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CONTENTS OF NO. V., VOL. XXX.

ARTICLES.

ART.	PAGE.
I. MAURY'S SAILING DIRECTIONS	531
II. COMMERCE OF THE UNITED STATES.—No. VII. Navigation Act of 1651—Mint in Massachusetts—Clayborne again—Navigation Act of 1660, its effect upon England and the Colonies—Mint in Maryland—Rhode Island Charter—Amendment of the Navigation Act—New York—French West India Company—Ship-building in Massachusetts—Logwood Cutting at Honduras—The Mississippi. By ENOCH HALE, Jr., Esq., N. Y.	547
III. COMMERCE WITH THE CANADAS, AND WITH THE BRITISH NORTH AMERICAN COLONIES. Of Commerce—History of the Colonial System—Era of Walker—Navigation Laws—State of the Trade—Canada and the Lower Provinces—The Commerce of Canada—Effects on the Southern States—Effects on the West—The Navigation of the St. Lawrence—Effects on New England—Conclusion, etc. By CHARLES LEVI WOODBURY, Esq., of Massachusetts.	561
IV. THE MORTALITY OF CHARLESTON, SOUTH CAROLINA, WITH REFERENCE TO THE PRINCIPLES OF LIFE INSURANCE. By C. F. McCAY, Professor in the College of South Carolina	577
V. A SHIP IN BALLAST, WITH GOODS IN TRANSITU. By Captain JOHN NABB	582

JOURNAL OF MERCANTILE LAW.

Collision—The Steamship Baltic, and the Trustees of the Liverpool Docks..... 588

COMMERCIAL CHRONICLE AND REVIEW:

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

Condition of the Money Market—Review of the California Trade—Falling off in Receipts of Gold—Interest on State Bonds—Accumulation of Produce in the Interior—Delay in resumption of Internal Navigation—Comparative Dates of the Opening of New York Canals—Stock Market—Monetary Crisis in England and France—Condition of the Banks—Bank failure in Boston—Statement of the New York Banks—Receipts and Coinage at the Philadelphia and New Orleans Mints—Imports at New York of General Merchandise and Dry Goods for March, and from January 1st—Quarterly Statement of the Receipts of Certain Articles of Foreign Merchandise—Exports from New York to Foreign Ports for March, and from January 1st—Comparative Shipments of Domestic Produce, etc., etc.	592-601
New York Cotton Market	602

VOL. XXX.—NO. V.

34

JOURNAL OF BANKING, CURRENCY, AND FINANCE.

	PAGE
Dividends of Banks in Boston.....	604
Condition of the Banks of Ohio in 1854.....	605
Relative value of the Real and Personal Estate in the City of New York in 1852 and 1853.....	608
Condition of the Banks of South Carolina.—The three great Mints of the World.....	609
Expenses of the United States Mint.—Coins on hand at the United States Mint.....	610

COMMERCIAL STATISTICS.

Commerce of the Sandwich Islands.....	611
Price of Wheat in England for two hundred and fifty years.....	613
Trade between Great Britain and Russia and Turkey.....	615
The Tobacco trade.....	617
Navigation at Albany.—British Mercantile Marine.—The Coal trade of England and the World.....	618
Commerce of Cleveland, O.—Inspection of leather in Philadelphia.—India Hemp, rival to Russian.....	619

JOURNAL OF INSURANCE.

Joint Stock and Mutual Fire Insurance Companies of New York.....	620
Fire Insurance.....	621
Extraordinary fraud in Life Insurance.....	622

COMMERCIAL REGULATIONS.

Extension of the Warehousing System of the United States—A Treasury Circular.....	623
---	-----

NAUTICAL INTELLIGENCE.

Lights on the coast of Holland.....	628
Best route for vessels from San Francisco to Peru.....	629
Marine disasters on the Lakes in 1853.—Electric Telegraph from Orfordness to Holland.....	630

RAILROAD, CANAL, AND STEAMBOAT STATISTICS.

The old Turnpike.—Atlantic and St. Lawrence Railroad.....	631
Operations of the Railways of Massachusetts, 1853.....	631
Illinois and Michigan Canal.....	634
Railroad and Steamboat Accidents.—Fitchburg Railroad of Massachusetts.....	635
Public Works of Pennsylvania.....	635
Opening and Closing of Navigation on Lake Champlain.....	636
Passage rates of Pacific Mail Steamers.—Railroad to the Pacific.....	636

STATISTICS OF POPULATION, &c.

Migration from New England and New York.....	637
Population of the Ottoman Empire.....	638
Population of Utah Territory.—Population of Paris.....	639
Rise and Fall of the States of the Union.—Emigration from Liverpool in 1853.....	640
Progress of population in Missouri.....	641

STATISTICS OF AGRICULTURE, &c.

Agricultural statistics of Massachusetts.....	641
Extent of the Domain of the United States.—Principal productions of Java.....	642

JOURNAL OF MINING AND MANUFACTURES.

Lake Superior Copper Mining Stocks.—Improvement in Cotton Gin Saws.....	643
Production of Salt in the United States.—Machine for softening Flax.....	644
Consumption of Coal in the United States.—The New Jersey Zinc Company.....	645
Bagging for Merchandise.—Method of toughening gold.....	646

MERCANTILE MISCELLANIES.

Wharves and Wharfage at the Port of New York.....	647
The British Act on the Coasting Trade.—The ship-masters of Maine.....	648
The Business of New York and Boston.....	649
Extravagant expenditures: A hint to Merchants.—Mercantile honor.....	649
Execution of a Bankrupt in Hamburg.—Commercial importance of the Union.....	650
The article of Commerce, Quinine.—Effects of the early-closing movement in London.....	650

THE BOOK TRADE.

Notices of 28 new Books or new Editions.....	651-656
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HUNT'S
MERCHANTS' MAGAZINE

AND
COMMERCIAL REVIEW.

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MAY, 1854.  
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Art. I.—MAURY'S SAILING DIRECTIONS.*

WE have in this book, with its unpretending and uninviting title, another instance of the great results that spring from small facts and simple ideas. We will not venture to compare the results before us with those that sprang from Newton's apple or Galvani's frog, for from one we have the great law of gravitation, and from the other the magnetic telegraph; but we will venture to assert that since the invention of the mariner's compass, and its great adjunct, the chronometer, no such boon has been given to Commerce, and through it to civilization, as this book confers.

The small and apparently unimportant fact that when a commander was appointed, for the first time, to a ship bound from a port in the United States to Rio de Janeiro, he naturally enough asked some other captain, familiar with the route, to point out the best course to steer in order to make the quickest passage, turned over in the philosophic and comprehensive mind of the author, gave birth to the simple idea of collecting and setting forth the experience and knowledge of all.

With the hearty co-operation and support of Commodores Crane, Warrington, and Morris, successive Chiefs of the Bureau of Ordnance and Hydrography, and backed by the authority of the Navy Department under Mason, Preston, Graham, Kennedy, and Dobbin, Mr. Maury set himself earnestly to work in the collection of his facts.

Circulars were issued, addressed to the commanders of merchant vessels trading on every sea, inviting their co-operation in the work; but these were slow to take the idea. They required facts and proof, not reasoning; and

* Explanations and Sailing Directions to accompany the Wind and Current Charts, approved by Com. Charles Morris, Chief of Bureau of Ordnance and Hydrography; and published by authority of Hon. J. C. Dobbin, Secretary of the Navy. By M. F. MAURY, LL. D., Lieut. of U. S. Navy, Superintendent of National Observatory. Sixth Edition, enlarged and improved. Philadelphia: E. C. & J. Biddle. 1854.

it was accordingly determined to start with what could be gathered from log-books of the navy, preserved in the Bureau of Hydrography. No great number of these could be found, nor were they very valuable, because they had not been kept with reference to this work; yet enough was gathered to induce Mr. Maury to express the opinion that there was a shorter and better route to Rio than the one usually pursued. The bark *W. H. D. C. Wright*, of Baltimore, Jackson, commander, was the first to try this new route. She crossed the line in longitude 31 degrees west on the twenty-fourth day out, (the usual time before was forty-one days,) and made the trip to Rio and back in seventy-five days. We have known a vessel over one hundred days in going out alone.

This was enough: it was the proof the merchant captain required. One by one, they gave in adhesion to the plan.

Ship after ship joined the corps of observers, so that more than a thousand navigators are now busied night and day, in all parts of the world, in making observations, and gratuitously collecting materials of great value to science, Commerce, and navigation. Never before has there been such a corps of observers scattered over the world, yet laboring together, and acting in concert with regard to any system or subject of philosophic research. Pages 107, 108.

Let us now see what results have been already obtained from the observations of this corps in the hands of Lieut. Maury.

The average passage to the equator of vessels bound from ports in the United States to Rio de Janeiro, before the revelations of the *Wind and Current Charts*, was forty-one days; the average now is a fraction short of thirty days. The "*Sea Serpent*" went it in eighteen days in the month of March; and the captain of the "*Stag Hound*" believes he would have made it in sixteen, but for the loss of his main topmast, which deprived him of the main topsail for nine, and of all the topgallant sails for twelve days. It is to be understood that all difficulties in the passage to Rio are, as a general rule, surmounted when the "line" is crossed.

The author thus modestly and gracefully alludes to the great benefit here conferred upon Commerce:—

A saving of 25 per cent in time for all the men and the Commerce that pass that way, is certainly an achievement which those who have co-operated and worked together to bring about may well contemplate with pleasure and satisfaction. And who are they? Sailor-men all!—the navigator who has assisted in the collection of materials, and the brother officer who has so faithfully and patiently helped to discuss them here. Page 545.

It is not to be supposed that Mr. Maury did not meet with both opposition and difficulty in the prosecution of his enterprise. There is no class of people more opinionated, or who more dislike innovation, than old sailors; and it is not until within the last few years that most of them have risen superior to their prejudices. Consequently there was discontent and opposition, and we have heard many a hearty anathema on these "d—d new-fangled notions."

The difficulties he encountered, though vexatious enough, were sometimes ludicrous. One captain, soon after its announcement, tried the new route. About the time he crossed the equator he thought he would get an observation for latitude; he did so, but in the calculation he committed the error of taking the sum instead of the difference of the sun's declination and its zenith distance, which placed his vessel in about the latitude of Rio. He accordingly steered off to the westward, and made the land about the mouth

of the Amazon. He thought it all right, and steered on until he got into five fathoms water; this, he knew, was not the depth of water about the port of Rio, so he became mystified, and stood off and on the land for several days, until the mate, happening to ascend the rigging a short distance, discovered the North Star in the horizon. This opened the captain's eyes, and he stood off to the northeast to make up his longitude so as to weather Cape St. Roque. He encountered light winds and westerly currents, and after a lapse of sixty-seven days he regained, within ten miles, the same place on the line that he had left when he put his helm up to run off to the westward. He had 118 days to Rio. This seems incredible, but "we tell the tale as 'twas told to us;" and we can account in no other way for the fact that the captain, with a fair wind for his port, should steer away from it.

The average passage out to California of vessels not having the results of these researches to guide them is upwards of 180 days; but vessels with these charts on board have made it in 107, in 97, in 96, in 91, and even in 90 days; and their masters, after making allowance for the improved model of their ships, ascribe this great success to the information which they derived from these charts as to the winds and currents by the way. P. 14.

This work of induction, reasoning, and pure science has, in this connection, the absorbing interest of romance, and we know scarcely any thing more exciting and interesting than a race of four fine clipper ships from New York to California. The ships are tracked through almost every day and degree of their long course; and the calms that baffled one, the storms that beat back another, the mistakes and accidents that delayed a third and a fourth, are noted and commented upon in a style and language that add much to the pleasure and excitement of the race. We cannot refrain from quoting a specimen:—

All sailed from New York in the autumn of 1852. The Wild Pigeon, October 12th, the John Gilpin, October 29th, the Flying Fish, November 1st, and the Trade Wind, November 14th. It was the season for the best passages. Each one was provided with the Wind and Current Charts. Each one had evidently studied them attentively; and each one was resolved to make the most of them and do his best. All ran against time; but the John Gilpin and the Flying Fish for the whole course, and the Wild Pigeon for part of it, ran neck and neck, the one against the other, and each against all. It was a sweepstakes with these ships, around Cape Horn and through both hemispheres. * * *

Evidently the Fish was most confident that she had the heels of her competitors—she felt her strength and rejoiced in it; she was most anxious for a quick run, and eager withal for a trial. She dashed down southwardly from Sandy Hook, looking occasionally at the charts; but feeling proud in her sweep of wing, and trusting confidently in the judgment of her master, she kept, on the average, 200 miles to leeward of the right track. Rejoicing in her many noble and fine qualities, she crowded on her canvas to its utmost stretch, trusting quite as much to her heels as to the charts, and performed the extraordinary feat of crossing, the sixteenth day out from New York, the parallel of 5 degrees north.

The next day she was well south of 4 degrees north, and in the doldrums, longitude 34 degrees west.

Now her heels became paralyzed, her fortune seems to have deserted her awhile—at least her master, as the winds failed him, feared so; they gave him his motive power—they were fickle, and he was helplessly baffled by them. The bugbear of a northwest current off Cape St. Roque began to loom up in his imagination, and to look alarming; then the dread of falling to leeward came upon him. Chances and luck seemed to conspire against him, and the mere possibility of finding his ship backstrapped filled the mind of Nickels with evil forebodings, and

shook his faith in his guide. He doubted the charts, and committed the mistake of the passage.

The Sailing Directions had cautioned the navigator again and again not to attempt to fan along to the eastward in the equatorial doldrums; for by so doing he would himself engage in a fruitless strife with baffling airs, sometimes reinforced in their weakness by westerly currents. But the winds had failed; and so, too, the smart captain of the Flying Fish evidently thought had the Sailing Directions.

The Sailing Directions advise the navigator to cross the calm belt in as straight a line as the winds will allow, not fearing the land about Cape St. Roque, or the current that is supposed to sweep round it.

Nickels, forgetting that the charts are founded on the experience of great numbers, being tempted, turned a deaf ear to the caution, and flung away three whole days and more of most precious time dallying in the doldrums.

He spent two days about the parallel of 3 degrees north, and his ship left the doldrums, after this waste of time, nearly upon the same meridian at which she entered them.

She was still in 34 degrees, the current keeping her back just as fast as she could fan east. After so great a loss, her very clever master became sensible of his error. Leaving the spell-bound calms behind him where he had undergone such great trials, he wrote in his log as follows: "I now regret that, after making so fine a run to 5 degrees north, I did not dash on and work my way to windward to the northward of St. Roque, as I have experienced little or no westerly set since passing the equator, whilst three or four days have been lost in working to the eastward between the parallels of 5 and 3 degrees north against a strong westerly set"—and, he might have added, with little or no wind.

