers have suffered. Prices have ruled higher than for several years. The following is a statement of the receipts of lumber for the past six years:—

1848.....	38,132,688	1851.....	60,000,000
1849.....	59,673,039	1852.....	76,402,129
1850.....	63,000,000	1853.....	83,000,000

MOLASSES. By reference to the table of imports below, it will be seen that they show a very material decrease from the West Indies, compared with former years, and also a slight falling off coastwise compared with last year. Sales of New Orleans were made in January at 30 a 30½, and later in the month at 29 a 30 cents. The first of new crop Cuba was received on the 13th February, and sold at 24 cents for Muscovado, and clayed at 22 cents; early in March sales of New Orleans were made at 29 a 30 cents and Cuba at 20 a 22 cents—market generally dull, and holders refusing to sell at current prices. The first cargo of new crop Porto Rico was sold at auction in March at 27½ a 28 cents; on the 17th Cuba sold at 29 cents; May opened with small receipts and light stock, and market firm, and continued so through the year, the market having been entirely bare for the last three months.

IMPORTATIONS OF MOLASSES AT BALTIMORE FOR THE LAST FOURTEEN YEARS.

	WEST INDIES.			COASTWISE.		
	Hhds.	Trees.	Bbls.	Hhds.	Trees.	Bbls.
1840.....	5,420	316	157	901	363	5,317
1841.....	4,256	159	510	678	521	5,964
1842.....	3,676	155	224	413	475	9,805
1843.....	2,769	163	15	1,250	399	9,541
1844.....	5,654	434	520	586	75	4,996
1845.....	3,620	248	430	785	583	10,150
1846.....	5,586	542	692	407	201	6,925
1847.....	7,862	488	165	248	8	2,907
1848.....	6,608	852	247	721	554	12,703
1849.....	5,883	499	112	...	251	11,068
1850.....	6,815	529	294	77	244	14,715
1851.....	7,638	3,329	308	813	171	7,615
1852.....	7,027	2,064	80	838	153	14,794
1853.....	3,820	632	72	192	115	13,187

PROVISIONS. An unexpectedly large crop of hogs in the West, and consequently low prices of cured provisions, have caused a year of losses rather than profits to dealers in this large item of the domestic trade of our city. Still, no one can deny that, considering the amount of their losses, the merchants of Baltimore have held their own remarkably well, though no better perhaps than is characteristic of them. Low prices are confidently expected, and we think the result will show their course has been by no means an unwise one. Heavy contracts were made in the West for hogs during the last summer, at \$4 75 a 5 25; these prices, however, on the opening of curing season, were not sustained. The caution of buyers suggesting lower figures for safe operations, the prices receded to \$4—even this figure was considered too high by many Eastern buyers, but as it served to keep back the supply, the idea began to gain ground that the crop would not exceed that of last season, and as at length many were induced to give it credence, purchases were made more freely, and the market gradually advanced, and the price at the present time has again reached \$4 75. This mark, though not as favorable as farmers anticipated, serves to bring up the actual number of hogs to the markets where there has hitherto been a deficiency compared with last year's receipts, so much so that there is now every probability of a material excess upon the total crop of 1852-3. The prices for bacon, pork, and lard during the last season, it is believed by those well conversant with the trade, would not have proved remunerative to curers had only \$5 been paid for hogs. This fact should serve as a caution to those paying present prices with the evidence of a larger crop, without any fair prospect of an increased demand for either export or home consumption.

Prices of bacon in January ruled very high, sales of new being made at 9½ a 10½ cents for shoulders and sides, lard 12½ a 13 cents in kegs. In February lard sold at 11 a 11½ cents in kegs, bbls. at 10 cents. Dealers soon began to force their stock on the market, and in April sides sold at 7½ and shoulders 6½ cents; lard in kegs 10½ cents, and bbls. 9½ cents. The market improved somewhat toward the middle of May, when prices were, shoulders 6½ a 7 cents; sides 8 a 8½ cents; lard in bbls. 9½ cents, and in kegs 10½ cents. In June the dullness continued. July opened with some speculation in lard, which was 11 cents for bbls., 12 cents in kegs, and there was a better feeling in the market for all descriptions. Toward the close of summer the stock of bacon became much reduced, and prices stiffened somewhat, and in October sides sold at 8½ a 8¾, and shoulders 7¾ a 8 cents. The year closed with shoulders and sides at 8 cents, lard 10½ a 10¾ cents for kegs, and 9½ a 9¾ for bbls.

The stock remaining on hand January 1st, 1854, was as follows: Mess pork, old and new, 1,400 bbls.; lard, 650 bbls. and 800 kegs; bulk-meat, 150 hds. sides; no hams or shoulders worthy of mention.

SPIRITS. The only article under this head possessed of any especial interest during the past year has been, as usual, French brandies. The second failure of the vintage in the several districts of production has caused advances equally worthy of note as those to which we alluded in our last annual statement. About the middle of January last there were large orders filled here on Philadelphia account for Cognac and Rochelle, vintage of 1851. The quotations at that time were, Hennessy, &c., \$2 70 a 4; Alex. Seignette, \$2; T. Faure & Co., \$2 60 a 4. In the Eastern markets there continued to be an urgent speculative demand during the following month, and numerous orders were received without being filled. The last week in February Cognacs had advanced to \$2 90 a 4, at which they continued until the beginning of August, when Hennessy was quoted at \$3 a 5 per gallon, in consequence of the reported bad prospect of the current year's grape crop; from that period until the present there has been a steady advance, although the demand in general has not been very active, the continued unfavorable advices from abroad being almost wholly the cause of the remarkably high prices that now prevail. Holders are still firm, and we see no reason to doubt considerably higher rates within the next two months. Hennessy is now selling at \$3 85 a 6; Roulet & Co., \$3 75; and Alex. Seignette, \$3 a 3 10 per gallon.

SUGAR. During the past year our market for this article has presented but few features worthy of special note. It opened dull in January, and remained rather inactive until the close of that month, when the demand improved, though prices continued to rule low, varying but slightly for several months following. In April, under large receipts, the market was well sustained, which it continued to be throughout the spring months, declining somewhat in June, and continuing dull and inactive for several weeks. In July the market assumed more firmness, with some disposition to take hold on speculation; prices improved a shade, the stock being light, and the market ruled firm during the summer and fall months, but the transactions were of a very limited character during the residue of the year, on account of the very light stock on hand, which on the 1st instant was 900 hhds. The stock on hand January 1st, 1853, was 2,225 hhds. Total imports (from West Indies and Louisiana) in 1853, 23,913 hhds., against 25,228 hhds. in the year 1852—being 1,315 hhds. less. First receipts of new crop New Orleans last year were on the 1st of December, and this year on the 21st do. First of new crop Cuba early in February, and of Porto Rico on the 2d March. The crop of Louisiana last year was the largest ever made in that State, amounting to 321,934 hhds., and exceeded the crop of 1851 by 95,000 hhds. From present prospects the crop of 1853 will be even larger than ever. It is anticipated that our imports of sugar the present year will be much larger, the demand here for refining purposes being likely to require a great increase.

	STOCKS.		PRICES.			
	Hhds.		New Orleans.	Porto Rico.	Cuba.	
January 1.....	2,225	\$4 75	a 6 00	\$6 50	a 6 75	.... a 5 00
February 1.....	2,476	4 75	a 6 00	5 50	a 6 50	.... a 5 00
March 1.....	2,357	4 37½	a 6 00	5 25	a 6 00	.... a 5 00
April 1.....	3,046	4 25	a 5 75	4 45	a 6 20	.... a 5 20
May 1.....	2,472	4 50	a 5 50	5 00	a 6 25	4 25 a 5 00
June 1.....	3,722	4 37½	a 5 50	4 75	a 6 20	4 25 a 5 25
July 1.....	3,687	4 37½	a 5 50	4 50	a 6 00	4 00 a 5 00
August 1.....	5,509	4 50	a 5 50	4 50	a 6 25	4 50 a 5 25
September 1.....	5,033	4 62	a 5 62	4 62	a 6 25	4 50 a 5 38
October 1.....	2,512	4 75	a 5 62	5 00	a 6 25	5 00 a 5 50
November 1.....	1,902	4 62½	a 5 50	4 75	a 6 00	4 50 a 5 50
December 1.....	1,248	4 62½	a 5 50	5 00	a 6 00	.... a

IMPORTATIONS OF SUGAR AT THE PORT OF BALTIMORE FOR THE LAST FOURTEEN YEARS.

	From New Orleans.		From West Indies.	
	Hhds.	Bbls.	Hhds.	Bbls.
1840.....	7,433	233	8,007	1,905
1841.....	4,184	11	8,750	4,006
1842.....	6,103	264	10,823	1,253
1843.....	7,642	741	7,483	735
1844.....	5,172	114	10,885	436
1845.....	12,602	413	5,161	209
1846.....	9,845	517	6,541	224
1847.....	6,013	183	18,240	4,236
1848.....	10,279	3,268	14,841	2,393
1849.....	9,851	2,384	12,570	5,654
1850.....	11,066	3,146	11,454	1,420
1851.....	7,174	3,432	16,732	2,542
1852.....	13,153	307	12,619	2,653
1853.....	10,476	383	2,006	13,967

TOBACCO. The stock of leaf in our State warehouses on the 1st of January 1853, was 11,960 hhds. The inspections during the year amounted to 48,667 hhds., which, added to the stock on hand January 1st, 1853, together with receipts from the District of Columbia (not inspected,) 600 hhds., makes the total supply 61,227 hhds. Of this quantity there have been shipped, as shown by the statement annexed, 50,688 hhds., leaving stock on hand 1st inst., 10,539 hhds.—being 1,421 hhds. less than the stock of same date last year. The exports show a decrease compared with those of 1852 of 4,125 hhds., being principally in the shipments to Bremen, France, and England, whilst to Holland there is an increase of 3,838 hhds.

Our market for Maryland ruled dull in the beginning of the year, at the following prices:—ordinary to good do. \$4 a 4 50, good middling to fine \$5 50 a 7; the stock at this period was very light and vessels were scarce and obtainable only at high freights, to which causes the dullness was mainly owing. In April the stock in State warehouses was reduced to 9,000 hhds., with less than 1,000 hhds., in factors' hands, the balance being held by shippers; operations, consequently, continued much restricted. Toward the close of that month, however, the receipts improved and more activity ensued; prices also slightly advanced, particularly for inferior to good common, the range being, inferior to good common \$4 a 5, fair to middling \$5 25 a 6, seconds \$4 75 a 6 50, good to fine brown \$6 50 a 7 50; fine brown \$7 50 a 9. Throughout the rest of the Spring the market continued very active, the receipts being taken by shippers as fast as offered, and prices were firmly maintained. Toward the close of June accounts began to come in from all parts of the country, of injury to the growing crop from the drought. The weather continued unfavorable for planting, and with light receipts in July, holders grew firmer and prices improved, the sales early in August being made at \$5 75 a 6 for fair crop, and good to fine crop \$6 50, and in September for common to good ordinary \$5 50 a 6, middling \$6 25 a 6 75, good to fine brown \$6 75 a 7 50, and fine do. \$7 50 a 9. These prices continued to rule, under a very active demand, until October, when the market sustained a check by an advance in freights; this state of things continuing, prices declined in November about 50 cts. per 100, but toward the close of that month a better feeling prevailed, and the demand increasing, former prices were recovered, the quotations being for common to ordinary \$5 25 a 6, middling \$6 a 6 50, good to fine brown \$6 50 a 7 25, fine selections \$8 a 9, ground leaves \$5 a 6, which are the rates now ruling. In both Maryland and Virginia the fall weather was very favorable for the curing of the leaf, and the crops will no doubt be brought to market the coming season in much better condition. We learn from the most reliable data that the crop of Maryland for 1853 will not exceed 25,000 hhds., or about 5,000 hhds. less than that of the previous year.

The market for Ohio opened last spring with considerable sales to the con-

tractor for France at the low average of \$5, which price ruled till about the middle of June, when accounts of the excessive drought began to reach us from all parts of the tobacco growing regions of the West, and prices gradually improved till about the 1st of October, reaching the average of \$6 a 6 25. The market then declined about 25 cts., with sales, but improved in November, and nearly the entire stock in the hands of the agents was sold, prices closing as high as at any time during the summer. The new crop was estimated in the early part of the fall at about 13,000 hhds., but as the dealers in Ohio have now made their purchases, a more correct opinion can be formed, and the most sanguine believe that the receipts at this port next year will not exceed 9,000 hhds., or less than half an average crop. Should France require only half her usual supply in 1854 and no European war exist, high prices may be calculated upon.

The receipts of Kentucky this year have been about twice as large as those of 1852, and although it has been a season of high prices, and other considerations have operated against us, yet the charges in Baltimore for inspection, storage, and commissions, and the prices obtained, have been so satisfactory, Western shippers seem entirely pleased with this market and satisfied with their returns. We may, therefore, look with confidence for a healthy and regular increase of our trade in this important staple.

TOBACCO STATEMENT.

SHOWING THE QUANTITY IN THE SEVERAL WAREHOUSES ON THE 1ST OF JANUARY, 1853, THE INSPECTIONS BY EACH HOUSE FOR THE YEAR ENDING DECEMBER 31, DELIVERIES FOR THE SAME PERIOD, AND STOCK ON HAND JANUARY 1, 1854.

State Tobacco Warehouses.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Total.
Stock January 1, 1853	2,142	1,869	1,882	3,124	2,943	11,960
Inspections of 1853.....	10,678	9,865	8,714	7,583	11,827	48,667
Total.....	12,820	11,734	10,596	10,707	14,770	60,627
Deliveries in 1853.....	11,404	10,564	9,077	8,351	11,452	50,848
Stock January 1, 1854	1,416	1,170	1,519	2,356	3,318	9,779

NOTE.—Add Tobacco on shipboard not cleared, 760 hhds., and the total stock on hand, January 1, 1854, will be 10,539 hhds.

THE FOLLOWING STATEMENT SHOWS THE STOCK IN WAREHOUSES ON THE 1ST OF JANUARY, 1853, AND THE QUANTITY OF EACH KIND INSPECTED FOR THE YEAR ENDING DECEMBER 31.

Stock in warehouses January 1, 1853.....	hhds	11,960
Inspections from January 1, to December 31, 1853, viz:—		
Maryland	29,248	
Ohio	17,947	
Kentucky.....	1,380	
Virginia.....	78	
Pennsylvania	14	
		48,667
To which add received from District of Columbia, and not inspected.....		600
		61,227
EXPORTED 1853.		
To Bremen	18,947	
To Amsterdam.....	9,980	
To Rotterdam.....	10,395	
To France.....	5,380	
To Trieste.....	1,619	
To England	2,773	
All other ports, including coastwise	1,594	
		50,688
Stock on hand January 1, 1854.....		10,539

Manufactured Tobacco. The receipts of this article within the past year have been sufficient to meet a very large increased and increasing demand in our market, dealers who have been in the habit of going eastward for their purchases, having found stocks here not only well assorted but of a character to meet any demand. Prices within the past few months have not been remunerating to manufacturers, but the probability of their doing a materially curtailed business during the present year, the high prices of the raw material and the firmness of the markets in Virginia, together with large European orders for that article, incline us to the belief that better prices may be obtained for the manufactured article before the closing out of the present stock on our market. We quote—

Fancy tobacco	50c. a	\$2 00
Pound lumps, No. 1 brands.....	30 a	40
“ medium	20 a	28
“ common.....	17 a	18
Best Brands, 5's, 8's, and 10's lump.....	17 a	22
Medium.....	14 a	16
Common.....	10 a	13
16's, 18's, and 20's, lump.....	8 a	10
Ladies' twist and best $\frac{1}{2}$ lb. rolls	21 a	25

WHISKY. We are, as usual, at a loss to determine the exact amount of business done in this article during the year. From what information we have been enabled to glean from several very reliable sources, however, we are justified in stating that the receipts have amounted to but little short of 146,000 bbls., from Pennsylvania, New York, and Ohio, and inclusive of the business done by the four city distilleries. The following is as close an estimate as we are enabled to make of the receipts at present, and although not wholly derived from direct data, may be relied upon as very nearly correct. Those set down as per railroads and the Tide-Water Canal are right as far as they go:—

Baltimore & Susquehannah Railroad.....	bbls.	29,904
Baltimore & Ohio Railroad.....		12,156
Susquehannah & Tide-Water Canal		12,698
Coastwise vessels.....		25,000
Wagons.....		6,000
Turned out by city distilleries.....		60,000
Total receipts		145,758

PRICES OF RAW WHISKY IN BARRELS AT BALTIMORE, ON THE 1ST AND 15TH OF EACH MONTH OF 1853.

	Cents.		Cents.	
January 1st	21 $\frac{1}{2}$ a	23	15th.....	24 $\frac{1}{2}$ a 25
February 1st	24 a	24 $\frac{1}{2}$	15th.....	23 $\frac{1}{2}$ a 24
March 1st	23 $\frac{1}{2}$ a	24	15th.....	22 $\frac{1}{2}$ a 23
April 1st	23 $\frac{1}{2}$ a	24	15th.....	22 $\frac{1}{2}$ a 23
May 1st	22 $\frac{1}{2}$ a	23	15th.....	22 $\frac{1}{2}$ a 23
June 1st	22 $\frac{1}{2}$ a	23	15th.....	22 $\frac{1}{2}$ a 23
July 1st	23 a	23 $\frac{1}{2}$	15th.....	23 $\frac{1}{2}$ a 24
August 1st	26 $\frac{1}{2}$ a	27	15th.....	26 a 26 $\frac{1}{2}$
September st.....	26 a	26 $\frac{1}{2}$	15th.....	29 $\frac{1}{2}$ a 30
October 1st.....	28 $\frac{1}{2}$ a	29	15th.....	32 a 32 $\frac{1}{2}$
November 1st.....	30 a	31	15th.....	27 $\frac{1}{2}$ a 28
December 1st.....	27 $\frac{1}{2}$ a	28	15th.....	27 $\frac{1}{2}$ a 28

WOOL. The total receipts of this article, of both foreign and domestic growth, amount to about 900,000 lbs., of which 250,000 lbs. was foreign, (all from Peru,) 100,000 lbs. Western fine fleece, 300,000 washed and unwashed, a part from the West and the balance from our own State, and about 250,000 lbs. pulled in this city. It was anticipated, early in the season, that there would be a short crop, and the market advanced considerably in consequence, but the result proving contrary to the general supposition, prices receded toward the close. As regards the prospects for the coming year, there is a probability that the market

will rule rather low, as the high prices which growers have been obtaining within the last several months induced them to turn their attention more especially to the raising of sheep than for some time past, and the supply of wool will be considerably larger in 1854 than usual. Another thing which will operate somewhat against wool is the proposed change in the tariff during the present session of Congress, which will admit the lowest grades into this country free of charge. The wool interest is as yet in its infancy in our country, and although we do not assume to be learned in the matter, we conceive that the contemplated change, whatever it may do for the manufacturers of woolen fabrics, who are as yet comparatively few in number, can inure to no particular benefit to our agricultural interests. With studious care on the part of our legislators, the production of wool in the United States may one day become a source of incalculable wealth and prosperity. The value of the foreign wools, such as are affected by this modification, which were imported the last fiscal year into the United States, was \$674,111—the amount of duty, 35 per cent, was over \$200,000. This item is intended to be imported in competition with our native common wools, and we cannot but conjecture that the immediate effect would be to discourage, in a great measure, that favorable feeling which now prevails amongst so large a portion of our farmers for the raising of sheep, and which has of late been stimulated by legislative enactments in a number of our States. The statistics of the trade show a large increase in the quantities of native growth brought to market, and that our people are yearly giving more attention to the subject.

FREIGHTS. Vessels of every description have been greatly in demand during the past year, as the large number required for California, Australia, and East India voyages, and the extraordinary crop of cotton, sugar, &c., in Louisiana, as well as the great foreign demand for our breadstuffs, gave employment to an unprecedented amount of tonnage. The rates, consequently, have been gradually improving. Our large receipts of coal and grain have likewise required an increased amount of tonnage, and created for the most of the year a very active demand for coasting vessels at good remunerating rates of freight. From these causes an extraordinary amount of business has been prosecuted in our ship yards, and a large increase made to the tonnage of the port.

HIGHEST AND LOWEST RATES OF FREIGHT ON FLOUR TO LIVERPOOL IN 1853.

	Highest.			Lowest.		
	s.	d.	s. d.	s.	d.	s. d.
January.....	4	a	4 3	4	a	..
February.....	4	a	..	2	6	a..
March.....	3	6	a..	3	a	..
April.....	3	a	..	2	9	a..
May.....	2	3	a..	2	3	a 2 6
June.....	2	3	a..	2	3	a..
July.....	2	6	a..	2	a	..
August.....	3	6	a..	3	a	..
September.....	3	6	a..	3	a	..
October.....	3	10	a..	3	a	..
November.....	4	6	a..	3	6	a..
December.....	5	a	..	4	a	..

INSPECTIONS OF FISH AT BALTIMORE IN 1853.

	No. 1.	No. 2.	No. 3.	Condem'd.	1853.		1852.	1851.
					Total.	Total.	Total.	
Mackerel.....bbls.	547	542	9,493	1,174	11,756	20,581	29,601	
".....halves	197	237	1,223	26	1,683	5,513	6,629	
Herrings.....bbls.	26,758	465	..	8,492	35,715	28,348	22,404	
".....halves	1,841	15	..	66	1,922	1,608	1,513	
Shad.....bbls.	5,877	276	..	55	6,208	4,702	3,031	
".....halves.	905	22	..	..	927	726	1,144
Codfish.....bbls.	186	..	..	10	196	278	174
Salmon.....	77	..	..	..	78	57	67
Scalefish.....	10	..	..	..	10	22	142
Whitefish.....	..	..	..	18	18	..	..

ART. IV.—SUBMARINE BLASTING.

FEW late discoveries promise to be of more practical utility to Commerce and navigation than that of the system of *submarine blasting*, by Mons Maillefert, now in successful operation in the United States. One of the very first tests imposed upon its power, has resulted in an achievement which establishes its reputation upon a *rock*. HELL GATE, the formidable obstruction in the eastern outlet from the city of New York, where lives uncounted and property unestimated have been sacrificed to the insatiable genius of the whirlpool, was the object of this trial; and the issue is, that Hell Gate has yielded—is destroyed, annihilated. Its sharp boulders have been broken down, its boiling pot has ceased to rage and foam, its violent eddies have been converted into mere ripples. The terrors that for over two centuries have frowned upon the navigators of the Sound and the East River have vanished forever, and their comparatively safe locality will hereafter be pointed out only as the scene of dangers that *have been*.

As an historical account of an invention destined to so important a use will be of general interest, we have obtained from Mr. Maillefert a statement of the circumstances of the discovery, and of the several operations in which it has since been employed.

Mr. Benjamin Maillefert, by birth a Frenchman, came from England, where he had for some time resided, in 1846, to Nassau, in the island of New Providence, one of the Bahamas. Being of an active turn, he had previously passed a life of considerable adventure, a decided spice of romance being mixed up in his career. While residing at New Providence, in 1847, the ship *Sybella*, of Boston, loaded with cotton, iron, &c., ran upon some rocks at the Berry Islands, which belong to the Bahama group, and sunk. Mr. Maillefert undertook to blow up the wreck, in order to enable the divers to get at her cargo, and to save the copper from her bottom. The charges were placed, in the usual way, under the ship's bottom, and between her planks and the underlying rock. Eighty charges were fired in this manner, doing little execution upon the hulk. But he was surprised to discover, in the course of this operation, that while the vessel was thus slightly injured, the rock was very materially affected. This suggested to him a new mode of procedure. A charge was placed upon the upper part of the vessel, and there fired, as an experiment, and the result was that by the single explosion thus made the vessel was completely shivered into fragments.

A new principle was evolved, but one of such simplicity as to carry its own explanation with the very first observation of its effect. The idea has always prevailed, that to break up a rock or other ponderable body, beneath the surface of the water, by the force of gunpowder, it was necessary to place the charge underneath the substance to be demolished, or, where this was impracticable, to find the means of inserting it within the body of the substance itself, necessitating, in most cases, a laborious, tedious, and expensive system of drilling. This method is affected by a thousand difficulties and contingencies, which have rendered it, to a very great extent, inefficient—often entirely impossible of application.

The mistake of this idea was its assimilation of very different cases—applying the same theory to the bottom of the sea that is held in regard to the surface of the land. If a large quantity of powder is exploded upon the face of the ground, or upon the upper side of a rock, exposed to the air, the

great bulk of the force is dissipated in the atmosphere, and very little proportional execution upon the earth or rock is effected. Water, being like air, a fluid, and easily displaced, the principle governing the one was readily extended to the other, and to a superficial view there were not wanting abundant facts to justify the idea of the extreme transmissibility of water to any force exerted upon or within it.

We are not to wonder that this error was so long entertained, although it would seem, *now*, that a very little reflection should have led to the perception of the truth. Every one knew then, as well as at this time, that even air has the quality of gravity; that it furnishes a pressure really very great upon all bodies at the surface of the earth; that to displace large masses of it suddenly, with all its elasticity, the exercise of great force is required; and that in the explosion upon the face of the rock, or on the ground, the part of the force exercised upon these, solely in consequence of the resistance of the air, is, though comparatively small, yet sufficient to cause a displacement of matter and an agitation of the earth around, in a due proportion to the measure of force elicited. Every one knew, also, that the density of water is far greater than that of air, that large bodies of water possess vast weight, equal to about one-third their bulk of solid earth. The facts had been often heard, that a human body, or other object which floats on the surface of water, at a certain distance below the surface can never rise again; and that at the bottom of a very deep sea the pressure is so great, as to force the water through the pores of a glass bottle. Not a man but has observed the rapid accumulation of force, as the water deepens, in the attempt to dam up even a very small stream, or wondered at the great power of the waterfall, a very small moiety of the force of which sets the great mill, with all its wheels, levers, and complication of machinery, in full action. Every one had witnessed the remarkable strength of the tides, and had heard of or with awe beheld the sublime energy of a whirlpool. In addition, also, to its superior power and weight over the air, the inelasticity, and of course, the incompressibility of water, were well known. It was understood that whatever pressure were applied to it, it would not, like the atmosphere, yield to the force by a ready contraction of bulk, but would resist the effort, until the latter were sufficient to remove it bodily. But while knowing all these facts, and while proper inferences from these might so easily have been drawn, *appearances* were so decidedly in favor of the other idea that it was, by learned and unlearned alike, received as an unquestioned truth. Philosophers, indeed, might have admitted, had the thought ever occurred to their minds, that a heavy explosion at the bottom of the sea, in its very deepest parts, would be as likely to tear up the hard substance, and to demolish rocks even, as to displace the contiguous waters. But that in shallow or moderate depths, any such effect would be produced, argument would have been entirely incompetent to convince them.

The resisting force offered by a superincumbent mass of water, at the point of desired operation, is, then, the apparent principle upon which the theory of Mr. Maillefert is based, and is for all practical purposes the essential point. It is the actual extent of the discovery. But there is combined with this principle the extension of another old one, viz., that of the concentric nature of the force generated by explosion. It is to the latter principle that the results effected under the theory are really in the main part due. The philosophic fact in the discovery is not the finding and application of a resisting force, before unknown, but it is in proving the much in-

ferior degree of resisting power, compared with the measure of the old idea, which it is necessary should meet a concentric force on one side, in order to give it efficiency against a fixed object at the other. The tendency of explosive power is to burst forth with equal violence in all directions; and, although obstacles may turn any segment of this energy aside, throwing the main part into a channel of easier access, the obstacle itself must always, when near, even where escape is most easy, sustain the shock of a considerable part of the force primarily directed upon it, which of course is subtracted from the element turned into the new channel. A slight obstruction in the other avenues, though speedily removed, gives opportunity for the expenditure upon the fixed body of an additional force much disproportioned to the magnitude of the obstacle itself. The latter becomes a fulcrum affecting the motion of a power of perhaps a thousand times its own weight. It is as when a man runs over a field of thin ice which but for the motion of his body could not for an instant sustain his weight. A very small obstacle to the escape of the charge from a cannon, a little irregularity in loading, is often sufficient to burst the thick iron: and a certain quantity of powder fired upon the surface of the hardest rock in the most exposed situation possible toward the air, would rend it in fragments, and scatter the parts past regathering. The strongest exercise of the force generated by an explosion is effected upon a fixed object, and never upon a moveable one. But a fraction of the power which at first meets the latter is expended upon it, for besides wanting fulcrum, it is rapidly scattered by the facility of continual divergence. An explosion confined within a tube forms no exception; for the barrel of the gun, although intended to direct and transmit the force, sustains a greater power than is imparted to the ball. With the knowledge of these facts before existing, conjoined to those mentioned in regard to the water, there would be occasion of astonishment that it was left to a man born so late as Mr. Maillefert to make the discovery he did, were we not aware how near men may approach toward a fact, how many of its antecedents and relatives they become intimate with, and yet without any more blindness than attaches to the general nature of man, never once recognize the fact itself.

The principles we have thus endeavored to illustrate, explain the phenomena of the ship and the rock. The former, formed of much softer material than the latter, with her bottom quite as low beneath the water as the parts of the rock affected, and therefore subjected to the same pressure from above, and being quite as contiguous to the explosions, escapes with less injury from eighty successive charges, from her ability of rising in the water and allowing the force to part—a portion passing under her bottom, the rest escaping up her side, and from the water dividing with her the shock of the force.

Such was the effect of a force having a fixed fulcrum, but directed against a moveable object, aided even by that part of the power turned upward from the rock, although the vessel, with her weighty cargo, would to ordinary forces have been herself a complete fixity. But with the vessel and water above as a fulcrum, although moveable, and the fixed rock as the object, the execution was very considerable. When the charge was placed upon the upper side of the vessel, although the fulcrum was so much reduced, being only the depth of water above the vessel, which could not have been much probably at that place, the vessel had become the fixed

object, and the consequence was her annihilation at the first discharge so made.

The first attempt made by Mr. Maillefert, after the discovery thus effected, to apply it to the demolition of the obstacles of the sea, was directed against a coral reef called Rockfish Shoal, at the mouth of Nassau harbor. This shoal was about 200 feet in length and 70 feet wide, with an average depth of about 11 feet only, forming a very serious impediment to the harbor, and greatly endangering navigation. In four months he had removed over 900 tons of rock, and had deepened the water over the whole bed of the shoal to 18 feet, giving a safe and convenient entrance to and egress from the harbor.

Mr. Maillefert now determined to repair to the United States, and within the United States to visit first New York, with the idea of making his second great effort at the famous Hell Gate. He reached the city in October, 1849, and laid his propositions before some of the leading merchants.

Of the nature of the obstruction at Hell Gate, it is unnecessary to give here a particular description, as an account was published in the *Merchants' Magazine* no longer since than in September, 1852. Suffice it to say, that it was formed of a series of rocks and reefs of a most formidable character, dividing the channel into several crooked and narrow branches, and occasioning a fearful whirlpool, beside several strong eddies. It was always an object of great importance that this obstacle should, if possible, be overcome, as in that case a second channel to and from New York, accessible to the largest ships, would be opened through the Sound, which would be extremely valuable on many accounts—particularly as an avenue to the ocean in case of adverse winds preventing the passage by way of Sandy Hook, or in case of the blockade of the latter during war. Small vessels, and for some years steamboats, have constantly used this passage, but not without much danger. It has been calculated that one in fifty of all vessels attempting it, are more or less injured, and the number passing is sometimes 200 or 300 in a single day. Even steamboats have narrowly escaped wrecking here. Small boats have been frequently upset and lives lost. No one can estimate the amount of life and property destroyed here from the outset. Yet, from the days of Dutch dominion until the year 1849, nobody had thought of undertaking the removal of so terrible an evil. To the old system, the very attempt was utterly impracticable. It was impossible to fix any apparatus for drilling near any of the rocks. Amid all the wealth, energies, and enterprise of New York, she was obliged to tolerate the existence of such a plague at her very door. Amid all the improvements of art and science, amid all the speculations even of visionaries, no plan appeared for opening the highway thus barricaded.

By the greater part of those to whom the scheme of Mr. Maillefert was at first introduced, it was treated as of the wildest and most absurd character. Their skepticism was not unreasonable. The attempt was so great and the plan so novel, that it is no cause of wonder that men were not ready to give it their confidence. But there were some intelligent merchants and others, to whom he applied, who were soon convinced that the plan proposed was worth trial. By the favor of these individuals, Mr. Maillefert was enabled to commence and carry forward his operations.

The work commenced on the 19th of August, 1851. Up to December 12th, when operations were suspended by the cold, there had been fired on Pot Rock, the principal obstruction, 301 charges, being a total of 27,981

pounds of powder, at an expense of about \$6,000. The rock was a conical-shaped boulder of about 60 feet high, and at the depth of 24 feet, 235 by 75 feet area. The depth of water had been extended in this time from about 8 to about 17 feet. Another rock, called Bald-Headed Billy, 16 feet long and 10 wide, had been also dislodged and carried into deep water, and two other dangerous rocks demolished. Eleven charges had also been exploded upon the Frying Pan, and seven upon Way's Reef, with good effect.

In February, 1852, operations were resumed and continued to March 26, when Mr. Maillefert was wounded by the accidental explosion of a canister, containing 125 lbs. of powder, in his boat. In June he recommenced, and continued his operations at intervals. Up to this time there had been broken and removed about 40,000 cubic feet of the very hard kind of rock called gneiss. There was 18 feet 3 inches of water at Pot Rock, and the depth of water on Way's Reef, the Frying Pan, Shelldrake Rock, and Diamond Reef, between the Battery and Governor's Island, was also more or less increased.

The improvement effected at this time was thought by many to be quite sufficient, the whirlpool having entirely disappeared, and the eddies having mostly subsided; but operations have since continued at intervals, and it is probable that before they cease entirely, all trace of the former dangers will be eradicated. It is worthy of remark here, that while all these operations have been going on, they have not in the slightest degree interrupted navigation.

A final survey was to be made at the close of operations the late season, the result of which Mr. Maillefert could not foretell with certainty; but from what he had had an opportunity of observing during the operations, he was under the impression that there would be very few if any spots covered with less than 22 feet of water at low tide, and that a considerable portion of the rock had been broken down to a depth of 24 feet, to which depth it is designed to reduce the whole surface. The area of the rock enlarges at each step downward, but the increased depth of water affords additional power of execution. It is probable that all necessary operations further, at this point, will be completed in the course of the next season.

Several months since Mr. Maillefert undertook operations upon Middle Rock, in Long Island Sound, about one mile from the lighthouse at New Haven, with the design of improving the entrance to that harbor. He has since then fired 94 charges upon that rock, demolishing a portion of it. Owing to the approach of cold weather, the completion of the work has been deferred to the next spring and summer.

There is a befriending power provided, which the interests of Commerce and navigation have long earnestly demanded. There is abundant opportunity for its exercise upon the long line of our coast, and, in the multitude of our harbors. The same expenditure which is necessary to build and maintain light houses, to warn the mariner of these dangers, which warning affords never more than a partial security, and is often given utterly in vain, would, in most cases, entirely demolish the danger itself. As well as detached rocks, reefs, banks formed of shells and other like material, coral formations, &c., the plan is applicable in many cases to supposed sand-bars, where a hidden nucleus of rock or other hard substance may be found, which is very often the case where the entire obstacle is thought to consist in the drift of sand.

In the improvement of our western rivers and lakes, this system is destined

to be of especial service. Those great water-ways are sadly in need of the action of such an agent, as any one may see who refers to the yearly losses of steamboats and other vessels, by snags, sawyers, and all the family of dangers that lurk beneath their channels. From almost its own outset has the government been urged to take upon its hands, as a national object, the scheme of clearing out these waters; but, though well disposed, the successive administrations, alarmed at the magnitude of the project, beholding here the sink of an immeasurable revenue, have shrunk from the enterprise under the plea of constitutional inability—only one President, J. Q. Adams, having been disposed to take hold of the project in earnest. But the occasion of that fear is now greatly mitigated, and it is in the power of the government, or of private enterprise, or what is better, a combination of both, to effect, at a moderate expense, great improvements in these waters. The Mississippi and its tributaries may, by blasting, combined with dragging and dredging, be made as safe as the Hudson or Penobscot. We are glad to see that Mr. Maillefert has already turned his attention to that quarter, and that he has gone this winter to Alexandria, in the State of Louisiana, to make an effort upon several ledges of rock in the Red River, causing the falls and rapids in that stream. He expects to annihilate both rock and rapids, by which means a clear passage will be opened up the river to Nachitoches, through all seasons.

We are glad to hear, also, that some of the diplomatic agents of foreign governments within the United States, have made inquiries about the system and its success, with a view to its trial in different parts of Europe. So long ago as October, 1851, the attention of Chevalier Steen de Bille, Charge d'Affaires of Denmark, was attracted, and he addressed a note to Prof. Bache, of the U. S. Engineers, requesting information on the subject.

In conclusion, we have simply to express the hope that a man who has not only the quick comprehension to make the discovery, but also the energy to carry it into practical execution, with success full and uninterrupted, will find that reward to which his services in behalf of human life and property so eminently entitle him.

JOURNAL OF MERCANTILE LAW.

ACTION TO RECOVER FOR LOSS AND DAMAGE BY OWNERS OF A SHIP, FOR NON-FULFILLMENT OF A CHARTER PARTY.

In United States Circuit Court, 1853, before Chief Justice NELSON. Decision on an appeal from Judge BETTS. William R. Beecher and others, vs. George J. Beckhel and others.

This libel was filed to recover compensation for the loss and damage sustained by the owners of the ship *Buenovento*, for the non-fulfillment of a charter party entered into by the respondents. The vessel, which was of two hundred and fifty tons burden, was chartered on the 2d October, 1849, to carry a cargo of lumber and timber from Charleston, S. C., to Barcelona, Spain. The owners engaged that the whole of the vessel, except the part necessary for the accommodation of the officers and crew, the stowage of sails, cables, and provisions, should be at the disposal of the charterers, who agreed to furnish a full and complete cargo of lumber and timber for the voyage, and to pay for the freight \$11 per thousand superficial feet, with five per cent primage. The cargo was to

be delivered and received alongside of the vessel, within reach of her tackles. The charter was to commence when the vessel was ready to receive the cargo at her place of loading, and notice thereof given.

The vessel, in pursuance of the charter party, arrived at the port of Charleston on the 14th of the month, ready to receive her cargo; and after having received on board a considerable portion of it, the agent of the shippers delivered, for the purpose of being shipped on board, two large masts or spars—the one twenty-seven inches in diameter, and the other twenty-eight inches—round timbers, and sixty feet in length. The lumber was received through a square port in the forward part of the ship called the bow-port, and which could not receive timber of the length and dimensions of these spars, the port being only twenty-four inches square, which would not receive timber of the length of the spars exceeding twenty-two inches in diameter.

The port-hole was of the usual size for vessels of the burden of the *Bueno-vento*. The master having waited some sixty-three days in all for lumber and timber suitable to the size and capacity of the vessel, and the agent of the shippers refusing to furnish other lumber till the spars were taken on board, insisting that the port-hole should be enlarged so as to receive them, landed the portion of the cargo on board, in pursuance of orders from the owners in New York, and left for another port, in ballast, after full notice to the agent of his intention so to do, unless the cargo of the ship was completed.

A good deal of evidence has been taken on both sides upon the point, whether or not the port-hole could have been enlarged without injury to the strength, and affecting the seaworthiness of the vessel. It is exceedingly doubtful upon the evidence, whether or not the necessary alteration could be made without permanently disabling and rendering her unseaworthy, and the expense varied from \$15 to \$300, according to the estimate of the witnesses. I shall not undertake to weigh this evidence, either as it respects the question of the practicability of the alteration, or the cost of it; for, in my judgment, the owners, upon any just and proper construction of the charter party, were neither bound to make or to submit to the required change. The charter was entered into in this city, and the vessel lay in this port at the time, affording the charterers an opportunity to make any examination of her they might desire. Her tonnage is specified, and the only covenants entered into in respect to her character and condition by the owners are, that she shall be seaworthy, and that during the voyage she shall be kept tight, staunch, well fitted, tackled, and provided with every requisite, and with men and provisions necessary for the voyage; and to receive on board the vessel all such lawful goods and merchandise as the charterers may see fit to ship; to be properly stowed by the ship's crew, or other suitable persons the captain may employ at the ship's expense; the charterers agreeing to furnish a full and complete cargo of lumber and timber.

I agree, if the owners had undertaken to convey from Charleston to Barcelona a given quantity of lumber and timber generally, for a specified price, that they would have been bound to have furnished a vessel that could have received and shipped any description of the article mentioned, which, according to the usage and custom of the trade, was ordinarily shipped at that port. Such would have been the fair and reasonable import of the contract. But here no such contract has been entered into. They have simply chartered their vessel, and have stipulated that the whole of it, with the exceptions stated, shall be at the sole use and disposal of the charterers during the voyage; and that no goods or merchandise whatever shall be laden on board otherwise than from them or their agents, without their consent. It is an agreement, therefore, on the part of the owners, not that they will convey from and to the ports mentioned a given amount of lumber or timber for the price mentioned, but that the vessel named shall be employed for the particular voyage in the conveyance of this article. It seems to me, therefore, clear, that the undertaking of the charterers is to furnish a cargo at the port designated, of such lumber as was suitable to the capacity and condition of the ship, and that it would be carrying the contract beyond the intent and scope of it to consider it the same as an agreement to convey a

given quantity of the article generally, and without regard to the means of the conveyance.

Such evidence has been given tending to show that it is not unusual to enlarge port-holes of vessels employed in the conveyance of lumber, to enable them to receive on board spars of the size of those delivered in this case. But the evidence is slight, and does not approach to the establishment of a usage or custom in the trade, especially not in the case of a charter party like the one in question. It may well be that the owners, entering into an engagement generally to convey a given quantity of lumber and timbers, might find it necessary to alter materially the construction of their vessel, to enable them to comply with the terms and conditions of their obligation, as under such a charter they would be bound to carry any description of the article within the usage and custom of the trade. Under such a contract there would be no reference to any particular vessel or mode of conveyance, but as in the present case, where a particular ship has been chartered for the conveyance of a cargo of lumber, the obligation is different; the charterers are bound to regard the capacity and condition of the vessel in respect to the cargo to be furnished.

I agree that changes of a temporary character as it respects the interior of the vessel, such as may be usual and customary in the trade for the accommodation of the cargo, may be proper and the duty of the owners; but changes like the present, affecting her safety and seaworthiness, and thereby permanently lessening her value, it seems to me cannot be regarded as falling within the contract; and this, even assuming that the question may be matter of doubt whether the damage to the vessel be or be not serious and permanent. The contract, in my judgment, does not impose upon the owners the hazard of the contingency supposed.

Upon the view, therefore, I am obliged to take of the case, I think the decree below erroneous and should be reversed, and the case be referred to the clerk to ascertain the loss and damage sustained by the libellants.

LEGAL RESPONSIBILITY OF FATHERS.

A father is not responsible for the business debts of an infant child—i. e., a child under twenty-one—nor is he ordinarily responsible for food, clothing, or other necessaries furnished the infant by third parties. In the case mentioned, therefore, the father would not be liable to the son's creditors. The debts of the son would be voidable obligations, which might be ratified after he became of age; in which case judgment could be recovered thereon against the son by his creditors. There is much popular error on the subject of a parent's liability for the debts of his sons under age. A parent is under a natural obligation to furnish necessaries for his infant children, and if he neglect that duty, any other person who supplies necessaries is deemed to have conferred a benefit on the delinquent parent, for which the law raises an implied promise to pay on the part of the parent; but what is actually necessary will depend on the precise situation of the infant, and which the party giving the credit must be acquainted with at his peril. No man can take upon himself to dictate what clothing a child shall wear, at what time they shall be purchased, or of whom. On this subject Chancellor Kent holds the following language:—

“A father is not bound by the contracts of his son even for articles suitable and necessary, unless an actual authority be proved, or the circumstances be sufficient to imply one. Were it otherwise, a father who had an imprudent son might be prejudiced to an indefinite extent. What is necessary for the child is left to the discretion of the parent; and where the infant is under the control of his parent, there must be a clear omission of duty as to necessaries before a third person can interfere and furnish them and charge the father. It will always be a question for a jury whether, under the circumstances of the case, the father's authority was to be inferred. If the father suffer the children to remain abroad with their mother, or if he force them from home by severe usage, he is liable for their necessaries.”

LIBEL FILED TO FORECLOSE MORTGAGE GIVEN BY THE PURCHASER OF A SHIP.

In United States Circuit Court, October, 1853. Before Chief Justice NELSON—Important to mortgagees. *Seba M. Bogert and others vs. the steambot John Jay*. In this case Chief Justice Nelson delivered the following opinion, on an appeal from the decision of Judge Betts in the court below:—

The libel in this case was filed in the court below to foreclose a mortgage given by the purchaser of the ship, to secure the consideration money. The sale was absolute, and the transfer duly recorded in the office of the collector, and enrolled in the name of the vendee. The mortgage was given back at the time of the execution of the bill of sale, and provided for the payment of the purchase money by installments, some of which had become due previous to the commencement of the suit. The mortgage is set out in the libel, the default of the payments, and concludes with a prayer for a decree that the purchase money be paid or the ship condemned to pay the same. The respondent, George Logan, claims under the vendee and mortgagor. It is not material to state his title more particularly. The court below dismissed the libel for want of jurisdiction, holding that the Admiralty Court possessed no power to entertain proceedings for the foreclosure of mortgages. The case has been brought to this court on appeal from the decree, and a motion is now made to amend the libel so as to change the character and nature of the proceeding from a suit to foreclose a mortgage to a possessory action to recover possession of the ship, on the ground of the general principle that in case of default in the payment of a personal mortgage, the title becomes absolute in the mortgagee. The amendment sought, it will be seen, goes to the gravamen of the matters in controversy, and introduces a new and different subject of litigation from that put forth and contested in the court below. It is possible, from the liberality with which amendments in pleadings are allowed in the courts of original jurisdiction, that if this application had been made to that court, it might have been granted on some terms; but even there, I apprehend, it would have been the exercise of very considerable indulgence to have allowed it. But be that as it may, it is clear we have no authority in this court to make the amendment; for to make it, and entertain the suit, would, obviously, be in effect assuming, not an appellate, but original cognizance of the subject matter of the litigation. The question of title to or right of property in the ship, or the right to the possession of it, all of which would become involved in the controversy if the amendment is made, have never been before the court below, and of course never passed upon by it. In hearing the case, therefore, we should not be sitting as an appellant court. The amendment to the libel allowed by the Court of Appeals in the case of *Houseman vs. the cargo of the North Carolina*, (15 Peters R. 40,) and which was held to be error, was much less effectual in changing the subject of the litigation than the one proposed in this case. Upon this ground, therefore, the motion must be denied. There is also another difficulty in the way of allowing this amendment, and this is, as I am at present advised, it would not remove the objection to the jurisdiction. I am not aware of any case of authority, or of any settled practice or usage of the courts of admiralty in this country, affirming jurisdiction in cases where the title or right of property in ships simply has been in dispute, and where the proceeding has been maintained to recover the possession, except as between part owners; and I shall not be the first to set the precedent. The appropriate remedy is at common law, in an action of trover or replevin, where, in the latter action, if the party seeks to obtain the possession in the first instance, he must give security for the return of the property with damages for the detention, in case he fails. That is a summary remedy, and while it enables the person claiming the title to get immediate possession, it protects the rights of the adverse party. The proceeding in admiralty in a case where the title of the ship or the right to the possession is simply in dispute, and in which the vessel is seized in the first instance, and taken out of the custody and possession of the adverse party, is harsh, and may frequently lead to abuse. There was an instance before me at this session, involving a case of grievous wrong, in which the rightful owner was deprived of the possession

and use of the ship, and is still, and where the libelant was a man of straw, and the owner of course remediless as to the loss of the use of the vessel, besides the heavy expenses incurred in the custody and care of it, pending the litigation. I refer to the case of the ship *Brewer*. This jurisdiction was not exercised by the High Court of Admiralty in England, till conferred upon it by the late act of Parliament, 3 and 4 Victoria chap. 65, 2 Hagg. 305. The *John*, ib. 181. The *Fruit Preserver*, 2 Dodson, 288. The *Warrior*; and see the cases collected in 2 Woodb. and M., 108, 109, 110, 111, 112, and 113, *Leland et al. vs. the ship Medora*. There is some conflict in the cases on this subject in the English Admiralty, but the weight of them is against the jurisdiction. The act of Parliament conferring it contains several regulations providing means possessed by the courts of common law and equity of arriving at the truth and justice of the case, and among others the court is empowered to award issues of fact to be tried before the common law courts. We do not see that there is anything in the question of mere title or right of property in a ship beyond that in the case of any other article of personal property, that should make it the subject of admiralty jurisdiction. The dispute between part owners about the employment of her is a very different matter; so the exercise of the power to dispossess the master who has become disloyal to his owners, and such like cases. No doubt the title may frequently come collaterally in question in cases where the subject matter in dispute is clearly within an admiralty jurisdiction. We are speaking of cases where the subject of controversy is simply the title, or property, in the ship, or right to the possession, disconnected with matters confessedly within admiralty cognizance. As we have looked into the whole of this case, and concur with the court below that it had no jurisdiction, and have also denied the application to amend the libel in this court, we may as well dispose of the case finally, and shall therefore order a decree denying the application for leave to amend, and also, that the decree below be affirmed with costs, leaving the party to go before the proper tribunal at law for redress.

ACTION ON A BILL OF EXCHANGE.

In Nisi Prius Court—August 13, 1853—before Mr. Justice Erle. *Scott vs. Longmore*.

This was an action for a bill of exchange for £200, drawn by George Longmore upon William Longmore, his father, (since dead,) in favor of John Stuart and another, and indorsed by them to the plaintiff, Mr. Henry Scott. The plaintiff, Mr. Atherton, said, in opening the case, was a merchant, and a member of the firm of John Stuart & Co., who carried on business in Manchester, and had a branch establishment at New York. The defendant was a wholesale provision merchant, in Manchester, and the transaction arose in this way. In the year 1847 Mr. Longmore, the defendant, went to the United States, taking with him a letter of credit from his Manchester house, and obtained from the house in New York money to the extent of £2,000, which he covered by two acceptances, each for £1,000. The first of these bills was duly honored; the second the defendant wished to have renewed, and, in consequence, the plaintiff's firm took two bills of £200 each, and another for £600. The latter was still unpaid, and is in the hands of Stuart & Co. at present. One of the bills of £200 each was taken up and honored by the defendant, and it was for the remaining bill for £200 that the present action was brought. The defense was, that the plaintiff himself being the drawer of the bill, though in strict law he would not be liable to an indorsee of that bill unless, the bill having arrived at maturity, it were presented to the person upon whom it was drawn, and, being dishonored, notice were promptly given to the drawer; or unless the drawer, previous to the maturity of the bill, dispensed with the necessity of that presentment. The bill in question undoubtedly was not presented to Mr. Longmore, the father, at maturity. The plaintiffs did not pretend that such was the case, but they said that they failed to make that presentment because the defendant himself requested, through his brother James, that the person who held the bill should not present it. The plaintiffs were nonsuited on the ground that authority from George Longmore to James to act in the way stated was not proved.

LIBEL TO RECOVER VALUE OF GOODS ALLEGED TO BE LOST IN COURSE OF SHIPMENT.

In the United States Circuit Court, October 4, 1853. Before Chief Justice NELSON. Interesting to traders on the Isthmus and common carriers. James N. Olney vs. the steamship Falcon. This came up on appeal from Judge BETTS sitting in the court below as Admiralty Judge. Chief Justice Nelson delivered the following opinion:—

This libel was filed to recover the value of goods (carbines) which were alleged to be lost in the course of shipment from this port to Chagres, in the ship Falcon, in April, 1849. The bill of lading which was signed by the purser of the ship acknowledged the receipt of the box, and engaged to convey and deliver the same at Chagres in good order, the damages of sea, &c., excepted, outside of the bar, to S. Lea or Zachrisson & Nelson, or their assigns. The shippers were Livingston, Wells & Co., and the goods were destined to the house of Cooke, Baker & Co., of San Francisco. On the arrival of the ship at Chagres, this box, with other goods, was put on board, in charge of the second mate of the ship, and sent on shore to be delivered to J. Rames, whose place of business was at the landing, and who was the agent of the house of Zachrisson & Nelson, of Panama, on the other side of the Isthmus.

The ship was anchored a little over a mile from the place of landing. After this, S. Lea came on board and called for the box. The purser, who had charge of the landing of the goods at that place, advised him that it had already been sent on shore. There was no warehouse at the place of landing, and the usual custom of this ship in 1849 was to land the goods at the storehouse of Rames, which was at that place in the old town of Chagres. Whether the box ever reached the hands of Rames does not appear, as we have no evidence respecting this from either the libellant or the claimant. There is proof that it did not reach the house of Cooke, Baker & Co., of San Francisco, the place of its destination.

The court below dismissed the libel on the ground, principally, that evidence of the non-delivery of the goods to S. Lea was not sufficient to charge the carrier—that evidence should also have been given of the non-delivery to the house of Zachrisson & Nelson, the other consignees. The case, as thus presented on the evidence, is undoubtedly a close one, and if it had been before me originally I might possibly, in weighing the evidence, have inclined to a different conclusion from that to which the learned judge arrived. But as the weak point in it has not been strengthened by the additional testimony in this court, and as the libellant has since the appeal had an opportunity to supply the defect, perhaps it is but right to conclude that the inference of the court below was the proper one.

It seems to be well settled that in order to charge the carrier, some evidence must be given on the part of the shippers, or owners, of the non-delivery of the goods according to the requirements of the bill of lading, (1 Carr & P. 110, 11 E.; Com. Law, R. 333 5 Ad. & Ell. 543 2 Greenlf. Ev. P. 213; Angel on Carriers, 470.) Very slight evidence will be sufficient to throw the burden of proof upon the carrier to show the goods have been delivered. But there must be some evidence in the first instance of the non-delivery by the shippers.

Now the weak point of the case on the part of the libellant is this: According to the bill of lading the box was to be delivered to S. Lea, or to Zachrisson & Nelson, at Chagres. Lea has been examined, and proves clearly enough that the goods were not delivered to him. But there is a total absence of any evidence of a non-delivery to the other consignee. There is evidence that the box did not reach the house of Cooke, Baker & Co. of San Francisco, but this affords no inference, legal or logical, that it did not come to the hands of Zachrisson & Nelson of Panama. And beside, the tendency of evidence on the part of the claimants is not that there was a delivery to Lea, but to Rames, who was the agent of Zachrisson & Nelson at Chagres to forward goods to them, and his place of business, and the place where the goods were landed, was on the opposite side of the river from that of Lea. The box had been sent there before Lea called

for it on board the ship; and, if any effect is to be given to the rule of law, that the owners must give at least some evidence of the non-delivery in order to charge the carrier, it seems to me the plain application of it in this case, sustains the view taken by the court below. As we have already said, proving that the box did not reach Cooke, Baker & Co. of San Francisco, in no respect helps the case. It may have been lost in the hands of Rames, or in the transit across the Isthmus before it reached Zachrisson & Nelson, or if it did, while in their hands at Panama. I admit, the point upon which the case turns is a nice one, and not without its difficulties, and which might have been cleared up and disembarassed by further testimony on the other side; but, I am inclined to think, upon the strict principles of the law governing the case, the burden lay upon the libellant to furnish the evidence. He should have given some testimony legally tending to show that the goods had not been delivered to Zachrisson & Nelson, or to Rames, their agent at Chagres. I find no such evidence in the case, and must, therefore, affirm the decree below with costs.

DELIVERY OF WARRANT COMPULSORY—PRESENTATION INSUFFICIENT.

A sold to B 1,000 tons of iron, then in the hands of the ironmaster, and handed over to him the delivery warrant, indorsed by himself, by which the ironmaster was to deliver to A or his order, "upon presentation" of the warrant. B required the ironmaster to deliver upon the warrant being merely exhibited to him. The ironmaster demanded the delivery of the warrant before the delivery of the iron. A brought an action against B for the price of the iron. B in his plea traversed the allegation in the declaration, "that he might have obtained delivery of the iron." The question was, what was the meaning of the word "presentation?" Jervis, C. J., said :—

"I am of opinion that 'presentation' means that the party holding the iron had a right to demand that the warrant should be delivered over to his keeping. The word 'presentation' means either a showing or delivery over, as the circumstances of the case require; and I think that here the latter construction is required. I think it natural that there should have been a delivery of the warrant before the delivery of the iron." (*Bartlett vs. Holmes*, 21 L. T. Rep., 104.)

BANKRUPTCY.

In *ex parte Legge*, 21 L. T. Rep., 79, the Commissioner was held to be justified in recommitting a bankrupt, who on his last examination had given unsatisfactory answers, for which he had been committed; and subsequently, being again brought up for examination at his own request, and being asked if he adhered to his former statement, he gave a totally different account of the whole transaction; and being asked what were his intentions in dealing with the property, he made a statement which induced the Commissioner to recommit him.

ABSOLUTE LIABILITY OF A DECEASED'S ESTATE.

A general direction by a will to carry on the business does not limit the liability for the debts arising out of such business to the capital actually employed in it at the time of testator's death, but the liability is extended to the whole estate. (*M'Neille vs. Acton*, 21 L. T. Rep., 84.)

PATENT LAW.

The Lord Chancellor has extended to seven months the time allowed to patentees to file their specification, under the circumstances stated in the report. (*Re Simpson*, 21 L. T. Rep., 81.)

COMMERCIAL CHRONICLE AND REVIEW.

INFLUENCE OF POLITICAL DISTURBANCES UPON COMMERCIAL AFFAIRS—STATE OF THE MONEY MARKET—EFFECT OF FOREIGN EXCITEMENTS UPON OUR EXPORTS OF COTTON—EXPORTS FROM NEW ORLEANS TO FOREIGN PORTS—DUTIES ON IMPORTS AT PHILADELPHIA—CONDITION OF THE BANKS AT BALTIMORE AND NEW YORK—DEMAND FOR RAILROAD AND OTHER BONDS—COMPARATIVE PRODUCT OF DOMESTIC GOLD—DEPOSITS AT PHILADELPHIA, NEW ORLEANS, AND DAHLONEGA FOR 1853—IMPORTS AND EXPORTS AT NEW YORK FOR THE YEAR—INCREASE OF IMPORTS CHECKED, AND INCREASE OF EXPORTS CONTINUED—FULL MONTHLY COMPARATIVE TABLES OF THE FOREIGN COMMERCE OF NEW YORK—BUSINESS AT THE UNITED STATES BONDED WAREHOUSE—CASH REVENUE OF THE UNITED STATES AT NEW YORK—COMPREHENSIVE TABLE OF THE IMPORTS OF FOREIGN DRY GOODS AT NEW YORK, GIVEN IN MONTHLY ITEMS FOR A PERIOD OF FIVE YEARS—PRICES OF BREADSTUFFS IN EUROPE, AND COMPARATIVE EXPORTS OF DOMESTIC PRODUCE—EFFECT OF DEAR FOOD UPON POPULAR INSUBORDINATION, ETC.

THE history of Commerce for the past month has been intimately connected with the uncertainties which have agitated the political world. There has been no general panic, and comparatively but little excitement; the prevailing tone of the financial market has been negative rather than positive—a general indisposition to engage in any matters of importance which could not be carried to an immediate conclusion. Thus, while there has been no scarcity of money, except at a few points where adverse domestic exchanges effected a temporary depletion, there has been no return to the ease and confidence which have been realized throughout most of the previous year. The banks have operated with caution, and while their real strength has on the whole been steadily increasing, they have shown but little disposition to extend their accommodations. In Boston, New York, Philadelphia, and Baltimore, loans have been readily negotiated outside of the banks at 9 a 12 per cent per annum, and borrowers seem to have conformed themselves to this order of things without any restiveness. Still, it cannot be denied that there is, and has been for the last month or two, an under current of anxiety, a vague fear of trouble at hand from the dark cloud which hangs over Eastern Europe.

Commerce has done more than all other influences combined to promote peace among men, and it ever shudders at the sight of the flashing steel. In order to see *how* a war between the principal nations of Europe will injure our financial interests, we have but to look at a single item of our national exports. The cotton crop of the United States cannot be used at home. When all of our spindles are at work, we cannot use 800,000 bales out of a crop of 3,000,000. In 1851, we exported 927,237,089 lbs. of cotton, valued at \$112,315,317; in 1852, 1,093,230,639 lbs., valued at \$87,965,732; and last year (more than ever before since this staple was first planted) we exported 1,111,570,370 lbs., valued at \$109,456,404. A general war throughout Europe must greatly diminish the power of our regular customers to consume this staple, and there are no looms in other quarters of the world which can make up the deficiency. Our total exports of domestic produce for the last year were \$189,869,162, and of this, as we have seen, over \$109,000,000 were in raw cotton. Stop this traffic, and who does not see that the great heart of trade is at once paralyzed. We do not, however, *believe* in a general war; we cannot think that two of the most civilized nations of Europe will resort to this barbarous pastime, and yet the knot of diplomatic intrigue seems too firmly tied to be parted except with the sword. The falling off in the shipments of cotton from New Orleans during the last quarter has not, however, had much to do with foreign troubles. The sickness there and at all of the markets near that port, until late in the season, was of itself sufficient to

prevent cotton from reaching the seaboard, and thus we find that the receipts there are far behind the corresponding date of the previous year. There has been a slight improvement in the Gulf shipments of some articles of produce, but on the whole the total exports from that district, for the last quarter of 1853, are much behind the corresponding total for 1852.

EXPORTS FROM NEW ORLEANS TO FOREIGN PORTS, FOR THREE MONTHS ENDING
DEC. 31ST.

	1852.		1853.	
	Domestic produce.	Foreign goods.	Dom. prod'g.	For'n goods.
In American vessels.....	\$16,155,597	\$112,355	\$8,446,222	\$23,564
In foreign ".....	3,973,692	22,526	2,651,307	30,110
Total.....	\$20,129,289	\$134,881	\$11,097,529	\$53,674

Here it will be seen that the shipments of domestic produce from that single port have declined during the period stated upwards of nine millions of dollars.

The receipts for cash duties for the current month will not be as large throughout the country as for the same period of last year. In this respect 1853 is likely to carry the banner for some time. The following will show the comparative total at Philadelphia for each month of the last four years:—

	1850.	1851.	1852.	1853.
January.....	\$503,829 45	\$426,233 10	\$315,877 55	\$267,010 25
February.....	147,484 60	329,056 70	489,000 00	623,642 75
March.....	315,063 92	368,994 90	367,400 70	427,620 38
April.....	222,042 80	277,612 45	303,922 53	264,753 53
May.....	253,940 72	297,088 00	257,736 70	315,817 77
June.....	215,684 30	259,604 50	261,290 60	628,503 90
July.....	452,331 60	506,113 00	414,814 85	555,489 00
August.....	465,679 25	423,487 75	490,201 00	549,108 58
September.....	222,214 49	244,698 65	315,292 50	521,811 00
October.....	205,432 30	228,152 60	210,149 52	302,941 80
November.....	159,328 35	171,041 25	206,052 30	345,642 53
December.....	148,080 40	140,140 90	402,160 95	475,742 25
	\$3,361,112 18	\$3,673,123 80	\$4,033,909 20	\$5,278,083 65
Increase in 1853 over 1852.....				\$1,244,174 45
" 1853 over 1851.....				1,604,959 85
" 1853 over 1850.....				1,916,971 47
" 1853 over 1849.....				2,563,118 41

The banks have been cautiously expanding, but on a substantial specie basis. At Baltimore, on the 2d inst., the official statement of the twelve banks showed the annexed comparative result:—

Date.	Capital.	Discounts.	Specie.	Circulation.	Deposits.
Jan. 2, 1854..	\$7,592,380	\$14,969,213 11	\$2,848,708 62	\$2,956,532	\$6,962,939 68
3, 1853..	7,291,415	14,291,221 15	2,991,910 44	3,328,058	6,021,709 04
5, 1852..	7,141,461	11,428,509 81	1,967,564 67	2,180,667	3,915,977 09
6, 1851..	7,101,056	11,783,786 59	2,310,174 31	2,281,918	4,528,966 36
7, 1850..	6,976,814	10,924,113 07	2,113,758 49	2,078,588	3,648,817 32
1, 1849..	6,974,646	9,797,417 21	1,781,911 11	1,852,168	2,827,896 81
1, 1848..	6,971,852	10,699,963 00	1,834,167 00	2,104,712	3,123,859 00
4, 1847..	6,969,329	10,082,235 00	1,814,308 00	1,986,248	3,261,999 00
5, 1846..	6,971,681	10,143,299 00	1,861,500 00	1,259,140	3,113,750 00

At New York, the expansion noticed in our last continued up to the 7th of January, when there was a slight check given to it, as will be seen from the official averages which we annex below. The New York banks have now reached about the same position they occupied last September:—

WEEKLY AVERAGES OF NEW YORK CITY BANKS.

Week ending.	Average amount of Loans and Discounts.	Average amount of Specie.	Average amount of Circulation.	Average amount of Deposits.
August 6.....	\$97,899,499	\$9,746,441	\$9,513,053	\$60,579,797
August 13.....	94,633,282	10,653,518	9,451,943	57,457,504
August 20.....	94,074,717	11,082,274	9,389,727	57,307,223
August 27.....	92,387,618	11,319,040	9,427,191	57,431,891
September 3.....	91,741,338	11,268,049	9,554,294	57,502,970
September 10.....	91,108,347	11,380,693	9,597,336	57,545,164
September 17.....	90,190,589	11,860,235	9,566,723	57,612,301
September 24.....	90,092,765	11,340,925	9,477,541	58,312,334
October 1.....	90,149,540	11,231,912	9,521,665	57,968,661
October 8.....	89,123,998	10,266,602	9,673,458	57,983,760
October 15.....	87,837,273	11,330,172	9,464,714	59,068,674
October 22.....	85,367,931	10,303,254	9,388,543	55,748,729
October 29.....	83,400,321	10,866,672	9,300,350	53,335,462
November 5.....	83,092,630	11,771,880	9,492,158	55,500,977
November 12.....	82,882,409	12,823,575	9,287,629	56,201,007
November 19.....	83,717,622	13,691,324	9,151,443	57,446,424
November 26.....	84,802,530	13,343,196	9,032,769	58,673,076
December 3.....	85,824,756	12,830,772	9,133,586	58,435,207
December 10.....	86,708,028	12,493,760	9,075,704	57,838,076
December 17.....	87,865,073	12,166,020	8,939,830	58,312,478
December 24.....	88,766,402	12,074,499	8,872,764	58,154,302
December 31.....	90,162,106	11,058,478	8,927,013	58,963,976
January 7, 1854.....	90,133,887	11,506,124	9,075,926	60,835,362
January 14.....	90,010,012	11,894,453	8,668,344	58,396,956
January 21.....	90,063,738	11,455,156	8,605,235	59,071,252

Since our last, the Panama Railroad Company have issued \$1,478,000 of 7 per cent convertible bonds, which were taken by highly respectable bidders at an average of \$92 96. They have since risen to par, showing that railroad bonds are not yet doomed to lie on the shelf. The demand from Europe and capitalists in this country for first-class bonds for investment has been steady, and is rather increasing. The product of our gold mines has been larger during the past than any previous year, but the total cannot be so well ascertained, owing to the fact that large quantities of California gold are now exported in ingots, just as they are received by the steamer, and without reaching our mints. The following will show the total gold deposits at the Philadelphia Mint for the last five years:—

COMPARATIVE STATEMENT OF GOLD DEPOSITS AT THE MINT OF THE UNITED STATES, PHILADELPHIA, SINCE THE CALIFORNIA DISCOVERIES.

	1849.	1850.	1851.	1852.	1853.
January.....	\$253,989	\$1,139,959	\$5,071,667	\$4,161,680	\$4,962,097
February.....	385,672	2,114,718	3,004,970	3,010,222	3,543,523
March.....	335,940	1,506,350	2,880,271	3,892,156	7,533,752
April.....	477,448	1,782,325	2,878,353	3,091,037	4,851,321
May.....	669,721	2,503,526	3,269,491	4,335,578	4,365,638
June.....	1,193,754	2,144,330	3,637,560	6,689,474	4,545,179
July.....	907,834	2,610,436	3,127,517	4,193,380	3,505,331
August.....	1,454,377	3,370,579	4,135,312	4,371,536	4,518,902
September....	1,033,309	3,450,038	4,046,799	4,253,687	3,027,805
October.....	1,187,921	3,524,760	4,743,586	4,140,069	4,472,606
November....	857,774	4,473,234	5,492,456	7,279,942	3,650,051
December....	1,733,936	4,620,153	5,641,425	3,336,982	4,445,000
Total.....	10,491,675	33,240,458	47,929,407	51,056,243	53,426,205

The total silver deposits for the year were over \$8,000,000.

At New Orleans the total gold deposits for the year were, from California, \$2,006,673 14, and from other sources \$145,581, making a total of \$2,152,254 16.

The total deposit of silver was much larger than usual, amounting to \$4,536,131. The total deposit of gold at Dahlonega Mint was \$452,289 76. We annex our usual monthly statement of the deposits and coinage at Philadelphia for the month of December:—

DEPOSITS FOR DECEMBER.					
	Gold from California. Other Sources.		Silver.	Total.	
Philadelphia mint.....	\$4,395,000	\$50,000	\$160,000	\$4,605,000	

COINAGE AT THE PHILADELPHIA MINT FOR DECEMBER.					
GOLD.			SILVER.		
	Pieces.	Value.		Pieces.	Value.
Double eagles.....	31,159	\$623,180	Dollars.....	7,110	\$7,110
Eagles.....	35,063	350,630	Half dollars.....	448,700	224,350
Half eagles.....	18,656	93,280	Quarter dollars..	268,000	67,000
Quarter eagles.....	145,124	362,810	Dimes.....	3,638,000	363,800
Gold dollars.....	241,672	241,672	Half dimes.....	5,040,000	252,000
Total gold coin... 471,674		\$1,671,572	Total silver.... 9,401,810		\$914,260
Gold bars.....		2,619,561	COPPER.—Cents.. 1,531,289		15,313
			Half cents.. 37,114		185

We are now enabled to give full comparative tables of the Commerce of the port of New York, for the year ending December 31st. Never before in the history of this country have the totals of imports and exports exhibited such a marked increase. The total imports at New York from foreign ports, for the year 1853, are \$64,248,033 greater than for 1852, \$62,736,074 greater than for 1851, and \$58,390,710 greater than for 1850.

FOREIGN IMPORTS AT NEW YORK.				
Year.	Dutiable.	Free Goods.	Specie.	Total.
1853.....	\$179,512,182	\$12,156,387	\$2,429,083	\$194,097,652
1852.....	115,336,052	12,105,342	2,408,225	129,849,619
1851.....	119,592,264	9,719,771	2,049,543	131,361,578
1850.....	110,933,763	8,645,240	16,127,939	135,706,942

The imports for the year 1850 contain upwards of ten millions of gold entered from California, via New Granada, which should not be included under the head of foreign, but cannot well be separated.

The exports from New York to foreign ports have also increased in about the same ratio, although this increase assumed no marked importance until toward the middle of the year. The total for the year 1853, exclusive of specie, is \$20,709,288 greater than for 1852, \$23,226,002 greater than for 1851, and \$17,000,342 greater than for 1850. In order to show the short period of time during which most of this increase occurred, we annex a comparative quarterly statement:—

EXPORTS FROM NEW YORK TO FOREIGN PORTS, EXCLUSIVE OF SPECIE.				
	1850.	1851.	1852.	1853.
First Quarter.....	\$9,272,432	\$10,890,819	\$11,344,412	\$11,892,650
Second ".....	12,069,318	13,419,107	13,742,203	16,268,097
Third ".....	15,189,399	10,136,156	9,655,796	16,810,526
Fourth ".....	13,605,151	8,964,558	11,684,943	22,165,369
Total.....	\$50,136,300	\$43,910,640	\$46,427,354	\$67,136,642

Thus while the imports at New York for 1853 show an increase of about 50 per cent over the total for the previous year, the exports of produce and merchandize at the same port show also a corresponding increase. There is, however, this difference—the heaviest increase in imports was during the earlier part of the year, and it has now ceased; while the great increase in the exports was during the last quarter, and is still continued.

MONTHLY STATEMENT OF FOREIGN IMPORTS ENTERED AT NEW YORK DURING THE YEARS 1852 AND 1853.

Months.	Entered for Consumption.		Entered Warehouse.		Free Goods.		Specie.		Total.	
	1852.	1853.	1852.	1853.	1852.	1853.	1852.	1853.	1852.	1853.
January.....	\$8,584,311	\$11,563,405	\$1,281,594	\$642,279	\$1,041,456	\$1,202,238	\$104,736	\$33,048	\$11,012,097	\$13,440,970
February....	7,024,952	14,578,018	1,003,383	1,012,564	1,110,949	1,767,908	110,293	123,430	9,249,577	17,481,920
March.....	9,302,024	15,099,249	916,519	2,015,011	1,843,938	2,051,846	525,421	247,722	12,587,902	19,413,828
April.....	8,410,448	11,746,904	732,422	2,236,423	1,496,449	1,342,467	327,400	172,917	10,966,719	15,498,711
May.....	6,096,996	10,255,071	453,109	2,590,000	798,046	1,487,248	380,584	207,924	7,719,735	14,540,243
June.....	7,626,181	13,590,517	640,722	3,010,404	1,062,947	744,909	429,747	115,021	9,759,597	17,460,851
July.....	11,453,117	16,725,643	423,919	2,080,908	915,154	1,072,502	150,067	199,454	12,942,257	20,078,507
August.....	13,711,421	16,788,352	464,962	2,226,299	1,075,338	667,408	56,917	511,715	15,308,688	20,193,774
September...	11,095,827	14,791,030	623,260	1,577,358	834,343	628,290	66,789	296,026	12,620,219	17,292,704
October.....	7,775,614	9,637,601	594,426	1,866,866	215,143	422,156	62,690	256,302	8,647,873	12,182,925
November....	7,167,851	9,232,007	596,068	2,864,350	981,332	334,228	80,766	154,342	8,736,067	12,584,927
December....	8,421,669	10,307,294	935,257	3,074,629	829,147	435,187	112,815	111,182	10,298,888	13,928,282
Total Imports	\$106,670,411	\$154,315,091	\$8,665,641	\$25,197,091	\$12,105,342	\$12,156,387	\$2,488,225	\$2,429,083	\$129,849,619	\$194,097,652

EXPORTS FROM NEW YORK TO FOREIGN PORTS DURING THE YEARS 1852 AND 1853.

Months.	Domestic Produce.		Foreign Dutiable.		Foreign Free.		Specie.		Total.	
	1852.	1853.	1852.	1853.	1852.	1853.	1852.	1853.	1852.	1853.
January.....	\$2,419,296	\$2,990,624	\$358,244	\$265,730	\$26,693	\$42,574	\$2,868,958	\$747,679	\$5,673,191	\$4,046,607
February....	3,352,943	3,325,005	322,272	171,125	93,932	63,197	3,551,543	1,121,020	7,320,690	4,680,347
March.....	4,313,245	4,705,007	357,230	299,656	100,557	29,732	611,994	592,479	5,383,026	5,626,874
April.....	4,244,044	5,178,471	353,262	422,796	67,719	208,798	200,266	767,055	4,865,291	6,577,030
May.....	4,249,924	4,165,954	545,973	487,630	106,818	243,598	1,834,893	2,162,467	6,727,608	7,059,649
June.....	3,566,369	5,057,229	482,594	394,043	125,500	109,668	3,556,355	3,264,282	7,730,818	8,825,222
July.....	2,965,542	4,882,957	325,732	447,201	20,759	313,192	2,971,499	3,924,612	6,233,532	9,567,962
August.....	2,340,820	4,540,383	220,978	377,720	46,464	79,857	2,935,833	1,183,973	5,544,095	6,181,933
September...	3,289,429	5,579,088	317,888	526,658	128,184	63,470	2,122,495	1,244,191	5,857,996	7,413,407
October.....	3,497,874	5,459,401	484,801	719,534	82,886	63,687	2,452,301	4,757,972	6,517,862	11,000,594
November....	3,529,447	7,489,937	541,296	739,872	27,634	48,088	809,813	3,855,775	4,908,190	12,133,672
December....	2,947,848	7,166,832	518,352	439,154	54,805	38,864	1,180,305	3,131,851	4,701,310	10,776,701
Total Exports	\$40,716,781	\$60,540,888	\$4,828,622	\$5,291,119	\$881,951	\$1,804,635	\$25,096,255	\$26,753,356	\$71,523,609	\$93,889,998

One of the most striking items in the preceding tables is the large amount of imports entered for warehousing, the total for 1853 being \$25,197,091 against \$8,665,641 for the preceding year. The withdrawals from warehouse for consumption show but a trifling increase, while the exports from bond, it will be seen, are but little larger; the stock in hand does not show the difference, which must be found in the increased amount distributed to other ports. The following will exhibit the comparative entries and withdrawals for consumption during the year:—

WAREHOUSING BUSINESS AT NEW YORK.

	Entered Warehouse.		Withdrawn from Warehouse.	
	1852.	1853.	1851.	1853.
January.....	\$1,281,594	\$642,279	\$1,584,652	\$1,538,365
February.....	1,003,383	1,012,564	1,788,997	830,523
March.....	916,519	2,015,011	1,605,849	697,113
April.....	732,422	2,236,423	1,255,429	1,229,708
May.....	453,109	2,590,000	1,380,371	1,049,550
June.....	640,722	3,010,404	911,479	1,181,396
July.....	423,919	2,080,908	1,095,800	1,702,448
August.....	464,962	2,226,299	1,329,991	1,745,864
September.....	623,260	1,577,358	1,254,358	1,709,052
October.....	594,426	1,866,866	1,256,570	1,188,983
November.....	596,068	2,864,350	1,047,972	1,333,068
December.....	935,257	3,074,629	903,841	1,488,986
Total.....	\$8,665,641	\$25,197,091	\$15,415,309	\$15,693,055

The exports of specie for the year 1853 are \$26,753,356, against \$25,096,255 for the year 1852, \$43,743,209 for the year 1851, and \$9,982,948 for the year 1850. The cash duties received at New York have not increased in quite the same relative proportion as the dutiable imports. The following is a comparison for the last four years:—

CASH DUTIES RECEIVED AT NEW YORK.

	1850.	1851.	1852.	1853.
January.....	\$2,948,925 25	\$3,511,610 04	\$2,600,562 64	\$3,311,137 37
February.....	2,018,780 68	2,658,835 87	2,286,955 47	3,878,395 47
March.....	2,028,950 55	3,124,811 39	2,730,369 61	3,935,967 63
April.....	2,216,669 13	2,547,582 52	2,447,634 07	3,348,252 14
May.....	2,311,900 68	2,544,940 16	1,952,110 86	2,852,853 56
June.....	1,504,683 76	2,305,185 62	2,232,680 23	3,840,723 33
July.....	4,210,115 95	3,558,400 12	3,240,787 18	4,640,107 15
August.....	3,484,965 65	3,234,764 21	3,884,295 56	4,746,657 81
September.....	2,495,242 77	2,609,832 97	3,156,107 29	4,226,340 18
October.....	2,112,906 29	1,958,516 17	2,392,109 57	2,705,694 33
November.....	1,642,125 27	1,488,740 09	2,051,476 35	2,642,985 92
December.....	1,072,173 76	1,578,343 92	2,357,648 98	2,959,110 94
Total.....	\$28,047,439 74	\$31,081,263 08	\$31,332,787 81	\$43,088,225 33

The increased imports at the port specified have been nearly equally divided between dry goods and general merchandise. The following will show the comparative receipts of dry goods for a series of years, and will be found the most complete table of the kind ever published in this country:—

VALUE OF FOREIGN DRY GOODS ENTERED FOR CONSUMPTION AT THE PORT OF NEW YORK.

MANUFACTURES OF WOOLEN.