In three days after this he was clear of St. Roque. Just five days before him, the Hazard had passed exactly in the same place, and gained two days on the Fish by cutting straight across the doldrums, as the Sailing Directions advised him to do.

The Wild Pigeon arrived first off Cape Horn; but here she met with a westerly gale which detained her ten days, while her competitors, the Fish and the Gilpin, were coming up fast with fine winds and flowing sheets. The three swung round the Horn together, as if entering on the *quarter stretch*.

On the 30th of December, the three ships crossed the parallel of 35 degrees south, (in the Pacific,) the first recognizing the Pigeon; the Pigeon saw only "a clipper ship"—for she could not conceive how the ship in sight could possibly be the Flying Fish, as that vessel was not to leave New York for some three weeks after she did. The Gilpin was only 30 or 40 miles off at the same time.

The race was now wing and wing, and had become exciting. With fair winds and an open sea, the competitors had now a clear stretch to the equator of 2,500 miles before them.

The Flying Fish led the way, the Wild Pigeon pressing her hard, and both dropping the Gilpin quite rapidly, who was edging off to the westward.

The two foremost reached the equator on the 13th of January, the Fish leading just 25 miles in latitude, and crossing in 112 deg. 17 min., the Pigeon 40 miles further to the east.

The Gilpin crossed the equator two days afterwards in 116 degrees, and made the glorious run of 15 days thence to the Pilot Grounds off San Francisco.

The Flying Fish beat. She made the passage in 92 days and 4 hours from port to anchor. The Gilpin in 93 days and 20 hours from port to pilot. The Wild Pigeon had 118. The Trade Wind followed with 102 days, having taken fire and burned for eight hours on the way.

The result of this race may be taken as an illustration as to how well navigators are now brought to understand the winds and currents of the sea.

Here are three ships, sailing on different days, bound over a trackless waste of ocean for some 15,000 miles or more, and depending alone on the fickle winds of heaven, as they are called, to waft them along; yet, like travelers on the land bound upon the same journey, they pass and repass, fall in with and recognize each other by the way; and what perhaps is still more remarkable is the fact that these ships should each, throughout that great distance, and under the wonderful vicissitudes of climates, winds, and currents which they encountered, have been so skillfully navigated that, in looking back on their management, now that what is passed is before me, I do not find a single occasion on which they could have been better handled, except in the single instance of the Flying Fish while crossing the doldrums in the Atlantic. And this mistake her own master was prompt to discover and quick to correct. Pages 724, 730.

The average saving of time effected by the Wind and Current Charts and Sailing Directions in the voyage between New York and California is 35 days. When Mr. Maury was in England, he told the merchants there that if they would join with him in these investigations, he would undertake to shorten the outward passage from England to Australia between 20 and 30 days, and the homeward from 15 to 20. An American ship was then loading in Liverpool for Australia, and was furnished by Mr. Maury with complete directions. We now have the result: she made the passage in 78 days. The average before was 111; so that we have a shortening of 33 days. We shall refer again to this Australian route.

One of the most remarkable things attending the investigations into the winds and currents, is the almost marvelous verification of theory by results. By close examination of the information collected, Mr. Maury was enabled in a letter to Captain McKay, of the Sovereign of the Seas, on one of his voyages to California, to express the opinion that he, by following out the directions given, would cross the equator in the Pacific at such a time, and would arrive at San Francisco at such another. Both of these conjectures were verified to the day. We can only look upon this as a casualty; but it made a wonderful impression on the minds of maritime people at the time, and strengthened Mr. Maury's hands for good. There are other instances of this same thing.

In calculating the best routes for the different months, I have also calculated the distance which a vessel, undertaking to follow these routes, would have to accomplish on account of detour caused by head winds, &c. On this occasion, (the race of the clipper ships above described,) only the John Gilpin and the Hazard entered the distance by log from New York to the line. The distance which, according to the Sailing Directions, each vessel would at that season of the year—after allowing for the deviations which head winds would require her to make from the straight course—have to sail to reach the equator, is 4,115 miles. The Gilpin actually logged 4,099, the Hazard 4,077; thus accomplishing, in the year 1852, the voyage by sailing the one within 38, the other within 16 miles, the distance which by calculation in 1849 it was predicted they would have to accomplish. Instances of the like are now of common occurrence. P. 730.

There is something of the same kind in the European routes. These routes are calculated from the "Pilot Chart," and they represent, each for its month, the best track on the *average* which a vessel can make.

Take the route from New York in March for illustration. It will be seen by the table that the course recommended from longitude 55 to 50 degrees is east, and that the winds are from east, on the average, 1.9 per cent of the time; and that a vessel, in steering east there, would be headed off from her course by slant winds from the northward 2.8 times, and by slant winds from the southward 15.9 times in the hundred; and that these proportions are derived from the rec-

ords of 108 vessels between these meridians in that month, or, which is the same, by 108 observations there during the month of March of different years.

The south, therefore, is the windward side then and there. Therefore these facts, thus presented, will leave the navigator, when he comes to be headed off from his course in that part of the route, in no doubt as to which tack to go upon. With the wind directly ahead, or east, he should stand to the southward or to windward, because the probabilities of the wind coming out from that quarter are greater than they are that it will come from the north.

Again, from the meridian of thirty-five degrees to thirty degrees west, the best average course is E. N. E. 1.3 per cent of the winds are dead ahead, and 19 are slant from the northward, against 4.3 from the other side. Here, then, it is shown from the records of eighty vessels, that the northward is the windward side.

I have the record of two vessels which were together in this part of the ocean on their way to Europe. They had kept together so far on their way; they sailed alike; when they arrived here, the wind came out ahead—one went off on the larboard tack, (to the southward,) the other on the starboard tack, (to the northward;) the latter arrived in port ten days before the other. P. 394.

One instance more. Mr. Maury was requested to furnish instructions for two government vessels detailed to search for the ill-fated San Francisco. He directed one of these that sailed from the port of New London to steer for the intersection of the parallel of 40 degrees N. with the meridian of 70 degrees W., and then run outward along the parallel. Had this vessel been in time, she would have fallen in with the steamer, for this sunk within sight of the intersection of the parallel of 40 degrees with the meridian of 60 degrees. The searching vessel was instructed to strike the parallel of 40 degrees so far to the westward that she might be inside of the San Francisco, and speak all vessels bound in, that would cross the Gulf Stream between the parallels of 35 degrees and 45 degrees, and the meridians of 55 degrees and 65 degrees.

Here seem to us wonderful confirmation of the truth and value of the doctrine of chances. It is the same on which are based calculations of the longevity of classes or occupations; and on which policies of insurance, whether for life or property, are issued.

We have related a few *facts* tending to show the utility of the work under discussion; now let us look to *opinion* on this subject. In a letter of a committee of the Royal Society of London to Mr. Addington, occur the following paragraphs:—

With reference to the suggestions made by the scientific men of the United States, the proposition of Lieut. Maury to give a greater extension and more systematic direction to the meteorological observations to be made at sea, appears to be deserving of the most serious attention of the Board of Admiralty.

Short as is the time that this system, (Maury's Investigations into the Winds and Currents,) has been in operation, the results to which it has led have proved of very great importance to the interests of navigation and Commerce. The routes to many of the most frequented ports in different parts of the globe have been materially shortened—that to San Francisco, in California, by nearly one-third; a system of southerly monsoons in the equatorial regions of the Atlantic and on the west coast of America has been discovered; a vibratory motion of the trade-wind zones, with their belts of calms, and their limits for every month of the year, has been determined; the course, bifurcation, limits, and other phenomena of the great Gulf Stream have been more accurately defined; and the existence of almost equally remarkable systems of currents in the Indian Ocean, on the coast of China, on the northwestern coast of America, and elsewhere, has been ascertained. There are, in fact, very few departments of the science

of meteorology and hydrography which have not received very valuable additions; whilst the most accurate determination of the parts of the Pacific Ocean—which are very limited in extent—where the sperm whale is found, as well as the limits of the range of those of other species, has contributed very materially to the success of the American whale fishery, one of the most extensive and productive of all the fields of enterprise and industry. P. 35

M. Jomard, a distinguished French savan, says, in a letter to Robert Walsh, U. S. Consul at Paris:—

You can tell him (Lieut. Maury) that no one appreciates more than I do the merits of his Charts of Winds and Currents, and the immense service he renders to navigation and the Commerce of all people. What do I say?—to humanity and to civilization.

Humboldt says, writing to Dr. Flügel, U. S. Consul at Leipzig:—

I beg you to express to Lieut. Maury, the author of the beautiful Charts of the Winds and Currents, prepared with so much care and profound learning, my hearty gratitude and esteem. It is a great undertaking, equally important to the practical navigator and for the advance of meteorology in general. The shortening of the voyage from the United States to the equator is a beautiful result of this undertaking. Pages 3 and 4.

The testimonials of the merchant captains to the value of these Wind and Current Charts are very numerous. We will quote only a few. Capt. Frank Smith, of the Messenger, says:—

I deem it but proper to say ere I close that I feel myself, (in common with the great maritime interests of our country,) greatly indebted to your invaluable researches, and the great skill you have developed in laying such a mass of information before us in such an available form as we have in your charts; and I trust your flattering success continues to animate you, and that you will make us, in due time, as familiar with the great Pacific and Indian oceans as you have with the Atlantic. That old and beaten track has been brought out of darkness into marvelous light; and I expect many important errors have possession of our minds with regard to the others which your researches are destined to dispel. And your beautiful theory on the circulation of the atmosphere gives a charm to its study that cannot fail to excite such an interest on the subject as will make every thinking sailor more attentive and observant of the great laws of nature in action around him. P. 696.

Capt. Stickney, of the ship *Corinne*, says:—

Your sailing directions, with the accompanying charts, contain much valuable information, and I would recommend them to every ship-master, in whatever trade he may be, with regard to doubling Cape Horn. P. 649.

Capt. Hallett, of ship *Phantom*:—

Now shall make a straight course for 115 longitude in parallel of 37 degrees north, as per your valuable sailing directions, which I think much of. P. 590.

Capt. Homans, *Winged Racer*:—

I take this opportunity to acknowledge the great benefit I have derived from your charts and directions, and shall most readily contribute what little I can to aid you in the great and good undertaking. P. 584.

Capt. Phinney, of the *Kentucky*:—

In conclusion, I cannot refrain from expressing my sense of the benefit I feel that your labors have already conferred upon the commercial world, and also my

hope that you may be permitted to follow up these researches and investigations, by which I believe navigation will, in a few years, become quite a different matter from what it has been in times past. P. 577.

Capt. Lovell, Wings of the Morning :—

Your very, very valuable Sailing Directions and Charts I consider the best guide ever given to the navigator for pointing out the way to shorten the passage between New York and Rio. P. 453.

Capt. Hartshorn, of the "E. Z.," informs me that on his last voyage in 1852 from Liverpool to New York, he made these charts his guide; that he made the most remarkable passage of the season, (19 days,) and that vessels which sailed about the same time he did, did not arrive for 20 days and more after he did. He attributes his success to the lights which the experience of others, expressed by these charts, afforded him. P. 394.

Eldridge, of the *Roscius*, Clark, of the *Wright*, Myrick, of the *Diadem*, with many others, add their testimony to the value of the directions and the charts; and a large number of the merchants of New York evinced their appreciation of the services rendered to Commerce by this work, by presenting the author with a service of plate and the sum of five thousand dollars.

But a better exponent of the value of the author's labors than opinion, even though it be that of great scientific men and practical men, is to be found in the action of governments. At his suggestion, most of the maritime nations of Europe sent representatives to meet Mr. Maury in conference as to the best mode of extending these valuable researches and making them general.

Representatives from Belgium, Denmark, France, Great Britain, Netherlands, Norway, Portugal, Russia, Sweden, and the United States, met at Brussels to confer on the subject of establishing a uniform system of meteorological observations at sea, and of concurring in a general plan of observations on the winds and currents of the ocean.

This was a remarkable meeting. The persons composing it were nearly all military men, representatives of nations that had often stood opposed in deadly hostility; yet they were now here in friendly conference devising ways and means of facilitating intercourse; of extending commercial relations by practically shortening the distance that divides these nations; and of binding the red hands of rivalry and war in the strong chains of a common interest. Truly, it seems to us, that if the world owes nothing else to Mr. Maury, it owes him a debt of gratitude for the suggestion of the Brussels Conference.

It cannot be denied that our distinguished countryman occupied the most prominent place in this conference. He stated the object of the meeting, he drew up the report, and received the thanks of the members three several times by unanimous vote. We quote the concluding paragraph but one of the report to show the enlightened spirit that animated the members of the conference :—

Lastly, the conference feels that it would but inadequately discharge its duties did it close this report without endeavoring to procure for these observations a consideration which would secure them from damage or loss in time of war, and invites that inviolate protection which science claims at the hands of every enlightened nation; and that as vessels on discovery or scientific research are, by consent, suffered to pass unmolested in time of war, we may claim for these documents a like exception, and hope that observers amidst the excitement of

war, and perhaps enemies in other respects, may in this continue their friendly assistance, and pursue their occupation, until at length every part of the ocean shall be brought within the domain of philosophical research, and a system of investigation shall be spread as a net over its surface, and it become rich in its benefit to Commerce, navigation, and science, and productive of good to mankind. P. 60.

We believe that the example of this inviolability of scientific research was first set by the unfortunate but magnanimous Louis XVI., who, when applied to for exemption from capture of Cook's vessel, replied that he warred not on science.

The conference conducted and finished its labors in harmony and unanimity. If so much has been done for the interests of Commerce and navigation by a single institution, (the Hydrographic Office at Washington,) what may we not expect, now that we have the great maritime nations of Europe with their gigantic fleets pledged to engage in the same work, and by general and common modes?

This work will also extend farther. Spain, Sardinia, Brazil, and all the South American republics, have expressed their wishes to join in the universal system; and we have no doubt, although the Royal Society expressed the opinion that it was inexpedient to propose a general and common system of meteorological observations on land, that it will, nevertheless, eventually extend to the land; for Maury found Quetelet, of Belgium, Kupper, of Russia, Jomard, of France, Ballot, of Holland, the governments of Portugal and Spain, and the Meteorological Society of Great Britain, in favor of his first proposition, which was to include both sea and land. Nature then, under this system of close and general investigation, will be compelled to give up many of her secrets, which, from what we have already gained, may well be supposed to be fraught with incalculable benefit to the human race.

It is not, however, to the interests of Commerce alone that this great work is directed. Besides that the mariner is given minute directions by which he may guide his vessel with more certainty and speed over the trackless waste, thus saving and enhancing the value of his owner's property, the husbandman may find in it much of practical value, and the philosopher a *pabulum animi*, upon which he may feed with delight and fatten on its richness. The author says, pp. 4 and 5:—

A wider field or one more rich with promise has never engaged the attention of the philosopher. Though much trodden and often frequented, it has never been explored, if we take exploration to mean the collecting and grouping all those phenomena which mariners observe in relation to the ocean, and the air above it, with the view of tracing, in the true spirit of inductive philosophy, fact into effect, and effect up to cause.