	1849.	1850.	1851.	1852.	1853.
January.....	\$480,591	\$1,585,186	\$1,600,093	\$1,306,322	\$1,614,372
February.....	898,311	1,266,968	1,273,619	990,291	2,367,171
March.....	582,065	802,202	1,134,479	1,132,921	2,065,217
April.....	587,540	1,321,310	918,580	762,030	1,421,906
May.....	237,652	768,810	586,350	397,305	1,026,451
June.....	474,237	596,170	1,068,752	688,785	2,320,855
July.....	1,020,673	3,552,120	2,354,643	2,187,187	4,097,250
August.....	2,963,604	2,254,069	1,736,232	2,528,842	3,605,759
September.....	1,330,783	1,380,248	1,293,205	2,085,397	3,260,641
October.....	600,413	576,580	416,738	1,077,608	1,270,014
November.....	418,534	379,399	285,308	633,451	1,012,335
December.....	465,659	225,717	690,489	1,023,500	1,181,083
Enter'd for consumption	10,055,062	14,708,779	13,358,493	14,813,639	25,133,054
From warehouse.....	1,928,217	1,856,237	1,893,535	1,637,376	2,174,496
Tot'l pass'd to consump'n	11,983,279	16,565,016	15,252,028	16,451,015	27,357,550

MANUFACTURES OF COTTON.

January.....	\$1,108,448	\$1,774,838	\$1,843,441	\$1,308,452	\$1,743,168
February.....	1,609,522	1,106,145	1,452,882	938,177	1,977,027
March.....	1,048,282	946,597	1,123,009	1,002,385	1,696,977
April.....	557,472	1,148,239	698,757	768,902	921,310
May.....	275,090	556,829	237,394	277,351	380,308
June.....	376,450	389,551	428,923	330,785	903,011
July.....	817,520	1,607,775	1,193,817	1,089,736	1,847,216
August.....	1,142,686	943,925	870,116	1,240,071	1,548,745
September.....	548,516	546,523	600,073	950,820	1,199,298
October.....	269,654	314,028	229,166	387,454	605,323
November.....	245,312	267,516	264,439	370,677	654,878
December.....	368,264	306,972	676,453	1,357,605	1,163,892
Entered for consumption	8,367,216	9,908,938	9,618,425	10,022,415	14,541,153
From warehouse.....	1,152,756	1,229,457	1,409,519	1,416,341	1,128,742
Tot'l pass'd to consump'n	9,519,972	11,138,395	11,027,935	11,438,756	15,669,895

MANUFACTURES OF SILK.

January..	\$2,196,750	\$2,061,815	\$4,032,002	\$2,970,633	\$3,383,165
February.....	1,572,382	1,861,499	2,423,859	1,980,154	2,871,017
March.....	963,619	1,191,433	1,640,577	1,688,099	3,536,156
April.....	883,876	879,996	1,281,669	999,303	2,104,615
May.....	267,592	1,030,895	918,399	518,388	1,500,358
June.....	454,577	855,351	1,512,986	1,011,909	2,459,230
July.....	1,784,797	4,572,161	3,933,092	3,074,265	4,824,913
August.....	2,859,992	2,803,145	2,532,029	2,706,702	2,981,048
September.....	1,130,523	1,874,495	1,553,943	2,070,823	3,864,625
October.....	529,063	762,231	687,355	1,317,305	1,397,424
November.....	501,270	673,438	347,862	969,417	1,178,326
December.....	764,762	532,307	938,506	1,519,669	1,700,943
Entered for consumption	13,909,203	19,128,766	21,802,279	20,826,647	31,801,820
From warehouse.....	1,386,550	1,152,268	1,684,177	1,918,056	1,513,296
Tot'l pass'd to consump'n	15,295,753	20,281,034	23,486,456	22,744,703	33,315,116

MANUFACTURES OF FLAX.

	1849.	1850.	1851.	1852.	1853.
January.....	\$402,275	\$1,055,755	\$692,188	\$569,161	\$870,460
February.....	467,441	685,157	887,394	504,550	909,457
March.....	537,847	754,261	873,251	701,572	1,052,245
April.....	345,225	1,348,491	569,399	604,499	609,780
May.....	176,877	367,677	268,986	263,607	357,649
June.....	158,000	215,398	244,949	292,015	399,969
July.....	231,650	741,095	611,250	488,586	719,307
August.....	706,075	619,777	536,816	614,686	712,342
September.....	443,266	483,040	477,742	742,596	767,925
October.....	227,291	451,455	273,065	413,464	436,059
November.....	291,829	323,704	321,715	459,882	512,680
December.....	224,134	216,914	365,301	650,087	716,307
Entered for consumption	4,211,910	7,262,724	6,122,006	6,304,705	8,064,180
From warehouse.....	544,651	468,963	627,812	799,132	382,028
Tot'l pass'd to consump'n	4,756,561	7,731,687	6,749,818	7,103,837	8,446,208

MISCELLANEOUS DRY GOODS.

	1849.	1850.	1851.	1852.	1853.
January.....	\$581,881	\$270,898	\$540,204	\$451,243	\$478,461
February.....	404,169	270,504	419,240	349,486	597,320
March.....	385,833	174,563	399,988	519,964	699,879
April.....	299,776	165,117	259,456	291,033	522,563
May.....	198,931	52,528	124,013	246,796	241,651
June.....	151,737	72,100	176,670	103,338	246,876
July.....	262,297	380,698	453,476	530,595	569,761
August.....	361,336	383,468	382,331	536,684	516,007
September.....	209,243	342,998	331,601	446,681	585,535
October.....	95,184	202,295	195,475	168,379	292,485
November.....	101,332	240,445	138,685	203,849	217,279
December.....	139,072	123,195	201,299	412,660	371,679
Entered for consumption	2,990,791	2,678,809	3,622,938	4,260,708	5,339,496
From warehouse.....	368,419	203,628	487,225	393,277	402,517
Tot'l pass'd to consump'n	3,359,210	2,882,437	4,110,163	4,653,985	5,742,013

TOTAL ENTERED FOR CONSUMPTION.

January.....	\$4,569,945	\$6,748,492	\$8,707,883	\$6,605,811	\$8,089,626
February.....	4,946,825	5,190,273	6,456,994	4,762,658	8,721,992
March.....	3,517,646	3,869,056	5,171,304	5,044,941	9,050,474
April.....	2,673,889	4,863,153	3,727,861	3,425,767	5,580,174
May.....	1,156,142	2,776,739	2,135,097	1,703,427	3,506,417
June.....	1,615,001	2,108,570	3,432,280	2,426,832	6,329,941
July.....	4,116,937	10,853,849	8,546,278	7,370,369	12,058,447
August.....	8,033,693	7,004,384	6,058,024	7,626,985	9,363,901
September.....	3,662,331	4,627,304	4,256,564	6,296,317	9,618,024
October.....	1,721,605	2,306,589	1,801,799	3,364,210	3,901,305
November.....	1,558,277	1,884,502	1,358,009	2,637,276	3,575,498
December.....	1,961,891	1,455,105	2,872,048	4,963,521	5,133,903
Enter'd for consumption	39,534,182	53,688,016	54,524,141	56,228,114	84,929,703
From warehouse.....	5,380,593	4,910,553	6,102,259	6,164,182	5,601,079
Tot'l pass'd to consump'n	44,914,775	58,598,569	60,626,400	62,392,296	90,530,782

VALUE OF FOREIGN DRY GOODS WITHDRAWN FROM WAREHOUSE AT NEW YORK.

	MANUFACTURES OF WOOLEN.				
	1849.	1850.	1851.	1852.	1853.
January	\$210,451	\$94,513	\$105,327	\$214,102	\$117,711
February.....	152,127	114,056	90,176	201,935	107,751
March.....	97,918	57,061	84,552	143,427	93,278
April.....	67,881	53,112	117,031	149,562	96,484
May.....	38,686	28,095	76,800	70,584	83,567
June.....	33,775	62,594	103,444	62,094	134,613
July.....	105,694	314,619	318,717	237,434	531,250
August.....	666,676	453,417	297,124	221,498	345,553
September.....	330,504	361,100	494,484	166,667	287,924
October.....	145,362	151,313	78,782	49,936	114,578
November.....	43,177	54,997	52,948	43,836	116,951
December.....	35,966	111,360	73,650	76,301	144,836
Total woolens.....	1,928,217	1,856,237	1,893,535	1,637,376	2,174,496
	MANUFACTURES OF COTTON.				
January.....	\$261,325	\$190,243	\$254,224	\$280,601	\$165,387
February.....	228,999	199,016	202,950	311,647	145,055
March.....	126,471	74,746	171,836	229,213	115,078
April.....	112,257	103,583	140,401	144,867	100,071
May.....	44,603	40,507	52,646	37,902	29,007
June.....	16,417	40,555	29,446	24,586	48,637
July.....	88,078	104,880	157,371	96,970	98,255
August.....	129,701	201,480	121,312	95,769	86,119
September.....	84,995	117,801	107,154	69,448	94,480
October.....	18,440	48,803	48,188	28,798	49,881
November.....	14,220	49,675	34,911	13,960	54,887
December.....	27,250	58,168	89,071	82,580	141,885
Total cotton.....	1,152,756	1,229,457	1,409,510	1,416,341	1,128,742
	MANUFACTURES OF SILK.				
January.....	\$262,263	\$149,029	\$106,370	\$291,886	\$336,532
February.....	220,744	129,579	140,724	384,198	96,755
March.....	150,656	56,075	119,483	193,600	58,471
April.....	71,499	132,750	104,735	155,249	100,671
May.....	40,979	46,720	49,343	138,717	79,177
June.....	33,818	50,284	72,562	88,132	103,650
July.....	79,656	124,574	265,709	149,394	233,066
August.....	201,431	146,737	121,689	140,143	101,271
September.....	113,577	126,316	245,100	97,148	53,968
October.....	53,123	65,932	144,646	141,266	53,824
November.....	59,283	57,088	184,560	64,497	123,471
December.....	99,521	67,184	129,256	73,826	172,390
Total silk.....	1,386,550	1,152,268	1,684,177	1,918,056	1,513,296
	MANUFACTURES OF FLAX.				
January.....	\$88,817	\$40,889	\$109,935	\$121,635	\$29,965
February.....	64,684	54,298	69,065	188,788	37,386
March.....	42,790	35,214	56,204	140,042	24,261
April.....	39,867	34,116	68,138	75,329	16,228
May.....	20,056	37,506	28,980	40,355	9,390
June.....	21,750	31,440	27,245	17,310	13,454
July.....	59,139	24,695	37,782	32,064	18,957
August.....	90,473	46,838	65,350	42,129	14,672
September.....	30,236	65,715	44,778	56,955	43,844
October.....	33,571	23,907	53,667	30,519	22,597
November.....	24,151	32,396	25,160	20,179	58,892
December.....	29,117	41,949	41,508	33,827	92,382
Total flax.....	544,651	468,963	627,812	799,132	382,023

MISCELLANEOUS DRY GOODS.

	1849.	1850.	1851.	1852.	1853.
January.....	\$51,252	\$26,031	\$53,950	\$22,320	\$75,096
February.....	46,868	19,047	42,685	63,071	29,016
March.....	55,321	9,518	45,165	50,674	39,025
April.....	63,457	14,536	50,252	56,554	49,024
May.....	21,849	6,083	123,615	26,705	9,597
June.....	8,076	1,924	19,045	7,525	12,898
July.....	24,431	10,984	21,109	12,416	32,766
August.....	21,332	8,912	19,767	21,686	10,699
September.....	23,790	23,316	31,059	35,601	23,491
October.....	11,626	6,263	68,538	32,556	17,964
November.....	22,275	18,176	56,083	24,391	57,842
December.....	18,142	53,338	50,957	39,778	44,973
Total miscellaneous...	363,419	203,628	487,225	393,277	402,517

TOTAL WITHDRAWN.

January.....	\$874,108	\$500,705	\$630,306	\$930,544	\$724,741
February.....	713,422	515,996	545,600	1,149,639	415,963
March.....	473,156	232,614	477,240	756,956	330,113
April.....	354,961	338,097	480,557	581,561	362,478
May.....	166,173	158,911	236,384	314,263	210,733
June.....	113,836	186,797	251,742	199,647	313,343
July.....	356,998	579,752	800,688	528,278	914,324
August.....	1,109,613	857,384	625,242	521,225	558,314
September.....	583,102	694,748	922,575	425,819	503,707
October.....	262,122	296,213	393,321	283,075	258,844
November.....	163,106	212,332	353,662	166,863	412,043
December.....	209,996	336,999	384,442	306,312	596,471
Total withdrawn.....	5,380,593	4,910,553	6,102,259	6,164,182	5,601,079

VALUE OF FOREIGN DRY GOODS ENTERED FOR WAREHOUSING AT NEW YORK.

MANUFACTURES OF WOOL.

January.....	\$62,767	\$79,830	\$139,656	\$184,111	\$72,951
February.....	109,142	24,903	72,846	103,492	89,981
March.....	80,572	44,481	126,591	164,179	211,410
April.....	113,996	194,628	142,721	121,917	213,942
May.....	108,260	243,543	107,244	109,736	178,918
June.....	152,176	239,268	234,916	105,125	613,264
July.....	193,552	486,339	341,315	126,623	272,785
August.....	196,554	358,198	495,957	86,890	270,368
September.....	147,561	232,783	277,963	96,804	277,410
October.....	44,629	96,366	123,408	86,195	208,609
November.....	37,097	79,641	87,820	53,778	341,764
December.....	50,702	39,719	214,273	118,752	278,690
Total for warehousing.	1,297,008	2,119,699	2,369,710	1,362,602	3,031,092
Add ente'd for conpt'n	10,055,062	14,708,779	13,353,493	14,813,639	25,183,054
Total entered at the port	11,352,070	16,828,478	15,723,203	16,176,241	28,214,146

MANUFACTURES OF COTTON.

	1849.	1850.	1851.	1852.	1853.
January.....	\$165,448	\$295,557	\$222,412	\$208,856	\$103,491
February.....	141,754	46,823	178,326	52,631	126,606
March.....	79,981	96,299	170,125	154,083	191,024
April.....	84,201	186,796	105,873	80,984	120,166
May.....	85,394	199,548	92,118	39,519	68,967
June.....	219,532	137,356	144,811	32,565	131,817
July.....	181,028	393,933	129,572	72,226	119,021
August.....	85,951	181,452	143,970	45,018	132,527
September.....	25,851	116,729	159,998	59,597	166,575
October.....	22,397	94,745	90,130	57,130	244,155
November.....	56,877	101,690	81,037	58,056	376,111
December.....	112,223	103,186	349,086	240,265	481,860
Total for warehousing..	1,260,637	1,954,114	1,862,458	1,100,930	2,262,320
Add ente'd for consum'n.	9,519,972	11,138,395	9,618,425	10,022,415	14,541,153
Total entered at the port	10,780,609	13,092,509	11,480,883	11,123,345	16,803,473

MANUFACTURES OF SILK.

	1849.	1850.	1851.	1852.	1853.
January.....	\$350,194	\$116,006	\$206,005	\$637,357	\$233,759
February.....	158,075	61,112	196,362	150,177	86,220
March.....	131,047	112,051	211,348	132,333	254,792
April.....	117,934	157,772	135,904	203,334	144,313
May.....	78,601	49,368	111,418	111,309	107,694
June.....	41,257	76,091	109,085	86,984	143,979
July.....	164,856	222,142	268,318	130,624	144,791
August.....	83,277	181,543	371,652	72,579	99,273
September.....	44,692	232,520	184,289	88,150	120,857
October.....	19,000	63,977	494,462	19,718	278,991
November.....	121,830	57,224	172,607	76,603	316,871
December.....	241,776	54,053	145,876	218,074	396,218
Total for warehousing..	1,552,539	1,383,859	2,607,327	2,127,242	2,327,758
Add en'd for consump'n.	13,909,203	19,128,766	21,802,279	20,826,647	31,801,820
Total enter'd at the port	15,461,742	20,512,625	24,409,605	22,953,889	34,129,578

MANUFACTURES OF FLAX.

	1849.	1850.	1851.	1852.	1853.
January.....	\$4,391	\$56,145	\$54,355	\$66,839	\$11,516
February.....	18,396	30,419	32,402	8,662	5,528
March.....	39,263	71,685	116,799	37,520	38,190
April.....	47,720	107,286	59,923	48,171	56,320
May.....	58,708	56,004	59,082	26,580	48,740
June.....	46,968	80,590	23,100	19,708	20,963
July.....	56,541	71,207	45,003	16,299	9,488
August.....	33,244	70,028	92,295	19,873	47,881
September.....	82,901	56,833	137,148	56,732	60,053
October.....	72,872	63,647	98,658	27,984	155,144
November.....	25,573	49,068	101,206	9,373	146,025
December.....	29,165	30,185	143,176	45,481	126,107
Total for warehousing..	515,742	743,097	963,147	383,222	725,955
Add ent'd for cons'mp'n	4,211,910	7,262,724	6,122,006	6,304,705	8,064,180
Total ent'ed at the port	4,727,652	8,005,821	7,085,153	6,687,927	8,790,135

MISCELLANEOUS DRY GOODS.

	1849.	1850.	1851.	1852.	1853.
January.....	\$20,328	\$8,012	\$42,253	\$24,402	\$53,475
February.....	11,883	12,559	70,171	45,685	24,375
March.....	66,104	1,594	43,392	52,762	39,421
April.....	36,577	23,438	24,487	45,301	60,929
May.....	10,709	4,926	9,777	19,817	26,459
June.....	38,258	4,521	12,345	13,022	37,132
July.....	20,545	12,313	27,465	21,556	21,121
August.....	7,537	7,526	38,693	28,536	12,436
September.....	37,707	25,521	90,092	61,718	39,185
October.....	3,154	20,912	73,081	53,776	22,624
November.....	6,311	45,597	66,542	41,123	27,448
December.....	16,350	50,671	21,651	44,336	62,778
Total for warehousing..	275,463	217,590	519,949	452,034	427,383
Add ent'd for cons'mpt'n	2,990,791	2,678,809	3,622,938	4,260,708	5,339,496
Total ent'rd at the port	3,266,254	2,896,399	4,142,887	4,712,742	5,766,879

TOTAL.

January.....	\$603,128	\$555,550	\$664,681	\$1,321,565	\$475,192
February.....	439,250	175,816	545,107	360,647	332,710
March.....	396,967	326,110	668,255	540,877	734,837
April.....	400,425	669,920	468,908	499,707	595,670
May.....	341,672	553,389	379,639	306,961	430,778
June.....	498,191	537,826	524,257	257,404	947,155
July.....	616,522	1,185,934	811,673	367,328	568,206
August.....	406,563	798,747	1,142,567	252,896	562,485
September.....	338,712	664,386	849,490	363,001	664,080
October.....	162,052	339,647	884,739	244,803	909,523
November.....	247,688	333,220	509,212	243,933	1,208,219
December.....	450,216	277,814	874,062	666,908	1,845,653
Total for warehousing..	4,901,389	6,418,359	8,322,590	5,426,030	8,774,508
Add ent'd for cons'mpt'n	39,534,182	53,688,016	54,524,141	56,228,114	84,929,703
Total ent'rd at the port	44,435,571	60,106,375	62,846,731	61,654,144	93,704,211

The imports of dry goods since the opening of the year 1854 have fallen off, and the total for the year will probably fall considerably behind the very large amount for the last year. The high prices for our domestic produce in Europe are encouraging to shippers, and if the stock at our Northern seaports were not limited, the exports would be most astonishingly increased. As it is, the shipments for the last week from the port of New York have been nearly double the amount for the corresponding period of last year. The very large shipments recently arrived, and now arriving at European ports, are in the main paying very handsome profits, and many of the early shippers have acquired a fortune equal to the ordinary income of their business for a number of years. In this connection, it may be interesting to compare the exports of domestic produce from New York for the entire year, and we annex a table for this purpose. It will be seen, from the comparison with the previous year, that the shipments of wheat flour have increased 725,015 barrels; of wheat, 4,120,093 bushels; and of corn, 344,959 bushels. The shipments of oil, and of all kinds of provisions, have also largely increased.

EXPORTS OF CERTAIN ARTICLES OF DOMESTIC PRODUCE FROM NEW YORK TO FOREIGN PORTS FOR THE YEARS NAMED:—

	1851.	1852.	1853.
ASHES—Pots.....lbs.	24,628	16,790	11,077
Pearls	1,637	1,088	796
BEESWAX	280,820	412,732	224,268
BREADSTUFFS—Wheat flour.....bbls.	1,264,322	1,365,597	2,090,612
Rye flour.....	8,244	8,363	5,302
Corn meal	38,388	45,897	46,516
Wheat	1,468,465	3,124,226	7,244,319
Rye	13,162	236,460	23,981
Oats	5,282	10,886	63,732
Barley .....	.....	367	100
Corn	1,605,674	758,438	1,102,397
CANDLES—Mold.....boxes	37,932	59,802	47,563
Sperm	4,173	3,937	5,335
COAL	11,298	37,161	33,875
COTTON	289,645	336,679	375,733
HAY	6,775	7,520	4,775
HOPS	418	746	328
NAVAL STORES.....bbls.	367,240	530,651	476,521
OILS—Whale.....galls.	1,122,818	62,822	259,173
Sperm	543,555	795,651	956,258
Lard.....	210,492	28,011	52,709
Linseed	7,972	12,427	20,355
PROVISIONS—Pork.....bbls.	47,482	39,625	71,641
Beef	40,147	48,875	52,243
Cut meats.....lbs.	3,427,111	1,528,894	8,534,569
Butter	2,196,538	692,249	1,967,375
Cheese	7,487,139	1,249,021	7,184,890
Lard.....	5,686,857	4,545,641	6,915,893
RICE.....	29,100	26,113	25,342
TALLOW.....lbs.	2,221,258	451,336	3,494,556
TOBACCO—Crude.....pkgs.	19,195	25,638	24,150
Manufactured.....lbs.	3,798,354	4,676,409	5,617,362
WHALEBONE.....	1,802,526	1,033,980	3,167,037

What effect the high prices of breadstuffs and provisions are to have upon the population of Europe, it is now difficult to determine. In this country it will create but little inconvenience, although seriously felt already among the poor in our larger cities. But on the other side of the Atlantic, where the whole income of large classes of the people is barely sufficient to supply necessities for their daily consumption at average prices, the question assumes a graver aspect. If, as historians say, important battles have been lost through a fit of indigestion on the part of the commander, it is not the less true that many crowns have been lost and governments subverted, for want of something to digest in the stomach of the masses. While the common people of France and other continental States have cheap food, they will bear even a tyrannical government; while with dear food the mildest rule seems oppressive. It is too much the habit of the common mind to trace all misfortunes, even those which follow its own misdirected efforts, to the acts of others; and all classes of the people, in all countries and ages, have leaned, and do lean too much upon government. The habits of the people have more to do with their prosperity or adversity than any action of their rulers, and these habits are less dependent upon the government than the latter is upon them.

JOURNAL OF BANKING, CURRENCY, AND FINANCE.

ARGUMENTS FOR USURY LAWS STATED AND ANSWERED.

The following arguments for stringent usury laws are fairly stated, in a circular recently issued by parties who are asking a modification of the usury laws of New York. As the law now stands, the offender forfeits the entire sum lent, is also subject to fine and imprisonment, and may be placed upon a witness stand to swear himself into prison. This, it must be admitted, is very discreditable to the intelligence of the great commercial and manufacturing State of New York.

ARGUMENTS FOR STRINGENCY.

1. Money is the creation of sovereignty, is brought into existence by government, and is made a legal tender in the payment of debts. Therefore, it is the right and duty of government to regulate the price for its use.

Answer.—Government regulates all weights and measures, but not the prices of the articles weighed and measured.

No government in the world creates money, any more than they create the articles made by manufacturing companies that are incorporated by government. Nor can any but the Federal government make money a lawful tender in the payment of debts. Any party owing gold or silver in any form, can, at their own option, take it to the mint to be coined according to law, and then it is the duty of the United States government to regulate the weights and fineness of the metal, also its subdivision into small pieces, and the stamp indicating their value. Such a person then carries away his own gold or silver coin, with an ownership perfect and absolute, subject only to the general control incidental to all property.

2. The State government authorize the issue of paper money by certain incorporations of theirs, called "banks."

Answer.—Banks stand, or ought to stand, in the same relation to our State governments, that other incorporations authorized by our Legislature do.

Our Legislature charters insurance companies, but they never regulate premiums. They do not force our insurance companies to insure poor ships at the same rate as for good ones; and therefore they commit an error when they hinder a needy, yet useful and enterprising man, from borrowing, merely because he cannot find a party willing to lend for the maximum rate of interest fixed by law.

3. Money is a license provided by government, to enable or qualify men to transact business.

Answer.—Just as much as a set of weights and a yard stick are a license for a retailer to sell sugar and calico.

4. High rates of interest have been denounced from the earliest ages.

Answer.—So have high prices as compared with low, for all the comforts of life.

Severe laws have been passed against usury, and so they have against religious freedom. In both cases such laws have been a great deal worse than idle.

5. All civilized governments have, from time to time, provided restrictive usury laws, for what they deemed good reasons.

Answer.—Nearly all civilized governments have since repealed such laws for still better reasons.

6. The relaxation as to usury on business contracts will advance the rate of interest, and disturb mortgages.

Answer.—Relaxation has never, in one single instance, failed to lower the rate of interest. Twenty-one of our States are now under the liberal system as to usury laws, and have found the result highly satisfactory to borrowers and to business men generally.

7. The modification sought for will benefit the city more than it will the country, or will benefit the city to the injury of the country.

Answer.—All history shows that, in all free countries, any measures that conduce to the benefit of great trading points, immediately send forth proportionably good influences to all surrounding interests. In a word, the pecuniary interest of city and country, in the same State, are perfectly reciprocal or identical. What benefits one, always benefits the other.

INTEREST TABLE OF SIX PER CENT PER ANNUM OF 365 DAYS.

January.		February.		March.		April.		May.		June.		July.		August.		September.		October.		November.		December.	
Day of	Day of	Day of	Day of	Day of	Day of	Day of	Day of	Day of	Day of	Day of	Day of	Day of	Day of	Day of	Day of	Day of	Day of	Day of	Day of	Day of	Day of	Day of	Day of
M Y Log.	M Y Log.	M Y Log.	M Y Log.	M Y Log.	M Y Log.	M Y Log.	M Y Log.	M Y Log.	M Y Log.	M Y Log.	M Y Log.	M Y Log.	M Y Log.	M Y Log.	M Y Log.	M Y Log.	M Y Log.	M Y Log.	M Y Log.	M Y Log.	M Y Log.	M Y Log.	M Y Log.
1 1 16	1 32 526	1 60 986	1 91 1496	1 121 1989	1 152 2499	1 182 2992	1 213 3501	1 244 4011	1 274 4504	1 305 5014	1 335 5507	1 365 5992	1 395 6477	1 425 6962	1 455 7447	1 485 7932	1 515 8417	1 545 8902	1 575 9387	1 605 9872	1 635 10357	1 665 10842	1 695 11327
2 2 33	2 33 542	2 61 1003	2 92 1512	2 122 2006	2 153 2515	2 183 3008	2 214 3518	2 245 4027	2 275 4521	2 306 5030	2 336 5523	2 366 6016	2 396 6509	2 426 7002	2 456 7495	2 486 7988	2 516 8481	2 546 8974	2 576 9467	2 606 9960	2 636 10453	2 666 10946	2 696 11439
3 3 49	3 34 559	3 62 1019	3 93 1529	3 123 2022	3 154 2532	3 184 3025	3 215 3534	3 246 4044	3 276 4537	3 307 5047	3 337 5540	3 367 6033	3 397 6526	3 427 7019	3 457 7512	3 487 8005	3 517 8498	3 547 8991	3 577 9484	3 607 9977	3 637 10470	3 667 10963	3 697 11456
4 4 66	4 35 575	4 63 1036	4 94 1545	4 124 2038	4 155 2548	4 185 3041	4 216 3551	4 247 4060	4 277 4553	4 308 5063	4 338 5556	4 368 6049	4 398 6542	4 428 7035	4 458 7528	4 488 8021	4 518 8514	4 548 9007	4 578 9500	4 608 9993	4 638 10486	4 668 10979	4 698 11472
5 5 82	5 36 592	5 64 1052	5 95 1562	5 125 2055	5 156 2564	5 186 3058	5 217 3567	5 248 4077	5 278 4570	5 309 5079	5 339 5572	5 369 6065	5 399 6558	5 429 7051	5 459 7544	5 489 8037	5 519 8530	5 549 9023	5 579 9516	5 609 10009	5 639 10502	5 669 10995	5 699 11488
6 6 99	6 37 603	6 65 1063	6 96 1573	6 126 2071	6 157 2581	6 187 3074	6 218 3584	6 249 4093	6 279 4586	6 310 5096	6 340 5589	6 370 6082	6 400 6575	6 430 7068	6 460 7561	6 490 8054	6 520 8547	6 550 9040	6 580 9533	6 610 10026	6 640 10519	6 670 11012	6 699 11505
7 7 115	7 38 625	7 66 1085	7 97 1595	7 127 2088	7 158 2597	7 188 3090	7 219 3600	7 250 4110	7 280 4603	7 311 5112	7 341 5605	7 371 6098	7 401 6591	7 431 7084	7 461 7577	7 491 8070	7 521 8563	7 551 9056	7 581 9549	7 611 10042	7 641 10535	7 671 11028	7 699 11521
8 8 132	8 39 641	8 67 1101	8 98 1611	8 128 2104	8 159 2614	8 189 3107	8 220 3616	8 251 4126	8 281 4619	8 312 5129	8 342 5622	8 372 6115	8 402 6608	8 432 7101	8 462 7594	8 492 8087	8 522 8580	8 552 9073	8 582 9566	8 612 10059	8 642 10552	8 672 11045	8 699 11538
9 9 148	9 40 658	9 68 1118	9 99 1627	9 129 2121	9 160 2630	9 190 3123	9 221 3633	9 252 4142	9 282 4635	9 313 5145	9 343 5638	9 373 6131	9 403 6624	9 433 7117	9 463 7610	9 493 8103	9 523 8596	9 553 9089	9 583 9582	9 613 10075	9 643 10568	9 673 11061	9 699 11554
10 10 164	10 41 674	10 69 1134	10 100 1644	10 130 2137	10 161 2647	10 191 3140	10 222 3649	10 253 4159	10 283 4652	10 314 5162	10 344 5655	10 374 6148	10 404 6641	10 434 7134	10 464 7627	10 494 8120	10 524 8613	10 554 9106	10 584 9599	10 614 10092	10 644 10585	10 674 11078	10 699 11571
11 11 181	11 42 690	11 70 1151	11 101 1660	11 131 2153	11 162 2663	11 192 3156	11 223 3666	11 254 4175	11 284 4668	11 315 5178	11 345 5671	11 375 6164	11 405 6657	11 435 7150	11 465 7643	11 495 8136	11 525 8629	11 555 9122	11 585 9615	11 615 10108	11 645 10601	11 675 11094	11 699 11587
12 12 197	12 43 707	12 71 1167	12 102 1677	12 132 2170	12 163 2679	12 193 3173	12 224 3682	12 255 4192	12 285 4685	12 316 5195	12 346 5688	12 376 6181	12 406 6674	12 436 7167	12 466 7660	12 496 8153	12 526 8646	12 556 9139	12 586 9632	12 616 10125	12 646 10618	12 676 11111	12 699 11604
13 13 214	13 44 723	13 72 1184	13 103 1693	13 133 2186	13 164 2696	13 194 3189	13 225 3699	13 256 4208	13 286 4701	13 317 5211	13 347 5704	13 377 6197	13 407 6690	13 437 7183	13 467 7676	13 497 8169	13 527 8662	13 557 9155	13 587 9648	13 617 10141	13 647 10634	13 677 11127	13 699 11620
14 14 230	14 45 740	14 73 1200	14 104 1710	14 134 2203	14 165 2712	14 195 3205	14 226 3715	14 257 4225	14 287 4718	14 318 5227	14 348 5720	14 378 6213	14 408 6706	14 438 7199	14 468 7692	14 498 8185	14 528 8678	14 558 9171	14 588 9664	14 618 10157	14 648 10650	14 678 11143	14 699 11636
15 15 247	15 46 756	15 74 1216	15 105 1726	15 135 2219	15 166 2729	15 196 3222	15 227 3732	15 258 4241	15 288 4734	15 319 5244	15 349 5737	15 379 6230	15 409 6723	15 439 7216	15 469 7709	15 499 8202	15 529 8695	15 559 9188	15 589 9681	15 619 10174	15 649 10667	15 679 11160	15 699 11653
16 16 263	16 47 773	16 75 1233	16 106 1742	16 136 2236	16 167 2545	16 197 3238	16 228 3748	16 259 4258	16 289 4751	16 320 5261	16 350 5754	16 380 6247	16 410 6740	16 440 7233	16 470 7726	16 500 8219	16 530 8712	16 560 9205	16 590 9698	16 620 10191	16 650 10684	16 680 11177	16 699 11670
17 17 280	17 48 789	17 76 1249	17 107 1859	17 137 2252	17 168 2762	17 198 3255	17 229 3764	17 260 4274	17 290 4767	17 321 5277	17 351 5770	17 381 6263	17 411 6756	17 441 7249	17 471 7742	17 501 8235	17 531 8728	17 561 9221	17 591 9714	17 621 10207	17 651 10700	17 681 11193	17 699 11686
18 18 296	18 49 806	18 77 1266	18 108 1875	18 138 2268	18 169 2778	18 199 3271	18 230 3781	18 261 4290	18 291 4784	18 322 5293	18 352 5786	18 382 6279	18 412 6772	18 442 7265	18 472 7758	18 502 8251	18 532 8744	18 562 9237	18 592 9730	18 622 10223	18 652 10716	18 682 11209	18 699 11702
19 19 312	19 50 822	19 78 1282	19 109 1892	19 139 2285	19 170 2795	19 200 3288	19 231 3797	19 262 4307	19 292 4800	19 323 5310	19 353 5803	19 383 6296	19 413 6789	19 443 7282	19 473 7775	19 503 8268	19 533 8761	19 563 9254	19 593 9747	19 623 10240	19 653 10733	19 683 11226	19 699 11719
20 20 329	20 51 838	20 79 1299	20 110 1908	20 140 2301	20 171 2811	20 201 3304	20 232 3814	20 263 4323	20 293 4816	20 324 5326	20 354 5819	20 384 6312	20 414 6805	20 444 7298	20 474 7791	20 504 8284	20 534 8777	20 564 9270	20 594 9763	20 624 10256	20 654 10749	20 684 11242	20 699 11735
21 21 345	21 52 855	21 80 1315	21 111 1925	21 141 2318	21 172 2827	21 202 3320	21 233 3830	21 264 4340	21 294 4833	21 325 5342	21 355 5835	21 385 6328	21 415 6821	21 445 7314	21 475 7807	21 505 8300	21 535 8793	21 565 9286	21 595 9779	21 625 10272	21 655 10765	21 685 11258	21 699 11751
22 22 362	22 53 871	22 81 1332	22 112 1941	22 142 2334	22 173 2844	22 203 3337	22 234 3847	22 265 4356	22 295 4849	22 326 5358	22 356 5851	22 386 6344	22 416 6837	22 446 7330	22 476 7823	22 506 8316	22 536 8809	22 566 9302	22 596 9795	22 626 10288	22 656 10781	22 686 11274	22 699 11767
23 23 378	23 54 888	23 82 1348	23 113 1958	23 143 2351	23 174 2860	23 204 3353	23 235 3863	23 266 4373	23 296 4866	23 327 5375	23 357 5868	23 387 6361	23 417 6854	23 447 7347	23 477 7840	23 507 8333	23 537 8826	23 567 9319	23 597 9812	23 627 10305	23 657 10798	23 687 11291	23 699 11784
24 24 395	24 55 904	24 83 1364	24 114 1974	24 144 2367	24 175 2877	24 205 3370	24 236 3880	24 267 4389	24 297 4882	24 328 5391	24 358 5884	24 388 6377	24 418 6870	24 448 7363	24 478 7856	24 508 8349	24 538 8842	24 568 9335	24 598 9828	24 628 10321	24 658 10814	24 688 11307	24 699 11800
25 25 411	25 56 921	25 84 1381	25 115 1991	25 145 2384	25 176 2893	25 206 3386	25 237 3896	25 268 4405	25 298 4898	25 329 5407	25 359 5900	25 389 6393	25 419 6886	25 449 7379	25 479 7872	25 509 8365	25 539 8858	25 569 9351	25 599 9844	25 629 10337	25 659 10830	25 689 11323	25 699 11816
26 26 427	26 57 937	26 85 1397	26 116 2007	26 146 2400	26 177 2910	26 207 3403	26 238 3912	26 269 4422	26 299 4915	26 330 5424	26 360 5917	26 390 6410	26 420 6903	26 450 7396	26 480 7889	26 510 8382	26 540 8875	26 570 9368	26 600 9861	26 630 10354	26 660 10847	26 690 11340	26 699 11833
27 27 444	27 58 953	27 86 1414	27 117 2023	27 147 2416	27 178 2926	27 208 3419	27 239 3929	27 270 4438	27 300 4931	27 331 5441	27 361 5934	27 391 6427	27 421 6920	27 451 7413	27 481 7906	27 511 8399	27 541 8892	27 571 9385	27 601 9878	27 631 10371	27 661 10864	27 691 11357	27 699 11850
28 28 460	28 59 970	28 87 1430	28 118 2040	28 148 2433	28 179 2942	28 209 3436	28 240 3945	28 271 4455	28 301 4948	28 332 5458	28 362 5951	28 392 6444	28 422 6937	28 452 7430	28 482 7923	28 512 8416	28 542 8909	28 572 9402	28 602 9895	28 632 10388	28 662 10881	28 692 11374	28 699 11867
29 29 477	...	29 88 1447	29 119 2056	29 149 2449	29 180 2959	29 210 3452	29 241 3962	29 272 4471	29 302 4964	29 333 5474	29 363 5967	29 393 6460	29 423 6953	29 453 7446	29 483 7939	29 513 8432	29 543 8925	29 573 9418	29 603 9911	29 633 10404	29 663 10897	29 693 11390	29 699 11883
30 30 493	...	30 89 1463	30 120 2073	30 150 2466	30 181 2975	30 211 3469	30 242 3978	30 273 4488	30 303 4981	30 334 5491	30 364 5984	30 394 6477	30 424 6970	30 454 7463	30 484 7956	30 514 8449	30 544 8942	30 574 9435	30 604 9928	30 634 10421	30 664 10914	30 694 11407	30 699 11900
31 31 510	...	31 90 1480	...	31 151 2482	...	31 212 3485	31 243 3995	...	31 304 4997	...	31 365 6000	...	31 426 7003	...	31 487 8006	...	31 548 9009	...	31 609 10012	...	31 670 11015	...	31 699 11908

THE BALTIMORE STOCK MARKET FOR 1853.

In a former part of the present number of the *Merchants' Magazine*, according to our usual custom, we have given the judiciously prepared annual statement of the Trade and Commerce of the Baltimore *Price Current* of that city for the year 1853. We here subjoin, from the same reliable source, the prices of stocks in the Baltimore market, on the fifteenth of each month during the year 1853:—

QUOTATIONS FOR STOCKS IN THE BALTIMORE MARKET.

PUBLIC LOANS.

	1853.					
	Jan. 15.	Feb. 15.	March 15.	April 15.	May 15.	June 15.
U. S. 6 per cents, 1867.....	119½	....	118½	119	119	....
“ “ “ 1868.....	....	....	....	....	....	....
Maryland 6 per cents, 1870... 109	109	....	106½	108	108	107
“ “ “ 1890... 109½	109½	109½	....	109	108	167¾
“ “ Coupon bonds. ....	....	....	....	....	108	....
“ 5 per cent qua'ly.... 100	100	99	100	98	....	....
“ 5 per cent sterling... 109	109	....	110	110	109	....
Virginia 6 per cents..... 106	....	106	....	....	....	....
Baltimore 6 per cents, 1860... 105	105	106	....	104	....	....
“ “ “ 1870... 106½	106½	107½	....	105½	106	107
“ “ “ 1890... 107½	107½	109¾	108	106¾	108	108½
“ 5 per cents..... 93½	93½	95	95	91½	93	100
B. & O. R. R. 6 per ct. b'ds, 1854. 99¾	99¾	100½	100	....	....	....
“ “ “ 1867. 100¾	100	....	97½	....	....	98
“ “ “ 1875. 98½	96½	95½	95½	97¾	95	95
“ “ “ 1880.	96½	93	94	96¾	95	95
“ “ “ 1885. ....	....	92¾	91	92	91½	91½
Park'g. guar., 1873..... 103½	....	103½	105	104	....	....
“ convertibles, 1873..... 99¾	....	....	99¾	99½	....	....
York & Cumberland R. R. 97	....	....	97	....	....	....
“ guar'd by city.... 105	....	105	105	107	....	....
Ches. & Ohio C. pref. bonds... 64	....	68	65	65	....	....
“ guar'd by Virginia... 102½	....	....	102½	....	....	....