The wind and rain; the vapor and the cloud; the tide, the current, the saltness, and depth, and temperature, and color of the sea; the shade of the sky; the temperature of the air; the tint and shape of the clouds; the height of the trees on the shore; the size of the leaves; the brilliancy of the flowers,—each and all may be regarded as the exponent of certain philosophical combinations, and therefore as the expressions in which nature chuses to announce her own meaning; or, if we please, as the language in which she writes down the operation of her own laws. To understand that language and to interpret aright those laws, is the object of the undertaking which those who co-operate with me have in hand. No fact gathered in such a field as this, therefore, can come amiss to those who tread the walks of inductive philosophy; for in the hand-book of nature every such fact is a syllable; and it is by patiently collecting fact after fact, and joining together syllable after syllable, that we may finally seek to read

aright from the great volume which the mariner at sea and the philosopher on the mountain sees spread out before him.

The author then goes on, in a series of elegant and most instructive papers, to illustrate and teach by example how much may be done by this "patient gathering of fact after fact, and joining together syllable after syllable."

The first of these papers is on the influence of the Gulf Stream on the trade of Charleston; then follow the Currents of the Sea; the General Circulation of the Atmosphere: Red Fogs and Sea Dust; Magnetism and the Circulation of the Atmosphere; Of Clouds and the Equatorial Cloud-ring; On the Geological Agency of the Winds; On the Saltness of the Sea; and the Open Sea in the Arctic Ocean.

These papers are all exceedingly philosophical and beautiful—written in a most attractive style, and occasionally setting forth very strange and important things—such, for instance, as the proof from induction, that the Gulf Stream is a current of water running up hill; that the currents which enter the Mediterranean and Red Sea run down hill, and that there is a counter current of saltier and heavier water running out into the Atlantic and Indian oceans below these entering currents; that there is a system of southerly monsoons in the equatorial regions of the Atlantic, of another in the Gulf of Mexico, and off the west coast of America in the Pacific; that the trade-wind zones, with their belts of calms, have a vibratory motion on the meridian, the limits of which are determined and pointed out for each month; that the S. E. trade-winds are stronger than the N. E., and cover a broader belt on the ocean; that the prevailing winds of the Southern are stronger than those of the Northern hemisphere; that the mean temperature of the Northern is higher than that of the Southern hemisphere. The causes of the rainy and dry seasons are set forth, and also the means of telling wherever on the earth's surface the seasons are so divided by nature; the parts of the ocean in which sperm and right whales most resort is discovered and pointed out; also the interesting fact in the natural history of this animal, that the right whale cannot cross the Torrid Zone, &c.

Besides these, which are susceptible of proof, these papers give reason to believe that the air which the S. E. trade-winds discharge into the belt of equatorial calms, after ascending there, flows, for the most part, over into the Northern hemisphere; while that which the N. E. trades discharge into the same belt, passes in like manner over into the Southern hemisphere. Indeed, this may be said to be susceptible of proof; for we learn from the paper on the "Red fogs and sea dust" that these phenomena have been, in the author's mind, converted into tallies for the atmosphere. The microscope of Professor Ehrenburg has discovered that these are not fogs or dust, but infusoria and organisms, whose "habitat" is in the S. E. trade-wind region of South America. Their place of deposit is about the region of the Cape de Verd Islands. They could not have got there by traveling near the surface of the earth, for the N. E. trade-winds would be dead against them. The conclusion thus becomes almost irresistible that they rose from the parched savannahs of the Amazon and Orinoco, where they were seen by Humboldt, into the upper regions of the atmosphere, and flowed over the N. E. trades in a N. E. direction, until some unknown cause has brought them to the surface of the earth about and within the Straits of Gibraltar.

We have also reason to believe, from these investigations, that the calms

of Cancer and of Capricorn are caused by the meeting of two upper currents—the one from the pole being dry, the other from the equator being charged with vapor; that there is a region of calms near the poles in which the barometer, on a level with the sea, stands lower than it does generally on the sea level of the earth, and the inquiry is suggested, whether the magnetic pole is not within this region; that the waters of the Mississippi River and great American lakes are rained from clouds, the vapor of which was taken up from the South Pacific Ocean; while the waters of the Amazon and Orinoco are evaporated exclusively from the Atlantic; that magnetism is probably an agent in giving direction to the circulation of the atmosphere, and the question is raised if it be not concerned in the currents of the ocean also; that the basin which holds the Gulf of Mexico is about a mile deep on the average; that the Caribbean Sea, in the deepest parts, is nearly three miles, if no more; that the North Atlantic is about five; the South, at least three; and the Gulf Stream, in the Florida Pass, 500 fathoms deep; that the same whale is found in Behring's Straits and Baffin's Bay; and the fact is pretty nearly proved that this fish cannot get from one place to the other, except through the Arctic Ocean, &c.

Among the remarkable things shown by these investigations are certain barometrical anomalies off Cape Horn. It is clearly established that the barometer stands, on an average, nearly an inch lower off Cape Horn than it does in the trade-wind region. A very small amount of this difference is due, according to the author, to the fact that the barometer at Cape Horn is several miles nearer to the center of the earth than it would be at the equator, and that thus there is greater attraction, and the mercury weighs more. The amount of superincumbent atmosphere is also less than at the equator; but these are small items in the account, for at St. Petersburg, in latitude 59 deg. 56 min. N., the mean height of the barometer, reduced for a temperature of 62 deg., is 29.97.

The author, therefore, supposes that the difference is owing, in a great measure, to local agencies and causes, and calls upon navigators for more careful and extended observations upon this point.

It seems reasonable enough that observers should find a high barometer, (as is the case,) when on the western coast of Terra del Fuego and Patagonia; for there the prevailing strong westerly winds are stopped by the high, abrupt mountains of that country, causing an accumulation and piling up of the atmosphere. Something of the same kind is alluded to in the work before us, in discussing Lieut. Hendon's observations for the temperature of boiling water at the eastern foot of the Andes, in Peru, where it is supposed that the trade-winds are banked up by these mountains.

It is also equally reasonable that there should be a low barometer on the eastern coast of the same countries, for the mountains here make a lee and a partial vacuum, so that there is less pressure of the atmosphere; but neither of these causes can operate when the barometer is well to the southward of the Cape and entirely clear of the land. We must, therefore, leave this most interesting fact in physics unexplained until time, with thought, and the study of a more extended system of observations, shall unravel the mystery.

A long paper is devoted to Cape Horn passages and tracks, giving the experience of many of the co-operators in this work, and the author's views, opinions, and directions on the subject. He advises navigators to go to the westward of the Falkland Islands and through the Straits of Le Maire, if wind and daylight serve.

There is also an elaborate and interesting paper on the routes from Europe and the United States to Australia. In this connection, Mr. Maury's investigations have led him to differ from very high authority. He alludes to this difference in the following proper and modest manner:—

I do not venture lightly or without reflection to differ with the Hydrographic Office of England in matters of this sort. That is high authority I am aware. I allude to its work and the opinions uttered by it with the utmost respect. The object that I and those who co-operate with me have in view is the object for which the great Hydrographic Office of the world—that of the British Admiralty—was established and is maintained, viz., for the improvement of navigation, the benefit of Commerce, and the good of the sea-faring community.

Sailing directions, issued by the British Admiralty, recommend the Cape of Good Hope route and the parallel of 39 degrees south, as the best upon which to run down easting for Australia. Mr. Maury recommends that the Australia bound vessel should use a much higher parallel of south latitude on which to make his easting, on account of the strong westerly winds that are invariably found in high southern latitudes. He thinks a vessel should go at some seasons as far south as the parallel of 55 degrees. He states, in this connection, some facts that strike the man accustomed to look at routes only on a Mercator's Chart as very strange, that, for example, the great circle, (and of course the shortest distance,) between New York and Australia "passes very nearly through the axis of South America, thence south through the Antarctic regions, and so on northwardly again till it reaches the modern Ophir." Also, the fact, "that the Cape of Good Hope, instead of being a sort of half-way station on the road-side between Europe and the United States and New Holland, is some 1,000 miles or more to the northward of the shortest and best route." And again, that the course of vessels bound for the Cape of Good Hope, and of those bound for Australia, is the same until the region of the S. E. trade-winds in the Atlantic is passed, and that from that point the tracks diverge nearly at right angles—the Cape of Good Hope vessel steering a little to the southward of east, while the Australia trader should steer a little to the eastward of south.

We do not wish to create the impression that all this is not perfectly well known and clearly understood by the English Hydrographical Office, or that it is unaware of the strong westerly winds that prevail in high southern latitudes. It seems to direct the Cape of Good Hope and the parallel of 39 deg. on account of the ice and the tempestuous weather that may be encountered farther south. Mr. Maury thinks that there is no great danger to be anticipated from these causes. He exhibits the logs of several ships that have made fine runs in these high latitudes. Among them, the *Sovereign of the Seas* ran, in 22 days, 5,391 nautical miles, equal to 6,245 statute miles, or one-fourth the distance round the earth. She made a daily average of 283.9 statute miles; during eleven of these days consecutively her daily average was 354 statute miles, and during four days, also consecutive, she averaged as high as 398 $\frac{3}{4}$ statute miles. P. 757.

But it is on the passage from Australia homeward that the greatest difference is found between Maury's Sailing Directions and those of the English Hydrographic Office. Maury recommends that vessels should take advantage of the same westerly winds that have borne them so bravely along the parallels of 50 or 60 deg. to Australia, and, still steering east, (after getting in one of those parallels,) to double Cape Horn on the homeward track; while the Admiralty Sailing Directions prefer that vessels from Syd-

ney should steer to the northward, (at least in the winter time,) get in the S. E. trade-winds, and return by the Cape of Good Hope. The distance by either route is about the same. We think the English route the pleasantest, and probably the safest; Maury's far the quickest. He says:—

The opinion may be rash, or the expression of it may seem like a boast, but be it what it may, I here venture the prediction that the round voyage from the United States to Port Philip or Hobart Town and home again, can be made, and will be made under canvas, by the route here laid down, in 130 or 135 days or less. P. 752.

It used to be a ten months' voyage.

By an act of Congress, approved March 3, 1849, the Secretary of the Navy was authorized to assist me in the undertaking to investigate the phenomena of the winds and the waves, to find short routes, and to discover matters of importance to Commerce and navigation. The following is the joint resolution which expressed the wishes of Congress in the matter:—

“Sec. 2. And be it further enacted, That the Secretary of the Navy be directed to detail three suitable vessels of the navy in testing new routes and perfecting the discoveries made by Lieut. Maury in the course of his investigations of the winds and currents of the ocean; and to cause the vessels of the navy to co-operate in procuring materials for such investigations, in so far as said co-operation may not be incompatible with the public interest: provided, that the same can be accomplished without any additional expense.” P. 213.

From this section of a law has sprung a new science, which Maury has Humboldt's authority for designating the “Physical Geography of the Sea.” The men-of-war generally and the merchant-ships were giving him all the needful information to be had above the surface of the sea. He, therefore, undertook to employ the two small vessels that were placed at his disposal—the *Taney* and the *Dolphin*—in penetrating below the surface; in searching the chambers of the deep, and in “plucking up drowned science by the locks.”

The subjects of observation to which the attention of these vessels was directed, were—

1. The force and direction of the wind, the hourly state of the weather, and all the meteorological conditions connected therewith—as thermal, dynamical, barometrical, and the like.
2. The force and set of currents, their depth and width, their temperature, and the position of their edges and limits.
3. Hourly observations upon the temperature of the surface water.
4. Frequent observations upon the temperature of the ocean at various depths.
5. Deep sea soundings.
6. Vigias and all dangers about which there are doubts, either as to existence or position.
7. Transparency and saltness, or the specific gravity of sea water in the different parts of the ocean.

With these instructions, Lieut. J. C. Walsh, in the *Taney*, and Lieuts. S. P. Lee and O. H. Berryman, in the *Dolphin*, with an occasional contribution from the regular men-of-war, have performed yeomen's service in this new and interesting field. By the most thorough system of search, they have erased from the charts no less than 30 supposed dangers, which have heretofore given to the anxious mariner many a watchful hour; they have discovered currents beneath the surface of the sea, and marked their depth, their force, their direction, and their temperature; and, lastly, by the

aid of several simple but ingenious contrivances, used with energy, perseverance, and the skill imparted by experience, they have sent the plummet where it never before reached, and brought from the "dark," and, hitherto, "unfathomed caves of ocean," things more precious than "gems of purest ray serene."

The implements used by these officers for their deep sea soundings were, a reel, made to fit firmly and securely in a boat; a 32, or two 32 pound shot for a plummet; and thousands of fathoms of strong, well-made fishing-line, of about one-tenth of an inch diameter, wound on the reel, and marked at every 100 fathoms. The soundings were always made from a boat. By means of the oars, the boat could be kept over the shot as it sank, and by noting the time of the running out of each hundred fathoms, a tolerably correct judgment might be had as to when the shot reached the bottom. Indeed, Berryman says that his officers became so expert, that they could tell by feeling the line whether the shot were pulling it out or whether it were merely carried out by the force of the drift.

With such simple implements as these, they have enabled Mr. Maury to draw a chart of the bottom of the North Atlantic, (Plate 14.) showing something of its configuration, and to pronounce authoritatively, that that sea is probably nowhere more than a little over five miles deep. More than eight miles of line have been run out; but on investigation of the circumstances attending, the sound showed, almost conclusively, that the plummet had been at the bottom long before the length had been run out, and that the line was still carried out by an under current.

The apparatus for observing these under currents is also very simple. Let us say, that it is desired to try the current at 100 fathoms below the surface. The boat is first anchored, as it were, either by her sounding line, with the shot on the bottom, or by lowering a large iron kettle to a considerable depth, when it is supposed that the surface current, acting upon the boat, will not be strong enough to drag that kettle, mouth first, through the water. The set and velocity of the surface current is then observed. Then a square wooden box, loaded just sufficiently to make it sink, is attached to the end of a line of 100 fathoms in length and thrown overboard. It, of course, sinks to the depth of that 100 fathoms; and a small keg, or inflated india-rubber bag, fastened to the other end of the 100-fathoms line, floats upon the surface, and prevents the box from sinking further. The box is now under the influence of any current that it may find at that depth, and carries the india-rubber bag on the surface in the same direction, and with the same velocity that it has itself. This direction and velocity is easily ascertained by means of the compass and log-line. Mr. Walsh, in giving an account of one of his experiments, says:—

It was wonderful indeed to see this barrica (little barrel) move off against wind and sea and surface current, at a rate of over one knot the hour, as was generally the case, and on one occasion as much as $1\frac{1}{2}$ knots. The men in the boat could not repress exclamations of surprise, for it really appeared as if some monster of the deep had laid hold of the weight below and was walking off with it. Fifth edition, p. 168.