BANK STOCKS.

Bank of Baltimore..... 101½	102	99¾	100½	102¾	100
Merchants'..... 110½	112	112	112	113	116¾
Union Bank of Maryland.... 74½	74¾	74½	74½	75	77
Farmers and Merchants.... 41	41¾	41½	36	37	39
Com. and Farmers, full period. 41¾	....	40	....	....	....
“ “ short “..... 22½	....	....	....	....	....
Marine..... 30½	30¾	31	30	30	30½
Farm. and Planters..... 28¾	28¾	....	28¾	29	29½
Chesapeake..... 25	26	25	26	24	....
Western..... 21½	21½	21¾	21½	21½	21¾
Mechanics'..... 19	19	18	18½	18¾	18¾
Franklin..... 12¾	12½	12½	12¾	13½	13¾
Citizens'..... 10¾	10½	10	10½	10½	10¾
Farmer's Bank of Maryland... 50	....	51	....	50	....
Patap. Bank of Maryland.... 22¾	23	23½	22¾	22½	....

INSURANCE.

Baltimore Life..... 57½	58	....	60	....	....
Firemen's..... 24	25¾	24	23½	24	24
Baltimore Fire..... 13¾	14	13½	13½	13½	13¾
Associated Fireman's..... 8	8½	8½	8¾	8¾	8½

RAILROADS.

Baltimore and Ohio..... 93	91	83½	82½	80	72¾
Washington Branch..... 23	23	22	21¾	21¼	20½
York and Cumberland..... 30½	31	28	30	30	....

TURNPIKE ROADS.

	1893.					
	Jan. 15.	Feb. 15.	March 15.	April 15.	May 15.	June 15.
Baltimore and Hartford	1	.....	.....	.....	.....	.....
Reisterstown	4½	4¾	4	4	4½	4½
York .....	.....	.....	.....	.....	2	.....
Frederick	3	3¼	3¼	3¾	3¾	3¾

MISCELLANEOUS.

Baltimore Gas Company.....	115	118	117	117	119	.....
Baltimore Water Co.....	87½	91	91	91	90	90
Union Manufacturing Co.....	13	13	12½	13½	14¾	16
Canton Company.....	118	123	*81	25¾	31½	.....
Susquehanna Canal.....	.....	15½	.....	15	15	.....
Cumberland Coal & Iron Co.....	.....	.....	.....	.....	48	.....
George's Creek Co.....	69½	82	72	73	63	68
New Creek Company.....	.....	.....	.....	.....	2	.....
Maryland Institute .....	.....	.....	.....	.....	4½	4

PUBLIC LOANS.

	July 15.	Aug. 15.	Sept. 15.	Oct. 15.	Nov. 15.	Dec. 15.
U. S. 6 per cents, 1867.....	.....	.....	.....	.....	.....	.....
“ “ 1868.....	.....	.....	.....	.....	.....	.....
Maryland 6 per cents, 1870... 107½	108	108	107	107	108	108
“ “ 1890... 108½	109	109¾	108	.....	109	.....
“ 6 per ct. Coupon bonds 108½	108½	.....	.....	.....	.....	.....
“ 5 per cent qua'y.....	.....	99	.....	.....	.....	.....
“ “ sterling.....	.....	.....	.....	.....	.....	.....
Virginia 6 per cents.....	.....	.....	.....	.....	.....	.....
Baltimore 6 per cents, 1860... ..	.....	.....	.....	.....	.....	.....
“ “ 1870... 107½	.....	105	.....	.....	.....	104
“ “ 1890... 108	105½	106	104¾	102	104½	.....
“ 5 per cents..... 92	.....	.....	.....	.....	.....	.....
B. & O. R. R. 6 per ct. b'ds, 1854. ..	.....	.....	.....	.....	.....	.....
“ “ 1867. 95	90	95	93	92½	95	.....
“ “ 1875. 95	90	91	.....	87½	90	.....
“ “ 1880. 94	.....	.....	.....	.....	.....	.....
“ “ 1885. 92	85	87½	82	80¾	84½	.....
Park'g guar., 1873..... 102	100	100	101	.....	.....	.....
“ convertibles, 1873..... 97	.....	.....	96	.....	.....	.....
York and Cumberland R. R.... ..	.....	.....	.....	.....	.....	.....
“ guar'd by city..... 104	.....	104	104	.....	102	.....
Ches. and Ohio C. pref. bonds.. ..	.....	.....	.....	.....	.....	.....
“ guar'd by Virginia..... ..	.....	.....	.....	.....	.....	.....

BANK STOCKS.

Bank of Baltimore.....	100	100	102½	103	102	102¾
Merchants'.....	113	112	113	113	113	116
Union Bank of Maryland.....	75	75½	75½	75	76	77½
Farm. and Merchants'.....	40	39¾	40½	39¾	39½	40½
Com. and Farm., full period... ..	.....	.....	.....	40	.....	.....
“ “ short period.. ..	.....	.....	.....	.....	.....	.....
Marine.....	30¾	31½	31¾	31½	30	30¾
Farm. and Planters'.....	27	29	29	28	28	28½
Chesapeake.....	.....	25	25	.....	.....	.....
Western.....	22	21½	21½	22	22	22
Mechanics'.....	19¼	19½	19¾	19½	19	19
Franklin.....	13¾	.....	.....	13¾	13½	13¾
Citizens'.....	10½	10½	10½	10½	10½	10¾
Farmers' Bank of Maryland... ..	.....	.....	.....	.....	.....	51½
Patap. Bank of Maryland..... ..	.....	.....	.....	.....	.....	.....

* Reduced shares.

INSURANCE.

	1853.					
	July 15.	Aug. 15.	Sept. 15.	Oct. 15.	Nov. 15.	Dec. 15.
Baltimore Life .....	.....	.....	.....	.....	.....	.....
Firemen's	23½	23	23¾	23½	24	24½
Baltimore Fire.....	13	14	14½	14	14	14¾
Associated Firemen's.....	8½	8½	8½	9	9½	.....

RAILROADS.

Baltimore and Ohio	71½	62	61	55½	57¾	55¾
Washington Branch.....	.....	.....	.....	.....	.....	.....
York and Cumberland	20¾	19	19	19½	18¾	18½
Baltimore and Susquehannah..	28	.....	.....	.....	.....	.....

TURNPIKE ROADS.

Baltimore and Hartford .....	.....	.....	.....	.....	.....	.....
Reisterstown.....	4½	4¾	4¾	4¾	4½	4¾
York .....	.....	.....	.....	2	.....	.....
Frederick	3½	3½	3½	3½	3½	.....

MISCELLANEOUS.

Baltimore Gas Company	118	120	120	120	120	120
Baltimore Water Co.....	90	90	91	91	90	90
Union Manufacturing Co.....	16	15½	15	15½	.....	.....
Canton Company.....	28½	.....	28½	.....	.....	.....
Susquehannah Canal.....	14	.....	.....	.....	.....	.....
Cumberland Coal & Iron Co...	47	36	37	.....	.....	.....
George's Creek Co.....	.....	63	50	50	.....	50
New Creek Co.....	3	2½	2¾	2½	2½	2½
Maryland Institute .....	.....	4	4	4	.....	4

UNITED STATES TREASURY NOTES OUTSTANDING.

Amount outstanding of the several issues prior to 22d July, 1846, as per records of this office.....	\$103,761 64
Amount outstanding of the issue of 22d July, 1846, as per records of this office	8,100 00
Amount outstanding of the issue of 28th January, 1847, as per records of this office	2,500 00
	<hr/>
	\$114,361 64
Deduct cancelled notes in the hands of accounting officers, all under acts prior to 22d July, 1846.....	150 00
	<hr/>
	\$114,211 64

TREASURY DEPARTMENT,
Register's Office, Jan. 3, 1854.

F. BIGGER, Register.

DOLLARS IN CHINA.

The *Boston Daily Advertiser* has received a Gazette, supplement to the *China Mail*, of September 29, which, among other public documents, contains a communication from the Imperial Commissioner, Yan, Governor-General of the Twang provinces, and a proclamation of the local authorities of Canton, Hoo, and Lee, decreeing that, in consequence of the scarcity of the dollars which have hitherto formed the principal medium of trade, all dollars, whether of the new or old coinage, shall be allowed to circulate among merchants and dealers in one uniform mode, and that the treasury will in future be guided in the receipt of dollars by their purity, without raising any question whether they bear the "devices of eagles, horses, flowers, or plants, at one and the same rate as those with flowery millings." This decree apparently authorizes the receipt of United States, Mexican, Peruvian, and Bolivian dollars on the same footing as Spanish milled dollars, subject to an allowance for difference of purity and weight when ascertained.

SELF-IMPOSED TAXATION IN ENGLAND.

Tea and coffee are pleasant beverages, and may be said to have become necessities of life with a large number of people; but it is an equally indisputable fact that numbers among the rural population never taste tea or coffee, or, at all events, they use them only on special and rare occasions; and nevertheless these individuals enjoy robust health. Do not, however, let it be imagined that we argue for the disuse of these articles; our feeling is the reverse. The consumption of tea and coffee is commendable, as indicative of improved habits and tastes; and the only room for regret is the costliness of the articles, in consequence of the duties with which they are chargeable. Allowing that the family of a workingman consumes about eight pounds of tea in the course of a year, the amount of his contribution to the State, including the items above noted, will be not more than twenty shillings. If coffee be used instead of tea, the contribution will be very much less. It is not, indeed, in the consumption of either tea or coffee, or in the use of sugar—a confection, by the way, quite unnecessary, if not positively injurious—that the manual laboring classes show any extravagance. Self-imposed taxation, to any extent worth mentioning, lies in another direction—the abusive use of stimulants. We refer to spirits, ale, beer, porter, tobacco, and snuff; these being in reality the articles through whose agency the laboring classes contribute so largely to the national exchequer. On this point we happily do not need to present our own imperfect calculations. The subject was treated with masterly precision by the late G. R. Porter, of the British Board of Trade, in a paper which he read at the late meeting of the British Association. We invite attention to the following abstract of this valuable paper:—

The quantity of spirits of home production consumed in 1849 within the kingdom was—

In England	9,053,676	imperial gallons
Scotland.....	6,935,003	“ “
Ireland	6,973,333	“ “
	<hr/>	
Together.....	22,962,012	“ “

—the duty upon which quantity amounted to 5,793,331*l.* The wholesale cost, including the duty, would probably amount to about 8,000,000*l.*, a sum which would, however, be very far short of that paid by the consumers. According to the best calculations, the retail price to the people of England, Scotland, and Ireland, respectively, in 1849, was 17,381,643*l.*, thus divided:—

England	£8,838,768
Scotland	5,369,868
Ireland	3,173,007
	<hr/>
	£17,381,643

To this must be added the sum spent for rum, nearly the whole of which is used by the same classes as consume gin and whisky, of which the cost is here estimated. The consumption of rum in 1849 amounted to 3,044,758 imperial gallons, the duty paid on which was 1,142,355*l.* The class of consumers being the same, and the means of distribution nearly if not wholly identical, it may fairly be assumed that the cost to the consumer bears an equal relation to the duty with that assigned to British spirits, in which case the expenditure for this kind of spirit will reach 3,428,565*l.*, making the whole outlay of the people for these two descriptions of ardent spirits 20,810,208*l.*, thus locally divided:—

England	£8,205,242
Scotland	6,285,114
Ireland	6,319,852
	<hr/>
	£20,810,208

If, for the purpose of the calculation, we assume that the population of the three divisions of the United Kingdom was the same in 1849 as it was found to be at the enumeration of 1841, the consumption per head in the year was—

In England.....	0.569 gallons
Scotland.....	2.647 “
Ireland.....	0.853 “

These proportions are such as would fall to the share of each man, woman, and child throughout the land; but it must be evident that many, especially the women and children, can count for very little in the calculation, if indeed they should not be wholly discarded from it. Adopting this latter view, and dividing the quantity consumed among the adult males in all ranks of life, as they were ascertained in 1841, the following portions would fall to the share of each:—

In England.....	2.330 gallons, or about 2 1-3 gallons
Scotland.....	11.168 “ “ 11 1-6 “
Ireland.....	3.469 “ “ 3 1-2 “

On brandy there is expended the sum of 3,281,250*l.* per annum; but this liquor is consumed chiefly by the middle and higher classes. [Of wines of various kinds no account is taken, for they are not used by the classes to whom we are referring.]

While whisky is the chief excisable liquor used in Scotland and Ireland, beer in its various forms is consumed principally in England. By the most careful calculations, it would appear that the sum spent annually on beer, ale, and porter, amounts to 25,383,165*l.*

Next, as regards tobacco, in its various forms. The quantity of manufactured tobacco upon which duty was paid in 1849 was 27,480,621 lbs., and of manufactured tobacco and snuff, 205,066 lbs., yielding a revenue of 4,408,017*l.* 14*s.* 11*d.* The retail price ranges from 4*s.* to 14*s.* per lb., 17-20ths or 85 per cent of the whole being of the lowest price here named, and only about 2 per cent being of the highest quality—proportions which were stated by several respectable manufacturers who gave evidence before a committee of the House of Commons in 1845. On the same authority we are told that an addition is made of other ingredients in the processes of manufacture, amounting to 15 per cent upon the 85 per cent, which consists of cut or shag, and roll tobacco, while the snuff, which comprises 13 out of 15 parts of the remainder, admits of an increased weight to the extent of from 50 to 60 per cent. The average price of six qualities of tobacco is at present 5*s.* 2*d.* per lb., and that of the five qualities of snuff is 7*s.* 6*d.* per lb. The great bulk of the consumption falls upon the lowest-priced quality of tobacco, which is 3*d.* per oz, or 4*s.* per lb. It cannot, therefore, give an exaggerated view of the sum expended for this article, if we assume that lowest price as being paid for the whole. In regard to snuff, a larger proportion of the whole than in the case of tobacco is used by the middling and easy classes, to whom the difference of a penny in the price of an ounce of snuff cannot be any object, and who rarely, if ever, will buy the most inferior quality. The prices, it will be seen, run from 5*s.* 4*d.* to 8*s.* per lb.; if we take the mean of these two prices as the average of the whole—that is, 6*s.* 8*d.* per lb.—we shall probably be within the mark. At these rates, the cost to the consumers generally will be as follows:—

26,862,308 lbs. of tobacco, at 4 <i>s.</i> per lb.....	£5,372,461
5,537,344 lbs. snuff, at 6 <i>s.</i> 8 <i>d.</i>	1,845,781
549,612 lbs. English-made cigars, at 9 <i>s.</i>	247,325
Total for British-manufactured	£7,465,567
205,066 foreign-manufactured, at 12 <i>s.</i>	123,040
Total value as paid by consumers.....	£7,588,607

—which amount would yield 50 per cent above the cost of the tobacco as imported and the duty paid thereon—a moderate increase to defray all the expenses of manufacture, and the charges attendant upon the retailing of an article nearly the whole of which is paid for in copper coins.

If it be conceded that the sums here brought forward are justified by the facts and calculations on which they are based, it would appear that the people, and chiefly the working classes of England, Scotland, and Ireland, voluntarily tax themselves to

the enjoyment of only three articles, neither of which is of any absolute necessity for the following amount:—

British and colonial spirits.....	£20,810,208
Brandy	3,281,250
<hr/>	
Total of spirits.....	£24,091,458
Beer of all kinds, exclusive of that brewed in private families	25,883,165
Tobacco and snuff	7,588,607
<hr/>	
	£57,063,230

The amount of self-imposed taxation may be judged from these figures, and we may easily imagine the increased degree of comfort and prosperity among the humbler classes generally by the disuse of spirits and other ministrants of intemperance. There is one consideration arising out of this view of the subject which is of a painful character, and which, if it were hopeless of cure, would be most disheartening to all who desire that the moral progress of the people should advance at least at an equal pace with their physical progress. It is, that among the working classes so very large a portion of the earnings of the male head of the family is devoted by him to his personal and sensual gratifications. It has been computed, that among those whose earnings are from 10s. to 15s. weekly, at least one-half is spent by the man upon objects in which the other members of the family have no share. Among artisans earning from 20s. to 30s. weekly, it is said that at least one-third of the amount is in many cases thus selfishly devoted.

That this state of things need not be, and that, if the people generally were better instructed as regards their social duties, it would not be, may safely be inferred from the fact that it is rarely, if ever, found to exist in the numerous cases where earnings not greater than those of the artisan class are all that are gained by the head of the family when employed upon matters where education is necessary. Take even the case of a clerk with a salary of 80*l.* a year—a small fraction beyond 30*s.* a week—and it would be considered quite exceptional if it were found that anything approaching to a fourth part of the earnings were spent upon objects in which the wife and children should have no share. The peer, the merchant, the clerk, the artisan, and the laborer, are all of the same nature, born with the same propensities, and subject to the like influences. It is true, they are placed in very different circumstances—the chief difference being that of their early training—one happily, which it is quite possible in some degree to remedy, and that by means which would in many ways add to the sum of the nation's prosperity and respectability.

Little remains to be added. It must be apparent that through the use of intoxicating agents the manual laboring classes, who are the principal consumers, contribute a very large sum annually to the exchequer—probably ten millions in the aggregate. This is not the place to debate the much-vexed question, whether taxation should be direct or indirect. The fact is at least conclusive that, by the present system, taxation is in a great measure the penalty of improvidence, and comparative exemption from fiscal burdens the reward of the prudently temperate and economical.

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#### REDEMPTION OF UNITED STATES STOCKS.

The Secretary of the Treasury gives official notice that he will redeem, up to the 1st of June next, \$7,000,000 of U. S. Stocks on the following terms:—

1. The par value or amount specified in each certificate.
2. A premium on the stock of the loan authorized by the act of July, 1846, redeemable November 12, 1856, of 6 per cent. On the stock of the loan authorized by the act of 1842, of 15½ per cent. On the stock of the loans authorized by the acts of 1847 and 1848, of 21 per cent; and on the stock of the loan authorized by the act of 1850, commonly called the Texan Indemnity, 10 per cent.
3. Interest on the par of each certificate from January 1, 1854, to the date of the receipt and settlement at the Treasury, with an allowance of one day's interest in addition.

## AMERICAN COINS IN PORTO RICO.

DEPARTMENT OF STATE, WASHINGTON, Dec. 29, 1853.

The following information has been received at this Department respecting the value of coin of the United States in Macaquino currency of the Island of Porto Rico, as established by an ordinance of the Spanish government, under date of September 24, 1853:—

## GOLD COINAGE.

|                     |         |
|---------------------|---------|
| Double eagles.....  | \$21 25 |
| Eagles.....         | 10 62½  |
| Half eagles.....    | 5 31½   |
| Quarter eagles..... | 2 65½   |
| Tenth eagles.....   | 1 06½   |

## SILVER COINAGE.

|                     |         |
|---------------------|---------|
| Dollar.....         | \$1 12½ |
| Half dollar.....    | 56½     |
| Quarter dollar..... | 28½     |

The coins above mentioned are understood to be receivable at all the government offices of the island, and declared a legal tender in circulation at the rates therein expressed.

## EXPORT OF SPECIE FROM BOSTON IN 1853.

The export of specie from the port of Boston has been as follows:—

|                         |                |                     |              |
|-------------------------|----------------|---------------------|--------------|
| Total for December..... | \$1,253,583 68 | Total for June..... | \$672,630 28 |
| “ November.....         | 593,709 13     | “ May.....          | 463,420 98   |
| “ October.....          | 788,345 54     | “ April.....        | 166,907 53   |
| “ September.....        | 509,345 60     | “ March.....        | 21,943 50    |
| “ August.....           | 246,775 14     | “ February.....     | 425,000 00   |
| “ July.....             | 613,319 00     | “ January.....      | 8,527 50     |
| Total, 1853.....        | \$5,763,517 88 |                     |              |
| Total, 1852.....        | 3,495,006 22   |                     |              |

## CONDITION OF THE BANKS IN MICHIGAN.

The annual reports of the Michigan banks for January, 1854, show the following items:—

| Banks.                     | Capital.  | Circulation. | Coin.     | Loans.    |
|----------------------------|-----------|--------------|-----------|-----------|
| Michigan State Bank.....   | \$151,678 | \$350,000    | \$104,800 | \$434,000 |
| Government Stock Bank....  | 100,000   | 130,000      | 25,000    | 87,000    |
| M. Insurance Bank.....     | 200,000   | 206,000      | 101,000   | 503,000   |
| Peninsular Bank.....       | 201,905   | 124,000      | 31,000    | 473,000   |
| Farmers' and Mec. Bank.... | 181,000   | 74,000       | 5,000     | 509,000   |

## CONDITION OF THE BANKS OF NEWARK.

The Banks at Newark, New Jersey, show the following returns from January, 1854:—

|                                    | Circulation. | Coin.    | Loans.      |
|------------------------------------|--------------|----------|-------------|
| Banking and Insurance Company..... | \$283,000    | \$22,000 | \$1,060,000 |
| State Bank.....                    | 253,000      | 50,000   | 984,000     |
| Mechanics' Bank.....               | 245,000      | 65,000   | 1,030,000   |
| City Bank (Free).....              | 113,000      | 11,800   | 391,000     |

## SILVER COIN AT UNITED STATES MINT.

According to a statement published in the Philadelphia papers, the United States Mint has fully overcome the complaint among small dealers of a want of change. There is now lying at the mint in that city, subject to the call of all who may desire it, over one million of dollars in silver coin. This coin is given out, not as formerly, only in exchange for silver bullion, but in exchange for gold.

## COMMERCIAL REGULATIONS.

## TARIFF DECISIONS OF THE TREASURY DEPARTMENT.

The following decisions of the Treasury Department, made since the 4th of March, 1853, and not comprehended in the general instructions heretofore issued, (and published in former numbers of the *Merchants' Magazine*), have been communicated to the collectors and other officers of the customs for their information and government. They are of importance to merchants.

TREASURY DEPARTMENT, November 30th, 1853.

**ADDITIONAL DUTY** of 50 per cent of the duty to which goods are liable, levied under the 17th section of the act of 1842, on the appraised value of the same, is incurred when the goods belong to the manufacturer, or are obtained by other means than by purchase; on goods actually purchased the "additional duty" of 20 per cent on the appraised value is to be charged as provided in the 8th section of the act of 1846.

This duty is not incurred by a simple excess of quantity over the invoice quantity, but only where the *value* of the article, as given in the invoice and entry, shall be 10 per cent below the appraised market value. The regular tariff duty is, however, to be assessed on the excess as ascertained.

**ALLOWANCES FOR TARE, LEAKAGE, BREAKAGE, AND DRAFT.** It has been decided that none of these allowances, specified in the 58th and 59th sections of the act of 2d March, 1799, can now be made, they being considered inapplicable to imports subject to *ad valorem* duties—allowances of this character, therefore, under existing laws can only be made as follows:—

The actual tare ascertained in the mode specially pointed out in General Instructions No. 11, dated 25th August, 1853.

The *actual leakage or breakage*, incurred during the voyage of importation; the former to be ascertained by gage, and the latter by careful examination of the packages or articles, by the proper officers of the customs.

The allowance for draft (draff or dust) being only applicable to articles in bulk, a reasonable estimate of allowance may be made by weighing or measuring a portion of the article so imported.

**ANIMALS IMPORTED FOR BREED.** The existing laws simply provide for the exemption from duty of "animals imported for breed."

The declaration of the importer to the fact of their being so imported, made under oath or affirmation, in compliance with the 94th section of the act of 2d March, 1799, is not to be considered conclusive where circumstances may induce a doubt in the mind of the collector; hence a discretion is vested in that officer, who is to determine any question of doubt by the exercise of a sound judgment in view of all the facts and circumstances of the case.

**APPRAISEMENT OF MERCHANDISE.** The act of 3d March, 1851, amendatory of the acts regulating appraisements, declaring that duties must be assessed on the general market value or wholesale price of merchandise, with costs and charges added, at the *period of exportation* to the United States, any provision or previous laws which would substitute, as the basis of duty, the general market value at any other period, are necessarily repealed, as inconsistent with the latter provision. It follows that the value of merchandise at the date of purchase, as stated in the invoice, can in no case be legally made the basis of the dutiable value of the importation, unless it be also the market value or wholesale price, at the period of the exportation to the United States.

In all cases when duties are paid on imports under protest, the appraisers will be careful to retain samples of the merchandise, duly designated and marked, so that the quantity and description of the goods may be legally established, should a suit be instituted against the collector. The report, or statement of the appraisement of imports must in each case be in writing and signed, not by initials, but in full, so as to constitute legal proof of the appraisement. This report or statement should be written on the invoice or entry, if practicable, and if not, on a separate paper to be permanently attached to the invoice or entry.

To enable the collector to report additions made on appraisement to the value given in invoices or entries, in compliance with the circulars of the 26th December, 1848, and 9th October, 1850, a record must be faithfully kept of all such additions or advances in which record must be set forth in each case the name of the importer, the merchandise, the vessel in which imported, the value given in the invoice or entry, and advance, made by the appraisement.

The attention of collectors is called to the form No. 5 of the oath to be administered to merchant appraisers on appeal, and form No. 6 of their report appended to Treasury Circular of the 25th August last, a rigid compliance with which must be enforced.

Duties assessed and paid, in conformity with the law, on the appraised value of goods, cannot be refunded on any claim founded exclusively on the decree of a court, pronounced in a case where the only question before it was of libel against the goods, as being undervalued in the invoice, with intent to defraud the revenue. In the trial of such a case, it is conceived the court has no power or authority over the appraisement so made, and its opinion thereto would be extra-judicial.

**ARGOLS, OR CRUDE TARTAR.** The article imported under the designation and commercially known as "Argols, or Crude Tartar," to be admitted to entry at a duty at 5 per cent ad valorem, as provided in Schedule H of the Tariff Act; unless reported by United States appraisers as *refined, half-refined, or partially refined*, in which case it would become liable to the duty of 20 per cent ad valorem, under the 3d section of the act, as a non-enumerated article.

**ARTICLES FOR THE USE OF THE UNITED STATES.** By a special act of Congress passed the 29th of March, 1848, books, maps, and charts imported for the use of the library of Congress, are admitted to free entry—"Provided, that if in any case a contract shall have been made with any bookseller, importer, or other person aforesaid, shall have paid the duty, or included the duty in said contract, in such case the duty shall not be remitted."

The "Act to supply deficiencies," &c., passed the 26th January, 1849, in providing for the free admission of *all articles* imported for the use of the United States, contains no similar provision; but a like precaution being deemed necessary and proper under the last-named law, the collector is directed, in cases of any importations alleged to be for the use of the United States, to await the instructions from this Department, which, on its being advised by the proper officer of government, will be transmitted, for the delivery of the articles free of duty or charges, to the agent duly authorized to receive them.

Articles the growth, produce, or manufacture of the United States, exported to a foreign country and brought back to the United States, in the same condition as when exported, are exempted from duty under Schedule I of the existing tariff. In addition to the proof of identity, specified in the Treasury Circular of the 31st December, 1847, it is directed that, before admitting goods, wares, or merchandise so brought back to free entry, the collector shall require the production of certified statements from the custom house in the United States and abroad through which the articles in question had passed, containing particular descriptions of said goods, wares, or merchandise.

**ARTICLES IMPORTED FOR THE USE OF CERTAIN ASSOCIATIONS AND SEMINARIES OF LEARNING,** mentioned in the civil and diplomatic appropriation act of 12th August, 1848, are to be admitted to free entry only when of the description and character therein designated. *Articles for the use of churches*, it has been decided, are not entitled to exemption from duty under the provisions of this act.

**ARTICLES OF TASTE** entitled to free entry, as provided in schedule I of the existing tariff act, are limited to paintings and statuary, imported in good faith as objects of taste and not merchandise.

**ARTICLES IMPORTED FOR THE USE OF FOREIGN LEGATIONS IN THE UNITED STATES.** The exemption from duty, accorded by comity, to all articles intended for the personal or family use of foreign ambassadors, ministers, or charges d'affaires to the United States, is not to be extended to the importations of Secretaries of Legation, Attaches, or Consuls.

**ARTICLES OF MINISTERS OR CHARGE D'AFFAIRES OF THE UNITED STATES** to foreign governments, returning home, and having belonged to them while abroad, to be entitled to free entry, if brought with them, or when shipped to the United States on their account.

**ARTICLES OR PACKAGES LOST.** It has been decided by the Department that no allowance or abatement of duties can be made in the estimate of duties, for any missing article or package, entered on the invoice or bill of lading, unless satisfactory proof be

adduced that it was not shipped; or, being shipped, that it was lost or destroyed during the voyage of importation, and before the vessel arrived in a collection district of the United States. After such arrival, no allowance can be made for loss or injury sustained in the transportation of goods from one district to another. If articles or packages are lost while in the custody of the United States appraisers, the owner may be entitled to remuneration in the actual cost of the same, with return of any duties he may have paid on the goods, but no such allowance can be made for loss or injury sustained with regard to goods under bond in public warehouse.

**BOOKS.** Editions published abroad of works of American citizens, when imported into the United States, do not come within the exemption of duty provided by law, as personal effects or otherwise. Editions of foreign reviews and magazines, intended to take the place of the reprints of the books in the United States, cannot, whatever be the contract rate at which they are furnished to importers, be taken by the United States appraisers, in estimating the duties, at a lower valuation than the wholesale price of similar books, in the general foreign market, at the period of the exportation to the United States.

**CANAL BOATS.** The exemption of canal boats from the payment of fees and hospital money, as provided by the act of 20th July, 1846, cannot extend to boats or barges exceeding fifty tons, although without masts, or steam-power within themselves, when the usual practice of such boats or barges is to come out of the canals, and trade, by the aid of steamboats and propellers, on natural navigable waters, from district to district, such boats or barges thus becoming liable to the regular payment of hospital money and fees, beside being by law required to be registered, licensed, or enrolled and licensed, and governed by the several provisions of the laws regulating the coasting trade.

**CASES OR HOGSHEADS,** of American manufacture, exported from the United States empty, and returned filled with molasses, to be included among the dutiable charges, not being, when so imported, "in the same condition" as when exported, as required by the provisions of schedule I of the existing tariff act.

**CHAINS,** for mooring vessels, of foreign manufacture, imported for the purpose of being left in the United States as mooring chains for a line of foreign steam packets, become liable on being landed to the charge of duty provided in the existing tariff act, as manufactures of iron.

**CHARGES FOR TRANSPORTATION OF FREIGHT.** As a general rule, when goods are transported from the place of their production or manufacture to another port, and thence transhipped to the United States, the cost of transportation from the first to the second port, together with the cost of transhipment, and other shipping expenses at such shipping port, are to be added to the value of the goods at their place of production or manufacture, at the time of exportation from the last port of shipment to the United States, in making up the dutiable value of the same; as in the shipment of wines from Malaga to Valparaiso, and thence to San Francisco in California; or of iron or coal from Cardiff or Newport in Wales, to Liverpool; or from Troon or Glasgow, to Londonderry, and thence, or from Liverpool, transhipped direct for San Francisco. Exceptions in the application of this rule are, however, in some instances to be made, from the peculiar circumstances of the case; as, for example, where goods are shipped in good faith from any shipping port in Europe, their destination declared to be for any port of entry of the United States on the coast of the Pacific, to be transported across the Isthmus of Panama. In such cases neither the freight from the port of departure in Europe to the Isthmus, nor the charge of transit over the same; nor the final freight or transportation from Panama to their destined port in the United States on the Pacific, is to be added, in their appraisement, in estimating the dutiable value of the goods. The appraisement must, however, exhibit the true market value or wholesale price of the goods, in the principal markets of the country whence originally shipped, on the destination before mentioned, at the period of exportation to the United States. In like manner, goods shipped at Colan, or any other port of South America on the coast of the Pacific, destined for a port of the United States on the Atlantic, via the Isthmus of Panama, are exempt from the payment of duty on any of the charges of freight or transportation.

**CHICOORY ROOT,** not being one of the several roots specially mentioned in the existing tariff act, as liable to various rates of duty, becomes entitled to free entry, under schedule I, as necessarily included in the provisions regarding "roots not otherwise provided for."

**COAL MEASURES.** The measures to be used for ascertaining the quantity of imported

coal, will be tubs containing, when even full, three heaped bushels, equivalent to three and three quarters struck bushels. They will be constructed of the following dimensions, to wit:—

## INTERIOR DIMENSIONS.

|         |                      |
|---------|----------------------|
| 14½     | inches depth.        |
| 25 7-10 | “ breadth of bottom. |
| 27 6-10 | “ “ top.             |

In the measurement of coal these tubs will be filled even full, and will be estimated as containing three bushels each.

**COCOA WINE.** If, on examination, it appears to the satisfaction of the collector that the article so named is not imported to be used as a beverage, like the wines of Commerce, but is exclusively used medicinally—it is to be considered as entitled to duty as a medicinal preparation, at a duty of 30 per cent ad valorem.

**COMMISSIONS.** At the usual rates, but not less than 2½ per cent, as regulated by the law and Treasury Instructions, No. 8, dated 25th of August last, are chargeable on the cost of the goods, with addition of the expenses of packing, baling and boxing, transportation to the place of exportation to the United States, and of transhipment and other shipping charges at such port.

**CONCENTRATED MOLASSES OR MELADO.** The article imported under such designation, being brought by process of manufacture to the point of crystallization, is to be considered as inferior sugar, and is to be so taken in the appraisement, ascertainment and estimate of the foreign general market value of the article.

**CONCENTRATED LEMON JUICE.** The article having gone through a process of preparation for the purpose of being used in calico printing, is taken out of the classification, made in schedule G, of the existing tariff act, as “lemon juice,” and becomes liable to the duty of 20 per cent under the 3d section of the act, as a non-enumerated article.

**COPPER IN PLATES,** 8¼ inches in length, 6¼ inches in width, and ⅝ of an inch in thickness, not being considered a “manufacture of copper,” as provided for in schedule C, nor “copper in pigs or bars,” as provided for in schedule H, necessarily becomes liable to the duty of 20 per cent, as a non-enumerated article under the provisions of the 3d section of the tariff act.

**CROCHET NEEDLES,** not considered as comprehended in the class of needles specified in schedule E of the tariff act, but liable to duty as “manufactures” according to the material of which they are composed.

**CRUCIBLES OF PLATINA,** specifically imported for the use of a scientific school, to be exempt from the payment of duty, under the provisions of the 1st section of the Civil and Diplomatic Appropriation Act of 12th August, 1848.

**CURRENCIES.** The list of foreign currencies, the value of which has been fixed by the laws of the United States, has been given in the general instructions from the department, No. 8, dated the 25th August, 1853. The department, having received satisfactory information of the depreciation of the currencies of Austria, Chili, Bolivia, Peru, Porto Rico, and Nova Scotia, collectors are advised that, on invoices of merchandise, made out in such depreciated currencies, with certificates of United States Consuls annexed, being presented, they may be received by the collectors, subject, however, to the restrictions contained in circular instructions of the department No. 6, dated the 19th September, 1851.

**DEFICIENCIES.** Under the decisions of the Supreme Court of the United States, allowance is to be made, in the assessment of the duties, for deficiencies in importations of merchandise, the duty to be assessed only on the value of the quantity received of sugars, molasses, liquors, oils, &c., arising from actual drainage, leakage, or damage; but no allowance can be made for the shrinking or drying of articles during the voyage of importation, where the full quantity shipped of such articles as per invoice has been landed, and no further allowance under the 59th section of the general collection act of 2d March, 1799.

**DISCOUNTS.** In conformity with the regulations established in general instructions, No. 8, dated 25th August, and No. 12, dated 6th October, 1853, the usual discount may be allowed, in the estimate of duties, if claimed on the invoice of goods shipped by the manufacturer, to be sold on account, *provided* the oaths or affirmations are made by the manufacturer and consignee, as prescribed by existing laws; and provided further, that the deduction of such discount do not reduce the invoice below the general market value of the goods, at the time of shipment to the United States.

**DISCRIMINATING DUTIES.** It appearing from a communication from the charge d'affairs of Spain, dated 23d August, 1853, as well as from the certificate of the American Consul at Teneriff, dated 19th April, 1853, that by a royal Spanish decree, dated 11th July, 1852, and proclaimed in the said island on the 10th of October, 1852, American vessels and their cargoes arriving in said island after the said 10th October, 1852, were placed on the same footing with the vessels of Spain and their cargoes. No discriminating duty is to be levied on Spanish vessels or their cargoes from that island arriving in ports of the United States, provided that on each such arrival there be filed with the collector of the port in which the vessel arrives, a certificate of the American consul at said island, showing that the said Spanish decree remains in full force.

**EMIGRANTS** arriving in the United States to be entitled to the free entry of their household and personal effects, together with their tools, implements and instruments of trade or profession, comprehending any apparatus or machine worked by manual power exclusively.

**ENGRAVINGS OR PLATES**, bound or unbound, are entitled to entry at a duty of 10 per cent, as provided in schedule G, but when in frames, the frame is liable to a further duty as a manufactured article, according to the materials composing it.

**ERROR IN THE ASSESSMENT OF DUTIES.** Where the correction of such errors is claimed, without proof of protest as required in all other claims for return of excess of duty paid, such claim cannot be entertained and considered by the department, unless it appear by the certified statement of the collector, that it has been presented to the collector within one year from the time of payment of the duties alleged to have been exacted in error.

**EXCESS IN WEIGHT**, over the invoice quantity, when arising from the damaged condition of the article, as in the case of indigo partially saturated with sea water, is not considered liable to duty, the assessment, in such cases, being properly limited to the invoice quantity.

**FABRICS**, composed of silk and metal, or silk, cotton, and metal, are entitled to entry at a duty of 25 per cent ad valorem, as provided in schedule D. of the tariff act on manufactures composed in part of silk, unless the metal be the component material of chief value, in which case the fabric would be liable to the duty of 30 per cent ad valorem, under special provision in regard to that component material in schedule C. If the fabric be composed of silk, paper, and metal, although metal be not the component material of chief value, the fabric would be still liable to the duty of 30 per cent; any manufacture composed in part of paper being subject to that rate of duty by the provisions of schedule C of the existing tariff act.

**FEES**, for weighing, gauging, or measuring imports, under the provision in the 4th section of the tariff act of 1846, it has been decided by the courts of the United States, can be legally exacted of the importer only, in cases where the invoice or entry shall not contain the weight, or quantity, or measure of the merchandise weighed, gauged, or measured. This decision of the courts is acquiesced in by this department, but whenever the weighing, gauging, or measuring shall disclose a difference between the actual weight or quantity, and that specified in the invoice or entry, affording a well-grounded presumption of fraud, the collector will advise with the United States District Attorney on the case, and will be governed by his opinion as to the propriety of instituting legal proceedings for enforcing the penalty provided by law.

**FIGURES** of porcelain, or other material, of an obscene or indecent character are liable to seizure and to be libeled under the provisions of 28th section of the tariff act of 30th August, 1842.

**FISH**, caught in the lakes, near the Canada shores or islands, by American fishermen, and brought by them into ports of the United States, fresh or put up in American barrels, with American salt, are exempt from duty under provisions of schedule I of the existing tariff act, provided they are so brought into the United States in an American vessel, duly licensed for the fisheries; otherwise they become liable to a duty of 20 per cent, as provided in schedule E of said act.

**GLASS.** No decision of this department has recognized as "window glass," entitled to entry at a duty of 20 per cent ad valorem, any other than the "broad crown or cylinder glass," specified in schedule E. Glass ground on one side must be taken as a "manufacture of glass," provided for in schedule C; and if "colored or stained," it is found in the same schedule, charged with a duty of thirty per cent ad valorem.

**GLASS, JARS**, specially imported for a school or college, are exempt from the payment of duty under the provision of the act of the 12th August, 1848.

GRAIN, brought from Canada into the United States, there ground into flour, and thence exported back to Canada, is not entitled thereby to a drawback of the duties paid on importation, the article not being in the same condition as when imported into the United States.

HORSES, purchased by officers of the army of the United States, or others, on their own account, and not as authorized agents of the government, and brought into the United States from the adjacent foreign possessions, are not exempt from the payment of duty by any provisions of law.

INDIANS. Under the provision of the 105th section of the general collection act of 2d March, 1799, peltries may be brought into the United States by Indians from the adjacent foreign possessions: and also the goods and effects bona fide their property, provided the said goods and effects are moderate in quantity and value, and usual among Indians. The officers of the customs have been enjoined in General Instructions No. 11, dated 22d September, 1853, to exercise vigilance in preventing or detecting the illegal introduction of foreign dutiable merchandise into the United States by means of the agency of Indians; and it has been decided by this Department that such articles as shingle and stave bolts, cord wood, salted fish in barrels, cattle, horses, and agricultural products, when brought into the United States by Indians from the neighboring foreign possessions, in quantities, for sale or on contract, as merchandise, are not entitled to entry free of duty, under the law.

INDIAN CORN, OR MAIZE. This article is not admissible without the payment of duty, as seeds for agricultural purposes, being specified in schedule E of the tariff act as charged with a duty of 20 per cent ad valorem.

INDIA RUBBER, when in a liquid state, to be admitted as unmanufactured, at a duty of 10 per cent, as provided in schedule G of the existing tariff act.

INVOICES. Shipments of merchandise by several vessels cannot be embraced in a single invoice, and be covered by a single consular certificate. The merchandise shipped by each vessel must be embraced in a single invoice, duly verified, if on foreign account, by oath of the owner, and authenticated by consular certificate. Foreign merchandise destined for a port of the United States by way of the River St. Lawrence, is not unfrequently transhipped from the importing vessel to one or more vessels of light draft, and on arrival at the port of destination is found to be unaccompanied by the documents entitling it to entry.

Where all the articles embraced in the invoice are transhipped on the St. Lawrence to a single vessel, the proper invoice must be presented on entry, together with a copy of the clearance from the foreign port of exportation of the vessel from which the transshipment took place, certified to be a true copy by the collector or other chief revenue officer of the Canadian port at which the vessel was entered. When the articles embraced in a single invoice are transhipped on the St. Lawrence to several vessels, they will be admitted to entry on the production of the proper invoice, and a statement under oath of the person or agent superintending the transshipment, describing the articles, by numbers, marks, &c, transhipped to each vessel, and stating in what invoice they are embraced, together with the certified copy of the clearance of the importing vessels, as above required.

INVOICE AND MANIFEST. The attention of collectors of the customs in districts adjacent to foreign territory is called to those provisions of General Instructions No. 7, which relate to the *manifest* prescribed in the act of March 2d, 1821, entitled "An act further to regulate the entry of merchandise imported into the United States, from any adjacent territory," and the *invoice* required by the act of March 1st, 1823, supplementary to and amendatory of the general collection law of 2d March, 1799.

Whenever the importer presents an invoice or manifest of the description referred to in General Instructions No. 7, duly supported by oath, he may be permitted as well to enter for warehousing as consumption; and the warehouse regulations heretofore prescribed by the department are modified to that extent; and if the goods are withdrawn for transportation under bond to another district, the triplicate copy of the entry with the duty estimated thereon required by the regulations to be forwarded to the collector of the district to which the goods are destined, will be accompanied by a certified copy of the invoice or manifest, (as the one or the other has been presented on the original warehouse entry,) with the appraisers' report thereon.

IRON ORE, imported into the United States from the adjacent British possessions, or elsewhere, to be charged as provided in schedule C of the existing tariff act, with a duty of 30 per cent ad valorem.

LINSEED OIL. It being represented to the department that diversity of practice prevails at some of the ports in the mode of ascertaining the quantity imported of this

article, collectors are instructed that, as well in order to the assessment of duties as for statistical purposes, such quantity must uniformly be ascertained by gage.

LOGS OF PINE AND OTHER WOOD, sent from the adjacent foreign possessions, to be sawed into lumber in the United States and then exported back to said possessions, to be liable to the charge of duty on importation, which cannot be returned as drawback on exportation, the article not being in the same condition as when imported.

MACHINES for making paper or other uses of manufacture, cannot be admitted to free entry under the law, as models of machinery, if, as imported, they cannot be "fitted for use."

MARBLE BLOCKS, imported for the cemetery of a benevolent society, or for any other purpose than the use of the United States, cannot be admitted without the payment of the duty provided by law.

MEDALLIAN CASTS, in plaster, from antique gems, are not admitted to free entry, either as "objects of taste," or as "medals or other antiquities," and become liable on importation to the duty of 20 per cent ad valorem, as non enumerated articles.

OLD TYPE, brought from the adjacent British possessions, and represented as originally of American manufacture, and as being imported for the purpose of being recast, and returned to the said possessions, are chargeable with duty on their importation, as specially provided for in schedule E of the existing tariff act; and no drawback of duties can be allowed on their exportation as new type, the condition of the article being essentially changed.

PAPER CLIPPINGS AND SHAVINGS, intended for the purpose of being ground into a pulp for making paper. This article is not specified in the law, but bearing a similitude, particularly in the use to which it may be applied, to "rags of whatever material," provided for in schedule H of the tariff act of 1846, becomes, under the operation of the 2d section of the act of the 10th August, 1843, entitled to entry at a duty of 5 per cent ad valorem.

PICUL. On importations of hemp from Manilla, the *picul* to be taken at 135 lbs.

PLATINA. It being satisfactorily ascertained that this article is never imported into the United States in an absolutely crude state, it has been decided by the Department that the exemption from duty, provided in schedule I of the tariff act of 1846, of platina unmanufactured, extends to and comprehends platina imported either in ingots or in the form of sheets, used in the manufacture of retorts and other vessels, or in the form of wire used by dentists in the manufacture of pivots for artificial teeth, or generally to the substance platina, in any shape or form not constituting an article suitable for use without further manufacture.

PROTESTS. In order to the allowance of a return of excess of duties claimed under the provisions of existing laws, and decisions of courts of the United States, authorizing the return of duties paid, the certified statements transmitted by the collectors of the customs must show that the protest prescribed by such laws or decisions of courts and required by this department, was duly made at or before the time of the payment of the duties on each several importation mentioned in the said statement, it being decided by this department, in conformity with the judicial decisions, that a general protest, made on any one importation, cannot be taken as extending and applying to future importations of a similar character.

SAMPLES OF GOODS. The class of articles under this title, considered by this Department admissible free of duty, must be only such as small strips or pieces of silk, cotton, or other fabrics; small quantities of raw material, and generally articles of any description having little or no intrinsic value as merchandise; in regard to which the proper officers of the customs, in their examinations, are to exercise a reasonable discretion, it being understood that articles of a certain value, although imported under the designation of samples, such as pieces of carpeting, which, from their size and form, are suitable for and sold as rugs or bed-sides, &c., can be exempted from the payment of duty.

SHOE, SLIPPER, BOOT, BOOTEE, OR BUTTON STUFFS, of mohair cloth, silk twist, or any other fabric of cloth suitable for the manufacture of those articles exclusively, are entitled, under the provision in schedule H of the existing tariff act, to entry at a duty of five per cent ad valorem. To be so admitted, however, the importation must be in strips or pieces, or so punctured or worked, or stamped in figures, colored or otherwise, as to render them unsuitable for other purposes than the manufacture of the articles enumerated in the law. Plain cloths, although cut or punctured at the edges, but leaving uninjured material sufficient and suitable for other uses, cannot be so admitted; and manufactures of leather and silk, imported in the shape of uppers of shoes or slip-

pers, do not come within the provision of law referred to, but are liable to the duty of 30 per cent under the provisions of schedule C of the existing tariff act.

SPARS, or other articles of wood, floated across a river or lake, from an adjacent foreign possession, into the United States, become liable to the appropriate rate of duty, according to their distinctive character as provided by law, and specially referred to in general instructions No. 11, dated 22d September, 1853.

STATUARY, when imported as objects of taste, is entitled to free entry. The term statuary, as used in the law, is understood to be confined in its application to "figures representing living or deceased creatures, of whatever species, real or imaginary, in full relief, insulated on every part," and which may be formed of marble, plaster, bronze, or other material appropriate to composition of an "object of taste." Sculptures of figures, in mezzo relievo, cannot, therefore, consistently with the construction of the law given by this Department, be admitted to free entry.

STONES FOR BUILDING, to be liable, under the provisions of schedule G of the existing tariff act, to a duty of 10 per cent ad valorem.

SWEDISH GERMAN STEEL. This article being known to the trade as "German steel," although coming from countries other than Germany, on the principle established by courts of the United States, is to be admitted to entry as "German steel," at a duty of 15 per cent ad valorem, as provided in schedule F of the tariff act.

VENETIAN RED, chargeable as an ochre with the duty of 30 per cent ad valorem, as provided in schedule C of the tariff act.

WAREHOUSING AND RE WAREHOUSING. As duties payable on merchandise transported in bond and re-warehoused under the warehousing law and regulations, are collected according to the ascertainment and estimate made at the port of original entry and warehousing, collectors and other officers of the customs are instructed to cause the utmost care to be used in all the acts necessary in determining the exact quantity, quality, dutiable value, such as weighing, gauging, measuring, and appraising, in order to ascertain the precise amount of duties chargeable on the merchandise imported.

WITNESSES. Where the United States district attorney requires the attendance of witnesses on behalf of the collector of the customs, in revenue cases, the latter will advance the necessary fees, in order that proper and legal service may be made.

JAMES GUTHRIE, Secretary of the Treasury.

#### WEIGHTS AND MEASURES.

B. W. WHITE, of Bear Spring Seminary, Giles County, Tennessee, thinks it entirely unnecessary to have three or four different kinds of weights. Writing to the *Scientific American*, he says:—

"I have found, by many years' experience in teaching, that it is very perplexing to students, and unnecessarily retards their progress, in having to learn so many tables, and still more perplexing to go through the exercises under these tables."

Mr. White proposes the following substitute for what he objects to:—

Let Apothecaries' and Troy weight be abolished, and let us have such divisions of the lower denominations of Avoirdupois weight as may be necessary to express the smallest quantities desired. And where is the necessity for so many kinds of measure? If all our measures of capacity have the same unit, why not have the same number of units for the same denomination in all the tables? Let us have but one measure for all solids and liquids, and let our present standard of dry measure be made that standard. Our tables of long, square, and solid measure, I would not have altered. There is a vast deal of ignorance among the people on this subject, particularly in reference to measures. Many do not seem to know that Congress alone has power to establish weights and measures; and hence we hear of Tennessee measure, Alabama measure, &c. Such a State gives 32 quarts to the bushel, and another gives 40 quarts, &c. Now if a cubic inch is the measuring unit, and the law requires a bushel to contain 2150.4 of these units, the value of a bushel will not be changed by dividing it into 32 parts, or into 32,000 parts; for the sum of the parts is equal to the whole. But if a quart is one thirty-second part of 2150.4 inches equal 67.2 inches, then no community has a right to set up a standard that requires 40 quarts, or any other number of quarts to the bushel, inasmuch as it would be an open violation of the Constitution.

## COMMERCIAL STATISTICS.

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For full statistics of the Commerce of New York for the year ending December 31st, 1853, &c., see our "COMMERCIAL CHRONICLE AND REVIEW," in subsequent pages of the present number of the *Merchants' Magazine*.

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### CANADIAN TRADE STATISTICS.

TAKEN FROM THE DISPATCH OF THE GOVERNOR-GENERAL OF CANADA.  
IMPORTS AND EXPORTS OF CANADA DURING THE FOLLOWING YEARS.

|           | Imports.   |       | Exports.   |      |
|-----------|------------|-------|------------|------|
| 1842..... | £2,127,643 | 5 8   | £1,291,213 | 9 10 |
| 1843..... | 1,990,115  | 3 11  | 1,317,958  | 14 3 |
| 1844..... | 3,559,767  | 16 10 | 1,680,350  | 6 0  |
| 1845..... | 3,444,925  | 6 8   | 2,084,930  | 6 9  |
| 1846..... | 3,711,633  | 15 6  | 1,965,004  | 9 9  |
| 1847..... | 2,966,870  | 15 0  | 2,203,054  | 3 8  |
| 1848..... | 2,628,534  | 17 11 | 2,302,830  | 17 6 |
| 1849..... | 2,469,130  | 6 9   | 2,163,078  | 8 3  |
| 1850..... | 3,489,466  | 3 5   | 2,457,786  | 1 2  |
| 1851..... | 4,404,409  | 0 2   | 2,663,983  | 14 4 |

The following is a statement of the number and tonnage of vessels entered inwards and outwards at the ports of Quebec and Montreal, in each of the seven years preceding 1852:—

|           | Ships. | Tonnage. |           | Ships. | Tonnage. |
|-----------|--------|----------|-----------|--------|----------|
| 1845..... | 1,699  | 628,389  | 1849..... | 1,328  | 502,613  |
| 1846..... | 1,669  | 623,791  | 1850..... | 1,341  | 475,905  |
| 1847..... | 1,444  | 542,505  | 1851..... | 1,469  | 573,397  |
| 1848..... | 1,350  | 494,247  |           |        |          |

During the earlier years of this series an impulse was given to the trade of Quebec and Montreal, by the preference accorded in the markets of Great Britain to produce conveyed by the route of the St. Lawrence. Since that preference has been withdrawn, the facilities afforded by the Government of the United States for the transportation in bond of Canadian imports and exports through its territory, and the multiplication of railways connecting the southern band of the St. Lawrence with different points on the coast, have diverted a portion of the trade of that river from the Canadian seaports to those of the United States.

Return showing the number and tonnage of vessels built at Quebec in each of ten years ending with 1852:—

|           | Vessels. | Tons.  |           | Vessels. | Tons.  |
|-----------|----------|--------|-----------|----------|--------|
| 1843..... | 48       | 13,785 | 1848..... | 41       | 19,999 |
| 1844..... | 48       | 14,045 | 1849..... | 36       | 24,396 |
| 1845..... | 53       | 25,147 | 1850..... | 45       | 30,387 |
| 1846..... | 40       | 19,764 | 1851..... | 65       | 41,505 |
| 1847..... | 70       | 37,176 | 1852..... | 42       | 27,856 |

Statement showing the number and tonnage of vessels entered inwards and outwards at the port of Quebec in 1852, with cargoes or in ballast:—

| INWARDS.          |  |  | Ships. | Tons.   |
|-------------------|--|--|--------|---------|
| With cargoes..... |  |  | 569    | 224,525 |
| In ballast.....   |  |  | 671    | 280,499 |
| OUTWARDS.         |  |  |        |         |
| With cargoes..... |  |  | 1,228  | 518,580 |
| In ballast.....   |  |  | .....  | .....   |

Return giving the number of immigrants arrived at the ports of Quebec and New York respectively, for four years:—

|           | Quebec. | New York. | 1851..... | 1852..... | Quebec. | New York. |
|-----------|---------|-----------|-----------|-----------|---------|-----------|
| 1849..... | 38,494  | 220,603   | 41,076    | 289,601   |         |           |
| 1850..... | 32,292  | 212,796   | 39,176    | 234,258   |         |           |

Although there was no increase in the gross amount of immigration to Quebec in 1853, it is an interesting fact that it comprised an unusually large proportion (7,256) of foreign emigrants, who could have been attracted to this port only by the superiority of the route.

The progress of Upper Canada, in respect of population, has been remarkable. In the year 1791, the date of the constitutional act, it amounted to 50,000,

|              |         |              |         |
|--------------|---------|--------------|---------|
| In 1811..... | 77,000  | In 1842..... | 486,055 |
| 1824.....    | 151,097 | 1851.....    | 952,004 |
| 1832.....    | 261,060 |              |         |

Some interesting points of comparison between the progress of the United States and Canada, present themselves on a review of the census returns:—

## TOTAL FREE POPULATION OF THE UNITED STATES.

|               |            |              |                 |
|---------------|------------|--------------|-----------------|
| In 1840.....  | 14,582,102 | In 1850..... | 20,089,909      |
| Increase..... |            |              | 37.77 per cent. |

## TOTAL SLAVE POPULATION OF THE UNITED STATES.

|               |           |              |                 |
|---------------|-----------|--------------|-----------------|
| In 1840.....  | 2,487,858 | In 1850..... | 3,179,587       |
| Increase..... |           |              | 27.81 per cent. |

## TOTAL POPULATION OF CANADA.

|               |           |              |                 |
|---------------|-----------|--------------|-----------------|
| In 1841.....  | 1,156,139 | In 1851..... | 1,842,295       |
| Increase..... |           |              | 59.34 per cent. |

## TOTAL POPULATION OF UPPER CANADA.

|               |         |              |                  |
|---------------|---------|--------------|------------------|
| In 1841.....  | 465,357 | In 1851..... | 952,004          |
| Increase..... |         |              | 104.57 per cent. |

## WHEAT CROP, UPPER CANADA.

|              | Bushels.   | Each Inhabitant. |
|--------------|------------|------------------|
| In 1841..... | 3,221,991  | 6.60             |
| In 1847..... | 7,558,773  | 10.45            |
| In 1851..... | 12,692,852 | 13.33            |

Nearly quadrupling itself in ten years.

## WHEAT CROP, LOWER CANADA.

|              | Minots.   | Each Inhabitant. |
|--------------|-----------|------------------|
| In 1843..... | 942,835   | 1.36             |
| In 1851..... | 3,075,868 | 3.46             |

The minot is about one-twelfth more than the bushel.

## WHEAT CROP, UNITED STATES.

|              | Bushels.    | Each Inhabitant. |
|--------------|-------------|------------------|
| In 1850..... | 100,479,150 | 4.33             |

## VALUE OF IMPORTS OF BRITISH GOODS INTO CANADA.

|              | British Imports.     | Population. |
|--------------|----------------------|-------------|
| In 1851..... | £2,475,643 14 7      | 1,842,265   |
|              | About 26s. per head. |             |

## VALUE OF IMPORTS OF BRITISH GOODS INTO THE UNITED STATES.

|              | British Imports.     | Population. |
|--------------|----------------------|-------------|
| In 1850..... | \$75,159,424         | 23,246,301  |
|              | About 13s. per head. |             |

The British imports into the United States increased in 1851 to \$93,847,996, making about 16s. per head on the estimated population.

## REVENUE AND EXPENDITURE OF CANADA.

|                  |              |
|------------------|--------------|
| Revenue .....    | £692,206 4 9 |
| Expenditure..... | 521,634 11 2 |

Showing on the financial transactions of the year an excess in revenue over expenditure of..... £170,562 13 7

IMPORTS AND EXPORTS OF TEAS IN 1853.

COMPARED WITH THE PREVIOUS YEAR.

We subjoin a statement of teas imported into the United States, for the years ending December 31, 1852 and 1853:—

|                                  | 1852.      | 1853.      |
|----------------------------------|------------|------------|
| Hyson . . . . . lbs.             | 1,275,346  | 1,280,187  |
| Young Hyson . . . . .            | 13,898,637 | 14,423,726 |
| Hyson Skin . . . . .             | 2,631,546  | 2,671,342  |
| Twankay . . . . .                | 2,184,805  | 2,152,672  |
| Gunpowder . . . . .              | 2,349,240  | 2,483,127  |
| Imperial . . . . .               | 1,384,565  | 1,590,742  |
| Total green . . . . .            | 23,724,139 | 24,601,746 |
| Souchong and Congo . . . . .     |            | 5,681,719  |
| Oolong . . . . .                 |            | 7,330,427  |
| Powchong . . . . .               |            | 1,971,726  |
| Pecco . . . . .                  |            | 885,591    |
| Total Black . . . . .            | 16,188,520 | 15,369,463 |
| Total Green and Black . . . . .  | 39,912,659 | 39,971,209 |
| Increase in 1853—Green . . . . . |            | 877,607    |
| Decrease in 1853—Black . . . . . |            | 819,057    |
| Net increase in 1853 . . . . .   |            | 58,550     |
| Imports in 1851—Green . . . . .  |            | 16,667,000 |
| Imports in 1851—Black . . . . .  |            | 13,590,403 |
| Total . . . . .                  |            | 30,257,403 |

EXPORT FROM THE UNITED STATES IN 1853.

|                                 |         |                        |           |
|---------------------------------|---------|------------------------|-----------|
| Hyson . . . . . lbs.            | 125,654 | Twankay . . . . . lbs. | 182,656   |
| Young Hyson . . . . .           | 132,810 | Gunpowder . . . . .    | 103,672   |
| Hyson Skins . . . . .           | 145,674 | Imperial . . . . .     | 83,830    |
| Total Green . . . . .           |         |                        | 774,296   |
| "    Black . . . . .            |         |                        | 1,538,601 |
| Total Green and Black . . . . . |         |                        | 2,312,897 |

NEW VESSELS REGISTERED AT BALTIMORE IN 1853.

The *American* furnishes, from reliable data, the following list of vessels built, registered, &c., at Baltimore, during the year 1853. The exhibit is a satisfactory one, showing that the commercial marine of the port has largely increased during the year, and that the ship-builders have participated in the general prosperity that has attended all branches of business in that city. It will be seen that in 1852 the number of vessels built was 58, and the aggregate tonnage 12,981.01—in 1853 the number of vessels built was 71, and their aggregate tonnage 18,391.62, an increase of 13 in the number of vessels built, and of 5,410.61, or nearly one half in the amount of aggregate tonnage:—

| 1853.                  | Tons.     | 1852.                  | Tons.     |
|------------------------|-----------|------------------------|-----------|
| 8 ships . . . . .      | 8,637.04  | 6 ships . . . . .      | 4,676.12  |
| 7 barks . . . . .      | 2,724.05  | 7 barks . . . . .      | 2,170.73  |
| 8 brigs . . . . .      | 1,615.51  | 5 brigs . . . . .      | 952.87    |
| 41 schooners . . . . . | 4,589.56  | 38 schooners . . . . . | 4,004.26  |
| 3 sloops . . . . .     | 28.77     | 2 steamers . . . . .   | 976.88    |
| 4 steamboats . . . . . | 796.60    |                        |           |
| 71 vessels.            | 18,391.62 | 58 vessels.            | 12,981.01 |

## PRICE OF FLOUR IN BALTIMORE FROM 1796 TO 1853.

The *Baltimore American*, one of the most reliable journals in the United States, publishes the annexed statement of the price of flour for the first three months of the year, from 1796 to 1853, inclusive. This table possesses peculiar interest at the present moment, showing as it does the great and rapid fluctuations of the market, and stating the fact that at periods when labor did not obtain more than one-half the price it now commands, flour has sold at much higher prices. In 1796, for instance, it sold as high as \$15 a barrel, and at \$14 25 in 1817.

## PRICES OF FLOUR FOR THE FIRST THREE MONTHS OF THE YEAR, FROM 1796 TO 1853, INCLUSIVE.

| Years.     | January. | February. | March.  | Years.    | January. | February. | March. |
|------------|----------|-----------|---------|-----------|----------|-----------|--------|
| 1796.....  | \$12 00  | \$13 50   | \$15 00 | 1825..... | \$4 87   | \$5 12    | \$5 12 |
| 1797.....  | 10 00    | 10 00     | 10 00   | 1826..... | 4 75     | 4 62      | 4 50   |
| 1798.....  | 8 50     | 8 50      | 8 50    | 1827..... | 5 75     | 6 00      | 4 75   |
| 1799.....  | 9 50     | 9 50      | 9 25    | 1828..... | 5 00     | 4 87      | 5 75   |
| 1800.....  | 11 50    | 11 26     | 11 50   | 1829..... | 8 50     | 8 25      | 8 00   |
| 1801.....  | 11 50    | 11 25     | 11 50   | 1830..... | 4 62     | 4 50      | 4 50   |
| 1802.....  | 7 00     | 7 00      | 7 00    | 1831..... | 6 12     | 6 25      | 7 00   |
| 1803.....  | 6 50     | 6 50      | 6 50    | 1832..... | 5 50     | 5 50      | 5 50   |
| 1804.....  | 7 40     | 7 50      | 7 00    | 1833..... | 5 75     | 5 00      | 5 50   |
| 1805.....  | 11 00    | 12 25     | 13 00   | 1834..... | 5 25     | 5 00      | 5 87   |
| 1806.....  | 7 50     | 7 50      | 7 00    | 1835..... | 4 87     | 5 00      | 5 00   |
| 1807.....  | 7 50     | 7 50      | 7 50    | 1836..... | 6 50     | 6 62      | 6 75   |
| 1808*..... | 6 00     | 5 75      | 5 50    | 1837..... | 11 00    | 11 00     | 10 75  |
| 1809*..... | 5 50     | 7 00      | 7 00    | 1838..... | 8 75     | 8 00      | 8 00   |
| 1810†..... | 7 75     | 8 00      | 8 25    | 1839..... | 8 00     | 8 25      | 7 50   |
| 1811.....  | 11 00    | 10 50     | 10 50   | 1840..... | 5 37     | 5 50      | 4 87   |
| 1812‡..... | 10 50    | 10 12     | 9 75    | 1841..... | 4 50     | 4 50      | 4 25   |
| 1813‡..... | 11 00    | 10 00     | 9 50    | 1842..... | 5 87     | 5 56      | 5 25   |
| 1814‡..... | 9 25     | 8 25      | 8 00    | 1843..... | 3 87     | 3 68      | 3 75   |
| 1815‡..... | 8 00     | 8 00      | 7 75    | 1844..... | 4 25     | 4 50      | 4 62   |
| 1816.....  | 9 00     | 9 00      | 8 00    | 1845..... | 4 00     | 4 25      | 4 25   |
| 1817.....  | 13 50    | 13 75     | 14 25   | 1846..... | 5 25     | 4 87      | 4 68   |
| 1818.....  | 10 00    | 10 75     | 10 50   | 1847..... | 4 75     | 5 87      | 6 12   |
| 1819.....  | 9 00     | 8 75      | 8 25    | 1848..... | 6 00     | 5 50      | 5 64   |
| 1820.....  | 6 00     | 5 50      | 5 00    | 1849..... | 5 00     | 4 87      | 4 81   |
| 1821.....  | 4 00     | 4 00      | 3 75    | 1850..... | 4 75     | 4 75      | 4 62   |
| 1822.....  | 6 25     | 6 25      | 6 25    | 1851..... | 5 56     | 4 50      | 4 37   |
| 1823.....  | 7 00     | 6 75      | 7 00    | 1852..... | 4 00     | 4 18      | 4 12   |
| 1824.....  | 6 00     | 6 00      | 6 12    | 1853..... | 5 25     | 5 25      | 5 00   |

We have chosen the first three months of the year, January, February, and March, for the foregoing statement, for the reason that flour has generally reached its highest point during those months. In 1847, the Irish famine year, during the month of June flour advanced to \$9 75, although sales were made in November at \$6 12½, from which time it commenced to advance.

We yesterday stated that at one period during the year 1847 there were sales in Baltimore of Howard-street flour at \$10 75 per barrel,—this was correct so far as relates to the store price, but the wholesale and wagon price did not exceed \$9 75. There was a sale made to government, published about this time, of 150 barrels at \$10, but it was never delivered, the agent having withdrawn from his contract before it was legally closed.

## IMPORTS OF GENERAL MERCHANDISE.

The *Journal of Commerce*, in publishing the annual statement of the general imports of foreign merchandise at the port of New York, remarks that the list is very suggestive. It says:—

The formidable array of drugs is quite sufficient to account for the expenses of sickness, independently of the charges of the M. D.'s, who are just now striking for higher

\* Embargo

† In July and August this year, 11 and 12.

‡ War.

wages. Those who think the trade in toys a small business, will be surprised to see that, in addition to the playthings brought out under other titles, this heading alone shows a total of nearly half a million dollars. There is a large business done in books, the total for the year being \$689,372. Nearly the same value has been imported in buttons; while upwards of two millions of foreign cigars have ended in smoke. The value of foreign goods, entered directly for the Crystal Palace Exhibition, was less than one million of dollars; but a large quantity were also displayed which were taken from the stock entered for sale. How many interesting associations are connected with these details of a trade reaching \$96,000,000!

#### NAVIGATION OF BALTIMORE IN 1853,

VESSELS ARRIVED AT BALTIMORE DURING THE YEAR 1853, EXCLUSIVE OF BAY CRAFT.

|                       | 1853.         |        |        |            |        | 1852.  |
|-----------------------|---------------|--------|--------|------------|--------|--------|
|                       | No. of ships. | Barks. | Brigs. | Schooners. | Total. | Total. |
| January . . . . .     | 4             | 13     | 29     | 82         | 128    | 65     |
| February . . . . .    | 10            | 22     | 19     | 79         | 130    | 153    |
| March . . . . .       | 17            | 25     | 39     | 88         | 169    | 170    |
| April . . . . .       | 2             | 24     | 23     | 87         | 136    | 175    |
| May . . . . .         | 19            | 24     | 24     | 97         | 164    | 163    |
| June . . . . .        | 25            | 26     | 42     | 96         | 189    | 166    |
| July . . . . .        | 24            | 29     | 30     | 74         | 157    | 157    |
| August . . . . .      | 31            | 25     | 30     | 93         | 179    | 165    |
| September . . . . .   | 26            | 27     | 38     | 93         | 184    | 187    |
| October . . . . .     | 34            | 27     | 34     | 102        | 197    | 183    |
| November . . . . .    | 26            | 17     | 19     | 69         | 131    | 152    |
| December . . . . .    | 30            | 18     | 24     | 127        | 199    | 154    |
| Total, 1853 . . . . . | 248           | 277    | 351    | 1,087      | 1,963  | 1,889  |
| “ 1852 . . . . .      | 138           | 292    | 401    | 1,068      | 1,899  |        |
| “ 1851 . . . . .      | 103           | 214    | 346    | 970        | 1,633  |        |

NOTE.—The large increase in the number of ships arrived the past year, is to be accounted for by our including all the steamships of the Parker Vein Coal Company's line in that class.

#### DISTRIBUTION OF COTTON IN EUROPE AND UNITED STATES.

The *New York Journal of Commerce* publishes the following table, furnished by a correspondent, showing the distribution of the cotton supply for the last ten years, expressed by the per centage:—

| Years.                     | Crop and stock, say total supply. | Great Britain. Per ct. | France. Per ct. | North of Europe. Per ct. | Other Foreign ports. Per ct. | United States. Per ct. | Burnt, & stock on hand. Per ct. |
|----------------------------|-----------------------------------|------------------------|-----------------|--------------------------|------------------------------|------------------------|---------------------------------|
| 1852-3 . . . . .           | 3,354,058                         | 51.78                  | 12.72           | 5.10                     | 5.77                         | 20.59                  | 4.04                            |
| 1851-2 . . . . .           | 3,143,920                         | 53.03                  | 13.40           | 5.37                     | 5.87                         | 19.18                  | 3.15                            |
| 1850-1 . . . . .           | 2,523,187                         | 56.13                  | 11.94           | 5.13                     | 5.53                         | 16.02                  | 5.25                            |
| 1849-50 . . . . .          | 2,251,459                         | 49.16                  | 12.86           | 5.20                     | 5.40                         | 21.66                  | 7.72                            |
| 1848-9 . . . . .           | 2,900,964                         | 53.03                  | 12.70           | 5.71                     | 5.39                         | 17.86                  | 5.31                            |
| 1847-8 . . . . .           | 2,562,771                         | 51.63                  | 10.89           | 4.70                     | 5.25                         | 20.75                  | 6.73                            |
| 1846-7 . . . . .           | 1,885,773                         | 44.06                  | 12.81           | 4.01                     | 4.94                         | 22.60                  | 11.49                           |
| 1845-6 . . . . .           | 2,194,663                         | 50.23                  | 16.39           | 3.95                     | 5.38                         | 19.26                  | 4.79                            |
| 1844-5 . . . . .           | 2,554,275                         | 56.34                  | 14.06           | 5.26                     | 5.89                         | 15.22                  | 3.23                            |
| 1843-4 . . . . .           | 2,124,895                         | 56.50                  | 13.30           | 3.25                     | 3.54                         | 16.32                  | 7.00                            |
| Average per year . . . . . |                                   | 52.20                  | 13.11           | 3.57                     | 5.30                         | 18.95                  | 5.87                            |

The total supply figures show the crop of each season, including stock brought over. 1897, that year of European famine, stands out in bold relief, showing the decided effect of high bread prices upon cotton consumption. In it, crop of 1846-47, England, suffering under famine, took 6 per cent less of the supply, viz: 1,885,773 bales, than it had the year before, of viz: 2,194,663 bales. France nearly 2 per cent less; other countries, especially the United States, profiting by the high prices of breadstuffs,

took a larger proportion than usual, consuming equal to half of the quantity taken by Great Britain, yet leaving  $11\frac{1}{2}$  per cent of supply as stock on hand. 1848, the year of continental revolutions, favored England's manufacturing interest. It took  $51\frac{3}{8}$  per cent of a supply of 2,562,471 bales; France, the chief seat of disturbances, taking but  $10\frac{7}{8}$  per cent less than it took of any crop. We are entering upon a new season, with by no means low prices for cotton, with an advancing grain market in Europe and unsettled state of politics threatening war over the European continent, besides an increasing stringency in the leading money markets.

#### IMPORTS OF COFFEE AT BALTIMORE.

The following table, showing the imports of coffee at the port of Baltimore, is derived from the Coffee Circular of White & Elder, brokers:—

|           | Imports in bags. | Max. price.     | Min. price.    | Av. price.     |
|-----------|------------------|-----------------|----------------|----------------|
| 1849..... | 219,453          | 12 c.           | 6 c.           | 8 c.           |
| 1850..... | 190,919          | 15              | $8\frac{1}{2}$ | 11             |
| 1851..... | 301,634          | $11\frac{1}{2}$ | $8\frac{1}{4}$ | $9\frac{1}{4}$ |
| 1852..... | 248,248          | $9\frac{1}{2}$  | $8\frac{1}{2}$ | $9\frac{1}{4}$ |
| 1853..... | 208,702          | $12\frac{1}{2}$ | 9              | 10             |

During the several years enumerated, the stocks have not been, at any time, less than 10,000, or more than 50,000 bags, until July last, when there accumulated 87,000 bags; yet the market held up bravely at  $9\frac{1}{4}$  for good average lots.

#### LUMBER TRADE AT BANGOR IN 1853.

The official report of the lumber trade for 1853, at Bangor, shows a short supply as compared with the year 1852. The lumber surveyor reports the following quantities as surveyed for the two years:—

|                      | 1852.       | 1853.       |
|----------------------|-------------|-------------|
| Feet Green Pine..... | 102,443,465 | 82,540,021  |
| “ Dry Pine.....      | 21,956,271  | 9,944,690   |
| “ Spruce.....        | 63,859,929  | 78,087,096  |
| “ Hemlock, &c.....   | 11,129,757  | 12,370,477  |
| Total.....           | 199,389,423 | 182,942,284 |

## NAUTICAL INTELLIGENCE.

### NOTICE TO MARINERS.

STOCKHOLM, October 7, 1853.

The royal Ministry of Marine announce, for the information and guidance of sea-faring men, that a change in the mode of lighting the beacon upon the *Storjungfru*, which was decreed and notified on the 4th of March last, (namely, that a third-class reflecting light should be established in place of the coal-fire beacon,) has been effected during the past summer; and that the new light which has been ready since the 28th ultimo, will hereafter be continued during the hours ordered for the other light-houses in the kingdom.

The light-tower is built of gray stone, (granite,) plastered and whitewashed, to the height of  $46\frac{1}{2}$  feet, where a balcony begins, and a breast-wall of fire-proof brick for the light apparatus. From this a strong fixed light, 57 feet above ground and 88 feet above the sea, (the cliff being 31 feet high,) shines upon the horizon from about N. W. by W.  $\frac{1}{2}$  W. around the compass north, east, and south, to S. W.  $\frac{1}{2}$  S. The light may be seen from a ship's deck, in clear weather, at a distance of  $3\frac{1}{2}$  Swedish sea miles, or 14 English minutes. It is situated in north latitude  $61^{\circ} 9' 56''$ , east of Ferroe  $35^{\circ} 30'$ , or east of Greenwich  $17^{\circ} 20' 15''$ .

As it appears that the building for Holmogadd's Light cannot be completed this year, the present provisional light, of which notice was given in the above-named advertisement, will be continued until next year.

## LIGHTS ON THE RIVER ELBE.

NEW LIGHT AT KUGELBAAK, AND CHANGES IN THE OTHER LIGHTS.

HYDROGRAPHIC OFFICE, December 6th, 1853.

Captain E. Abendroth, Chief Pilot of Cuxhaven, has announced that the following changes in the lights on the Elbe will take place about the end of this month:—

## 1. NEUWERK FIXED LIGHT.

The Low Light on the Island of Neuwerk, at the entrance of the River Elbe, is intended to be screened so as not to be seen by a vessel when it is between the bearings of S. by W. and S. W. by S., or when she is between the buoy No. 5 (V.) and the buoy F. which carries a vane, off Neuwerk Island.

The intention of this arrangement is to apprise vessels coming up the river that they are entering the narrow and dangerous part of the channel, and that it would be prudent therefore to anchor. If, however, they persist in standing on, as soon as the light reappears, they should alter the course from S. E. by E. to E. by S. and even E., in order to allow for the indraft of the Eitzen Loch, which is strong from first to half flood.

## 2. KUGELBAAK FIXED LIGHT.

At Kugelbaak, or the Ball Beacon, a fixed light is to be established which will be visible between the bearings of S. E. by S. and S. W., or from the buoy J. to the buoy L. or No. 10, (X.)

A vessel coming up the river, on opening this light, being thus apprised that she is to the eastward of the buoy J. should immediately alter her course to S. E. or S. E.  $\frac{1}{2}$  S., until the Kugelbaak and Cuxhaven Lights are in one, about S. by E.  $\frac{1}{2}$  E., and steer directly for them till she shoals the water to 6 or 4 fathoms, according as it is high or low water. She may then take up a S. E. or S. E. by S. course, so as to bring Cuxhaven Light on her starboard bow. When she has passed the buoy L. she will lose sight of the Kugelbaak Light, and be in 8 or 10 fathoms, from whence a S. by E. course will clear all the shoals up to the anchorage of Cuxhaven, but she should recollect that this Reach is frequently so much crowded by vessels as to require the utmost caution to avoid them.

## 3. CUXHAVEN LIGHT,

When seen from the lower part of the river, will appear as a *flashing* light, and will thus be distinguished from the fixed light of Kugelbaak.

## NEW LIGHTS ON THE COAST OF FRANCE.

## 1. AT BALEINES POINT, WEST COAST.

HYDROGRAPHIC OFFICE, Nov. 25th, 1853.

The French government has given notice that the present light which revolves in three-quarters of a minute on Baleines Point, (the northwestern extremity of Re Island,) in  $46^{\circ} 14' 41''$  N., and  $1^{\circ} 33' 27''$  West from Greenwich, will be discontinued on the 15th of January next, and instead thereof these two following lights will be established:—

1. A revolving light on the same Point, at a little distance to the eastward of the present tower, but with intervals of only half a minute between the eclipses. The light will stand 164 feet above the sea, and will be visible 20 miles. The eclipses will not be total within the distance of 10 miles.

2. A fixed light on the reef which projects a mile and a half to the N. W. of Baleines Point. It stands on the rock called the Haut-Banc du Nord, in  $46^{\circ} 15' 51''$  North, and  $1^{\circ} 34' 59''$  West from Greenwich. It is 29 feet above the sea, and is visible 13 miles.

Navigators are reminded that the dangers off Baleines Point extend more than a mile to seaward from this light.

## 2. AT PORTRIEUX, NORTH COAST.

Since the 24th of June last, a small fixed red light has been exhibited on the pier of Portrieux, 49 feet within its extremity. It stands in  $48^{\circ} 38' 50''$  North, and  $2^{\circ} 49' 10''$  West from Greenwich, and being 29 feet above the sea, is visible 13 miles.