But the crowning triumph and most wonderful result of these investigations is in getting specimens of the bottom of the sea, from a depth of more than two miles. Until the last cruise of the *Dolphin*, under Berryman, the sounding line with its plummet was always lost—for, of course, the shot could not be hauled up from such a depth by so small a line; but at this

stage of the matter, Passed Midshipman J. M. Brooke, U. S. Navy, invented a contrivance by which the shot was detached from the line upon striking the bottom, and specimens of the bottom were brought up in its place.

These specimens were sent to Bailey, of West Point, and Ehrenburg, of Berlin, for microscopic examination. This examination has established the very remarkable fact that the specimens are all of the animal, not one of the mineral kingdom. Prof. Bailey, in a letter to Mr. Maury, of date of Nov. 29, 1853, says:—

I was greatly delighted to find that *all* these deep soundings are filled with microscopic shells—not a particle of sand or gravel exists in them. They are chiefly made up of perfect little calcareous shells, (*foramenifera*), and contain also a small number of silicious shells, (*diatomacea*.) P. 298.

We are concerned that we have neither time nor space to quote the entire paper (which Maury calls the “Ooze and Bottom of the Deep”) upon this interesting subject. It is replete with full and varied knowledge, and rich with the suggestions of a profound and philosophic thought, set forth in the most attractive manner and glowing language.

The author thinks that a great work in the economy of nature is performed by these minute animalcules. He supposes, with Prof. Bailey, that they do not live where they are found, but in the water near the surface of the sea, and are buried in the “lichen caves below after death;” that they are, therefore, by filling up and leveling the bottom of the sea, performing there the geological work which “heat and cold, rain and sunshine, the winds and the streams, all assisted by the forces of gravitation,” are performing upon the surface of the dry land above.

In his paper on the “Saltness of the Sea,” p. 177, Mr. Maury all but demonstrates that these animalcules exercise a powerful influence in giving motion to the waters of the sea, and thus contributing to keep up the system of oceanic circulation.

In the paper at present under consideration he says:—

Should it be established that these microscopic creatures live at the surface, and are only buried at the bottom of the sea, we may then view them as conservators of the ocean, for, in the offices which they perform, they assist to preserve its *status*, by maintaining the purity of its waters.

It is admitted that the salts of the sea come from the land, and that they consist of the soluble matter which the rains wash out from the fields, and which the rivers bring down to the sea.

The waters of the Mississippi and the Amazon, together with all the streams and rivers of the world, both great and small, hold in solution large quantities of lime, soda, iron, and other matter. They discharge annually into the sea an amount of this soluble matter which, if precipitated and collected into one mass, would no doubt surprise and astonish the boldest speculator with its magnitude.

This soluble matter cannot be evaporated. Once in the ocean, there it must remain; and as the rivers are continually pouring in fresh supplies of it, the sea, it has been argued, must continue to become more and more salt.

Now, the rivers convey to the sea this solid matter mixed with fresh water, which, being lighter than that of the ocean, remains for a considerable time at or near the surface. Here the microscopic organisms of the deep-sea lead are continually at work secreting this same lime, soda, &c., and extracting from the sea-water all this solid matter as fast as the rivers bring it down and empty it into the sea.

Thus we haul up from the deep sea specimens of dead animals, and recognize in them the remains of creatures which, though invisible to the naked eye, have

nevertheless assigned them a most important office in the physical economy of the universe, viz., that of regulating the saltness of the sea.

This view suggests many contemplations. Among them, one in which the ocean is presented as a vast chemical bath, in which the solid parts of the earth are washed, filtered, and precipitated again as solid matter, but in a new form and with fresh properties.

Doubtless it is only a readaptation, though it may be in an improved form, of old and perhaps effete matter to the uses and well-being of man. P. 301.

A more interesting, ingenious, and possibly practical speculation, however, concerning these organisms, lies in this: the author asks the question—Did they live in the surface waters immediately above their place of burial, or were they brought from some remote region and there deposited? Should the microscope discover that these dead animals, found in one place, had living types only in another and far-distant one, the conclusion seems inevitable that they were borne thence by the currents of the ocean, sinking slowly in their progress until they reached their final resting place; and here, as in the case of the red fogs and sea-dust tallying the viewless winds, we have also tallies upon the invisible currents below the surface of the sea, by which to track them in their course. Mr. Maury says:—

It is vain to attempt to answer the *cui bono* in all the bearings of facts like these. Suffice it to say, they are physical facts—and in them, therefore, there is knowledge. They are facts that concern our planet, and touch the rightly-knowing and well-being of its inhabitants.

We perceive, however, that he has undertaken to draw a great and important conclusion from some of these facts, and to advocate a great practical enterprise. In a recent letter to the Secretary of the Navy, Mr. Maury shows, from his soundings, that there is a nearly level plateau from Newfoundland to the coast of Ireland, nowhere more than 1,500 fathoms deep; and from the perfect, unbroken, and unabraded condition of the shells of the deep-sea animalcules, he argues that there are no currents at the bottom of the ocean in that region, and therefore thinks that there are no difficulties which may not be overcome by skill and inventive genius. He proposes that the government should offer a premium as an incentive to the planning and undertaking of the work.

Our readers have now seen, imperfectly expressed, however, the great addition to human knowledge, and therefore to human prosperity and well-being, made by this most valuable book. A glance at the saving of money to our countrymen effected by it will close our notice:—

At the last meeting of the British Association, it was stated by a distinguished gentleman from Bombay, that where he came from it was estimated that a set of charts and sailing directions for the eastern seas, based upon the principles of these, would produce an annual saving to British Commerce that would be equivalent to a gain of from one million to two millions of dollars. P. 750.

Now let us make a calculation of the annual saving to the Commerce of the United States effected by those charts and sailing directions. According to Mr. Maury, the average freight from the United States to Rio Janeiro is 17.7 cts. per ton per day, to Australia 20 cents, to California also about 20. The mean of this is a little over 19 cents per ton per day, but to be within the mark we will take it at 15, and include all the ports of South America, China, and the East Indies.

The Sailing Directions have shortened the passages to California 30 days, to Australia 20, to Rio Janeiro 10. The mean of this is 20, but we will

take it at 15, and also include the above-mentioned ports of South America, China, and the East Indies.

We estimate the tonnage of the United States engaged in trade with these places at 1,000,000 of tons per annum.

With these data, we see that there has been effected a saving for each one of these tons of 15 cents per day, for the period of 15 days, which will give an aggregate of \$2,250,000 saved per annum. This is on the outward voyage alone, and the tonnage trading with all other parts of the world is also left out of the calculation. Take these into consideration, and also the fact that there is a vast amount of foreign tonnage trading between these places and the United States, and it will be seen that the annual sum saved will swell to an enormous amount.

And this is the result of an idea worked out with deep thought, patient labor, and untiring perseverance. It will confer imperishable renown, but we think it wrong and hard that it should confer no profit. Could Mr. Maury, like the ordinary inventor, sell his idea; could he take out a patent, and, by authority, put toll-gates upon the ocean, charging the vessels that used his new and improved road but the fraction of a penny upon their tonnage, (which their owners would freely pay,) his income from this source would be in some manner commensurate with the benefits conferred and the saving effected. But since this cannot be so, we think that it would be true policy in this great and rich government to buy his idea and its results, the Wind and Current Charts and Sailing Directions, and thus reward, in the only proper way it can, its distinguished servant.

Art. II.—COMMERCE OF THE UNITED STATES.

NO. VII.

NAVIGATION ACT OF 1651—MINT IN MASSACHUSETTS—CLAYBORNE AGAIN—NAVIGATION ACT OF 1660, ITS EFFECT UPON ENGLAND AND THE COLONIES—MINT IN MARYLAND—RHODE ISLAND CHARTER—AMENDMENT OF THE NAVIGATION ACT—NEW YORK—FRENCH WEST INDIA COMPANY—SHIPBUILDING IN MASSACHUSETTS—LOGWOOD CUTTING AT HONDURAS—THE MISSISSIPPI.

In 1651, premiums were offered in Virginia to encourage the growth of Wheat, and the production of Wine. A little wine had been made in 1647; it was more than a century later before wheat came much into cultivation.

The Rump Parliament, with that regard to the commercial interests of England which was exhibited throughout the whole Republican period, but particularly incited by hostility to Holland, and a desire to destroy alike her commercial eminence and the naval power built up thereon, turned its attention to the protection and encouragement of English navigation, and enlargement of the English navy.* The Dutch were now the great carriers of the world. Having but few exportable products of their own, they relied for employment on their merchant ships, and for the means of sustaining

* War broke out between the Republics of England and Holland in 1652, ending in three years, with the humbling of the latter. Blake and Dean were the English admirals, opposed by De Ruyter and Van Tromp. John De Witt was at the head of the Dutch ministry, Sir Henry Vane directed the English naval and foreign department, until Cromwell came into power. These two were among the ablest ministers of the time.

their naval power, upon the insecure basis of the carrying-trade of other nations, and particularly of England. Their rates of freightage were so cheap, that competition with them by the vessels of the latter was impossible. The Dutch were employed to bring home even the products of the British colonies in America. No other alternative remained to British ship-owners but to enter the Dutch service, or to allow their vessels to rot in their own harbors. To remedy this state of things, the celebrated act of 1651, known as the first of the series of British *Navigation Laws*, though not the first act adopted with the especial design of advancing the navigation interest of England, and of building up her navy, was passed. The act provided, that no goods or commodities whatever, the growth, production, or manufacture of Asia, Africa, or America, shall be imported either into England or Ireland, or *any of the plantations*, except in English-built ships, and belonging either to England or to English plantation subjects, and of which the master and three-fourths of the crew are also English; and that no goods of the growth, production, or manufacture, of any country in Europe, should be imported into Great Britain, Ireland, or the plantations, except in British ships or in such ships as were the real property of the people of the country or place in which the goods were produced, or from which they could only be, or were usually exported. And that no fish should thenceforward be imported, nor exported to foreign ports, nor even from one of their own home ports, except the products alone of their own fishery.

Thus, in its application to the American colonies, the object of this act was, to cut off intercourse between them and Europe in either their own or foreign vessels; to prevent them from trading even to England, in their own vessels; in fact to break up entirely the whole shipping interest of the colonies, reducing them to exclusive dependence upon British navigation; and finally, by cutting off the leading staple of the exports of New England from foreign markets, prohibiting even its re-exportation from England, to retain those markets for the sole benefit of British fishermen and British vessels; discouraging thus the progress of the colonial fisheries, and all the dependent interests, in order to encourage their own. Such was the cost to America at which England was then willing to promote the interests of her shipping and her fisheries, and to find the means of enlarging her navy, in the hope of crushing the ascendancy of the Dutch.

Had this act been strictly enforced, in regard to the colonies, as it was at all other points, it would have completely prostrated New England, checking her progress in every direction, since her material concerns were all so intimately bound up with her fisheries and outward Commerce. But their ready adherence to the cause of the Commonwealth, induced both Cromwell and the Parliament to favor them, and their violation of the law was accordingly winked at. While the Republic lasted, therefore, they still enjoyed the privilege of trading freely abroad, and the peculiar one of importing their goods into England free of customs.

Virginia, with the West India colonies of England, adhering to the Royal cause, a fleet was sent out by Parliament, in 1652, to compel their submission. Commissioners were also sent, one of whom was Clayborne, to rearrange the government of Virginia. That colony submitted, under an agreement granting a complete amnesty, and by which they were promised along with some political rights, a trade as free as that of England. It is worthy of remark, that the maxim of Parliament, that it had the right to control the colonies in all cases, and which afterwards led to their Revolu-

tion, was, at this time, the *liberal* doctrine, in antagonism to that which deposited a like power solely with the crown. The whole question of the political colonial policy of England, both in that country and the colonies, turned upon this point, no other than these two theories being at all brought into view, and the colonists themselves most readily subscribing to the claim of the Parliament.

Bancroft contends that this Navigation Law was never enforced, nor intended to be, in regard to Virginia or the other colonies, and our historians agree that the compact of surrender by the former was faithfully observed by the Commonwealth. That some *attempt*, however, was made to enforce the act, in some particulars, at least, is evident, from the fact stated by Bancroft himself, that in 1656, the government of Virginia presented to Cromwell a remonstrance upon the subject. But this did not interrupt the unlimited free trade of that colony, and finally, with the tacit consent of Cromwell, or taking advantage of his inattention, the assembly of the colony passed an act, *throwing open their Commerce to all the world*.

In 1652, the second forge was set up in New England, at Raynham, twenty miles southeast of Boston.

The same year, the Massachusetts General Court, established a *Mint* at Boston to coin shillings, sixpences and threepences, of the fineness of English sterling silver, but of less weight by "two-pence in the shilling valew than the English coyne." A law was enacted to prevent any other than this and English coin from circulating in the colony. On the Restoration, this mint was declared an invasion of the royal prerogative; yet it continued in operation over thirty years, and issued a considerable amount. Its emissions were known as the "Pine-Tree currency," from the device upon them. All this coinage bore throughout the unchanged date of 1652.

New Amsterdam, having a population of about 1,000, received in 1652, an act of incorporation, the government passing from the hands of the Dutch West India Company to those of a Schoat, Burgomasters, and Schepens.

Tobacco being considerably grown in England, in spite of all existing prohibitions, obstructing the sale of that of Virginia to some extent, and thereby lessening the amount of duties received by the government from that source, Parliament, upon a loud complaint from the Virginia planters, in 1652, passed an act absolutely interdicting the culture in England. This act was in 1654 rigorously enforced by Cromwell.

In 1654, a civil war occurred in Maryland, arising from the subversion by the commissioners sent to Virginia in 1652, of Baltimore's government in the former colony. The old affair of Clayborne was hereupon revived, and Parliament, upon a re-examination, condemned the former course of Baltimore towards him, and confirmed the acts of the commission. Baltimore, however, professing himself to be now a Republican, assiduously courted Cromwell, and was allowed to re-establish the proprietary. The civil war, however, continued, by occasional outbreaks, until the restoration of Charles.

Estimated population of New England in 1654: Massachusetts, 16,026; Plymouth, 2,941; Connecticut, 3,186; Rhode Island, 1,959. The total, 24,112.

In retaliation of the outrage of the Swedes upon the Delaware settlements, Stuyvesant, governor of New Amsterdam, in 1655, reduced their whole plantation, giving the occupants honorable terms, who mostly remained. Gustavus and his great ministers were dead, and Sweden was no longer formidable under the weak Christina. Thus ended Swedish dominion within the United States.