## 3. LIGHTS ON THE CHERBOURG BREAKWATER.

On the 12th of last month a temporary red fixed light was placed on the western head of the Breakwater of Cherbourg, in  $49^{\circ} 40' 29''$  north, and  $1^{\circ} 38' 40''$  west from Greenwich. Its height is 39 feet above the sea, and it may be seen 10 miles.

A similar temporary fixed, but green light, will be established in the course of December next, on the eastern head of this Breakwater, but its height will not be so much as of that on the western head.

## LIGHT ON BEAR ISLAND, MAINE.

A fixed white light will be exhibited on Monday, the 6th day of February, 1854, at sunset, and on each succeeding day from sunset to sunrise, in the light-house recently rebuilt to supply the place of the one destroyed by fire last December, on the southwest point of Bear Island, (which is one of the northernmost of the Cranberry Islands, and south of Mount Desert Island.) This light is intended as a guide to vessels entering Cranberry Island, northeast and southwest harbors, and will illuminate  $\frac{3}{4}$  of the arc of the horizon.

The tower is constructed of red brick, and is joined to the end of the keeper's dwelling; the roof of the lantern is painted black.

The center of the lantern is 24 feet above the ground, and the base of the tower 83 feet above high water mark.

The light should be visible in good weather from a position ten feet above the water, at the distance of  $15\frac{1}{2}$  nautical, or 18 statute miles.

The approximate position of this light as derived from Blunt's Chart, is

Lat.  $44^{\circ} 17'$  North.

Lon.  $68^{\circ} 17' 30''$  West from Greenwich.

The following magnetic bearings have been taken from the light-house:—

To Baker's Island Light-house, S. E. by S., distant  $5\frac{1}{2}$  miles; Monument on Bunker's Dry Ledge, E. by S.  $\frac{1}{2}$  S., distant  $2\frac{1}{2}$  miles; Granite Ledge, (8 ft. at low water,) E.  $\frac{1}{2}$  S., distant 1 mile; outer end of Long Ledge, S. W.  $\frac{3}{4}$  S., distant  $4\frac{1}{2}$  miles; north-west point of Cranberry Island, S. by W.  $\frac{1}{2}$  W., distant 4 miles; Flynn's Ledge, S. W. by S., distant 3 miles.

By order of the Light-house Board,

W. B. FRANKLIN,  
Corps Topl. Engineers, and Inspector  
1st L. H. District.

PORTLAND, ME., Dec. 8, 1853.

## BEACON AND LIGHT IN KIEL FIORD.

HYDROGRAPHIC OFFICE, Nov. 25th, 1853.

Her Majesty's Government has been officially informed, that a beacon has recently been placed on the extremity of the covered part of the reef off Friedrichs Ort, in Kiel Fiord.

It consists of an iron rod, fixed in the ground, and carrying, by day, three balls, placed in the form of an equilateral triangle, on the following marks:—The old beacon on the point bearing W.  $\frac{1}{4}$  N., (mag.) and the small light shown on the rampart W. N. W.

At night, when the weather will permit, a lantern is suspended from the above new beacon, 16 feet above the sea; and when prevented by storms, drift-ice, or other causes, a lantern will be hung on a pole in the immediate neighborhood of the beacon, but a little above it.

## DISCONTINUANCE OF THE REVOLVING LIGHT ON CAPE MACHICHACO,

(NORTH COAST OF SPAIN.)

HYDROGRAPHIC OFFICE, Nov. 24th, 1853.

Her majesty's government has been this day informed that the revolving light on Cape Machichaco, about four leagues to the eastward of Bilbao, in  $43^{\circ} 28'$  north, and  $2^{\circ} 49' 10''$  west of Greenwich, was discontinued on the 14th inst., for certain repairs required to be made.

## JOURNAL OF MINING AND MANUFACTURES.

## AN OPIUM FACTORY.

At Ghazee-pore, one hot and windy day, I went down to the "opium go-downs" or stores. The atmosphere of a hot and windy day at Ghazee-pore, if it should ever be thought suitable for invalids or others, may be inhaled in England by any one who will stand at the open door of an oven and breathe a fog of fried sand cunningly blown therefrom. After a two miles drive through heat, and wind, and odoriferous bazaar, we—I and two friends—found our way to a practicable breach or gateway in a high railing by which the store-house is surrounded. A faint scent as of decaying vegetable matter assailed our noses as we entered the court of the go-down; as for the go-down itself, it was a group of long buildings fashioned in the common Indian style, Venetian-doored, and having a great deal more door than wall. In and out and about these doors there was a movement of scantily clad coolies (porters) bearing on their heads large earthen vessels; these vessels, carefully sealed, contained opium fresh out of the poppy district. Poppy-headed—I mean red-turbaned—accountants bustled about, while burkunday (or policemen) whose brains appeared to be as full of drowsiness as any jar in the go-down, were lazily lounging about, with their swords beside them, or else fastened in sleep beside their swords.

The doorway was shown to us through which we should get at the Sahib, or officer on duty. Entering the doorway, we pushed through a crowd of natives into an atmosphere drugged powerfully with the scent of opium. The members of the crowd were all carrying tin vessels; each vessel was half full of opium, in the form of a black, sticky dough, and contained also a ticket showing the name of the grower, a specimen of whose opium was therein presented, with the names of the village and district in which it was grown.

The can-bearers, eager as cannibals, all crowded round a desk, at which their victim, the gentleman on duty, sat. Cans were flowing in from all sides. On the right hand of the Sahib stood a native Mephistopheles, with sleeves tucked up, who darted his hand into the middle of each can as it came near, pawed the contents with a mysterious rapidity, extracted a bit of the black dough, carried it briskly to his nose, and instantly pronounced in English a number which the Sahib, who has faith in his familiar, inscribed at once in red ink on the ticket. As I approached, Mephistopheles was good enough to hold a dainty morsel to my nose, and call upon me to express the satisfaction of a gourmand. It was a lump of the finest, I was told. So readily can this native tell by the feel of opium whether foreign substance has been added, and so readily can he distinguish by the smell its quality, that this test by Mephistopheles is rarely found to differ much in its result from the more elaborate tests presently to be described. The European official, who was working with the thermometer at a hundred, would be unable to remain longer than four hours at his desk; at the end of that time another would come to release him, and assume his place.

Out of each can, when it was presented for the first rough test, a small portion of the dough was taken, to be carried off into another room. Into this room we were introduced, and found the thermometer working its way up from a hundred and ten degrees to a hundred and twenty. On our left, as we entered, was a table, whereat about half a dozen natives sat, weighing out, in measured portions of one hundred grains, the specimens that had just been sent to them out of the chamber of cans. Each portion of a hundred grains was placed, as it was weighed, upon a small plate by itself, with its own proper ticket by its side. The plates were in the next place carried to another part of the chamber, fitted up with steam baths—not unlike tables in appearance—and about these baths or tables boys were sitting, who with spatulas industriously spread the opium over each plate, as though the plate were bread, and the opium upon it were a piece of butter. This being done over the steam-bath, caused the water to depart out of the drug, and left upon the plate a dry powder, which, being weighed, and found to be about twenty-three grains lighter by the loss of moisture, is called standard opium. If the hundred grains after evaporation leave a residue of more than seventy-seven, the manufacturer is paid a higher price for his more valuable sample; if the water be found in excess, the price paid for the opium-

dough is, of course, lower than the standard. I thought it a quaint sight when I watched the chattering young chemists naked to the waist, at work over their heated tables, grinding vigorously with their blunt knife-blades over what appeared to be a very dirty set of cheese plates. But the heat of this room was so great that we felt in our bodies what was taking place about us, and before there had been time for the reduction of each hundred grains of our own flesh to the standard seventy-seven, we beat a retreat from the chamber of evaporations.

With the curiosity of Bluebeard's wives we proceeded to inspect the mysteries of the next chamber. It was full of vats, and in the vats was opium, and over the vats were ropes depending from the ceiling, and depending from the ropes were naked men—natives—themselves somewhat opium-colored, kicking and stamping lustily within the vats upon the opium; each vat was in fact a mortar, and each man a living pestle, and in this room a quantity of opium—worth more lacs of rupees than I have ever had between my fingers—was being mixed and kneaded by the legs of men, preparatory to being made up into pills. From the chamber of pestles, with curiosity unsated, we went forward to peep into the chamber of the pills.

A rush of imps, in the tight brown dresses furnished to them gratuitously by their mother nature, each imp carrying a bolus in his hand of about the size of a forty-two pound shot, encountered us, and almost laid us prostrate as we entered. This—the fourth—chamber was a long and narrow room quite full of busy natives, every tongue industriously talking, and every finger nimble over work. Around the walls of this room there are low stools placed at even distances, and upon each stool a workman rather squats than sits, having before him a brass cup, of which the interior would fit one half of a bolus. Before each man upon a stool there stands a man without a stool, and a boy with a saucer. The man without a stool has by his side a number of dried poppy leaves, of which he takes a few, and having moistened them in a dark gummy liquid, which is simply composed of the washings of the various vessels used in the establishment, he hands the moistened poppy leaves to the man upon the stool who sits before the cup. The man upon the stool, who has been rubbing the same liquid gum with his fingers over the inner surface of the cup—as housekeepers, I suppose, butter their jelly moulds—proceeds to fit in two or three leaves; then, with his fingers spreads over them more gum; then, adds a few leaves more, and fits them neatly with his closed hand round the bottom of the cup, until he has made a good lining to it. His companion without the stool has, in the meantime, brought to his hand a fixed quantity of opium, a mass weighing two pounds, and this the genius of the stool puts into the cup; leaves are then added on the top of it, and by a series of those dexterous and inscrutable rapid twists of the hand with which all cunning workmen are familiar, he rapidly twists out of his cup a ball of opium, within a yellowish brown coat of leaves, resembling, as I have already said, a forty-two pound shot. He shoots it suddenly into the earthen saucer held out by the boy, and instantly the boy takes to his heels and scampers off with his big pill of opium, which is to be taken into the yard and there exposed to the air until it shall have dried. These pills are called cakes, but they belong, evidently, to the class of unwholesome confectionary. A workman of average dexterity makes seventy such cakes in a day. During the manufacturing season, this factory turns out daily from six thousand five hundred to seven thousand cakes; the number of cakes made in the same factory in one season being altogether about twenty-seven thousand. A large proportion of these cakes are made for the Chinese, but they do not at all agree with the Chinese digestion. The manufacture of the opium is not hurtful to the health of those who are engaged upon the factory.

The key of a fifth chamber being in our power, we continued steadfast in our enterprise, and boldly looked into the chemical test-room of a small laboratory, of which the genius appeared before us suddenly with a benign expression on his countenance, and offered chairs. His clothes are greatly splashed, and he is busy among opium tins, of which the contents have been pronounced suspicious by the Mephistopheles in the first chamber. From the contents of one of these cans an assistant takes a portion, and having made with it a solution in a test tube, hands it to the chemist. The chemist, from bottles in which potent and mysterious spirits are locked up, selecting one, bids it, by the mysterious name of iodine, depart into the solution and declare whether he finds starch to be there. The iodine spirit does its bidding, goes among the opium, and promptly there flashes through the glass a change of color, the appointed signal, by which the magic spirit of the bottle telegraphs to the benign genius of the laboratory that "The grower who sent this opium fraudulently added

flour to it, to increase its weight." The fraud having been exposed, the adulterated drug has a little red ink mark made upon its ticket. The consequence of that mark will be confiscation, and great disappointment to the dealer who attempted a dishonest increase of his gain.

We have nothing more to see, but we have something more to hear, and the very kind chemist will be our informant. There are two opium agencies, one at Patna and one at Ghazee-pore. I know nothing whatever about Patna. For the Ghazee-pore agency the opium is grown in a district lying between its headquarters, Ghazee-pore and Agra. Its cultivation gives employment to one hundred and twenty-seven thousand laborers. The final preparation of the ground takes place in the months of October and November. Under the most favorable circumstances of soil and season, twenty-four or twenty-six pounds weight of standard opium is got from one biggah of land; one biggah being a little more than three-fifths of an acre. Under unfavorable circumstances the yield may be as little as six or eight pounds to the biggah, the average produce being from twelve pounds to sixteen.

To obtain the opium, as is well known, the capsule of the poppy is scored or cut; the scoring is effected with a peculiar tool that makes three or four (vertical and parallel) wounds at a single stroke. This wounding of the hearts of the poppies is commonly the work of women. The wounds having been made, the quantity of juice exuding seems to depend very much upon conditions of the atmosphere. Dews increase the flow, but while they make it more abundant, they cause it also to be darker and more liquid. East winds lessen the exudation. A moderate westerly wind, with dews at night, is the condition most favorable to the opium harvest, both as regards quantity and quality of produce.

The average per centage of morphia in this opium is from one and three quarters to three and a half; of narcotine, from three quarters to three and a half. These are the valuable principles of the drug. In some opium, the per centage of morphia runs up to ten and three quarters per centage of morphia, and six per centage of narcotine.

The income drawn from its opium by the East India Company amounts to some two and a half crores of rupees—two and a half millions of pounds sterling.—*Dickens*.

#### ANCIENT MINES ON LAKE SUPERIOR.

The Lake Superior region of America is richer than any other region of the world in copper. It is not many years ago since these rich seams of copper were discovered, and with our knowledge of the Indian's character, and our entire ignorance of the history of the past, in respect to the inhabitants of Northern America, it was supposed that our modern discoveries of these minerals were the first ever made by mortal men. The huge mounds scattered over our country have left traces behind them of a race long since passed away, but in a more striking manner have evidences of that race been recently brought to light in the discovery of ancient mines, tools, &c., in the Lake Superior region. In 1848 the first of these old mines was discovered, and in it was found a mass of pure copper, weighing six tons, which had been raised by ancient wedges, and rolled along the gallery. These ancient mines extended over a tract of country 100 miles long, running from N. E. to S. W. A great number of ancient tools have been found, they all consist of hard stone, with single and double grooves for the reception of handles, like those now employed by blacksmiths for holding their wedges.

The marks of old fires extended everywhere, showing that they employed heat in their mining operations—by heating the rock first, then cooling it quickly with water to soften it—the plan for softening copper. When did those ancient miners work these mines, and who were they? Trees of hundreds of years standing, extend their roots on the surface of a soil which have required ages to accumulate, over some of their deepest works. We have no evidence of who those miners were, except by the tools which have been left behind them; but at one time they must have been numerous, for quite a number of their old excavations have been opened up. Is it possible that they were the forefathers of the present race of Indians? It is possible; savage man in all countries is a wreck of former civilization. The descendants of the Greeks and Romans are not like their forefathers; we know them to be wrecks of a former civilization. Tribes and men, separated from communication and contact with others of their species, soon degenerate, and dwindle into the savage state. It is, therefore, quite possible that the old copper mines of the Lake Superior region were the forefathers of the present race of Indians.

## IRON: AND THE WAYS FOR CONVERTING IT INTO STEEL.

A late number of *Appleton's Mechanics' Magazine* contains an article on iron, and the various ways for its conversion into steel. The following is a portion of it, which embodies much interesting and valuable information:—

Steel, which has been rendered excessively hard and brittle by heating to redness and suddenly quenching in water, admits of having its hardness reduced, and of acquiring elasticity by a process called "tempering." This admits of the following illustrations:—

Let three strips of elastic steel, of equal length and breadth, and thickness, be placed on a clear, glowing fire; when they become equally red-hot, remove two of them with a pair of tongs, and drop them into cold water; then remove the third, and place it upon the hearth to cool.

Take one of the suddenly-quenched strips, and attempt to bend it by the strength of the hands; it will not bend, but will break short, and will scratch glass; so that the steel by this treatment has become exceedingly brittle and hard.

Take the strip that has slowly cooled upon the hearth; it will bend with the same facility as a similar sized slip of copper would bend; and, like it, will keep the form into which it is bent, and will not scratch glass; so that the steel by this treatment has become extremely flexible and soft.

Lastly, take the remaining strip of suddenly-quenched steel, polish one of its surfaces with emery paper, then let the end of a large iron poker be heated bright-red hot, and afterwards be supported horizontally upon a brick or tile, placed on a table near the light; lay the strip of steel, with its polished surface uppermost, on the red-hot poker in the direction of its length; in the course of a few seconds, the steel will present a curious display of colors, commencing with straw tint, which gradually deepens to brown, next to red, with streaks of purple, and ultimately to fine blue; let it be removed and allowed to cool.

When cold, it will be found to bend with readiness, and to fly back to its original straight form when the bending force is removed: it admits of being scratched with a piece of the brittle, hard strip; so that by this treatment the steel has become less hard than it was, and also regained its elasticity, or technically, it has acquired "spring temper."

The colors that appear upon steel, during the process of tempering, depend upon its iron sustaining slight oxidation, and is therefore rendered capable of decomposing light, and of reflecting some of its chronic rays, or their mixtures; for when polished steel is heated out of the contact of air, it retains its peculiar lustre, and only reflects white light, yet it becomes perfectly tempered to any required extent.

The chemist has accurately determined the degree of heat by which steel may be suitably tempered for various implements, and has communicated another important fact to the artisan, that mercury may be heated to any degree short of its boiling point, so that a thermometer introduced into it will denote the temperature which any given temper will be acquired. The best temper for pen-knives is attained at the straw color. This appears at 450 degrees; accordingly, the mercury is heated to such temperature, and introducing two or three hundred hard steel blades, they will be effectually and simultaneously tempered without involving the tedious necessity of watching the appearance of the straw color upon each individual blade, as must be done if they were placed on heated iron.

The tempering of steel, therefore, consists in reducing its excessive hardness to a moderate degree, by gentle heating, which also restores its toughness and elasticity.

The various colors that announce its fitness for cutting instruments, and the temperature at which they appear if it be heated in air, or at which temper is conferred if it be heated under mercury, are hereby subjoined:—

|             |                                                                          |
|-------------|--------------------------------------------------------------------------|
| At 430 deg. | very faint yellow, for lancets.                                          |
| 450 "       | pale straw for razors and scalpels.                                      |
| 470 "       | full yellow for pen-knives.                                              |
| 490 "       | brown, for scissors and chisels, for cutting iron.                       |
| 510 "       | red, with purple spots, for axes and plane-irons,                        |
| " "         | purple, for table knives and large shears.                               |
| 550 "       | bright blue, for swords, watch and bell springs.                         |
| 560 "       | full blue, for daggers and fine saws.                                    |
| 600 "       | dark blue, or almost black, the softest gradation for hand and pit saws. |

Steel, if heated still further, becomes perfectly soft.

In the early days of chivalry, the art of tempering steel does not appear to have been so perfectly understood or conducted by British as by foreign artificers, especially those of Milan or Toledo; and as an "armor of proof and trusty sword" were of vital importance to the wearer of such martial panoply, the preference was generally given to foreign manufacture. Many allusions to its popularity may be found scattered throughout the pages of history and historical romance.

Artificers who wrought in steel were formerly held in great estimation. The chief smith was an officer of considerable dignity in Britain, and enjoyed many privileges; among others he was entitled to a draught of every kind of liquor brought into his lord's dining hall, and sat next to the chaplain at meals.

The iron of Sweden is highly prized for the production of steel, and commonly bears the title of "steel iron." It is extremely pure, having been reduced from loadstone or other rich oxides of iron, by the direct action of charcoal, as wood fuel is plentiful in that country, whilst in Britain mineral coal is more abundant, and therefore is generally employed, after coking, in the reduction of iron ores, which, containing a variety of extraneous matters, deteriorate the quality of iron, and can only be removed with difficulty.

When iron is converted into steel by heating with charcoal, its surface always presents a scarified appearance, and is accordingly distinguished as "blistered steel." The exact cause of the blistering is unknown, although it has been referred to the vaporization of a portion of the carbon of the charcoal; but this is highly improbable, as it is eminently distinguished by its extreme fixity in the most intense artificial heat.

Blistered steel, when reduced into smaller bars, and beaten under heavy hammers, forms what is termed "titled steel." The building in which the operation is performed is called "a tilt," not so particularly in allusion to its being covered, as denoted by the word of Teutonic origin, but on account of the workmen when holding the bar of steel sitting in a kind of cradle suspended from the roof, and swinging to and fro as he thrusts, or "tilts," the bar under the hammer. The word "tilt," as applied to this action, and to the rise and fall of the hammer, is of Saxon origin—implying to thrust at, and also to vacillate, or to move up and down.

Tilted steel, when broken, heated, welded, and again forged into bars, is known as "shear steel," from the circumstance of its universal employment in the manufacture of the best shears for sheep-shearing.

English cast steel is another variety of this protean compound of iron and carbon, and is obtained by melting steel with vitrifiable matters and charcoal, then casting it into the form of ingots, which are subsequently gently heated, and carefully hammered, or rolled into the form of smaller bars.

Blistered steel and cast steel contain from 98 to 99 per cent of iron; the remaining portion consists of carbon.

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#### VISIT TO A COAL MINE.

A correspondent of the *New York Journal of Commerce*, writing from the Wyoming Valley, furnishes a pleasant account of a visit of inspection made by himself and party to one of the extensive coal mines in that region. As our readers may feel some interest in learning the mode by which this important and necessary article of fuel is mined, we subjoin the principal portion of the account:—

Beautiful as the valley is, and rich in story of brave old times, you cannot be here long without yielding to the spirit of the age, and admiring the wealth which lies hid under these magnificent mountains. You will have gazed curiously at the heaps of shining coal, and marveled at the idea that this is to be carried from these remote regions and placed on your grates in the city, or used to ferry you across the rivers, or to carry you through the Sound; and you will possibly have peered curiously into one of the numerous black holes which you see on every side, but answered with a peremptory *no*, any proposition that has been made to show you the interior. This cannot last long, however, and you find yourself some pleasant morning in a suit of regimentals for penetrating the earth, armed with a greasy lamp, your sole weapon wherewith to meet and overcome the *darkness of blackness* which opens before you.

This morning we formed a party to visit a coal mine, and selecting those at Wilkesbarre as most desirable on account of cleanliness, we filled two carriages with our party, and drove down the valley road through Kingston, and across the Susquehanna to Wilkesbarre. Here we rested only long enough to determine which mine to enter,

and having chosen that of Mr. Hilliard and Captain Bowman, about half a mile from town, we presented ourselves to Mr. McCullough, their energetic head miner, who immediately provided us with the means of entering.

There were three ladies, four gentlemen, and one boy in the party, just enough to fill a car, which, being emptied of its load of coal, had two benches placed lengthwise in it, on which we sat, four and four, facing each other, each gentleman carrying a lamp, and the ladies covering their heads with every available protection from dripping water.

This mine is one of the finest in the valley; that is to say, it penetrates the richest vein ever found, being the same vein with that worked by the Baltimore Company, and between twenty and thirty feet in thickness. The entrance was unusually expensive; and probably had the proprietors anticipated the difficulty they experienced, they would never have attempted the opening. The vein of coal was reached only after penetrating solid rock for one thousand and forty feet.

Through the tunnel thus constructed our car was drawn by a mule, driven by an imp-like boy who carried the never-missing lamp on his cap, and yelled and tormented the mule with truly diabolical spirit and success. Curious exclamations of wonder, terror, laughter, fright, and fun escaped from the ladies, who began to wish themselves out before the sunlight disappeared; but their courage increased as we advanced, and was up at full height when the guide, stopping the car, informed us we were at the coal. It looked very much as if we were. Profound blackness was all around us, and he might have told us that we were at the coal a hundred feet back, and it would probably have looked as much like it. But as our eyes became accustomed to the lamp-light, we could see an occasional gleam from the walls of the cavern, which had now greatly enlarged, and at length we approached the sides and admired the glowing ebony walls and shining points. We now walked on, with rather damp footing, in a confusion of mules, and cars, and miners, out of which chaos it seemed impossible for any one to extract order. But a brief view showed that all was going on regularly, and we began to understand ourselves.

The vein lay on an inclination of perhaps thirty degrees with the horizon, and of course part of the mine was on a higher level. From this higher gangway, or mine, the shutes were constantly pouring down their masses into the cars below, and these as fast as filled were arranged in trains of five or seven and sent out to daylight through the tunnel by which we had entered. A large furnace glowed in the upper level, kept constantly burning for the purposes of ventilation, while the intense blackness was relieved by the glaring lights in the caps of the miners.

The roof was supported by enormous pillars of coal, left standing as they worked around them, and the floors were everywhere intersected with tracks for the cars. Pursuing one of the gangways to its extremity, we found the men working at the actual labor of getting out the coal. Some were picking at it with heavy picks, others drilling for blasts, and others loading cars with the scattered masses that lay around. Satisfied with viewing everything we returned to our car, remounted, and again, under the guidance of the same black and yelling imp, who now urged his mule into a gallop, were drawn out into the sunshine.

There are a great many matters of interest connected with the coal business in the valley, which I have amused and instructed myself by collecting, but which, I fear, will prove too dull and statistical for a letter of this sort; but I will venture to add a few facts that will interest some readers, and which those who think them stupid may pass over.

One general fact of interest is, that the coal mines are seldom worked by their owners. They are opened at more or less expense, and after the vein is reached and proves good and plentiful, the owner lets the mine to a contractor, who agrees to work it, paying so much per ton to the owner for every ton he takes out. The value of coal lands may be estimated, when you learn that one gentleman receives fifty cents per ton for every ton taken out of his mine, and the yield is a great many thousand tons per annum. But this is an unusually large payment, the major portion of owners receiving from ten to thirty cents per ton.

The effect of the coal deposit is, of course, great on the value of land in the valley, and sales are not unfrequently made of large tracts, with a reservation of all rights of mining, as well as sales of the right of mining without selling the surface of the soil. Produce of all kinds commands the highest prices, even higher than in the city markets, and although the valley is one of the richest grain-growing regions in the State, as you might judge from its broad fields of gold and green, yet all that it produces is consumed here, and nearly as much again. It is probable that nearly the whole valley

is underlaid with coal strata, and in many places the upper vein, which is very thin and poor, crops out on the surface. The owner of the soil bores for coal in the usual way, driving a bar down into the rock, drilling deeper and deeper until the bar is entirely down, when a joint is added, and the bar is lifted and let drop in the hands of a man until joint after joint has been added. The dust is taken out of the hole from time to time, and the boring continued until the dust is either coal or conglomerate rock. If the latter be the result, the work is abandoned. Coal is never found below this formation. (I am particular in giving the minutiae of this process, for the benefit of those who are as ignorant as I was a few years ago.) Large tracts of land are owned by companies, such as the Pennsylvania Coal Company, which are not worked, nor intended to be for years, but which will in time yield millions of tons of coal to the market.

You cannot fail to notice the immense heaps of coal lying around the openings of mines, and by the sides of the railroads leading from them to the canals and elsewhere. These are the accumulation of winter work, when the canals are closed, and are very important to the proprietors as a means of preventing strikes among laborers. If there be a sudden demand for coal in the market, and an unusual anxiety to fulfil orders, the miners are ready to seize the opportunity for a strike, and demand higher wages. The result, however, is only to throw the proprietors back on their reserved heaps, from which, with a half-dozen men, they can load boats as fast as they come, and supply a demand for hundreds of thousands of tons. The check is, as you perceive, a very useful one, and costs nothing.

It may be interesting, before I finish my letter on coal, to mention the various routes by which the article reaches the market. The Wilkesbarre coal goes south by the North Branch Canal to the various Pennsylvania markets. The Pittston coal follows the same route to some extent, but the principal portion of it, as well as that taken out of the mines at Port Griffith, is brought over the Pennsylvania Coal Company's railroad to Hawley, where it takes the Delaware and Hudson Canal, and then via the Hudson River reaches New York. This railroad is a curious structure, being laid up and down the mountains, crossing sometimes by high trestle-work over the tops of lofty trees, carrying nothing but coal. The propelling power consists of stationary engines, which draw the cars up inclined planes to high points, whence they go down long grades, sometimes for miles, by their own impetus, and when they reach the lowest part of the grades are drawn up by other engines and again started down hill. By this expensive route the price in the market is kept up; and Carbondale, using the same fort of conveyance to Honesdale, and thence via Delaware and Hudson Canal and Hudson River to New York, is of course unable to supply the market at any cheaper rate.

#### THE GALENA LEAD TRADE.

We derive from the Galena *Jeffersonian* some interesting facts in regard to the lead trade of that section of the country for the year just closed:—

|                                                                                  |       |         |
|----------------------------------------------------------------------------------|-------|---------|
| Amount of lead shipped from Galena from 13th March to 16 November,<br>1852 ..... | pigs. | 281,896 |
| Sent forward by railroad to lakes .....                                          |       | 13,895  |
|                                                                                  |       | <hr/>   |
| Pigs .....                                                                       |       | 295,788 |
| Amount shipped from Dubuque, Potosi, Buena Vista, and Cassville .....            |       | 95,794  |
|                                                                                  |       | <hr/>   |
| Total shipments for 1852 .....                                                   |       | 391,582 |

When compared with the trade of 1851 there is a deficiency of 85,232 pigs. But this is accounted for by the early closing of navigation, the low water of nearly the whole season, and the bad state of the roads. Immediately preceding the close of navigation, the roads between Galena and the furnaces were nearly impassible, and very little lead was received. But the low water of the season, and high freights, was a still more serious interruption to business, and to this is to be added the fact, that navigation closed three weeks earlier than usual. In 1851 the last shipment was made December 3d, this year the last was sent forward November 16. A much larger amount has been, however, left on the levee at Galena. The *Jeffersonian* thinks that the lead shipments have now reached their minimum, and that hereafter greater supplies may be expected.

## COAL—OUR BLACK DIAMONDS.

There was a time when a moral, brave, and industrious people could become a powerful nation independent of climate and natural resources of country, but this, we believe, cannot occur again. Men are indeed animated by the same passions that swayed mankind in the days of Pharaohs and Cæsars, but the nations of the earth are now controlled by outward circumstances of a totally different character, and these have but recently come into existence. The invention of the steam-engine and the application of its mighty power to manufacturing and commercial purposes, have made those nations the rulers of the world which have within themselves the greatest resources for maintaining the all-conquering agency of steam. Commerce is President of Nations, and Coal is her Secretary of State. With only a superficial area of 815,000 square miles of country, and a climate by no means favorable for agricultural productions, what would Great Britain be without her valuable 9,000 miles of coal fields? Without this, where would be her 10,000 woolen and cotton factories; where her 2,000 steamships and boats; and where her innumerable railroads and locomotives? Echo answers—where? The coal fields of the United States embrace an area of 133,569 square miles; those of Great Britain and Ireland only 11,859; those of Spain, 3,400; France, 1,710. With the exception of the North American Colonies, which has an area of 18,000 square miles, the coal fields of all the other nations, in comparisons with those of the United States, are mere patches on this globe. Two-thirds of the Commerce of the world is carried on by the United States and Great Britain, and as no nation can be commercially powerful now without steamships, and as no long sea voyages can be maintained without coal, the coal resources of our country form a well-grounded basis on which to predict the future greatness and power of our republic.

Hitherto our forests have afforded abundance of fuel for every want, and while we have used about 4,000,000 tons of coal per annum, Great Britain has been using for a number of years more than 32,000,000 of tons; France has been consuming 4,141,617 tons; Belgium, 4,960,077; and Prussia, 3,500,000 tons. The great amount of coal used by England indicates her commercial and manufacturing power, in comparison with the other nations of Europe, but such a comparison with the United States would not be correct, owing to our great resources of timber fuel. We have been informed on good authority, however, that since we commenced to build and run ocean steamers, a few years ago, the demand for coal has increased so rapidly that no less than 17,000,000 of tons, it is believed, will be consumed per annum within two years from the present date. Two lines of steamships—8 vessels—running between New York and Liverpool used no less than 32,200 tons last year themselves. We ought to be grateful that the resources of our country can meet every demand for coal, even to 100,000,000 tons per annum, for thousands of years to come. The time has now arrived when the quantity of coal used by a nation may be taken as an exponent of its power, its commercial greatness, ocean and inland.

The invention of railroads has extinguished the difficulties of transporting our coal to the remotest parts of our country where no such fuel exists, and such places otherwise uninhabitable, may be rendered cheerful and glad some in the coldest nights of our dreary winters. In some places where silence and solitude now reign, the hopper, the spindle, the shuttle, and saw, will soon dance by the agency of coal to the music of steam.

Our country is not only favored by Providence with twelve times more coal area than any other country, but with every valuable variety of it, such as anthracite, cannel, and bituminous of every description. It is a singular fact, that although our anthracite coal fields do not form the two hundredth part of our coal area, nearly twice as much of this coal should be used as any of the bituminous kind. It is also a little singular that our bituminous coals are almost unknown and but little used in our Atlantic cities.

In Great Britain no person burns anthracite for domestic use; the reverse has been the rule in New York. Within the past year, however, the good qualities of some of our bituminous coals have attracted much attention, especially those that are called the "Cumberland coals." This coal is excellent for domestic purposes, making a cheerful and warm fire, very durable, and so excellent for raising steam, that it is preferred by some steamship companies to all others. Having looked over the report of W. R. Johnson on the coals of the United States, we find that he estimates them highly. The demand for them has increased to such an extent lately, that 700 tons per day have been brought, we have been told, from the mines by a single com-

pany in this city. We could do without the gold of California, for it does not add a single real comfort to the life of man; but we could not do without our coals. The Kooh i-noor diamond is valued at \$2,500,000—a sum which could purchase 500,000 tons of coal. If this diamond was dropped into the depths of the sea and lost forever, no one in the world would suffer for a single useful article the less; but if 500,000 tons of coal were prevented from coming to New York city this summer, 200,000 people would be reduced to a state of intense suffering during the next winter. Coals, then, are the real diamonds of our country.

#### MINNESOTA SALT REGION.

Probably there is not a richer salt region on the face of the earth than the one in Minnesota. That territory is generally supposed to be valuable for its agricultural resources alone; nothing, however, can be more erroneous. True, its natural agricultural wealth is probably second to none in the Mississippi valley, but its mineral wealth is not less extensive and valuable.

Among the latter its salt stands pre-eminent. This region lies between forty-seven and forty-nine degrees north latitude, and ninety-seven and ninety-nine degrees west longitude. Its exact locality was ascertained and defined by an expedition sent out from Fort Snelling under Major Long in 1822-3—the same Major Long who, afterwards, was commander of the expedition across the Rocky Mountains to explore the Columbia River and Oregon territory, known as "Long's Expedition." A description of that salt region, together with its locality, will be found in the Topographical Department at Washington. Our first information of that salt region was from a soldier in the expedition. He says that they had been traveling for several days over a vast rolling plain, with no trees or water, the troops and horses were almost famishing with thirst, when they came suddenly upon the shore of a beautiful lake, about half a mile in diameter, sunk down deep in the plain, it resembling more a vast "sink hole." From the height above the waters, a vast snow bank appeared to line its shore, but, upon examination, it proved to be an encrustation of salt as pure and white as snow. The waters of the lake, also, were also of the strongest brine. So strong was it, that one bathing in it upon coming out would be covered with the white crystallization of salt. If this salt region be as rich as it is supposed to be, a railroad projected into it would prove to be the best stock in the country. Here are mines of undeveloped wealth more extensive, more durable, and more important than all the gold regions beyond the rocky mountains. We are informed also, that at a very short distance below the surface the pure rock salt lies in strata like coal or lime rock. We hope the attention of the public and the government will be turned to the subject. There is a region lying in our immediate neighborhood almost unknown, containing more intrinsic wealth than any State in the Union, and which would yield an annual income probably equalling the entire revenues of the country.

#### MANUFACTURE OF GOLD PENS.

The gold for pens is rolled into thin strips, about the thirty-second part of an inch in thickness. In this state it is black on the surface, and looks like brass. The first operation is cutting it into stubbs—short pieces pointed and angular at one end, and cut square off at the other; this is done in a die: the stubbs are then run through a machine, and each point is indented for the reception of the real pen points. The next operation is pointing the stubbs. The substance used for points is rhodium, a hard brittle metal like steel, unoxidizable. It is to this metal we wish to direct particular attention.

There are various qualities of it, some worth twelve, twenty, thirty, and forty dollars per ounce, and even \$120 has been paid for a superior quality. It is found in the ores of platinum associated with irridium, osmium, and palladium. Iridium is used by some for the points of gold pens, but rhodium is the dearest and best. All of this metal used in the United States comes from the Peruvian or Russian mines, but we have been assured that there is plenty of it in California. It is also found there pure, associated with sands, and requiring no chemical manipulation for its separation, as in the platina ores of the Ural. Our gold seekers in California should direct their attention to this metal, as it is far more valuable than gold. It is of a white glassy steel color, and in minute roundish particles like sand; the round globular particles are the

best for pen points; in fact, out of one ounce of this metal perhaps not one-seventieth of the granules can be used, the rest are rejected. A fine particle of rhodium is soldered on the indented point of each stub of gold. The solder is mostly composed of gold, for, unless it is gold, ink soon corrodes it, and the rhodium point soon drops off. This is the case with poor pens made by indifferent makers.

After the pen is pointed, it is rolled between rollers with indents in them to save the points, until the stub is drawn out to its proper length and correct thickness. The rolling also makes the gold elastic. Many suppose that gold pens can be re-pointed, but such is not the case, for the heat employed to solder on the point renders the gold as plastic as a piece of tin; the heat changes the relative position of the crystals of the metal—thrusts them out as it were—and the gold requires rolling or hammering afterwards to give it elasticity—that spring so requisite for pens. This is the reason why old pens cannot be re-pointed. Some makers do not hammer their pens after being rolled; they are never so good. After being rolled, they are cut to the proper form in a finish die, then stamped with the name of the maker, and afterwards turned up to the rounding quill form. After this the point is slit with a thin copper disc revolving at a great velocity; the great speed makes the soft metal disc cut the hard metal rhodium; the gold is slit with another machine; therefore, to make a slit in each pen, it has to undergo two operations. The point is next ground on a copper wheel revolving at a great velocity. This is a very delicate operation, and a good artist gets high wages. After this the pens are “stoned out,” that is, they are ground down on the inside and out by fine Water of Ayr stones, by hand, on a bench alongside of a tub of water; the stones are long, thin, roundish slips, and the pens have to be operated so as to make one part more thin than another, to give them the proper spring. They are then polished on swift revolving copper rollers, and afterwards finished with fine powder and soft chamois skin. Thus, to make a gold pen, it undergoes twelve operations. Inferior pens can be made with less labor, but they soon develop their true characteristics.

#### “LORD OF THE LOOM.”

This expression is often applied to manufacturers. We know not why. A manufacturer is no more a “lord” than a cotton planter. Both invest very large sums of money in their business—both are engaged in useful pursuits in our country. The manufacturer, after investing a quarter or half a million of dollars, and giving employment to several hundred persons, meets with varied success. In one year, when cotton is low and the demand for goods is brisk, he gets a handsome dividend—in some cases as high as 25 per cent. But after deducting the interest of his enormous investment, the wear of costly machinery, the decay of buildings, of dams, and other drawbacks, his real profits after all are not extraordinary. Indeed, we could wish that his profits might never be less than 25 per cent, for the sale of his goods is effected not only in the most distant parts of our own country, but in foreign lands, and his profits are, to a great extent, brought home to be expended in further valuable improvements, and to be finally scattered among our people—often getting into the pockets of those who commence life without pecuniary means.

But it is not every year that the manufacturer is enabled to make a dividend. When the raw material is high, and when the market is full of goods, he works hard, but is no better off at the end than in the beginning of the year. To test the manufacturer's profit we must take an average of ten years, and consider his losses, the wear of his machinery and buildings, as well as his actual cash expenses and income. By this rule we shall find that the average profits among the manufacturers of New England will not exceed six per cent, though there may be isolated cases where better success has attended the business, and others still that have resulted in bankruptcy.

Now let us look at the planter. He is, with few exceptions, an honorable, liberal-hearted man. But he does not work so industriously as the manufacturer. He sends his cotton to Europe, and receives good prices in return. We are very glad that it is so; when the planter gets good prices he can afford to pay liberally for Northern manufactures, and when the manufacturer does well he can afford to pay cash down and fair prices for cotton. It is for the interest of the country that both should prosper. But we never could see that the business of manufacturing was more “lordly” than that of planting cotton—and we suspect that those writers who apply the taunting term “lord of the loom” to manufacturers, do it rather thoughtlessly than from any well-grounded reason.—*Times*.

STATISTICS OF POPULATION, &c.

POPULATION OF BRITISH COLONIES IN NORTH AMERICA IN 1755.