The Virginia legislature changed the Spanish piece of eight from 6s. to 5s. sterling, as the standard of its currency.*

By a treaty with Sweden, in 1656, Cromwell granted among other privileges, that not conceded to any other country, to trade with America, so far as the Lord Protector's affairs would admit.

In 1657 the Virginia Legislature forbid the export of sheep and mares.

In 1658 the first wharf was built at New Amsterdam by the bugomasters where Whitehall-street now is.†

An act passed the Virginia Legislature in 1659, for encouraging the manufacture of Silk, designing to make it a staple of export, but like all other such attempts, it failed of the desired effect.

1660. The exports of New Hampshire up to this period consisted of fish and furs, the latter obtained at the trading houses on her rivers. Timber, especially masts, now became a leading article, and for about a century her forests supplied most of the white pine masts for the English navy.

Although the statutory proceedings of the Commonwealth were repudiated on the restoration, yet it was deemed that some wisdom had been displayed in the Interruption which was worthy of being embalmed in the forms of legitimate law. What had been secured to the power, wealth, and dominion of Britain must be preserved, even though a spurious legislation was the apparent means of its attainment. To curb the Dutch yet further, to protect the English interests at home against them, and root out of the colonies the merchants and factors of that nation who had "nestled themselves among our people there," the navigation act, with such amendments as seemed required, was re-enacted. The colonists had now "got able to stand upon their own legs." New England furnished a respectable export, but Virginia in her tobacco, and Barbadoes, through her sugar, ginger, cotton, &c., had still more risen to the dignity of profitable possessions.‡

"It was now deemed high time," says Anderson, "to secure to ourselves alone these increasing benefits which had been produced at our sole charge and trouble. And in this respect, Spain had long before set us a just and laudable example." The balance of "charge and trouble," properly estimated, was certainly much on the side of the colonists themselves; and it was, or would be now regarded, a poor justification of any measure of colonial policy that *Spain* had been the power to offer the example.

Among the provisions of the Navigation Act of 1660, it was declared that "No sugar, tobacco, cotton, wool, indigo, ginger, fustic, or other dyeing-woods, of the growth or manufacture of our Asian, African, or American colonies, shall be shipped from the said colonies to any place but England, Ireland, or to some other of his majesty's said plantations." And all

* Cromwell's fleet conquered Jamaica, from the Spaniards in 1655, bringing it thus into the relation of a sister colony to the other colonies of England, one every way preferable to them to that of its Spanish dependence. An attempt upon Havana failed. England had now established permanent and respectable colonial possessions in the West Indies, a success which was of no small moment in a commercial view, to her continental colonies.

† The French, in 1655, established themselves in Hayti, till now held exclusively by Spain. They also settled St. Vincent's. The Dutch were expelled from Brazil.

‡ Canada was at this time in a wretched condition. The company neglected the colony, and at last gave up the *fur trade* for the seigniorial acknowledgement of 1,000 beaver skins. Quebec was in siege by the relentless Iroquois.

§ The population of Martinico, settled by the French in 1635, was in 1658 about 10,000 French and as many negroes and Indians. It produced in 1658, 10,000 hhds. sugar, besides ginger, pimento, cocoa, cassia.

¶ Barbadoes had become rich and populous at this time. Many had realized fortunes there equal to those of noblemen, who had gone out poor. Over 100 sail of ships found employment there yearly in transporting goods and passengers.

vessels sailing to the plantations were made to give bonds to carry the said commodities only to the places thus permitted. The articles specified in this prohibition were called *enumerated articles*; other articles of colonial produce or manufacture, in which trade to other ports was permitted still, were called *non-enumerated articles*. Salted-fish, train-oil, and whale-fins, not caught or cured by English or Irish, nor imported in English vessels, (the colonies being among those excluded,) were to pay double alien customs. None but natural born or naturalized subjects were allowed to be merchants or factors in the colonies, under forfeiture of goods and chattels. Sundry duties were also laid on the trade to and from the colonies, which was thus for the first time subjected to direct taxation. The colonies could send their products to Great Britain only in British vessels, three-fourths of their crews being English seamen, and none but their own products could be sent thither by any means whatever.

Compared with this act the restrictions upon colonial Commerce provided by that of 1651 were very mild. The colonies were greatly alarmed. They all regarded it as most unreasonably oppressive, and Massachusetts declared it to be in direct contravention of her chartered rights and privileges. The assemblies of other colonies pronounced it entirely outrageous. What increased the discontent, was the evident design to carry it into rigid execution. Charles, almost immediately upon his restoration, had made some manifestations of his temper toward the colonies, which were not particularly calculated to please them. The palmy days of Cromwell's administration were over for them. Privileges granted them by that warm friend were withdrawn, and the parliament was now quite ready to second the plans of the king to reduce them to a more dependent condition.

The colonists expected that some extraordinary means would be adopted to ensure such effective execution to the Navigation Act, as the government proclaimed its intention to maintain. They probably looked for the establishment of all the agencies of a general revenue system such as existed in England herself. Of all this restrictive and burdensome machinery the colonies were yet free—there were no custom-houses, no fortifications for guarding the harbors, except some little means of defence prepared by the colonists for their own benefit alone, and not in any wise to assist the revenue and restrictive purposes of the English government, and no regular cruisers provided to maintain surveillance of the coast. The execution of all acts of parliament or royal edicts intended to regulate affairs within the colonies, was left entirely to the hands of a governor, often a resident of the colony over which he presided, and generally associated with the people in interest, and to the representatives of the people themselves, upon whose action and sentiments that of the governor was in a great degree, and almost of necessity dependent.

This state of things could be expected to continue only during the extreme weakness of the colonies, as a considerate regard of their situation and an encouragement of their growth. As they were now expanding into consequence and acquiring ability of their own, it was not likely, under any circumstances of political affairs in England, that the system of *leaving alone* could be permitted much longer to endure. It was true their charters, to the provisions of which they so pertinaciously adhered, seemed to them immunities, explicit and constructive, which the present designs of the home government might be fairly considered to violate. But those charters were never meant to be *perpetual*. They were not at all adapted to maintenance

as the basis of relations between the mother country and the dependency, after the attainment of any considerable magnitude by the latter. New systems and new relations from that time become necessary for the interests of both. It could, surely, in no case be supposed that England would have set such an example of excessive liberality to all countries holding colonial possessions, as to voluntarily forego any desire of revenue as well as of some commercial profit not enjoyed by other nations, in regard to hers. Such liberality, indeed, maintained at least for a period considerably beyond that at which England deemed her colonies fit for taxation and a more exclusive commercial system, would have enured more to her own advantage in the end. But the theory of giving for the sake of increase was, as regards all political and commercial affairs, but little understood at that time in any nation. Her own direct and exclusive profit was the only idea of England in her efforts hitherto for the establishment and progress of colonies anywhere, and she could have seen no possible motive for the maintenance of a barren, and in the best view, a costly dominion over these foreign territories.

The intelligence was soon received that all the North American Colonies were to be united under a single governor general, a scheme in which was plainly seen the design of so bringing all the colonies into one system, that the necessary agencies for the effective and universal execution of the Navigation and other subsequent acts of the British government might be more readily introduced. But this project, constantly in the mind of Charles, was by the efforts of the colonists and their friends delayed until 1686. They were informed, also, that their trade with each other and with the West Indies, so great an element in the prosperity of New England, especially, was to be cut off. Massachusetts was excited by projects so abhorrent to a bold stand, and even undertook preparations, youthful as the colony then was, for a forcible defence of her rights.

Whatever plans might have been contemplated for the enforcement in America of the Navigation Act, were defeated by causes which required the attention elsewhere of the English government. It was not that the disposition to enforce it to the utmost had at all abated. Charles maintained his purpose with a zeal quite unusual to his negligent disposition. The government was mainly supported in this scheme, and indeed in the whole commercial portion of its colonial system, by both whigs and tories. Even the merchants of England being there infected with the same idea actuating the government relative to the advantages derivable from monopolies, wherever possible, seconded its policy with all their influence. There could be said to be but one opinion in England upon the subject, so that it was not merely the offspring of a tyrant's will. The colonial legislatures poured in their earnest petitions and remonstrances, borne by weighty deputations of their citizens, but without effect. Virginia sent Governor Berkeley, a staunch royalist and a favorite of Charles, to plead its cause. His efforts were zealous. He urged to the monarch that the condition of that colony was very low already, from the depression in the price of Tobacco, their only exportable commodity. They could ill afford, he said, the £40,000 which the existing monopoly of that article cost them, and which served only to enrich a few English merchants. He urged also that while the turbulent New Englanders hesitated not to evade or even openly disregarded the regulations complained of, the loyal Virginians submitted, and became the victims of their obedience. But Charles was immovable. What argument could not dissuade him from, was prevented by affairs of peculiar urgency at home

—the troubles in England, the plague and fire in London, and the European war.

The execution of the Navigation Act in America was left to the existing colonial authorities, with all the lack of means at their command, before specified. Under the strict charges committed to them, they at first entered upon their duties with an appearance of some alacrity and decision. Of course the law, although occasioning serious annoyance at first, and not without injury to the colonial trade, even when most loosely administered, was easily evaded. The authorities, finding themselves so powerless, or the efforts required of them so onerous, soon relaxed their vigilance and allowed things to take a great deal their natural course, and even connived with the colonists to evade the law.

When this state of things came to be understood in England, busy as the government was, a decided effort was made to effect a reformation. A royal mandate was issued reprimanding the conduct of the colonial authorities, forts were erected at the mouths of the principal rivers, and armed vessels were sent to cruise along the coast. These measures, though referring to all, seem to have been particularly directed against the Virginians, who thinking the loyalty which they had maintained at heart throughout even the time of the Protectorate, entitled to something better than was awarded to the New Englanders, who loved democracy from principle, were highly incensed on finding themselves included in the same category with these seditionists. They accordingly followed the example now of the latter, from whom disobedience was, so far as it could be safely carried, expected as a matter of course. In Virginia such conduct was a change of sentiment, and drew, therefore, more attention. That colony, however, still contrived to carry on a clandestine trade with the Dutch at New Amsterdam and with other places, and as some retaliation of the injuries inflicted upon them, enacted that in the payment of debts, claimants within Virginia should have the preference over English creditors.

The Navigation Act, in its remodeled and perfected form of 1660, became the most important branch of the commercial code of Britain. To its operation, extraordinary effects upon the prosperity of that nation have been ascribed, and to the present time, although the veneration once indulged toward the law and its accessories has considerably abated, it is still very commonly spoken of with extreme laudation. That its influence in some direction was very great, cannot be doubted any more than that the placing of a great obstruction in the midst of the channel of a river will affect the motion of its tide. The palpable facts upon which the eulogy of the law is based, is that the Commerce, wealth, and power of England from that time rose very rapidly, while that of Holland decreased. It is evident, however, that England had before this time taken a remarkable start, and was approaching the results attributed to the Navigation Act long before it had any existence. An awakened spirit of energy, an advancing civilization, intelligence, and ability of action, an elevated ambition had been long conspicuous, and the movement she was making was only a little in advance of that in which nearly all Europe partook, and which did not cease or seem to be delayed, wherever it had appeared, in consequence of England withdrawing the benefit of her trade as much within herself as possible, as should in regard to some nations have been the case, had that exclusiveness been the cause of England's subsequent prosperity. As for Holland, she had before attained the summit of her prosperity. She had made the most of her few resour-

ces, and had built up a fabric which rested in a great degree upon an artificial system. She could not but sink in the scale of nations whenever the rest of Europe began any tolerable development of their resources.

The tendency of the navigation Act and of the various other enactments amendatory or supplementary thereto, was to force and confine the Commerce, both of England and the colonies, in a *single direction*, toward each other. They were liable to become thus—and did in a degree which would have been much greater had the spirit of the measure taken complete effect—too far dependent upon each other. The monopoly, so far as possible of the colonial products, produced perhaps in favor of England some uncertain advantages of cheapness, while their attempted monopoly of the supply of the colonial market tended, apparently, to raise the price of their own exports. But both profits were fictitious, as the seeming gain was in many ways far more than over balanced. In shutting out the colonists from foreign markets and reducing the value of their products, their ability to purchase English goods or to contribute revenue to England, and the rate of their general progress in wealth, power, and all the qualities which make colonies really valuable, were correspondingly limited. While excluding other nations from the benefit of a free trade with herself and her colonies, she could not expect to continue to enjoy such freedom with them and their colonies. Retaliatory acts were adopted, and thus what was gained in the market of America was lost in other directions, at least until she had been able to break down the barriers raised against her. One effect was to strengthen the bond of seclusion which Spain had thrown around the lucrative trade of her wealthy colonies, and to prevent England the opportunity she might afterward have reasonably taken, at the conclusion of her frequent wars, to have asked as a right, and even to have enforced upon that power, the opening of her colonies to the trade of England and the world, a result which would have been of incalculable benefit to both England and America. The voice of Europe would gladly have sustained England in such a demand, and Spain would have had no alternative but submission. The adherence of England, at that time, to the cause of commercial freedom, would have broken up every vestige of the restrictive system, and have placed the world centuries ahead of its present position. Her support of the principle of selfishness, confirmed and solidified that unnatural system, until it became so extensive and indurated that it seemed almost destined to be perpetual. So much is the world indebted to England for a system that has tended to multiply the causes of national dissension, and to keep mankind at continual war.

The protection of the navigating interest of England, singly, at once disturbed the balance of things in England, and gave a one-sided aspect to its internal concerns. The interests unfavorably affected, demanded, and were of necessity allowed, a corresponding protection, not at first designed, certainly, for no one can suppose that the whole extent of the system, with its process of eternal amendment for the purpose of restoring the balance it had destroyed, was in the minds of its original projectors; nor even can any one suppose, they would have at all commenced, had the end been before their view. The landlords obtaining an equivalent protection to that afforded the merchants, in the Corn Laws, the increase in the price of bread far more than neutralized again the gain to the nation through the navigating interest, although the merchants had this advantage, that the burden of the equivalent for *their* protection given the landholders fell not upon them-

selves exclusively, but was shared in by the whole people. The manufacturers were protected, for the same reason and with the same result. The perpetual balancing by strips and slices of protection distributed here and there as the scales may chance to vibrate, have never restored that equilibrium which existed under a natural system, and never can. Every attempt, in this mode to equalize the varying interests, only disturbs the balance more and more. The protected classes have been, indeed, benefited—the merchants, the manufacturers, the landholders, and capitalists generally—but the causes of their undue prosperity have created a *great pauper population*, bound even more strongly than were the blacks of their West India or North American colonies, in a slavery far more abject. Their protective system has built up many splendid commercial and manufacturing cities, but it has ruptured the natural organization of society. The hot-bed growth of their cities has been effected by severing the natural associations of industry. As Adam Smith says: "The inland or home trade, the most important of all, the trade in which an equal capital affords the greatest profit, and creates the greatest employment of the country, was considered as subsidiary only to the foreign trade." The manufacturer was separated from the farmer, where nature had placed him, to be associated with the shipper. Agriculture, which should be held the most profitable pursuit and the basis of all, was detached and put in a secondary position, that Commerce and manufactures might hold an unnatural position in front. After all the attempts to balance the account of the agriculturist, by the remunerative Corn Laws, for securing him the home market, the discouragement of his pursuit was the basis of the system. The arrangement of town and country in England is, as Smith declares, entirely unnatural, and necessarily involves social disease.

Such were the benefits which the system secured to England. Upon the colonies, to whom in reality the great weight of its disadvantages was offered, the effect, if less radical and extensive, because less thoroughly carried into practice, and because of the better ability of a young, growing, extensive, and naturally wealthy country to resist its influence, was yet very decided. The Navigation Act, of itself could, under the circumstances, exert but a very limited effect; but the acts which were afterwards adopted, in the course of the balancing operation in England, as the necessary equivalent to other interests, of the attempted favor toward English shipping by the destruction of American, were more easily put in operation, and though not in all cases fully upheld, yet were not without being felt as retarding influences upon our progress. It is true we were not at that time prepared for entering to any great extent into manufactures, the object against which the restrictive care of England was particularly directed, and this circumstance again lessened the effect of the acts of discouragement; but there were *some* branches of manufacture, we had better advantages for pursuing, even then, than England herself enjoyed, and which it was necessary or proper for us to establish. The inhibition of these, of course, was the occasion of much inconvenience, and served, so long as it was maintained, as a constant drawback upon our prosperity. The grievances suffered from the restrictive system, by the colonies, eventuated in what should have been foreseen from the outset, the separation of the colonies from the mother country. Such was the final result to England of the application to her colonies of a false commercial system, borrowed, though it must be admitted in a mitigated form, from the policy of Spain.

Tea was in 1660, first introduced into Great Britain from China, being sold at 60s. a pound.

In 1661, a treaty occurred between Portugal and Holland, securing the neutrality of their American possessions in regard to any difficulties between those countries in Europe. This was the second European treaty containing such a provision, the first having been between Spain and Holland, in 1648.

In 1662, an edict was adopted in Virginia, requiring each poll to raise annually and manufacture six pounds of *linen thread*. A change of laws and cessation of the bounties caused the culture of flax, however, to decline.

Parliament, in 1662, mainly for the encouragement of colonial trade with England, passed an act, that no sort of wine but Rhenish, no sort of spicery, grocery, *tobacco, potashes, pitch, tar, salt, resin, deal boards, fir timber, or olive oil*, should be imported from the Netherlands or Germany.

As negroes enough for servants and laborers for the English plantations, were not obtained, to remedy the deficiency, Parliament this year established a third exclusive English African or Guinea company, at the head of which was the Duke of York, the king's brother, and afterwards occupant of the throne as James II. This company undertook to supply the West India colonies with 3,000 negroes annually.

Maryland in 1662, set up a mint, the second in the United States. Its coinage was of equal weight and value with English.

Adventurers from the North American Colonies commenced *cutting log-wood* on the uninhabited coasts in the Bay of Campeachy, and that vicinity. Settlements were soon made by these cutters at Cape Catoche first, and afterward at the Laguna de Terminos, which was more convenient. Thus did the American colonists introduce England to a valuable privilege, which she still maintains.*

Charles, wishing to encourage the growth of the infant colonies of Connecticut and Rhode Island, and having no malfeasances to allege against them, granted them, at their solicitation, the former in 1662, the latter in 1663, the most liberal charters yet given to any of the English plantations in America. That to Rhode Island stipulated to all British subjects entire freedom of the fishery of the New England coast, bays, salt-water rivers, &c., and the use by the fishermen of any waste lands for erecting wharves, stages, and buildings necessary for the pursuit. To encourage the *whale* fishery, the inhabitants of Rhode Island were given liberty, having struck a whale or other great fish, to pursue it into any bay, river, cove, creek, or shore of New England. Encouragement was promised for the discovery of fishing banks in or about the colony's limits. Trade and Commerce with the other colonies was declared free to them, any inhibition of the former being declared nugatory.

A charter was also granted to Lord Clarendon and others, in 1663, for effecting settlements within Carolina. A colony had been established at Cape Fear River, about 1660, of emigrants from New England, who, finding the Indians hostile, abandoned their settlement in 1663. Some emigrants had already entered from Virginia, and more were now induced; some ship-builders were also brought from Bermudas, Commerce being a leading part

* 1662. Imports of England, £4,016,019; exports, £2,022,812. There were now but six stage-coaches in England.

of their plan, and a settlement was established on the Chowan, at Albemarle Sound.

The Navigation Act was amended in 1663. The amendment prohibited the importation into any English colonies in any part of the world, except Tangier, of any commodities, the growth, production, or manufacture of Europe, unless it were shipped from England, Wales, or the town of Berwick-upon-Tweed, (Scotland,) in English-built vessels, and carried directly to the colonies. From the prohibition were excepted salt for the fisheries of New England and Newfoundland, wines from Madeira and the Azores, and all sorts of victual, servants, and horses, from Scotland and Ireland. It enacted, also, that none of the products of the colonies should be carried to any foreign port, until first landed in England. This provision deprived the colonies of, or much restricted the benefit of their free trade in *non-enumerated articles* of the act of 1660. A drawback of the duties paid by foreign goods in England was, however, generally allowed on their exportation thence to the colonies. The design of the act was to monopolize totally the carriage for America in her outward trade, both of exports and imports.

This act struck out Ireland from an equality with England in her commercial regulations, as included in the act of 1660. Ireland had before this no foreign trade and sought none, satisfied with her free intercourse with England. She was now made, commercially, "as completely a foreign nation as France," and was obliged to seek Commerce elsewhere, and to endeavor the establishment of manufactures. Her exports to the colonies hereafter were some increased.

The same act provided also, that "forasmuch as the planting of tobacco in England doth continually increase," in spite of the former act, a penalty additional of £10 on every rood or pole planted with it in England, Ireland, &c., should be laid, allowing, however, the "physic gardens" of the University one half-pole of tobacco to each garden.

Parliament in 1663 laid the tax called the *four-and-a-half per cent duty*, which existed for a long time, upon all dead produce exported from the British sugar islands, except Jamaica and the "ceded islands." It was receivable *in kind*.*

In 1664, Charles granted to his brother, the Duke of York, the region between the Kennebec and St. Croix Rivers, in Maine, claimed by the French, and that from the Connecticut to the Delaware, claimed and partly occupied by the Dutch. The Duke at once undertook the conquest of the latter, although England and Holland were at peace. The Dutch West India Company had, by the grant of entire religious freedom, secured the migration to this colony of a considerable number of the oppressed Protestants from almost all parts of Europe; and the fine climate and fertile soil had allured also many New Englanders, who had flocked in such numbers, indeed, as to form entire villages, and to give political tone to the colony—the Dutch and other settlers readily catching the infection of their principles

* France, as well as Great Britain, had turned her attention seriously to advancing the means of her strength. Colbert, the able minister of Louis XIV. from 1663 to 1672, undertook to advance French Commerce and manufactures by an enlarged system of bounties, immunities, premiums, protections, &c., offered to foreign artificers, manufacturers, &c., to induce their migration to France. The Royal Council of Commerce was established in 1662, in which the king himself presided once every fortnight.

A French settlement was made in 1663, for the fisheries, at St. John's Island, (now Prince Edward's), and another at Cayenne, in Guiana, where the Dutch were expelled. These settlements were both effected by commercial companies, chartered for such object.

of anti-taxation, self-government, and free Commerce. "To augment the variety, the company introduced as many negro-slaves as they conveniently could. The chief settlement thus became, as it was styled by its people, "a blended city of various lineage," or, as Mr. Bancroft says, a city of the world, a character which it maintains yet, and is likely forever to hold. It numbered then about 1,500 inhabitants. The dispute between the settlers and agents of the company, about the right of taxation without the consent of the former, indisposed them to defend the company's rights, and the colony thus fell a voluntary prey to the fleet and army of the Duke of York. The terms granted were very liberal; the private property of the population was guaranteed to them, but that of the Dutch West India Company was confiscated. The city at this time consisted of low houses, handsomely built of brick and stone, occupying a few streets.

Colbert, the French minister, had entered upon a vigorous scheme of simultaneous colonization in America, Africa, and the East Indies. In 1664 were organized an exclusive East India Company, for fifty years, on the ruins of a China company, and an exclusive West India Company for forty years. To the first was assigned everything not embraced within the Atlantic Ocean. Of the latter the limits were, first, the part of South America between the Amazon and the Orinoco Rivers, with adjacent islands; second, in North America, all of Canada, with the great interior region *behind the English colonies*, and *Florida*; third, all the coasts of Africa, from Cape de Verde to the Cape of Good Hope. The crown, repurchasing from individuals, by whom they had been before purchased of itself, the islands of Guadaloupe and its dependencies for 125,000 livres, Martinique for 40,000 livres, Granada for 100,000 livres, and all the purchase of Matthe for 500,000 livres, consigned thereupon to the West India Company the monopoly of the whole Commerce and agriculture of the French settlements in North America, the Antilles, Guiana, and Africa, with extraordinary immunities and privileges, money being even advanced to them by the government. No duties were to be laid on the trade between France and the company's possessions. This grand company, however, as it was tolerably certain to do, mismanaged its affairs, its agents blundered and defrauded it, the Dutch and English smugglers absorbed in a great degree the business of supplying their West India colonies, war subjected them to heavy losses, and finally their concerns were thrown into irretrievable confusion.

In 1665 there were in Massachusetts Bay 120 vessels of 20 to 100 tons, and twelve ships of above 100 tons. About this time the inhabitants of that colony commenced building ships for *English agents*, and the business was continued up to the Revolution. The vessels were fastened with trunnels of wood, iron being too scarce and expensive, and very little of it used in any way. What was indispensable was obtained mostly from England, although that country was unable to satisfy her own demand, and imported great amounts from Sweden, &c. Massachusetts was the first colony to give direct encouragement to the mechanic arts, and was now, as always up to the Revolution, far ahead in these branches of all the sister colonies. The progress of shipbuilding of course stimulated the growth of a host of dependent trades—carpenters, joiners, sawyers, sail-makers, caulkers, smiths, riggers, mast, spar, and block makers, painters, &c.

Virginia, at this time and before, as well as Barbadoes, alone of the English colonies in America, exported produce to a larger value than that of the

goods imported. In Maryland the same evil was suffered as in Virginia from the low price of tobacco; but they bore it with more philosophy than their neighbors, making no foolish efforts to restrain the quantity of the product, or to remedy otherwise by law the effect of over-production, and of the monopoly in England. The duties exacted by Lord Baltimore upon their tobacco also pressed heavily upon the Maryland planters. A warm controversy ensued in relation to this proprietary tax, between Charles and Baltimore. The Maryland tobacco was preferred, as being finer than that of Virginia. The population of Maryland, in 1665, was about 16,000.

Father Allouez, a French Jesuit from Canada, in 1665, passed the Straits of Mackinaw in a canoe, entered Lake Superior, and established a mission among the Chippewas (within Michigan.)

A second settlement was made in North Carolina, at the abandoned site of the New England settlement, by emigrants from Barbadoes.

1666. Massachusetts was summoned to send deputies to England to answer certain charges, among them that of violating the Navigation Act. That colony disobeyed, but to conciliate the king, gratuitously furnished supplies to the English fleet in the West Indies, and purchased a *ship-load of masts* as a present to the king—a gift of no small consideration at that particular period.*

Maine comprised, in 1667, a few small fishing settlements at Casco (Portland,) and Sagadahock, and scattered stations within the Duke of York's patent at Pemaquid, Matinicus, Mohegan, &c. Castine, on the east side of Penobscot Bay, was settled by the French in 1667. Beside the cod fishery on the coasts of Maine, the people of Massachusetts obtained there great quantities of beaver and other peltry.

In 1667 England concluded, by treaties of peace at Breda, her war with France, Spain, and Holland. With Spain and Holland, the *uti-possidetis*, (viz., that each was to keep what it held at the time of negotiating,) was made the basis of the treaties. The Dutch had taken Surinam from the English, which was regarded as an equivalent for the loss of the New Netherlands. With Spain it was also agreed, as between Holland and Spain before, quoting the words of that treaty, that the subjects of neither should sail to, or trade in the American possessions of the other. To France, England ceded her conquest of Nova Scotia, (containing only a few unpromising French settlements, numbering a few hundred fishermen and peltry dealers,) admitting also the claim of the French of the extension of that region to the Pentaguet or Penobscot. The people of Massachusetts were exceedingly discontented with the retrocession in all its aspects, and especially so with the surrender accompanying it of the large part of what is now the State of Maine, which they contended was an entirely new grant of territory never before possessed by France. They continued, however, after the peace, to trade with the French and Indians at the latter region for beaver skins and other commodities, and openly maintained their fisheries still on the same coast. Some few years after, Mons. Le Bouva, the French governor there, on the allegation of some affront from the govern-

* 1665—Great plague in London. 1666—Great fire in London; 13,200 houses destroyed. The fire and pestilence were great shocks to English Commerce.

In 1666, the English took Tortola, W. I., from the Dutch, and themselves abandoned St. Lucia, purchased of the Caribs in 1664, as unfit for colonization, upon which the French again took possession of it, though England did not renounce her claim.

ment of Massachusetts, prohibited any trade with the English colonists, and imposed a tax of 400 codfish each upon their vessels resorting there to fish, seizing their fish and provisions upon refusal of payment.

Upon the peace, most of the English bucaners who had swarmed in the West India seas during the war, settled at Laguna de Terminos, in Honduras, for the purpose of cutting logwood. The Spaniards had cut some logwood at Campeachy, but were obliged to abandon their settlement from the interruption of the bucaners in the war. The places now occupied as settlements for logwood cutting by the English, were Laguna de Terminos and Trist and Beef Islands. The bucaners found settlers from New England already in these places, and joined with them. A great many of the bucaners themselves were undoubtedly from that section. These settlements were now so much increased, that great quantities of logwood were cut and sent to Jamaica and New England.

The Massachusetts General Court, in 1668, enacted an order, reserving for public use all white pine trees of twenty-four inches diameter at three feet high from the ground, in that colony, embracing then New Hampshire as well as Maine.