A correspondent of the *Boston Transcript* finds in the *London Magazine* for May, 1755, the following interesting statements. It is now a little less than one hundred years since this estimate was made. The number of inhabitants at that time was estimated at about one million; and the number, including the descendants and the amount arising from immigration, now spread over these regions and the adjoining wilderness, is about twenty-five millions, exclusive of the colored, most of whom are within the limits of the United States.

Number of the British subjects, men, women and children, in the colonies in North America, taken from militia rolls, poll taxes, bills of mortality, returns from governors, and other authentic authorities:—

| Colonies.                         | Inhab'ts. | Colonies.      | Inhab'ts. |
|-----------------------------------|-----------|----------------|-----------|
| Halifax & Lunenb'rg, in N. Scotia | 5,000     | Pennsylvania   | 250,000   |
| New Hampshire                     | 30,000    | Maryland       | 85,000    |
| Massachusetts Bay                 | 220,000   | Virginia       | 85,000    |
| Rhode Island and Providence       | 35,000    | North Carolina | 45,000    |
| Connecticut                       | 100,000   | South Carolina | 30,000    |
| New York                          | 100,000   | Georgia        | 6,000     |
| The Jerseys                       | 60,000    |                |           |
| Total number                      |           |                | 1,051,000 |

Exclusive of military forces in the pay of the government, and negroes.

Number of the French inhabitants in North America, exclusive of regulars, troops, and negroes:—

| Colonies. | Inhabitants. |
|-----------|--------------|
| Canada    | 45,000       |
| Louisiana | 7,000        |
| Total     | 52,000       |

So that the English are more than in the proportion of 20 to 1; but, (in the words of a memorial quoted by the author of "The State of the British and French Colonies in North America,") "Union, situation, proper management of the Indians, superior knowledge of the country, and constant application to a purpose, will more than balance divided numbers, and will easily break a rope of sand."

On the supposition that Canada contained 50,000 inhabitants in 1753, one hundred years ago, the increase has been nearly forty-fold, in order that the present number be nearly two millions. This increase is nearly twice as great as that of the white population of the United States, which does not now probably much exceed twenty-two millions, having increased in the meantime only about twenty times. This increase is of two kinds—arising from excess of births over deaths, and from immigration. By the first, the doubling can hardly have taken place in less than thirty years; the rest of the increase has arisen from immigration from other countries. We know that during the whole period immigrants have been coming into the States and into the Canadas, at some times in greater proportions than at others.

On the supposition of a duplication in thirty years by births or natural increase, which we think nearly the same in the United States and in the Canadas, we present in the following table an estimate of the numbers at each of the three epochs of thirty years, to which is added an increase of three-eighths for the last ten years:—

## WHITE POPULATION.

| Epochs.    | Canada. | United States. |
|------------|---------|----------------|
| 1753 ..... | 50,000  | 1,000,000      |
| 1783 ..... | 100,000 | 2,000,000      |
| 1813 ..... | 200,000 | 4,000,000      |
| 1843 ..... | 400,000 | 8,000,000      |
| ....       | 150,000 | 3,000,500      |
| 1853 ..... | 550,000 | 11,000,000     |

Thus, nearly three-fourths of the present white population of Canada, East and West, and one-half of that of the United States, have arisen from immigration during the last one hundred years.

## IMMIGRATION AT THE PORT OF NEW YORK FOR THE YEAR 1853.

We are indebted to Mr. H. De Burgh, of the office of the Commissioners of Emigration, for the following statement (a duplicate of the official copy forwarded to the Legislature,) of the immigration at New York, during the year just closed. Compared with it is the immigration of former years:—

|                 | 1850.   | 1851.   | 1852.   | 1853.   |
|-----------------|---------|---------|---------|---------|
| January .....   | 13,154  | 14,769  | 11,592  | 4,901   |
| February .....  | 3,206   | 8,170   | 5,342   | 11,958  |
| March .....     | 5,569   | 16,055  | 21,726  | 9,685   |
| April .....     | 14,627  | 27,779  | 28,193  | 23,283  |
| May .....       | 42,846  | 33,847  | 33,372  | 30,212  |
| June .....      | 11,762  | 34,402  | 49,225  | 45,578  |
| July .....      | 34,446  | 27,612  | 29,403  | 22,898  |
| August .....    | 18,092  | 30,251  | 34,513  | 33,632  |
| September ..... | 21,054  | 33,586  | 36,777  | 30,288  |
| October .....   | 23,260  | 21,497  | 17,765  | 23,201  |
| November .....  | 17,947  | 29,565  | 16,573  | 31,485  |
| December .....  | 6,833   | 12,117  | 16,511  | 17,824  |
|                 | 212,796 | 289,255 | 300,992 | 284,945 |

In the following table, the immigrants arrived during the year are classified according to nationality:—

|                   |         |                  |         |
|-------------------|---------|------------------|---------|
| Irish .....       | 113,164 | Germans .....    | 119,644 |
| English .....     | 27,126  | Scotch .....     | 6,456   |
| Welsh .....       | 1,182   | French .....     | 7,470   |
| Spanish .....     | 659     | Swiss .....      | 4,604   |
| Dutch .....       | 1,085   | Norwegians ..... | 377     |
| Swedes .....      | 1,630   | Danes .....      | 94      |
| Italians .....    | 553     | Portuguese ..... | 237     |
| West Indies ..... | 34      | All others ..... | 630     |
| Total .....       |         |                  | 284,945 |

## GROWTH OF CITIES IN THE UNITED STATES.

The following table, says the *Baltimore American*, compiled from the returns of the late census, shows how very extraordinary is the growth of the civic population in this country:—

|                    | 1820.   | 1853.   | Growth.     |
|--------------------|---------|---------|-------------|
| New York .....     | 123,706 | 700,000 | 500 per ct. |
| Philadelphia ..... | 108,115 | 500,000 | 400 "       |
| Baltimore .....    | 62,738  | 200,000 | 225 "       |
| Cincinnati .....   | 9,644   | 170,000 | 1600 "      |
| St. Louis .....    | 4,598   | 82,000  | 1800 "      |
| Cleveland .....    | 606     | 25,000  | 800 "       |
| New Orleans .....  | 27,176  | 120,000 | 350 "       |

This comparison is not so favorable for Baltimore as would be one between 1840 and 1853, the increase of our population in that time having been greatly larger than in the period from 1820 to 1840. The entire civic population in the United States is 3,754,470, and the rural 19,436,596, the proportion of the civic to the rural being 17 per cent. The three States of Pennsylvania, New York, and Ohio contain about half the civic population of the United States, while they contain less than one-third of the whole people. In these States the population is as follows:—

|                   | Civic.    | Rural.    | Proportion.      |
|-------------------|-----------|-----------|------------------|
| New York .....    | 1,070,759 | 1,026,935 | 50 p. et. civic. |
| Pennsylvania..... | 577,905   | 1,723,881 | 25 “             |
| Ohio .....        | 270,500   | 1,720,908 | 14 “             |

## RAILROAD, CANAL, AND STEAMBOAT STATISTICS.

### THE RHYME OF THE DEPOT.

Vanity of vanities,  
 Climax of vexation,  
 Waiting for the cars  
 At a railroad station;  
 Thinking every moment  
 That the train will go,  
 Worrying out an hour  
 In a small depot!

Sultry summer day,  
 Hot Sahara weather,  
 Motley crowd of people  
 Huddled up together—  
 Crowded in a room  
 Filled with “loafers” smoking,  
 Wits and politicians  
 Arguing and joking.

Every class of people  
 In this mighty nation,  
 Fully represented  
 In the railroad station—  
 Restless, whistling Yankee,  
 With impatient tread,  
 Wishes that the cars  
 Would just “go ahead.”

Funny little Frenchman,  
 With ejaculations,  
 Shows his great impatience  
 In gesticulations;  
 Rowdy at the glass,  
 With a fierce moustache,  
 Obviously thinks  
 That he cuts a “dash.”

Corpulent old fellow,  
 Looking very wise,  
 With a lazy yawn  
 Closes up his eyes;  
 Waiting for the cars,  
 It is nowise odd  
 That he take a train  
 To the land of Nod!

Philosophic stranger  
 Says the cars are late,  
 But we all must learn  
 “To labor and to wait;”  
 Suddenly is heard  
 An unearthly scream,  
 ’Tis the engineer  
 Letting off the steam!

Universal rush  
 For the narrow door—  
 Half-a-dozen sprawling  
 On the muddy floor;  
 One would think the people  
 Crowded in so fast,  
 Thought that very moment  
 Was to be their last.

Every one impatient,  
 Everybody grumbling,  
 Train at length comes in  
 With tremendous rumbling;  
 Like a band of furies  
 From the realms below,  
 Wildly rush the inmates  
 Of the small depot.

Elbowed, jammed, and crowded,  
 We may thank our stars  
 If we find a seat  
 In the railroad cars;  
 Chuckling with delight,  
 With congratulation,  
 That we have escaped  
 From that railroad station.

Worst of little miseries  
 That in life beset us,  
 Greatest of the troubles  
 That forever fret us—  
 Waiting one long hour  
 For the cars to go,  
 Elbowed, jammed, and crowded  
 In a small depot!

### SIR ISAAC NEWTON AND VOLTAIRE ON RAILWAY TRAVELING.

Sir Isaac Newton wrote a work upon the Prophet Daniel, and another upon the Book of Revelation, in one of which he said, that in order to fulfill certain prophecies before a certain date was terminated—namely, 1,260 years, there would be a mode of traveling of which the men of this time had no conception; nay, that the knowledge of men would be so increased, that they would be able to travel at the rate of fifty miles an hour. Voltaire, who did not believe in the inspiration of the Scriptures, got hold of this, and said: “Now, look at that mighty mind of Newton, who discovered gravity, and told such marvels for us all to admire! When he became an old man,

and got into his dotage, he began to study that book called the Bible, and it seems that, in order to credit its fabulous nonsense, we must believe that the knowledge of mankind will be so increased, that we shall be able to travel at the rate of fifty miles an hour. The poor dotard!" exclaimed the philosophic infidel Voltaire, in the self-complacency of his pity. But who is the dotard now?—*Rev. J. Craig.*

### IMPORTS AND EXPORTS AT BUFFALO BY CANAL.

STATEMENT OF PROPERTY FIRST CLEARED AT THE COLLECTOR'S OFFICE, AT BUFFALO, ON THE ERIE CANAL, DURING THE YEAR 1853, SHOWING THE QUANTITY AND AVERAGE VALUE OF EACH ARTICLE, AND ALSO THE WHOLE AMOUNT OF TOLLS RECEIVED AT THAT OFFICE ON BOATS, PASSENGERS, AND EACH ARTICLE OF PROPERTY, DURING THE SAME PERIOD.

| Description.                           | THE FOREST. |         | Quantity.  | Value.       |
|----------------------------------------|-------------|---------|------------|--------------|
|                                        |             |         |            |              |
| Fur and peltry.....                    | lbs.        |         | 230,623    | \$230,623    |
| <i>Product of Wood.</i>                |             |         |            |              |
| Boards and scantling.....              | ft.         |         | 61,885,663 | 1,237,713    |
| Shingles.....                          | M.          |         | 1,983      | 5,453        |
| Timber.....                            | 100 c. ft.  |         | 41,688     | 6,253        |
| Staves.....                            | lbs.        |         | 76,066,068 | 228,199      |
| Ashes, pot and pearl.....              | bbls.       |         | 13,216     | 370,148      |
| Total.....                             | tons        | 145,017 |            | \$2,078,389  |
| AGRICULTURE.                           |             |         |            |              |
| <i>Product of Animals.</i>             |             |         |            |              |
| Pork.....                              | bbls.       |         | 86,085     | \$1,337,360  |
| Beef.....                              |             |         | 49,346     | 468,788      |
| Bacon.....                             | lbs.        |         | 15,474,367 | 1,392,693    |
| Cheese.....                            |             |         | 2,055,737  | 305,573      |
| Butter.....                            |             |         | 739,192    | 118,271      |
| Lard, tallow, and lard oil.....        |             |         | 8,759,456  | 875,949      |
| Wool.....                              | lbs.        |         | 4,262,356  | 1,704,942    |
| Hides.....                             |             |         | 978,211    | 88,039       |
| Total.....                             | tons        | 38,051  |            | \$6,231,612  |
| <i>Vegetable Food.</i>                 |             |         |            |              |
| Flour.....                             | bbls.       |         | 658,364    | \$3,621,003  |
| Wheat.....                             | bush.       |         | 4,958,818  | 5,950,581    |
| Rye.....                               |             |         | 59,727     | 53,754       |
| Corn.....                              |             |         | 3,118,691  | 1,933,588    |
| Corn meal.....                         | bbls.       |         | 2,378      | 8,323        |
| Barley.....                            | bush.       |         | 247,233    | 160,701      |
| Oats.....                              |             |         | 1,163,599  | 465,440      |
| Bran and ship stuffs.....              | lbs.        |         | 645,651    | 6,457        |
| Peas and beans.....                    | bush.       |         | 13,007     | 16,259       |
| Potatoes.....                          |             |         | 128        | 77           |
| Dried fruit.....                       | lbs.        |         | 83,020     | 11,622       |
| Total.....                             | tons        | 334,434 |            | \$12,227,800 |
| <i>All other Agricultural Produce.</i> |             |         |            |              |
| Unmanufactured tobacco.....            | lbs.        |         | 3,391,133  | \$169,557    |
| Hemp.....                              |             |         | 676,317    | 47,342       |
| Clover and grass seed.....             |             |         | 1,543,509  | 108,045      |
| Flax seed.....                         |             |         | 1,274,811  | 25,496       |
| Hops.....                              |             |         | 1,866      | 549          |
| Total.....                             | tons        | 375,930 |            | \$18,810,403 |

| MANUFACTURES.                               |                |                                  |
|---------------------------------------------|----------------|----------------------------------|
| Domestic spirits.....galls.                 | 1,327,711      | \$438,651                        |
| Oil meal and cake.....lbs.                  | 2,192,806      | 21,928                           |
| Leather.....                                | 678,481        | 217,114                          |
| Furniture.....                              | 332,535        | 39,905                           |
| Bar and pig lead.....                       | 52,998         | 4,240                            |
| Pig iron.....                               | 321,920        | 6,438                            |
| Bloom and bar iron.....                     | 231,644        | 9,260                            |
| Castings and iron ware.....                 | 111,482        | 4,459                            |
| Domestic salt.....                          | 109,680        | 877                              |
| <b>Total.....tons</b>                       | <b>8,417</b>   | <b>\$742,878</b>                 |
| MERCHANDISE.                                |                |                                  |
| Sugar.....lbs.                              | 27,552         | \$1,929                          |
| Molasses.....                               | 9,082          | 318                              |
| Coffee.....                                 | 2,354          | 283                              |
| Nails, spikes, and horse shoes.....         | 37,420         | 1,874                            |
| Iron and steel.....                         | 290,515        | 2,330                            |
| Railroad iron.....                          | 695,954        | 29,879                           |
| Flint enamel, crockery, and glass ware..... | 422,236        | 29,550                           |
| All other merchandise.....                  | 1,299,292      | 91,150                           |
| <b>Total.....tons</b>                       | <b>1,393</b>   | <b>\$166,332</b>                 |
| OTHER ARTICLES.                             |                |                                  |
| Live cattle, hogs, and sheep.....lbs.       | 6,880          | 340                              |
| Stone, lime, and clay.....                  | 4,556,761      | 9,113                            |
| Gypsum.....                                 | 550            | 6                                |
| Mineral coal.....                           | 20,545,681     | 51,364                           |
| Copper ore.....                             | 1,156,868      | 300,785                          |
| Sundries.....                               | 9,056,076      | 492,804                          |
| <b>Total.....tons</b>                       | <b>18,061</b>  | <b>\$854,440</b>                 |
| <b>Total tons.....</b>                      | <b>548,818</b> | <b>Tot. value.. \$22,652,408</b> |
| <b>Total tolls.....</b>                     |                | <b>\$695,364 71</b>              |

STATEMENT OF PROPERTY LEFT AT BUFFALO, GOING TO WESTERN STATES AND CANADA, ON THE ERIE CANAL, OR WHICH WAS LEFT BETWEEN THAT PLACE AND THE COLLECTOR'S OFFICE NEXT IN ORDER ON THE CANAL; SHOWING THE QUANTITY AND AVERAGE VALUE OF EACH ARTICLE DURING THE YEAR 1853:—

| THE FOREST.                     |                |                  |
|---------------------------------|----------------|------------------|
| Description                     | Quantity.      | Value.           |
| Fur and peltry.....lbs.         | 1,206          | \$1,200          |
| <i>Produce of Wood.</i>         |                |                  |
| Boards and scantling.....ft.    | 3,658,715      | 73,174           |
| Shingles.....M.                 | 237            | 789              |
| Timber.....100 c. ft.           | 1,151,356      | 172,703          |
| Staves.....lbs.                 | 40,136         | 121              |
| Wood.....cords                  | 34,517         | 86,293           |
| <b>Total.....tons</b>           | <b>125,830</b> | <b>\$334,286</b> |
| AGRICULTURE.                    |                |                  |
| <i>Product of Animals.</i>      |                |                  |
| Pork.....bbls.                  | 3,818          | 61,080           |
| Beef.....                       | 6              | 57               |
| Bacon.....lbs.                  | 955            | 80               |
| Cheese.....                     | 1,601          | 1,250            |
| Lard, tallow, and lard oil..... | 12,586         | 1,256            |
| Wool.....                       | 34,047         | 13,618           |
| Hides.....                      | 1,092,120      | 218,242          |
| <b>Total.....tons</b>           | <b>1,182</b>   | <b>\$294,513</b> |

## Vegetable Food.

|                           |       |         |           |
|---------------------------|-------|---------|-----------|
| Flour.....                | bbls. | 43,751  | \$240,681 |
| Rye.....                  | bush. | 345     | 311       |
| Corn.....                 |       | 11,281  | 6,994     |
| Corn meal.....            | bbls. | 8,000   | 28,000    |
| Barley.....               | bush. | 2,773   | 1,802     |
| Oats.....                 |       | 45      | 18        |
| Bran and ship stuffs..... | lbs.  | 395,517 | 3,059     |
| Peas and beans.....       | bush. | 5,044   | 6,305     |
| Potatoes.....             |       | 37,984  | 22,795    |
| Dried fruit.....          | lbs.  | 214,373 | 30,015    |
| Total.....                | tons  | 7,595   | \$340,819 |

## All other Agricultural Products.

|                             |      |         |           |
|-----------------------------|------|---------|-----------|
| Cotton.....                 | lbs. | 505     | 51        |
| Unmanufactured tobacco..... |      | 4,639   | 230       |
| Flaxseed.....               |      | 1,380   | 28        |
| Hops.....                   |      | 128,429 | 51,371    |
| Total.....                  | tons | 8,344   | \$687,014 |

## MANUFACTURES.

|                             |        |            |             |
|-----------------------------|--------|------------|-------------|
| Domestic spirits.....       | galls. | 10,990     | 2,638       |
| Oil meal and cake.....      | lbs.   | 21,911     | 219         |
| Leather.....                |        | 1,549,044  | 495,694     |
| Furniture.....              |        | 3,657,133  | 438,850     |
| Bar and pig lead.....       |        | 21,636     | 1,731       |
| Pig iron.....               |        | 13,763,460 | 275,269     |
| Bloom and bar iron.....     |        | 1,699,622  | 67,985      |
| Castings and iron ware..... |        | 27,697,745 | 1,107,917   |
| Domestic cottons.....       |        | 1,031,459  | 371,326     |
| Domestic salt.....          |        | 59,205,314 | 473,683     |
| Foreign salt.....           |        | 122,160    | 3,236,499   |
| Total.....                  | tons   | 54,424     | \$3,236,499 |

## MERCHANDISE.

|                              |      |             |              |
|------------------------------|------|-------------|--------------|
| Sugar.....                   | lbs. | 22,356,618  | 1,567,963    |
| Molasses.....                |      | 15,480,124  | 541,800      |
| Coffee.....                  |      | 9,827,942   | 1,179,353    |
| Nails, spikes, &c.....       |      | 7,206,847   | 360,353      |
| Iron and steel.....          |      | 18,667,738  | 1,306,881    |
| Railroad iron.....           |      | 144,985,894 | 4,349,570    |
| Crockery and glass ware..... |      | 12,313,359  | 861,936      |
| All other merchandise.....   |      | 121,929,535 | 48,771,822   |
| Total.....                   | tons | 176,383     | \$58,936,678 |

## OTHER ARTICLES.

|                                   |      |            |              |
|-----------------------------------|------|------------|--------------|
| Live cattle, hogs, and sheep..... | lbs. | 12,300     | 615          |
| Stone, lime, and clay.....        |      | 83,373,256 | 166,740      |
| Gypsum.....                       |      | 471,106    | 4,711        |
| Mineral coal.....                 |      | 46,626,510 | 116,567      |
| Sundries.....                     |      | 16,128,363 | 1,417,625    |
| Other articles.....               | tons | 73,305     | \$1,417,625  |
| Total.....                        | tons | 438,786    | \$64,612,102 |

COLLECTOR'S OFFICE, BUFFALO, }  
December 29, 1853. }

I certify the above statement to be correct.

BURTON SLOCUM, Collector.

CANAL TRADE OF ROCHESTER IN 1853.

The Rochester papers contain the official statement of the canal business of that port during the season of 1853, compared with the previous season, (1852.) The total value of property first cleared at that port in 1853 was \$4,780,430, against \$4,303,762 in 1852. Increase in favor of '53, \$476,668.

The tolls collected in 1853 amounted to \$164,232, against \$159,297 in 1852. Increase in favor of '53, \$4,935.

Of the merchandise left at Rochester during the same period in 1853, it amounted in value to \$5,128,059, against \$5,237,066 in 1852—or a decrease in '53 of \$109,007. The amount in tons in 1853 was 161,375, against 164,733 in 1852.

The following are among the principal articles first cleared at that port during the two seasons:—

| Articles.                                         | 1853.               | 1852.      |
|---------------------------------------------------|---------------------|------------|
|                                                   | Quantity.           | Quantity.  |
| Boards and scantling . . . . .                    | 1,000 ft. 2,203,698 | 5,376,482  |
| Timber . . . . .                                  | 100 c. ft. 4,094    | 2,226      |
| Staves . . . . .                                  | lbs. 6,262,414      | 8,231,606  |
| Pork . . . . .                                    | bbls. 724           | 466        |
| Beef . . . . .                                    | 1,162               | 2,272      |
| Bacon . . . . .                                   | lbs. 116,646        | 32,403     |
| Cheese . . . . .                                  | 104,588             | 98,040     |
| Butter . . . . .                                  | 31,644              | 87,774     |
| Oil . . . . .                                     | 62,016              | 16,740     |
| Wool . . . . .                                    | 588,347             | 492,194    |
| Hides . . . . .                                   | 80,256              | 35,308     |
| Flour . . . . .                                   | bbls. 493,575       | 538,680    |
| Wheat . . . . .                                   | bush. 116,472       | 86,028     |
| Rye . . . . .                                     | 1,002               | 284        |
| Corn . . . . .                                    | 11,801              | 64,742     |
| Corn meal . . . . .                               | bbls. 116           | 10         |
| Barley . . . . .                                  | bush. 11,172        | 30,160     |
| Oats . . . . .                                    | 6,548               | 13,075     |
| Bran and ship stuffs . . . . .                    | lbs. 12,985,784     | 15,081,688 |
| Peas and beans . . . . .                          | bush. 2,889         | 5,576      |
| Potatoes . . . . .                                | 48,849              | 21,211     |
| Domestic spirits . . . . .                        | galls. 163,772      | 336,982    |
| Oil meal and cake . . . . .                       | lbs. 243,216        | 263,221    |
| Leather . . . . .                                 | 67,601              | 33,866     |
| Furniture . . . . .                               | 277,741             | 358,638    |
| Bar and pig lead . . . . .                        | 6,685               | .....      |
| Pig iron . . . . .                                | 1,833,069           | 2,368,392  |
| Bloom and bar iron . . . . .                      | 24,064              | 400        |
| Castings and iron ware . . . . .                  | 2,186,463           | 1,964,875  |
| Railroad iron . . . . .                           | 253,566             | 1,184,940  |
| Flint, enamel, crockery, and glass ware . . . . . | 94,398              | 39,148     |
| All other merchandise . . . . .                   | 3,674,169           | 6,095,638  |
| Stone, lime, and clay . . . . .                   | 495,621             | 1,668,126  |
| Mineral coal . . . . .                            | 1,717,572           | 2,907,718  |
| Sundries . . . . .                                | 8,284,805           | 3,945,087  |

PROGRESS OF RAILROADS IN INDIANA.

Indiana has made rapid progress in the construction of railways, and in this particular, as also in point of prosperity, she stands next to the great State of Ohio. The agricultural and commercial growth of Indiana is equalled only by that persevering and enterprising spirit which has enabled her citizens to construct within a few years twelve hundred miles of iron tracks. The following is a list of the several roads:—

| Name of Corporation.               | Miles. | Name of Corporation.             | Miles. |
|------------------------------------|--------|----------------------------------|--------|
| Columbus and Shelbyville.....      | 21     | New Albany and Salem.....        | 287    |
| Evansville and Crawfordsville .... | 34     | Newcastle and Richmond.....      | 12     |
| Indiana Central.....               | 72     | Northern Indiana.....            | 82     |
| Indianapolis and Bellefontaine.... | 84     | Ohio and Mississippi.....        | 32     |
| Indianapolis and Cincinnati.....   | 94     | Peru and Indianapolis.....       | 72     |
| Jeffersonville.....                | 107    | Shelbyville and Knightstown..... | 27     |
| Lafayette and Indianapolis.....    | 64     | Shelbyville Lateral.....         | 16     |
| Madison and Indianapolis.....      | 84     | Shelbyville and Rushville.....   | 20     |
| Martinsville.....                  | 27     | Terre Haute and Richmond.....    | 73     |

#### BOSTON AND WORCESTER RAILROAD.

The twenty-fourth annual report of the Boston and Worcester Railroad gives evidence of the most satisfactory success in all its operations. The gross receipts have been \$128,400 40 over those of the previous year, while the expenses of working the road have exceeded those of the last year by only \$45,787 83, and most of this excess is ascribed to the enhanced price of labor and materials, and to the increased amount of business.

|                                                                                             |             |              |
|---------------------------------------------------------------------------------------------|-------------|--------------|
| The total income of the road for the year ending Nov. 30, 1853, from all sources, was ..... |             | \$887,219 87 |
| Total working expenses.....                                                                 |             | 455,528 01   |
| Net income.....                                                                             |             | \$431,691 86 |
| To which is charged the balance of interest accounts... ..                                  | \$18,402 03 |              |
| Two dividends of 3½ per cent each .....                                                     | 315,000 00  |              |
|                                                                                             |             | 333,402 03   |
| Balance to reserved income .....                                                            |             | \$98,289 83  |
| Reserved income reported last year.....                                                     |             | \$100,626 76 |
|                                                                                             |             | \$198,916 59 |
| From which is deducted and carried to depreciation account, for engines and cars.....       |             | 60,075 59    |
| Leaving a sum total of income reserved of.....                                              |             | \$138,841 59 |

The report states that proposals have been made, jointly with the Western Railroad Corporation, to aid the company chartered to construct a road from Barre to Brookfield, which had been accepted; the two corporations agreeing to yield the Barre and Brookfield road, out of the gross receipts of joint business, sufficient to guaranty seven per cent interest upon \$100,000 of that stock, to be borne equally by the Boston and Worcester and Western Railroad Corporations.

#### RULES FOR RAILWAY TRAVELERS.

The *Scientific American* is responsible for the following hints to travelers. The last paragraph, relating to the use of placards for the purpose of informing travelers of the stopping places, we concur in very heartily. The present system in that respect is very inefficient.

Never attempt to get out of a railway carriage while it is moving.

Never attempt to get in a railway carriage when it is in motion, no matter how slow the motion may seem to be.

Never sit in any unusual place or posture.

Never get out at the wrong side of a railway carriage.

Never pass from one side of the railway to the other, except when it is indispensably necessary to do so, and then not without the utmost precaution.

Express trains are attended with more danger than ordinary trains. Those who desire security, should use them only when great speed is required.

Special trains, excursion trains, and all other exceptional trains on railways are to be avoided, being more unsafe than the ordinary and regular trains.

If the train in which you travel meet with an accident, by which it is stopped at a

part of the line or at a time where such stoppage is not regular, it is more advisable to quit the carriage than to stay in it.

Beware of yielding to the sudden impulse to spring from the carriage to recover your hat which has blown off, or a parcel dropped.

When you start on your journey, select, if you can, a carriage at or as near as possible to the center of the train.

Do not attempt to hand any article into a train in motion.

When you can choose your time, travel by day rather than by night; and, if not urgently pressed, do not travel in foggy weather.

There is one reform that we should like to see adopted on all our railways—that is, to have a board hung vertically in the inside, at the end of each carriage, with the names of all the stopping places painted on it in rotation, and all these covered with a slide which would open, and show the name of each place before arriving at it. The conductor calls out the name of each stopping place as he arrives at it, but if the plan was adopted which we propose, he would just have to draw the slide after leaving one place to show the name of the next stopping place. This would allow passengers to prepare for their departure, would save calling out, and would afford a quiet security to passengers of not mistaking their stopping places.

SALES OF BALTIMORE AND OHIO RAILROAD STOCK IN 1853.

The following table, showing the number of shares of Baltimore and Ohio Railroad stock bought and sold at the Baltimore Board in each month of the year 1853, is derived from the *Price Current* of that city:—

|                 | No. Shares. | Cash.  | Time.   | Avg. rates. | Total sales. |
|-----------------|-------------|--------|---------|-------------|--------------|
| January .....   | 3,263       | 1,483  | 1,780   | 93½         | \$305,090    |
| February .....  | 6,430       | 2,319  | 4,111   | 90½         | 581,915      |
| March .....     | 15,124      | 3,757  | 1,367   | 83          | 1,255,292    |
| April .....     | 13,836      | 4,353  | 9,483   | 82½         | 1,141,470    |
| May .....       | 5,362       | 2,442  | 2,920   | 79½         | 426,279      |
| June .....      | 11,388      | 3,918  | 7,470   | 75          | 854,100      |
| July .....      | 5,598       | 2,689  | 2,909   | 71½         | 400,257      |
| August .....    | 4,298       | 1,148  | 3,150   | 67          | 287,966      |
| September ..... | 12,665      | 1,876  | 10,795  | 62          | 785,230      |
| October .....   | 29,777      | 5,308  | 24,469  | 55*         | 1,637,735    |
| November .....  | 31,873      | 4,973  | 26,900  | 52½         | 1,673,332    |
| December .....  | 25,075      | 4,695  | 20,380  | 56          | 1,404,200    |
|                 | 161,689     | 38,955 | 125,734 |             | \$10,752,866 |

NOTE.—On the 21st of October the stock had reached the low figure of 42½, at which price a large amount was sold—the average price, however, for the month was 55.

SAILING OF MAIL STEAMERS FOR EUROPE IN 1854.

The Postmaster-General has issued a schedule of the days of sailing of our mail steamers to Europe during the ensuing year. Saturday is the day of departure from the United States, Wednesday from England and France, and Friday from Bremen. The steamers will leave on the Saturdays occurring on the 7th, 14th, 21st and 28th of January; 4th, 11th, 18th and 25th of February; 4th, 11th, 18th and 25th of March; 1st, 8th, 15th, 22d and 29th of April; 6th, 13th, 20th and 27th of May; 3d, 10th, 17th and 24th of June; 1st, 8th, 15th, 22d and 29th of July; 5th, 12th, 19th and 26th of August; 2d, 9th, 16th, 23d and 30th of September; 7th, 14th, 21st and 28th of October; 4th, 11th, 18th and 25th of November; 2d, 9th and 23d of December.

From Liverpool they will sail on the Wednesdays occurring on the 11th and 25th of January, 8th and 22d of February, 8th and 22d of March, 5th and 19th of April, 3d, 17th, and 31st of May, 14th and 28th of June, 12th and 26th of July, 9th and 23d of August, 6th and 20th of September, 4th and 18th of October, 1st, 15th and 29th of November, and 13th and 27th December.

From Southampton they leave on the Wednesdays falling on the 18th January, 15th February, 1st, 15th, and 29th March, 12th and 26th April, 10th and 24th May, 7th and 21st June, 5th and 19th July, 2d, 16th and 30th August, 13th and 27th Septem-

ber, 11th and 25th October, 8th and 22d November, 6th and 20th December, and 3d January.

From Havre, the days of sailing are the Wednesdays falling on the 18th January, 15th February, 15th March, 12th April, 10th May, 7th June, 5th July, 2d and 30th August, 27th September, 25th October, 22d November, and 20th December.

From Bremen, the steamers take their departure on the Fridays falling on the 24th February, 24th March, 21st April, 19th May, 16th June, 14th July, 11th August, 8th September, 6th October, 3d November, 1st and 29th December.

The postal regulations will remain the same as at present, with regard to rates, save in the event of new international treaties.

#### HUDSON RIVER NAVIGATION.

The close of the Hudson River for 1853 is, we believe, without a precedent. Although the river remained open to the 24th of December in the year 1847, to the 27th in 1849, and to the 22d in 1852, no season during the past ten years shows so long a period of navigation as the one just closed. Navigation commenced on the 21st of March—nine months, or 275 days! The following figures show the duration of navigation for the last ten years:—

|           | Days. |           | Days. |           | Days. |
|-----------|-------|-----------|-------|-----------|-------|
| 1844..... | 74    | 1848..... | 82    | 1851..... | 105   |
| 1845..    | 100   | 1849..... | 73    | 1852..... | 91    |
| 1846..... | 112   | 1850..... | 69    | 1853..... | 275   |
| 1847..... | 89    |           |       |           |       |

### MERCANTILE MISCELLANIES.

#### REPORT OF THE NEW YORK COTTON MARKET,

FOR THE MONTH ENDING JANUARY 14, 1854.

The month commenced with a good demand from both shippers and spinners, the latter purchasing freely of the better grades, which, from their scarcity, commanded full prices. The lower qualities, in sympathy with the Liverpool market, have not been in request; and to such an extent have they been neglected, that they are now, and have been, much the cheapest cotton. The sales during the week ending December 24, 1853, were 12,909 bales, viz: export, 2,909; home use, 4,342; speculation, 1,389; in transitu, 4,269 bales; and the quotations, as declared by the New York Cotton Brokers' Association, were:

|                    | Upland. | Florida. | Mobile. | N. O. & Texas. |
|--------------------|---------|----------|---------|----------------|
| Ordinary.....      | 8       | 8        | 8½      | 8½             |
| Middling.....      | 10¾     | 10¾      | 10¾     | 10¾            |
| Middling fair..... | 11      | 11¼      | 11¼     | 12             |
| Fair.....          | 11¾     | 11¾      | 12½     | 12½            |

During the second week of the month under review the transactions were more limited, owing to the annual holidays, and an advance in freights, caused by previous large purchases of cotton in transitu and for re-shipment from the South. The market being more freely supplied, a decline took place of ¼ c. per pound on nearly all grades. Our market closed for the week extremely dull, with sales of 8,158 bales, viz: export, 1,931; home use, 2,413; speculation, 634; in transitu, 3,180 bales; at the following quotations, declared December 31, 1853:—

|                    | Upland. | Florida. | Mobile. | N. O. & Texas. |
|--------------------|---------|----------|---------|----------------|
| Ordinary.....      | 8       | 8        | 8½      | 8½             |
| Middling.....      | 10¾     | 10¾      | 10¾     | 10¾            |
| Middling fair..... | 10¾     | 11       | 11½     | 11¾            |
| Fair.....          | 11¼     | 11¾      | 12      | 12½            |

Prices for the first week of the year were in favor of purchasers, with a much better stock to select from. Holders generally were free sellers, and the upward tendency in freights alone prevented larger transactions. Our market closed dull, with sales for the week of 8,400 bales, viz: export, 4,911; home use, 2,717; speculation, 772 bales; at the quotations annexed, which are those given by the Board of Brokers, January 9, 1854:—

|                    | Upland.          | Florida.         | Mobile.          | N. O. & Texas.   |
|--------------------|------------------|------------------|------------------|------------------|
| Ordinary.....      | 7 $\frac{7}{8}$  | 7 $\frac{7}{8}$  | 8                | 8                |
| Middling.....      | 9 $\frac{3}{4}$  | 9 $\frac{3}{4}$  | 10 $\frac{1}{2}$ | 10 $\frac{3}{4}$ |
| Middling fair..... | 10 $\frac{3}{4}$ | 10 $\frac{3}{4}$ | 11 $\frac{3}{4}$ | 11 $\frac{3}{4}$ |
| Fair.....          | 11 $\frac{1}{8}$ | 11 $\frac{1}{4}$ | 11 $\frac{3}{4}$ | 12 $\frac{1}{4}$ |

The week following considerable irregularity still existed. Some few sales of cotton in course of shipment made, below the quotations. Towards the close of the week prices became steadier; shippers, and our own spinners, taking to the extent of 10,000 bales, relieved the market of lots pressing for sale. Much of the cottons sold the last three weeks have been by ship samples, and it is such cases that have tended to cause irregularity in prices, which are alike injurious to both shipper and receiver—the latter properly storing his cotton, instead of making storehouses of our otherwise crowded docks. The sales for the week ending January 16, 1854, were 11,874 bales, viz: export, 5,346; home use, 4,159; speculation, 1,777; in transitu, 592 bales; at the following prices:—

|                    | Upland.          | Florida.         | Mobile.          | N. O. & Texas.   |
|--------------------|------------------|------------------|------------------|------------------|
| Ordinary.....      | 7 $\frac{7}{8}$  | 7 $\frac{7}{8}$  | 8                | 8 $\frac{1}{8}$  |
| Middling.....      | 9 $\frac{3}{4}$  | 9 $\frac{3}{4}$  | 10 $\frac{1}{2}$ | 10 $\frac{3}{4}$ |
| Middling fair..... | 10 $\frac{3}{4}$ | 10 $\frac{3}{4}$ | 11 $\frac{1}{2}$ | 11 $\frac{1}{2}$ |
| Fair.....          | 11               | 11 $\frac{1}{4}$ | 11 $\frac{3}{4}$ | 12 $\frac{1}{4}$ |

CROP AND RECEIPTS.

Crop opinions vary less this season than formerly; the general expression settles upon a crop of 3,000,000 bales as the maximum; yet there are a few who, basing their views upon the present large deficiency, as compared with last year, believe in a crop of 2,800,000 bales; and, on the other hand, there are those who think that the present decrease is owing entirely to the late picking season, together with the low state of the Southern rivers and the ability of the planters to hold over, and that a crop approaching that of last year has been gathered and will be sent forward to market as soon as a demand for it exists.

During the early picking season a general belief existed that an undue proportion of the crop would consist of the lower grades, attributable to the heavy rains which occurred in the summer months, but facts, proven by the receipts at the seaboard up to this time, dispel this fear, for the cotton thus far received consists of but little of the inferior and lower grades. Prepared for the *Merchants' Magazine* by

UHLHORN & FREDRICKSON, Brokers, 148 Pearl street.

BOSTON AND NEW YORK COMPARED.

The following remarks are from a speech of the Hon. THOMAS G. CARY, on the use of the credit of the State for the Hoosac Tunnel, in the Senate of Massachusetts. Mr. Cary was for many years engaged in mercantile pursuits in Boston and New York, and at one time connected in business with the late THOMAS H. PERKINS. More recently he has been largely interested in manufactures. But for his comparison of the two commercial cities of the country:—

New York, from her position, has become commercially a great central point for the Union, and for a large portion of our foreign trade. Boston is, geographically, only a

central point in Commerce for the larger part of New England. New York is, of course, a great place for agencies. Besides the business which may be called her own, and which would make her a large city at any rate, she is employed in transacting the business of other people; and this makes her the most populous city of the Union. The business of Boston is necessarily original in its character, growing out of the industry and enterprise of the people of Massachusetts and of those who move in from neighboring States. She is a principal, employing, to no small extent, the agency that I speak of in New York, and giving directions what shall or shall not be done there.