The people of New York had not obtained the advantages they hoped from English dominion. The patronly policy avowed by their proprietor was to tax them so much, that they should have time to think of nothing but how to find the means of paying the taxes. He chose agents well adapted to carry out his wise system of breaking down the province and destroying, as far as possible, all its value; and evinced his manly indignation at the flagrant sedition of his subjects in daring to remonstrate against his proceedings, by burning their addresses.

Dablou and Marquette established another French mission and trading establishment among the Indians of the western country, at St. Mary's Falls, between Lakes Superior and Huron. This important point became a leading station of the French fur trade into the fur upper regions. In the course of their explorations hereabout, these active missionaries heard of the great river *Mes-cha-cha-be*, or, as called by some tribes, *Mississippi*—a name signifying the Father of Waters. The idea of the long-sought western passage to India by this stream was at once revived. It was believed the story of the Indians conveyed the knowledge of that desired avenue; and if it were otherwise, it was a river of such magnitude, that its possession could not but be regarded as a matter of the first importance, at a time when France was extending her claims in North America to so vast a breadth, and laying plans for the establishment there of a colonial empire to rival, or even engulf that of England.

Art. III.—COMMERCE WITH THE CANADAS, AND WITH THE BRITISH NORTH AMERICAN COLONIES.*

OF COMMERCE—HISTORY OF THE COLONIAL SYSTEM—ERA OF WALKER—NAVIGATION LAWS—STATE OF THE TRADE—CANADA AND THE LOWER PROVINCES—THE COMMERCE OF CANADA—EFFECTS ON THE SOUTHERN STATES—EFFECTS ON THE WEST—THE NAVIGATION OF THE ST. LAWRENCE—EFFECTS ON NEW ENGLAND—CONCLUSION, ETC.

ON COMMERCE.

I SHALL endeavor to call your attention to one of the great practical questions of the day, that has been less discussed than its merits demand; and which, in the present aspect of affairs, is likely for the next few years to occupy much of public attention.

I have said that it is a public, not a political question, that it refers to our material prosperity rather than to our merely intellectual advancement; and as it concerns our foreign relations also, those who would consider of its importance must look well to its practical bearing on our politics and our business relations. We live here, gentlemen, on the barren soil of New England, depending upon our industry for the means of life; blasting our rugged rocks, felling the stately pines upon our mountain side, or by perseverance and frugality gathering from the earth a scanty return of fruits for our support. The energy of our people has sought all means of sustenance—our rivers have been yoked up with dams, and are only permitted to flow on towards the ocean on the condition that they work for our support as they obey the laws of gravitation. Our hardy sons search the waters of the world for fish that will yield food or oil for the comfort of man. Dr. Franklin well said that "he who draws up a fish, draws up a piece of silver." Our busy Commerce spreads its white wings and drives a thriving exchange of commodities with all the nations of the earth. The resistless power of steam whirls the swift wheel and speeds the carriage of freight and passengers over our hundred iron roads. Our mechanics toil to supply the necessities of life and the luxuries of civilization to the barbarous and uncivilized inhabitants of other countries, as well as to the civilized of earth's nations. Our halls of learning are devoted to educate chosen bands to go forth as teachers of civilization, of religion, of literature, among our sister States. The votaries of science exhaust the knowledge of the world and the combinations of the intellect, in the desire to explore the laws of nature and extend the realm of knowledge. The pale inventor, careless of wealth, emulous of fame and good, absorbs his whole mind and time in endeavors to apply each new discovery of science to the practical good of man, through the mechanic arts.

Nature seems the only bar to our progress in knowledge and wealth, far beyond that of any other people that have ever lived upon the earth: though man has done much, she has done but little. Within our limits no rich mines yield a bounteous supply of labor. We are destitute of coal fields, that real source of the great prosperity of England and of our Middle States. No great rivers, like the Mississippi and the St. Lawrence, bear up-

* We have great pleasure in laying before the readers of the *Merchants' Magazine*, the following Lecture on "the advantages to New England of Reciprocity with the Canadas and the British North American Colonies," by CHARLES LEVI WOODBURY, Esq., U. S. Commissioner. In a note to the editor of this Magazine, Mr. WOODBURY says: "I have revised and extended it a little beyond its original size, so as to embrace the bearing of the question on other than the New England section of the country." We commend it to the attention of our readers generally.—*Ed. Mer. Mag.*

on their bosoms to us a Commerce more enriching than the deposits of the Nile. Our resources are drawn from a great distance, and the cost increased by freights far above what it is in more favored climes. Our coal, brought from the mountains of Pennsylvania, Maryland, and Virginia. Our wheat and beef from the prairies of Ohio and Illinois; our cotton from the far South; our wool from the antipodes; our iron from the mountains of Pennsylvania or of Wales.

Our prosperity has depended upon our industry and our intellect. Great as has been our progress, and vast as the accumulated products of our industry are, we cannot forget or overlook the fact that other States of this Union, better situated than ourselves with regard to the great channels of communication to our various markets, endowed with cheaper supplies of coal, iron, and food, requiring less shelter and clothing for defence from a rude winter, are growing most rapidly, and entering into competition dangerous to our foreign interests in our home markets.

My inquiry is directed to this question:—Whether we have not some natural advantages yet unexplored, by which we can extend our markets for our productions; cheapen to us the cost of raw material, and of production of our manufactures; increase our Commerce and our trade, and enable us to go forward in that triumphant march of civilization, industry, and increase of population, that, so far, has attended our exertions.

Before I proceed further, a short resume of the commercial history of the colonial trade will be interesting, both from its intrinsic usefulness, and that it will show that the statesmen of New England have contended for this measure even so far back as the days of Washington. The illustrious names of Dr. Franklin, Thomas Jefferson, and of John Adams, of Quincy, are guaranties of the political soundness of the question, and leave it, as I first said, purely commercial, and to be decided by the rule of dollars and cents, whether or not we can make money by reciprocity with Canada.

HISTORY OF THE COLONIAL SYSTEM.

Your historical studies make you well acquainted with the general colonial system of Great Britain. After the discovery of America and its settlement, the European powers that had colonies, each established a similar system in effect, that their colonies should be dependent on their mother countries for supplies, and have no intercourse with any other country than her. In effect this prevented the American colonies from manufacturing for themselves, or from engaging largely in ship-building or Commerce; isolating them from the rest of the world—leaving them no trade except to the mother country. Lord Chatham even declared “that we had no right to make even a nail for a horse shoe.” The English system begun by Oliver Cromwell continued till our revolution exempted us from further subjection to it. At this time (1776) we had in the colonies our right to trade with England, with the British West India colonies, and with that part of Europe south of Cape Finisterre. The rest of the world was shut out from us.

The revolution being over, the peace declared, a treaty was to be negotiated respecting our commercial relations with Great Britain, which had been entirely destroyed during the war. The United States desired to get back her lost trade with the British West Indies, then a greater source of wealth than Cuba. In March, 1783, Mr. Pitt, then Chancellor of the Exchequer, proposed a bill “to admit to all the ports of the British dominions, American vessels loaded with goods the growth or produce of these States, on the same terms as British vessels and goods.” This measure was opposed by

the British merchants, and by Lord North, and Mr. Fox, and Lord Sheffield; and at their suggestion the whole power was lodged in the hands of the king and his council, who by an early order, not only excluded American vessels from all participation in the colonial trade, but even forbade our provisions and fish to be carried in British bottoms.

In 1785, our minister, John Adams, on the part of the United States, proposed to the British government to place all the trade between the two countries and their dominions upon a footing of "*perfect and liberal reciprocity*." This was refused at once, Lord Liverpool saying "that it cannot be admitted even as a subject of negotiation." Thus were we cut off from a valuable trade.

Prior to the Revolution, in 1769, the trade of the thirteen colonies stood:

Imports.....	\$13,000,000
Exports.....	12,000,000
Total.....	25,000,000

Of this whole trade, that with the British West Indies was—

Our exports.....	3,700,000
Our imports.....	7,950,000
Total trade.....	11,650,000

Our own government showed its sense of the injurious conduct of the British, by adopting retaliatory measures, our tariff and our navigation act. A capricious and generally exclusive policy continued, the details of which are unnecessary in this place. Sometimes the necessities of the colonies compelled them to reciprocate with us, usually they endeavored to exclude us entirely.

The mind of man never rests quiet under oppression and tyranny, and new views were dawning even in England as to the benefits of liberal policy in Commerce.

In 1817 we had passed a navigation law as strenuous as the British, offering at the same time to suspend its operations with regard to any power who would treat us with reciprocity.

1822 saw the influence of this measure stimulate Lord Goderich, in parliament, to move upon the question of a liberal colonial policy.

In 1825, that great statesman, Mr. Huskisson, introduced a bill to reform this policy; his measure prevailed, and after much negotiation and further efforts, a reciprocal yielding up of certain of the restrictions upon the Commerce of these northern colonies and ourselves was effected, and—

In 1830, the proclamation of Andrew Jackson and the orders in council of the imperial government, loosened up the restrictive policy, and the long wished for experiment that Mr. Jefferson as Secretary of the Treasury, and Mr. John Adams as minister to England, and Mr. Pitt as Chancellor of the Exchequer, fifty years before had approved and recommended, commenced its trial as a practical thing. But only partially, for these measures were only addressed to the discriminating duties by which England had sought to prevent any direct trade between us and the colonies, and the retaliatory duties that we had levied on the English vessels, the system of annoyance was broken down and a direct trade permitted between us and the colonies.

Yet even this brought relief, and gave renewed vitality to a trade that fifty years of persecution had failed to crush out of existence.

The day was not yet come for "a perfect and liberal reciprocity." On both sides of the Atlantic and on both sides of the St. Lawrence, prejudice,

timidity, conservatism even of wrong, opposed their obstacles. There are but few minds in any age that have the courage and the industry to think well and carefully on any proposition, and the "doubting Thomases" of Commerce and politics stood asking for a sign, yet refusing to try the experiment lest they should be astonished at the result.

Even this little liberality worked wonders; steadily year by year more apparent was the good resulting from the measures of reciprocity, and more ready the mercantile community to become converts to the unmistakable facts developed by the statistics of a growing trade.

ERA OF WALKER—NAVIGATION LAWS—PEEL—PRESENT STATE OF TRADE.

Liberal Policy. The advent of a liberal government in England, (1846) who held to the policy that to secure the cheapest production of manufactures they must cheapen the cost of living, was the sign of a new era in the colonial policy. The distressed state of the English finances induced Sir. Robert Peel to propose throwing the colonies on their own resources, so as to save the heavy appropriations the imperial government had heretofore made for the civil list. Whilst at the same time he proposed the repeal of the corn laws, to provide for the laboring people cheap food; and the country was ready to support his policy.

In the States, at the same time, Mr. Robert J. Walker, a distinguished free trader, held the treasury department and the confidence of Congress, and a liberal commercial measure—the tariff of 1846—simultaneously received the support of the people of the United States.

The concurrence of views of these two great statesman and their governments, the success that attended their measures, led them naturally to pursue further their views of liberalizing the commercial intercourse between the two nations. Thirty years before, (1817,) the United States, in passing her navigation laws, had announced herself ready to adopt reciprocal measures of liberality whenever foreign nations should desire to do the same by us. Now Great Britain, after seventy years of stern monopolizing exclusiveness, was pressed by her commercial and manufacturing interests to do that which Mr. Pitt had vainly struggled for in 1783. 1849 saw the crowning act of the life of Sir Robert Peel—the navigation laws of England repealed. The ships of all the world were permitted to bring to her doors what articles they had for sale. The President of the United States (1850) responded by a proclamation of similar import, and a great chain fell from the limbs of pinioned Commerce. Let us see our statistics:—

COMMERCE OF THE BRITISH NORTH AMERICAN COLONIES AND THE UNITED STATES, 1827.

Imports into United States	\$445,000
Domestic exports from United States.....	2,704,014
Total trade	3,149,014

And we rise until June, 1849, which just precedes the era of the repeal of the navigation laws, when we stand—

Imports to the United States from Canada.....	\$1,481,082
“ “ “ other colonies	1,845,798
Imports	2,826,880
Domestic exports from United States to Canada.....	\$2,320,323
“ “ other colonies.....	3,611,783
Total domestic exports.....	5,932,106

Total trade \$8,758,986, or an increase of almost three-fold in this period. I have said that the navigation laws were repealed in England and suspended in America, and this formed an era in the annals of our Commerce; what were its consequences?

Now burst upon the sight of an astonished world the peaceful struggle for ocean supremacy between the two greatest maritime powers of the globe. The genius of America put forth its might; her Collins steamers, and that mighty fleet of clipper ships, rushed over the blue waters with a speed greater than ever before was reached by craft bearing the triumphant flag of the United States, victorious from the start. Ship-building, Commerce, and manufactures, felt the influence, and on they rush increasing and prospering as never before trade prospered in America. As the mists of prejudice and the broken clouds of error are dispelled, the mind sees clearly the causes which produce this prosperity, and demands another movement towards freedom, that the last clogs that weigh down and oppress this trade shall be broken, that we may have free intercourse with the colonies.

In the course of two years great had been the impetus given to reciprocity by these measures. Canada was prepared for the coming of this liberation of her Commerce from the shackles of the imperial government, the sagacity of the American merchants had foreseen it, and prepared by land and by sea for its approach. The tariff of Canada was reduced to a mere revenue point of $12\frac{1}{2}$ per cent duties on the average. The noble St. Lawrence closed by ice from winter and spring navigation, her merchants and ours had turned their attention towards seeking the ocean in a more genial climate. *Canals and Railroads* to ports where winter with her icy chains was powerless to retard the energies of Commerce; a population of 1,842,265 souls were struggling to find a road to market—a cheap road. The Erie Canal, the Ogdensburgh Railroad, your own Montreal Road, the Atlantic and St. Lawrence road struggled forward for enlargement or completion, to meet the coming Commerce of a great and growing people. See what two years have done:—

In 1851 our domestic exports to Canada were.....	\$5,835,834
“ “ “ other British American colonies.....	3,224,553
	<hr/>
	9,060,387
Our imports from Canada.....	\$4,956,471
From other British North American colonies.....	1,736,651
	<hr/>
	6,692,122

Total trade \$15,752,509, or about double in two years.

In addition to these facts a slight look further into this matter will show how far we have advanced in securing to ourselves a great portion of the trade of our northern neighbors. By the approximations we have made towards a liberal system of reciprocity, not only has our trade with them gone up from 3,000,000 a year in 1827, to 15,000,000 in 1851; but these very communications of Commerce have produced better acquaintance with each other, and more kindly feeling; her statesmen, Hincks and Merritt are as well known to us, though seeking fame in peace, as was the statesman of her rebellion, Mons. Papineau. We cast our eyes upon her trade, our merchants go to her cities in search of customers, our manufacturers study her tastes, and we already rival England in her market to so great an extent, that of the whole foreign trade of Canada, we carry fully one-half, and are ready to compete with our English friends for the other half. 1851—

They ask this as a commercial union. It does not affect or touch the foreign trade of either power. It has in it no political union whatsoever—smacks nothing of annexation. Their political union is with Great Britain; ours is of our thirty-one independent States, leagued simply by our constitution.