A voyage is planned quietly in Boston. The ship is fitted for sea without noise or bustle, and sails, perhaps, for the other side of the globe. At the end of ten or twelve months she returns to New York, richly laden, very likely with teas or silks, and then the bustle begins. The cargo is to be held or sold, as orders may be given from Boston. The proceeds are to be disposed of in conformity to orders from here. The profits belong here and are remitted here, and the ship comes round here to be dismantled and quietly refitted for another voyage. The basis of the whole proceeding is very likely to be intelligence which the merchant of Boston has acquired by personal experience in the distant region to which the vessel is destined.

I speak from personal knowledge in this, having resided for ten years in New York, representing there some of the most enterprising and successful merchants of Boston, until I was as familiarly known among directors of banks and insurance offices as I am here; and it was within my own observation that Boston Capital was, as it still is, at the bottom of much of the stir that is seen there. When I have gone into Wall-street and inquired what was going on, the question has been put to me in reply—"Who should know, if you do not? You seem to be directing an important part of what is going on."

I beg to be understood as speaking with entire respect of New York. She has, as I have intimated, business of her own, growing out of the sagacity and enterprise of her merchants, sufficient to make her great; but the peculiar activity and a great portion of the increase in population visible there, arises in the way that I have described. It seems to me idle to compare Boston with New York by increase of numbers, while they differ so widely in the particulars mentioned. Boston has long been growing rapidly, and continues to do so; fast enough, I should think, to satisfy her reasonable wishes. It does not seem to me desirable that her population should be swelled to a vast multitude, not easily controlled by wholesome regulations, perhaps, under institutions like ours, if the increase is to come from mere agencies, like that of a considerable proportion of that in New York. Boston had but 18,000 inhabitants in my childhood. I have seen her population doubled three times over, and it is now going on to be doubled a fourth time. She has become large enough to possess the characteristics of a great city, and since that is so, I see no reason for concern. It certainly was desirable that she should become so large that no one need be troubled with the impression that each person knew everybody's business. But now she has attained that degree of magnitude. No great performer of any description, no eminent lecturer, no traveler worthy of distinction, would come to the United States without including Boston in his range of visits to the great cities of the Union. If a person desires to fill a large space in the public eye, by living for show, he may be gratified here. If he wishes for privacy, he may live as retired as if he were in any other city of the United States, or in the woods of Berkshire. Why, then, should we be concerned at the growth of other places, if we are prosperous? It is said that only three hundred houses were built in Boston the last year. I do not know the truth of this, but what then? If we could have a return of all the houses that were built in the environs the last year, for people who transact their business in Boston, and of new warehouses in the city, we should find a very different account. The truth is that the stores are encroaching annually on the dwelling-houses, and people are in a manner driven for residence into the country, where the railroads furnish great facilities of access. Street after street is given to business for warehouses, till at last the encroachment has come within view from this house. The Masonic Temple is taken for business, and all the inhabitants of Temple Place, opposite here, may consider that they have received notice to remove. But if proof be wanted of our prosperity, let any one look at our wharves, and (beside the old places for ship building,) at the ship yards on East Boston and Chelsea, where a fleet of clipper ships, the admiration of the commercial world, has been launched, within three years, from places that were milk farms but recently, to be sent on such voyages as I have described.

## DEATH OF A YOUNG BOSTON MERCHANT.

The Boston *Transcript* of January 9th, 1854, records the death of one of the most intelligent, active and enterprising merchants of that city.

Mr. William N. Fairbanks, partner of a well known firm in Milk street, died on Saturday evening, January 7th, 1854, at his residence on Mount Pleasant, Roxbury. The deceased had an extensive circle of friends, who will bear witness to the estimable qualities of his character, the zeal and devotion with which he engaged in all enterprises which his judgment approved, and the sterling and sturdy virtues which crowned his career, and gave him commanding influence among his associates. Mr. Fairbanks was connected with the government of the Mercantile Library Association for many years, and held the office of President of the institution in 1842. The success which attended the first course of public lectures before the Association, resulted from his efforts, more than those of any other member. His elastic and persistent energy was applied to the interests of the institution, at a period when his services were invaluable.

For many months it has been evident that his strength was failing, and consumption, that scourge of New England, had seized him for its victim. His last days have been marked with calm resignation and cheerful confidence in the events of Providence. During the progress of his disease, his mind retained its native vigor; and when his strength failed, it was surprising to witness how far his strong intellectual faculties survived the decay of his vital powers. Thus has passed away, at an early age, a most useful and honorable man,—one whose influence and example are worthy of emulation, whose death will be mourned by young friends in every quarter of the civilized world; and whose memory will long be cherished by the large number of those who have experienced his friendship, and witnessed how fully his manhood developed and matured the bright promises of his early years.

## THE PAPIER MACHE OF COMMERCE.

We hear a great deal about *papier mache*, and if we visit book, jeweler, or fancy store, says the *North Western Gazette*, our eyes are attracted to beautiful portfolios, miniature writing desks, inkstands, &c., &c., shining in black and gorgeous with pearl and gold, and splendid in all the tints and hues of flowers and the rainbow. These beautiful articles, we are told, are made from *papier mache*, and after some research we find—*papier mache* is French for “chewed paper,” and we learn that it is very much used for all sorts of useful and ornamental purposes; for tea trays, writing desks, chess, work, and even center tables, and for furniture of all kinds, from a foot stool to a broad, wide and heavy French bedstead. We further ascertain that it is sometimes used for ornamental purposes—in architecture—and we are pointed to a church in the town of Bergen, Prussia, capable of holding one thousand persons, of which the reliefs outside, and the statues within—the roof, the ceiling, the Corinthian capitals are all made of *papier mache*. This work has been rendered water-proof by saturation in certain chemical mixtures. There are extensive manufactories of *papier mache* in England and on the continent, from which the invention originated. It is not manufactured to any considerable extent in this country, but when it is commenced, it is believed we shall be able to outstrip everything that has been done in Europe. The manufacture of this article is very simple. It is made of plain gray wrapping paper, which tears with a touch, pasted together in successive layers, with a paste made of glue, flour, and boiling water. When in the form of furniture, the paper is pasted upon a model to a sufficient thickness—then pressed with extreme power—then the paper is cut in halves on the model, and glued together on the edges—then turned, sawed, filed and polished. It is then varnished and baked, and baked and varnished again. The last baking is made at 230 degrees of the thermometer, which gives the beautiful black color all *papier mache* articles have. The ornamenting is then put on. If to be inlaid, the pearl and other material is fastened on in extreme thin layers, and more coats of varnish put on until the inlaying and the varnish present an uniform surface; then it is again polished, and finally the painting and the shading are done, and the work is completed. *Papier mache* is very strong and durable; when solid, on account of the immense pressure it is subjected to, it is heavier than wood—but when it is made hollow, as with furniture, it is lighter and stronger, too. We are inclined to believe that in ten years *papier mache* furniture will be generally used, and be afforded not much above the price of first rate rosewood or mahogany at the present time.

## THE PANTOGRAPH.

Among the wonderful discoveries or inventions ending in "graph," the pantograph seems destined to take no second place. It is a cutting and carving machine, which works with amazing celerity, great precision and finish, and is applicable to innumerable purposes of ornament and use. This remarkable invention has been patented by Mr. Searby. Acting on the principle of the slide-rest, or floating bed, and directed by the pantograph, the machine is moved with such facility and exactness in all the directions of the cube, under a fixed tool or tools, that it is capable of producing, in cutting, carving, or engraving, a fac simile of almost anything presented to its operation.

The enumeration of all the purposes to which this strange piece of mechanism is applicable would exhaust imagination. The hardest substances offer no impediment to its powers. In stone or marble, in ivory or wood, in pearl or metal, it can turn out copies of any shape you please; and by a principle of easy adjustment, on a scale as much larger or smaller than the original as may be desired. It will engrave seals to any pattern; turn out an exact copy of the Medician Venus, or the Greek Slave; furnish blocks to the calico-printer, the floor-cloth manufacturer, the paper-stainer, and the letter-press printer; execute monumental tablets and architectural ornaments; form saw-handles; cut names and sign-boards; or do anything else which requires any sort of shape or impression to be given to the hardest materials, performing that which appears the most difficult or delicate feat with as much dispatch, exactness, and finish as the easiest and least pretending.

The utility of the machine may be inferred from its applicability in the single department of saw-handles. The saw-handle manufacture of Sheffield alone employs four hundred hands, who make, on an average, fifteen handles each a day, or 36,000 a week, which, at one penny per handle, would return £7,860 per annum. Now, one of these machines, managed by a man and a boy, will produce 300 handles a day from one cutter; but, as each machine may have three cutters or more, it is obvious that the entire trade might be supplied by a few machines. It remains only to mention, that the machine is cheap, and may be wrought with ease by any description of power from hand to steam.

## THE HYDRAULIC RAM.

The hydraulic ram is a simple mechanical apparatus, constructed upon philosophical principles, and is used very effectively in raising a portion of the water from a spring or running brook above the level of its fountain head. The following description, it is believed, will be easily understood. Suppose a water pipe is laid along down the course of the stream through which the water is required to pass. The lower end of the pipe is closed, and near that extremity is an orifice on the upper side, which is opened and closed on the inside by a puppet valve, shaped something like an inverted barrel bung. There is also another similar orifice and valve opening outward from the main pipe, and into an air vessel. Now let both valves be closed. As there is then no means of escape for the water in the pipe leading from the spring, it is brought to a state of rest. The valve opening inward is loaded so that its gravity is greater than the pressure of the water at rest in the pipe; it consequently falls into the pipe, leaving the orifice open through which the water immediately begins to rush with increasing velocity, until its momentum becomes such as to push up the valve to its place in the orifice. The momentum of the water suddenly stopped in its course is such as to lift up the other valve opening outward into the air vessel, through which the water rushes, compressing the air into a smaller compass, until the reaction of the air is in equilibrium with the action of the water, when the valve No. 2 falls back to its place and prevents the water in the air vessel going back again into the main pipe. The water in the main pipe then having no escape is again brought to rest, whereupon valve No. 1 falls down again by its own weight, and the process is again repeated. From the air vessel a discharging pipe leads off to the upper story of a house, or any other place where the water is wanted, to which point it is driven by the elasticity of the compressed air in the vessel. Of course, the amount of water raised, compared to the whole, will be in inverse ratio to the elevation of the discharging point above the fountain-head. The momentum of the blow forcing the water into the air vessel when the valve closes, was well illustrated at the time the fountain was first put in action on Boston Common, where, it will be recollected, the momentum of the water was so great at the sudden stoppage of the jet as to burst the pipes and deluge the Common.

## SOURCES OF PERFUMES.

Whether any perfumed lady would be disconcerted at learning the sources of her perfumes, each lady must decide for herself; but it seems that Mr. De la Rue and Dr. Hoffman, in their capacities as jurors of the Great Exhibition, have made terrible havoc among the perfumery. They have found that many of the scents said to be procured from flowers and fruits, are really produced from anything but flowery sources; the perfumers are chemists enough to know that similar odors may be often produced from dissimilar substances, and if the half-crown bottle of perfume really has the required odor, the perfumer does not expect to be asked what kind of odor was emitted by the substance whence the perfume was obtained. Now, Dr. Lyon Playfair, in his summary of the jury investigation above alluded to, broadly tells us that these primary odors are often almost unbearable. "A peculiarly fetid oil, termed fusel oil, is formed in making brandy and whisky; this fusel oil, distilled with sulphuric acid and acetate of potash, gives the oil of pears. The oil of apples is made from the same fusel oil, by distillation with sulphuric acid and bichromate of potash. The oil of pine-apples is obtained from a product of the action of putrid cheese on sugar, or by making a soap with butter, and distilling it with alcohol and sulphuric acid, and is now largely employed in England in making pine-apple ale. Oil of grapes and oil of cognac, used to impart the flavor of French cognac to British brandy, are little else than fusel oil. The artificial oil of bitter almonds, now so largely employed in perfuming soap and for flavoring confectionery, is prepared by the action of nitric acid off the fetid oils of gas-tar. Many a fair forehead is damped with *eau de millefleurs*, without knowing that its essential ingredient is derived from the drainage of cow-houses." In all such cases as these, the chemical science involved is really of a high order, and the perfume produced is a *bona fide* perfume, not one whit less sterling than if produced from fruits and flowers. The only question is one of commercial honesty, in giving a name no longer applicable, and charging too highly for a cheaply-produced scent. This mode of saving a penny is chemically right, but commercially wrong.

## ITEMS OF BRITISH PUBLIC EXPENDITURE.

For the year 1852-53 the grant required for public works and buildings is £621,231. In the preceding year the sum voted was £508,653, and in 1850 £587,504. The government require to be voted for law and justice for the current year the sum of £1,294,374, against £1,097,611 in the preceding year. From a parliamentary paper just published it appears that, for the year 1852-53, £470,762 is required for education, science, and art. In 1851 the sum was £435,920, and in 1850, £414,802. The sum required to be voted for civil contingencies for the current year is £100,000. In 1849 the expenditure defrayed from the grant for civil contingencies was \$51,653; in 1850, £65,371; and in 1851, £89,675. The sum to be voted for salaries, &c., in public departments for 1852-53, is £1,032,233, against £995,855 in 1851, and £1,030,387 in 1850. The sum required for civil services for 1852, £4,182,086. In 1851 the sum was £3,948,102, and in the preceding year £4,065,642. The increase compared with 1850 was £116,444, and the increase compared with 1851 was £233,984. Among the sums to be voted by the House of Commons under the head of civil services is £40,200 in the present year on account of the census of the population. Last year £130,000 was voted. The sum of 253,587 is required to be voted for the current year for convict establishments in the colonies, being an increase of £70,557 on the preceding year. According to the estimates just printed the sum of £369,318 will be required to be voted for colonial, consular, and other foreign services in the current year. In 1851 the sum voted was £424,633, and in 1850, £441,527. The last class, the estimates about to be proposed to the House of Commons, is termed, "special and temporary objects." The sum required for the year 1853 is only £81,145, being a decrease of £118,517 compared with 1851, and £37,318 compared with the year 1850. The sum to be voted for government superannuation and charities for the year 1852-53 is larger than last year by £25,255. The sum in 1851 was £187,768, and in the present year £213,023 is required to be voted.

## BOHEMIAN CRYSTAL KNIVES.

Among the various novelties prepared for the new year, says a Paris correspondent of the *Journal of Commerce*, and in which the shops of Paris abound, the prettiest I have seen are at the brilliant porcelain establishment of Bourlet, 14 Boulevard Pois-

sonnere, where may be found the rarest and finest specimens of Sevres and other French china. There are fruit knives of Bohemian crystal; the blade is of white crystal, and the handle a happy mixture of white and blue, or white and claret colors. Hitherto silver knives have been thought indispensable for fruit; but this crystal novelty is likely to supersede them; they are not only an ornament for a dinner table, but are more easily kept clean and bright than silver.

#### MODIFICATION OF THE USURY LAWS.

In the following memorial, relative to a modification of the Usury Laws, which has been unanimously adopted by the New York Chamber of Commerce, we entirely concur:—

CHAMBER OF COMMERCE, NEW YORK, January 6, 1854.

*To the Honorable the Legislature of the State of New York, in Senate and Assembly convened.*

The memorial of the Chamber of Commerce of the State of New York, respectfully represents,

That the present law of this State, regulating the rate of interest, is more stringent and severe than any other usury law in the United States or in Europe.

That in the ratio of this increased severity has been the tendency of said law to disturb and agitate the price for the use of money, when any circumstances has arisen to carry the price of money the smallest fraction above the legal rate, and this, because of the increased compensation consequent upon the risk of illegality, also caused, in part, by the driving away of law-abiding competitors.

That it can be shown, by historic facts from the earliest ages, that wherever the usury laws have been the most lenient, other things being equal, the rate of interest has been lowest.

That the impression which has sometimes prevailed as to the movements for a modification coming from money lenders in Wall-street, is entirely erroneous, much the greater portion of the parties now asking a relaxation borrow more money than they lend.

That your memorialists are confident in the opinion that the law relative to the interest of money should merely fix a rate to govern in the absence of a written contract between the parties, and leave borrowers and lenders free to contract upon any terms they themselves may deem advisable.

That, notwithstanding this opinion, your memorialists, with all deference to certain hereditary or other feelings cherished by portions of their fellow-citizens in regard to usury, would, in the spirit of compromise, recognize the principle of *some* penalty for infractions of the usury law.

Pursuant to this, your memorialists, in conclusion, would most respectfully ask that the penalty may be changed from fine and imprisonment and loss of the entire sum loaned, to a loss of the interest only.

P. PERIT, President.

ED. C. BOGERT, Secretary.

#### MUSCOVADO SUGAR.

A new method of manufacturing sugar has been discovered and patented by Don Juan Ramos, of the island of Porto Rico, by the agency of which Muscovado sugars may be manufactured in increased quantities of superior quality, and at much less expense than heretofore. The improvement consists entirely in the use of an ingredient for the cleansing of the liquor, and so wonderful are said to be its effects that at a trial made in the presence of a number of planters, and subjected to the most rigorous tests, the new mode of manufacture showed a saving of 41 per cent—or the production from the same quantity of cane of sugar and molasses to the value of \$1,520 44, against \$1,077 91 produced by the old mode of manufacture. A sample of sugar made by the new process is thus spoken of by the *London Times*:—

“Whether with regard to quality, color, or strength, this sample of Muscovado sugar has elicited the admiration of all who have seen it. An eminent mercantile house, to whom the sample has been shown, pronounces it to be worth 39s., whilst a similar quality, manufactured by the old process, is selling in Liverpool at 28s. 6d.; so that, while the quantity is largely increased, as we have demonstrated, the value of the sugar is raised to the extent of ten shillings per cwt.”

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 THE BOOK TRADE.
 

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- 1.—*My Uncle Toby's Library*. By FRANCIS FORRESTER, Esq. 12 vols. New York: Geo. H. Rand.

This Library, just completed, consists of twelve volumes, neatly bound, and illustrated with upwards of sixty appropriate engravings. Each book is printed in large and handsome type, upon superior paper. The books are so written that, while each number is a complete story in itself, there is a connection between the whole series. We give the titles of each volume, as follows:—1. Arthur Ellerslie, or the Brave Boy—2. Redbrook; or, Who'll Buy my Water Cresses?—3. Minnie Brown; or, The Gentle Girl—4. Ralph Rattler; or, The Mischief Maker—5. Arthur's Temptation; or, The Lost Goblet—6. Aunt Amy; or, How Minnie Brown learned to be a Sunbeam—7. The Runaway; or, The Punishment of Pride—8. Fretful Lillia; or, The Girl who was compared to a Sting Nettle—9. Minnie's Pic-Nic; or, A Day in the Woods—10. Cousin Nelly; or, The Pleasant Visit—11. Minnie's Playroom; or, How to Play Calisthenics—12. Arthur's Triumph; or, Goodness Rewarded. A little girl of nine, at our elbow while we write, has read the series, and expresses her delight in no measured terms. Instruction and amusement are most happily blended in this admirable series of books.

- 2.—*The Complete Works of Thomas Campbell; with an original Biography*. Edited by EDES SARGENT. 8vo., pp. 479. Boston: Phillips, Sampson & Co.

This is, we believe, the most complete edition of the poetical works of Campbell that has ever been published. In addition to the poems in the Moxon editions, which are given according to the arrangements approved by the author in his lifetime, are fifty poems, some of which are hardly surpassed by the best of his acknowledged lyrics. One hundred pages of the volume are occupied with a comprehensive and beautiful memoir, compiled from the life and letters of the poet, and from the reminiscences of Mr. G. Redding, ten years Campbell's associate in editing the *New Monthly Magazine*. This has been done with taste and judgment by Mr. Sargent. The volume is illustrated with a faithful likeness of the poet in his early years, and full-length pen-and-ink sketch, representing him in the ease and undress of his study, in more advanced life.

- 3.—*Rollo's Tour in Europe. Rollo on the Atlantic*. 18mo., pp. 220. Boston: W. J. Reynolds.

The first of another series of the Rollo books, by Jacob Abbott, an announcement that will be hailed with delight by thousands of children throughout the land. In this volume the readers of the Rollo books will find a continuation of the history of the little hero, by giving them an account of the adventures which such a boy may be supposed to meet with in making the tour of Europe. In the series (six in number) instruction rather than amusement is aimed at, and in perusing them the reader may feel assured that all the information which they contain, not only in respect to the countries visited, and to the customs, usages and modes of life that are described, but also in regard to the general character of the incidents and adventures that the young travelers meet with, is in most strict accordance with fact. We predict for this series a popularity as wide and deserved as either of the author's former publications.

- 4.—*Dovecote; or, The Heart of the Homestead*. By the author of "Cap Sheaf." 12mo., pp. 361. Boston: John P. Jewett & Co.

This is a simple narrative of a poor "waif of the world," whose fortunes it follows through many changes, both adverse and fortunate, and who at last finds a home in the "Heart of the Homestead," worthy of the trusting and confiding nature of the poor wandering one. The book is interesting. Aside from the story, it is attractive for its vivid pictures of home life—its joys and sorrows: bringing up scenes which come home to the heart of the reader. It may be commended also for its description of natural scenery, its glowing accounts of hill and grove, meditations by the brook and river side—all of which tends to keep alive the interest of the story. Take it altogether, it is a readable book.

5.—*Hearts and Faces: or, Home Life Unveiled.* By PAUL CREYTON, author of "Father Brighthopes," &c. 18mo., pp. 295. Boston: Phillips, Sampson & Co.

6.—*Burcliff; its Sunshine and its Clouds.* By PAUL CREYTON, author of "Father Brighthopes," &c. 18mo., pp. 288. Boston: Phillips, Sampson & Co.

"Father Brighthopes," the author's first experiment at book making, found many friends and admirers. "Hearts and Faces" will, we predict, meet with similar success. The volume embraces a dozen tales, designed to illustrate American Home Life, and "to afford the reader a few simple and useful lessons as well as amusement for now and then a leisure hour." The every-day subjects which it touches, and the gentle feelings of the hearts to which it appeals, will doubtless secure for it a kind reception. "Burcliff" is replete with agreeable and instructive sketches of every-day life. We seldom meet with works of so little pretension so rich in all the elements of a homely excellence.

7.—*The American Almanac and Repository of Useful Knowledge for the year 1854.* 12mo., pp. 352. Boston: Phillips, Sampson & Co.

The present is the twenty-fifth annual volume of this work. It has changed its editor and its publishers in that period two or three times. But it has lost none of its astronomical or statistical value, and as a book of reference, present and future, it will not suffer by comparison with the "British Almanac," or any similar work published at home or abroad. We are frequently applied to by foreigners visiting this country for the titles of works of reference, and we uniformly place the American Almanac on the catalogue. The astronomical department of this volume was prepared by Lieut. Charles Henry Davis, U. S. N., the accomplished Superintendent of the American Nautical Almanac.

8.—*A Treatise on the Peculiarities of the Bible; being an Exposition of the Principles involved in some of the most remarkable Facts and Phenomena recorded in Revelation.* By REV. E. D. RENDELL, author of "Antediluvian History." "Deity of Jesus Christ," &c. From the London edition. 12mo., pp. 396. Boston: Otis Clapp.

This work, which purports to be "a treatise on the peculiarities of the Bible," because, as the author says, the composition of that book, with its sentiments, events, phenomena, duties, hopes, &c., are all *peculiarities*. We should say that the treatise was rather designed by the author to set forth the peculiar views entertained of the Bible by the followers of Emanuel Swedenborg, who will ever be regarded as one of the most remarkable men of the age in which he lived. There is much in the work that will interest the inquirer after religious truth.

9.—*Western Characters; or, Types of Border Life in the Western States.* By J. L. McCONNEL, author of "Talbot and Vernon," "The Glens," &c., with illustrations by Darley. 12mo., pp. 378. New York: J. S. Redfield.

The design of this work is to furnish a series of portraits of Western characters, embracing a few of the earlier, whose "mark" is traceable in the growing civilization of the West and South. The writer selects ideal rather than actual individuals, each representing a class; and although arranged chronologically, the periods are not historical, but characteristic. The Indian, the Voyageur, the Pioneer, the Ranger, the Regulator, the Justice of the Peace, the Peddler, the Schoolmaster, the Schoolmistress, and the Politician, form the subjects of these sketches, and each picture combines the prominent traits belonging to the class thus chosen.

10.—*Art and Industry, as Represented in the Exhibition in the Crystal Palace, New York, 1853-54; showing the Progress and State of the various Useful and Esthetic Pursuits.* Revised and edited by HORACE GREELEY. 12mo., pp. 385. New York: J. S. Redfield.

This volume contains a series of descriptive sketches of the various productions on exhibition at Crystal Palace. These descriptions were originally published as furnished by one of the editors of that journal, for the *Tribune*, and now come out under the editorship of Mr. Greeley, who is at the head of the editorial department of that paper. It furnishes the best exposition of the various products on exhibition that has yet been published, and it is a work that we can recommend to those who have visited, who intend to visit, or wish to acquire a general knowledge of the various products of nature and art on exhibition.

- 11.—*Chambers' Home Book; or Pocket Miscellany*: Containing a Choice Selection of Interesting and Instructive Reading for the Old and the Young. 6 vols., each complete in itself. 12mo., pp. 360. Boston: Gould & Lincoln.

Chambers' publications have long since become celebrated for their merit and excellence. They comprise an extensive series, embracing almost all the branches of English literature. Those which have been devoted to miscellaneous and entertaining subjects, not only such as belong to the series before us, but others also which are not included, have been marked by a rare excellence of taste and judgment in the selection of their contents, and by a degree of entertainment which is both refined and elevated. The present volumes are the latest of Chambers' Miscellanies. Their contents are quite varied; but in every instance instructive and interesting. It is not easy to conceive how such a large amount of selected reading can well be made without occasional instances of articles somewhat tame or prosaic. A careful examination of these volumes has not brought to our notice a single instance in which we have thought there was any deficiency in the excellence of judgment, humor, and taste which are peculiar to the work. Under such impressions, we cannot hesitate heartily to recommend these volumes for family reading, for young persons, and even for those of mature years. There is no series over which so many hours can be spent by all classes of readers, and all will feel that time to have been well spent. The order observed in preparing the contents of each volume has been to combine tales, instructive essays, historical sketches, descriptive scenes, poetry, and anecdote—thus furnishing something adapted to every mood. In a word, we cannot leave these volumes without thanking the American publishers for the handsome dress in which they have clothed so much choice reading.

- 12.—*Hallucinations; or the Rational History of Apparitions, Visions, Dreams, Ecstasy, Magnetism, and Somnambulism*. By BRIERRE DE BORISMONT. First American, from the second enlarged and improved Paris edition. 8vo., pp. 553. Philadelphia: Lindsay & Blakeston.

This is a translation of a work by one of the most distinguished French physicians of the day. It treats the subject of hallucinations in their relations to philosophy, medicine, religion, history, morality, and jurisprudence. The author, among other matters, attempts to prove that hallucination is not a necessary symptom of insanity, but that in certain cases it may be considered a purely physiological phenomenon. He insists on the necessity of establishing an intimate union between philosophy and medicine, especially on the treatment of mental diseases. The value of such a work to the philosopher, the practical physician, the lawyer, and even the theologian, will be readily admitted. We have found some parts of it exceedingly interesting, although not belonging to either of the classes just named.

- 13.—*The British Poets*. 18mo. Boston: Little, Brown & Co.

We have noticed in a former number of the *Merchants' Magazine* the publication of the poetical works of Goldsmith, Gray, Cowper, Collins, Butler, Pope, Prior, &c., in all thirteen volumes, in uniform style. We have now before us the poems of Milton, in three volumes, and the poems of Thomson, in two volumes, to each of which there is prefixed a memoir—the former written by the Rev. John Mitford, and the latter by Sir Harris Nicolas. We are warranted in saying that the volumes of this collection of the British Poets will invite perusal, as well by their form and appearance, as by the character of their contents. The size and style of the volumes are those of Pickering's Aldine Poets, and such of the works of that edition as fall entirely within the plan of the present collection are to be embodied in it.

- 14.—*History of Greece*. By GEORGE GROTE, Esq. Vol. 11. Reprinted from the London edition. 18mo., pp. 522. New York: Harper & Brothers.

This history has already occupied a larger space than the author first anticipated. But one more volume will complete the work, and bring the history to the close of the generation contemporary with Alexander. This work, now nearly completed, is already regarded by readers and reviewers as one of the most interesting and valuable contributions in historical literature published during the present century.

- 15.—*Bleak House*. By CHARLES DICKENS. With Illustrations by H. K. Brown. 2 vols., 12mo., pp. 936. New York: Harper & Brothers.

Of all the editions of this last but not least of Dickens' novels, it is the best reproduced in this country. It is the library edition. The numerous illustrations by Brown are capital.

- 16.—*The Works of Joseph Addison, including the whole Contents of Bishop Hand's Edition, with Letters and other Pieces not found in any previous Collection; and Macaulay's Essay in his Life and Works.* Edited with Critical and Explanatory Notes. By GEORGE WASHINGTON GREENE. Vol. 1. 12mo., pp. 500. New York: George P. Putnam & Co.

This is the only complete edition of Addison's works ever projected. It is to be comprised in five volumes, and include his contributions to the "Tattler," "Guardian," and "Spectator." The other parts of these celebrated works, viz., the papers of Steele, Swift, Pope, Tickell, &c., are to be published separately in two additional volumes, uniform with this edition of Addison. The volume before us, the first of the series, contains the poetical and dramatic writings, preceded by Macaulay's famous article upon Addison, which appeared in the "Edinburgh Review" some years ago, and which Thackeray cites as "a magnificent statue of the great writer and moralist of the last age, raised by the love and the marvelous skill and genius of one of the most illustrious artists of our own."

- 17.—*The Religion of Manhood; or the Age of Thought.* By Dr. J. H. ROBINSON. 12mo., pp. 247. Boston: Bela Marsh.

This work is put forth under the claim that the greater portion of its contents "was dictated, spoken, and written, while in the impressionable state." The author's experience commenced, as he states, with the mechanical movements of his person, and then passed on to the mental phases. The mechanical soon ceased, and for two years past he has had but little of that kind of manifestation. The volume contains two introductions—one by the medium, Dr. Robinson, and the other by Mr. E. A. Newton, both logical and well written, and we will add, for the consolation of unbelievers in inspiration and spiritualism, without any indications of an insane condition of the organism of the brain.

- 18.—*The Errors of the Bible Demonstrated by the Truths of Nature; or Man's only Infallible Rule of Truth and Practice.* By a Student of the Bible and of Nature. 12mo., pp. 144. Boston: Bela Marsh.

After twelve years' study of the Bible, in the languages in which it was written, with an earnest desire to perfect himself in all goodness, and bring himself into harmony with the laws of nature and of nature's God, he found, as he tells us, the Bible to abound in moral precepts as pure as ever came from human lips. But as a book of authority to decide what is true and false in principle, and right and wrong in practice, he regards it as he does any other book. The author speaks of the Bible and Jesus plainly, but with apparent sincerity and fidelity to his own convictions.

- 19.—*The Old Forest Ranger; or Wild Sports of India on the Neilgharry Hills, in the Jungles, and on the Plains.* By Major WALTER CAMPBELL. Edited by FRANK FORESTER, author of "Field Sports," and "Fish and Fishing of the United States," &c. 12mo., pp. 382. New York: Stringer & Townsend.

Frank Forester, alias H. W. Herbert, is *par excellence* master of the literature of sporting, and seems to delight in the romance of sporting in all its varieties. There is in this delightful volume, (to quote from the editor,) for the naturalist abundant wealth of new anecdotes, ordinary habits and haunts, and instincts of animals known and described long since, of species, if not of genera, nondescript heretofore; and lastly, not leastly, there is "Lay of love for lady fair,"—and all this without a phrase of affectation, personality, conceit, or self-approbation.

- 20.—*The Art Journal for January.* London and New York: Geo. Virtue & Co.

This monthly journal of art maintains its high standing with unflagging interest. Its contents are as rich, instructive, and varied as at any previous period. The embellishments consist of a fine engraving entitled "Raising the May Pole;" also "Hylas and the Nymphs," from a group of sculpture by J. Gibson; and "The Vintage," from a picture in the Vernon Gallery—with numerous specimens of the Dutch art.

- 21.—*The Works of John Adams, Second President of the United States: With a Life of the Author.* Notes and Illustrations by his Grandson, CHARLES FRANCIS ADAMS. Vol. 8. 8vo., pp. 691. Boston: Little, Brown & Co.

The present volume, the eighth of the series, contains the official correspondence of John Adams down to the second year of his Presidency. The style in which these volumes are published is not surpassed by similar works from the British press.

- 22.—*Dress as a Fine Art.* With Suggestions on Children's Dress. By MRS. MERRIFIELD. With an Introduction on Head Dress. By Professor FAIRHOLT. 4to., pp. 443. Boston: John P. Jewett & Co.

This work has already received the approbation of the best public journals in this country. The fact that the several chapters it contains were originally prepared for the "*London Art Journal*," is of itself a sufficient recommendation of the work. The chapter on head-dresses by Professor Fairholt, which commences the book, is one of much interest, and affords an explanation of many of the descriptions in the body of the work. The other chapters are devoted to dress as a fine art; the head, the dress, the feet, remarks on particular costumes—ornament and economy. The closing chapter on children's dress by Mrs. Merrifield, it is thought will be of more value to most persons than the cost of the entire work. It is amply illustrated with plates, and is beautifully printed and handsomely bound.

- 23.—*Passages from the History of a Wasted Life.* By a Middle-Aged Man. Edited by the Author of "Pen-and-Ink Sketches," "Pen-and-Ink Pictures of British Preachers," "Life of Chatterton," &c., &c. Illustrated by Billings. Engraved on Wood by Baker, Smith & Andrew. 18mo., pp. 248. Boston: B. B. Mussey & Co.

This book is startling from its reality. Its power is its truth, its thorough exhibition of a tortured heart, its frightful experience of the misery of self-abandonment. There is a painful fascination in every chapter; you dread to go on, yet you dare not stop; you sympathize with the penitent sufferer while your heart aches with sorrow at such a sacrifice. Somewhat familiar with the oral and written confessions of reformed inebriates, this tear-steeped history differs from them in its thorough familiarity with London wretchedness, in the originality of the writer's pen, and the fervor of his soul. The other lives sketched in connection with the author's own are not fancy-pieces, but drawn directly from life.

- 24.—*Outlines of the Geology of the Globe, and of the United States in particular: With two Geological Maps, and Sketches of Characteristic American Fossils.* By EDWARD HENCOCK, D. D., LL. D., President of Amherst College, and Professor of Natural Theology and Geology. 8vo., pp. 136. Boston: Phillips, Sampson & Co.

Although this comprehensive work was prepared as a sequel to the author's "Elementary Geology," it will enable the general reader to get, without wading through many volumes, a pretty good general knowledge of the geology of the globe. The excellent maps which accompany it teach more than many pages of letter-press. As a book of reference it is invaluable.

- 25.—*Glad Tidings; or the Gospel of Peace.* A Series of Daily Meditations for Christian Disciples. By Rev. W. K. TWEEDIE, D. D., Free Tolbooth Church, Edinburgh. Boston: Gould & Lincoln.

Religion in this little work is contemplated under various aspects—as it existed in man's soul when first created; as revealed and recorded in the Bible; as embodied in doctrines, which are intellectually believed upon sufficient evidence; and, finally, as "taught to an individual soul by the Holy Spirit, according to the inspired volume." The author maintains that the last is the standard and substance of all that is true in regard to salvation. The volume is beautifully printed.

- 26.—*Christmas Holidays at Chesnal Hill.* By COUSIN MARY. Boston: Phillips, Sampson & Co.

- 27.—*Little Blossom's Reward: a Christmas Book for Children.* By MRS. EMILY HARE. Boston: Phillips, Sampson & Co.

These two volumes, by different writers, are beautiful in all that pertains to the art of book making. The illustrations are finely executed, and the paper, type, and binding are not surpassed by the materials of more costly books. The tales and sketches are worthy of the fine dress in which they appear.

- 28.—*Dashes of American Humor.* By HOWARD PAUL. Illustrated by John Leech. 12mo., pp. 306. New York: Garrett & Co.

A very pleasant and agreeable book, abounding in picturesque, graphic and humorous sketches, some thirty in number. The English edition of this work was very favorably noticed by the London press. The illustrations by Leech, the distinguished artist whose contributions to "Punch" have been enjoyed all over the world, are capital. The author is a writer of rare humor, and his book will do much to drive away the "blues."

- 29.—*The Book of Nature: An Elementary Introduction to the Sciences of Physics, Astronomy, Chemistry, Mineralogy, Geology, Botany, Zoology, and Physiology.* By FRIEDRICK SCHOEDLER, Ph. D., Professor of Natural Sciences at Worms, and formerly Assistant in the Chemical Laboratory of Giessen. First American Edition, With a Glossary and other Additions and Improvements, from the Second English Edition, Translated from the Sixth German Edition, by HENRY MEDLOCK, F. C. L., &c. Illustrated with six hundred and ninety-seven Engravings on Wood. 8vo., pp. 691. Philadelphia: Blanchard & Lea.

The title page quoted above indicates its character and contents. Founded on a scientific basis, and composed with simplicity and clearness, this work presents a general and comprehensive view of all the principal branches of the natural and physical sciences. The estimation in which it is held by the Germans, is testified by the sale of twenty thousand copies in five years. This edition contains all the improvements and additions of the last German and English, and the American publishers in reproducing it have spared no pains to render it even better adapted to the American student.

- 30.—*Benedictions of the Blessed Life.* By the Rev. JOHN CUMMING, D. D., F. R. S. E., Minister of the Scottish National Church. 12mo., pp. 494. Boston: John P. Jewett & Co.

The design of this work is to exhibit the constituent elements of the "Blessed Life," and thus the eloquent Scotch Divine attempts to show in opposition to the Rationalistic School, who think it can be realized on earth, irrespective of, and even in direct opposition to Christianity. It is an eloquently written treatise, and is prepared with a life-like pen-and-ink sketch of the author, from the pen of that accomplished scholar, John Ross Dix.

- 31.—*History of New Amsterdam; or New York as it Was in the Days of the Dutch Governors.* Together with Papers on Events connected with the American Revolution, and on Philadelphia in the Times of William Penn. By Professor A. DAVIS, Corresponding Member of the New York Historical Society, &c., &c. 18mo., pp. 240. New York: R. T. Young.

Mr. Davis has given us an interesting volume. His history of the Island of the Manhattans, with the particulars of its growth and changes, is concise and comprehensive. Appended we have an account of the early settlement of Albany and other river towns. The second part, which refers to the discovery of America, the French war, and that of the Revolution, will be read with interest.

- 32.—*Mrs. Partington's Carpet-Bag of Fun.* With 150 Engravings, from Designs by Darley, McLenan, Leech, Phiz, Henning, Cruickshank, Hine, Doyle, Finniel, Goater, Crowquill, &c. By S. P. AVERY. 18mo., pp. 300. New York: Garrett & Co.

An omnibus of things new and old; for the most part the latter. It contains but few of the sayings and doings of the genuine Mrs. Partington. But its "rich humor and amusement" will serve to excite the risibles of the most sedate, and to drive "dull care" from the face, if not from the heart, of the most desponding. The works of genuine Mrs. Partington are, we understand, in press, and will shortly make their appearance.

- 33.—*The Preacher and the King; or Bourdaloue in the Court of Louis XIV.* Being an Account of the Pulpit Eloquence of that distinguished Era. Translated from the French of L. BANGENER, Paris. 12th edition. With an Introduction by the Rev. GEORGE PORTS, D. D., Pastor of the University Place Presbyterian Church, New York. 12mo., pp. 338. Boston: Gould & Lincoln.

This is substantially a work on pulpit eloquence, and its criticisms are embodied in a spirited narrative, embracing occurrences and persons which belong to what has been called the Augustan Age of France. The translator seems to have retained the spirit of the French author, if not the language.

- 34.—*Clinton: A Book for Boys.* By WM. SIMONDS. With Illustrations. 12mo., pp. 275. Boston: Gould & Lincoln.

The story of Clinton is designed chiefly to illustrate, by example, the importance of early habits of obedience and industry; the danger of mingling with unprincipled and vicious companions, and the necessity of being able to say "No!" when tempted to do wrong. It is well written, and will be found attractive to all young readers.

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