Now, who are they, considered as consumers and producers for us, that they should ask this boon? What commercial reasons exist for our considering this proposition? Let me answer briefly.

It will be borne in mind that within the last ten years most extraordinary developments of industry, prosperity, and wealth have taken place amongst our northern neighbors; as our new States on this side of the Mississippi have been filled up with population, the fields for emigration have receded beyond Lake Michigan and now beyond the Mississippi, the fertile lands of Canada West, lying as near to the seaboard as the average of the north-western States, have attracted the enterprise of the emigrant, until their population has doubled within ten years; and if, as is probable, they continue to increase at the same ratio for twenty years, Canada West will sustain a population of at least five millions of people, and Canada East nearly four millions.

The benighted and antiquated system of exclusion that, rendering man's comfort, prosperity, and independence subordinate to the mere political considerations of his government, represses his enterprise and self-reliance, circumscribes his sphere of action, and forces him in the search for his material prosperity to submit to an arbitrary discipline ruinous to his fortunes and capriciously destructive to the progress of national prosperity and civilization, has been broken down by the energy of the Canadians, and her people are now seeking for that larger liberty we have taught them to expect from the ruin of the colonial system of exclusion and subordination that has so long repressed their energies.

They have a population of almost two millions in the Canadas, two-thirds of a million in the other provinces, making almost three millions of people; a vast extent of wild land, good for agriculture, and the increase of the Canadas is at the rate of near 100 per cent in ten years. The great river St. Lawrence, the only outlet of Canada to the ocean, from the high latitude of its mouth is closed by ice nearly six months of the year. Their shortest route to the ocean is through our country by numerous railroads and canals, amongst which ours are the shortest of all. They have few manufactories among them, but are consumers of exactly the character of goods that we do manufacture. They have vast forests of lumber, while ours are nearly exhausted. They have in Nova Scotia and New Brunswick great beds of coal, lying close to tide-water navigation, and cheaply worked. They have vast beds of iron and of plaster; we in New England have none that we can work to a profit. The waters around them teem with valuable fish. Such is the condition of the one side.

They occupy one shore of that chain of lakes and rivers which pierces this continent from the Atlantic almost to the Rocky Mountains, all lying within the northern temperate zone, to which the great body of European as well as American population are fully acclimated. The vast facilities which this route has offered, first for the exploration of the continent by Hennepin and La Salle, then for the adventurous fur-trader, and since the era of our independence for the purposes of Commerce, has spread civilization and agriculture through the prairies of the West.

The magnitude of this Commerce of the lakes can only be conceived when we remember that a recent report to Congress has estimated our share of it at \$326,000,000 of value, represented in 3,971,126 tons of freight, carried by our navigation—74,000 tons of steamers, 138,000 tons of sail-vessels. Its great future increase must depend materially upon the growth and prosperity of our northern neighbors.

The proposition that forms the basis of the new measures of reciprocity may be briefly stated. Availing herself of recently acquired rights and increased freedom, Canada desires that henceforth of the domestic productions of the two people, the raw products of agriculture, the mines, and the forest of each shall be permitted a free access and market in the other country, without any tariff being levied upon them at all by either power, but that such trade in unmanufactured articles shall be free and unrestricted, as it now is between the adjoining States of this Union.

Articles of manufactures are not embraced in this measure of reciprocity, for the reason that Canada, having been abandoned by the British treasury, is compelled to support herself; and being engaged in great works of internal improvements—which will facilitate the trade of both countries, and, indeed, many of which are as necessary to us as to her—is compelled, in order to pay the interest of her loans and support her government, to raise a revenue by a tariff levied upon manufactured articles, of which she is a great consumer. This tariff averages only about half the amount of the duties levied on like articles in the United States, and is purely for revenue purposes. Circumstances have also connected with this matter the question of an extended system of reciprocity with the other provinces of British North America, whose lumber, fish, coal, agricultural, and other produce desires to seek our ports, and whom our quarrels as to our fishing interests and our desire to extend our trade, make it very expedient to have included within the proposed measures.

Although the object of this lecture is to show to the people of New England the importance of these questions, yet their bearing upon the southern and western States commands equal attention, because it offers for all their varied semi-tropical productions a near and almost exclusive market, which will constantly be growing in its capacity and profit to them as producers.

THE COMMERCE OF CANADA.

The wealth of nations consists not only in the fertility of their soil and the activity of their population, but in the foreseeing genius which explores markets, seeks new customers to supply, and from whom to draw cheapest new materials for consumption and manufacture, freights for shipping, and occasions for commercial enterprise.

Immense as has been the stimulus given to the Atlantic cities by the growth of the West, and vast as the trade and Commerce are which our railroads and canals bring to the coast, still the half of the wealth of that great West has not been unfolded; Canada, stretching along the whole northern shores of the lakes, and that great river bounding upon our northern and eastern frontiers, including the other provinces, more than three thousand miles; her people endowed with an energy similar to our own; with fertile lands and great amounts of surplus produce,—seeks with toil and trouble a market convenient of access for her great exports, in which she also will be content to purchase those imports that her increasing population shall require for their comfort and luxury. In her search, she finds

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that American energy, industry, and capital, directed by the forethought of genius, have furnished great systems of internal improvements, canals and railroads, connecting the frontier in the West with the Ohio River and the Mississippi, by which New Orleans and the Gulf of Mexico can be reached; and in the East, similar works joining her easily with the great markets of Baltimore, Philadelphia, New York, Boston, and that young emblem of Yankee energy, Portland.

How vast an addition her Commerce would make to the revenues of all these roads and canals; what increase to the prosperity of these cities; what development and growth to our tonnage and carrying trade, should she thus avail herself of our improvements, and pay our industry the tolls, charges, commissions and freights, hauling, &c., to be derived from the control of her trade, now \$35,000,000 a year, and most rapidly increasing! Why is not this object secured for our people? It should seem that when a great measure promising prosperity and benefit to millions of our population was suggested, that statesmen would gladly avail themselves of the opportunity to press its accomplishment with untiring energy; but experience has shown us that it is from the people that must spring this energy and action that forces legislators up to their duty. Year after year Canada has presented her project at the doors of Congress, and it still hangs heavy and the wheels of progress roll slowly. What is the obstacle that shuts her out from our ports and us out from a good trade? It does not spring from Canada. Years since she has taken all the action necessary to show how seriously she is in earnest in desiring friendly and reciprocal relations with us.

Our tariff on importations, like a great Chinese Wall, stretches along our northern frontier and forbids their availing themselves of our facilities, unless they pay a duty to the government that averages about 30 per cent, so high as to destroy trade and prevent the free and full use of our means of transportation even for bonded goods. Every railroad that reaches by any of its connections to the lakes, is prevented from developing its full powers by the restrictive policy that forces the trade of Canada to pass out of the mouth of the St. Lawrence and away from our ports and harbors. Every steamboat that floats upon the Ohio, the Mississippi, the Hudson, or the Chesapeake, is thus deprived of a portion of that carrying trade which ought to add to their profits. Every warehouse in the great cities on the Ohio, the Mississippi, or the Atlantic, is deprived of a part of its legitimate revenues by these restrictions on our neighbors. Every mechanic who wields a sledge, an axe, a hammer, or a tool, finds his loss in this restriction—to remove it would be to add another valley, great and fertile like the Ohio, to the commercial uses of the Union. Every ton of shipping, every wharf, and every farmer, drayman, stevedore, lumper, or laborer, would join in the prosperity produced by this measure. Its advantages are not all included in this export of the surplus of Canada, or its carriage by us. The effect of a reciprocal tariff would be to make our lake ports, our Atlantic ports, Cincinnati, St. Louis, and New Orleans—all home markets for the Canadians and the provincials. There they would sell their produce, leaving the selection of foreign markets and the conducting of foreign trade to our merchants. Where they sold, there would they buy their supplies; the economy of making but one journey, and the advantage of a great assortment such as these cities afford, would induce them,

even in the face of a small adverse per centage, as a convenience, to employ their funds again in trade without the loss of interest.

Although the proposed measures of reciprocity are desired to cover only those raw materials of agricultural products, or of the forest, mines, or fisheries, and on them alone is it proposed to abolish the duties—yet while making these exchanges, our manufactures of all sorts and our foreign imports would assuredly find much greater markets, and the amount of purchases of our Northern neighbors would be more considerable than now; an immense stimulus would thus be given to all our arts and industry, and the enriching stream from the new market would favorably reach every man who had anything to sell, or who aids in producing anything which is intended for consumption.

Manufacturers have for years labored to represent the advantage of a home market. Here would be one—the purchaser would come to your doors, while the simplicity and rapidity of the transaction would be a source of profit to both.

A further view of the geographical position of Canada is worthy of notice. The River St. Lawrence and the Lakes stretch along her southern border; on the north are the regions of eternal snows; the only outlet to the Atlantic that is under her own flag is the mouth of the River St. Lawrence. If, then, the present isolating system of the United States shall be pursued, it necessarily follows that Canada will withdraw her present favorable regulations, in order to avail herself of the St. Lawrence wholly for her trade; this will create upon our North a rival system at once deleterious to the supremacy of our power, as well as the growth of our navigation. Quebec and Montreal must become the rendezvous of shipping, instead of our ports—already when nearly three-sevenths of her trade is through our ports—Quebec having the transportation of the other four-sevenths, is the second maritime port upon the continent of America; exporting more, in proportion to her population, than any city in the United States, and employing a tonnage of 580,000 tons, in 1851, to carry off her exports, which is greater than any port on the continent, except New York.

What the progress of population will do for it is very clear—this thing happens in the young tree. When the population of Canada is just developing, and only 1,800,000 souls, what shall we reasonably expect when in a few years she shall contain from seven to ten millions of people, whose trade our unnatural restrictions shall force through this outlet to the development of Canadian hostility; and a tonnage for transportation unparalleled in the history of the world; a commercial navy and seamen hanging on our North that will be to England the assurance of her continued supremacy of the ocean, and to us a source of well-grounded apprehension? May we not have to say that what all the power of England could not do, our folly has done?

EFFECTS ON THE SOUTHERN STATES.

In considering this subject briefly, it will appear that the South have a direct interest in both branches of this question. The agricultural products which the provinces would take will readily occur at the first glance to every planter—rice, sugar, hemp, cotton, and the tropical fruits. But besides, the great ship-building interests of the Eastern provinces would create a demand in the South of a new sort. The lumber of the South differs radically from that of the North; and in the great art of ship-building each

has its uses, where its superiority is most evident; and no ship is considered to be built in a first-class manner, unless in her construction a proper use of both Northern and Southern lumber is made. Were reciprocity introduced, an improvement would take place in the provincial ship-building, and a new market thus be created for the yellow pine, white oak, and live oak of the South, of great importance to them, and tending to double the value of their forests by the increased demand for their use.

The increased consumption of naval stores would also be considerable from the abolition of taxation on them, and as with the gradual increase of population the importance of these new markets becomes more fully developed, an enlarged prosperity would result to the producers of naval stores and southern oak and pine.

The effect of these liberalizing measures also would tend much to diminish the prime cost of curing fish for market—both cod, mackerel, salmon, and herring—thus cheapening an article of food of prime necessity for a laboring population. The salt-works so often undertaken along the Southern coast might be developed into a profitable state of operation.

The river Mississippi would become a thoroughfare by which tropical productions from Cuba and South America would ascend to Canada West, in the most direct manner, to the great benefit of all those cities along that route, and of the labor and capital there employed in developing and extending their internal Commerce.

The necessities of a large population who must depend for their tropical supplies on the same sources as ourselves would lead them to sympathize with us in our efforts to control and direct the affairs of the Gulf of Mexico in such a manner as will best subserve our mutual and unclashing interests—by securing the cheap production of these necessary luxuries, it would unite this continent commercially, and control the islands for the benefit of the continent, in spite of all the intrigues of the jealous powers of Europe, who regard the union of America in one peaceful league as an assault on their dynastic oppression, and the individual prosperity of our people as a reproachful evidence of the happiness of those blessed with free institutions.

EFFECT ON THE WEST.

Besides giving to the Western States a new market for live-stock, fruit, and provisions, reciprocity will yield an additional stimulus to their works of internal improvements, by aid of which Southern productions will be carried to this new market.

Upper Canada is destitute of coal-fields and beds of iron ore; the great population which will dwell there, and the whole magnificent Commerce of the Lakes, must resort to the coal-fields of Illinois, Ohio, and Western Pennsylvania, for the means of producing steam power, and for fuel and light for their cities. This new market, whose capacity must increase yearly, will stimulate with great power the coal and iron production of the Western slopes, giving not only immediate prosperity, but the assurance of future countless wealth. From the greater cheapness of coal and iron, the south side of the Lakes must always be the seat of manufactures, of machinery, agricultural tools, and castings, for Canada. And the effect of reciprocity in promoting the prosperity of the mechanics and artisans throughout the West, as well as in developing the Lake Cities, cannot but be immediate and sensible. For the States of Kentucky, Tennessee, and the valley of the Ohio, a further view is presented; the superior mildness of

their climate will always enable them to raise all descriptions of live-stock much cheaper than the Canadians, who labor under the disadvantage of having to house their stock and feed them through a tedious and cold winter: a new stock market for horses, mules, hogs, cattle, and sheep, convenient and profitable, will thus be afforded, in addition to the advantages derived from supplying them with hemp and tobacco.

THE NAVIGATION OF THE ST. LAWRENCE.

The desire long felt by the whole valley of the Lakes to open this navigation so that they can without transhipments have a free access to the ports of the world, and even build their own vessels for carrying their produce, would be gratified by the success of this measure—as by its failure the hope would be totally destroyed.

The Canadian government has completed a most excellent system of canals around all the dangerous rapids of that river, and the success of reciprocity would throw open to our people the use of all her internal improvements on the same terms as are granted to her own citizens. All the various railroads to the Atlantic ports would thus be reached by vessels from the extreme West, without transhipments, as well as the ocean.

The further experimental contest—between railroad facilities and water navigation—would be left open and free, for our people as well as the Canadians, to test, through public competition, that system which will best satisfy the demands and the necessities of Commerce, and thereby increase to the farmer the convenience of reaching a ready market, and by the reductions on the expense of freight and charges increase the value of the raw material, even while diminishing its cost to the consumer.

New England, New York, and Pennsylvania, who have each several systems of railroads or canals reaching to the lakes, will feel no hostility to this free and fair competition; they are content to stand or fall by the great merits of their systems and the results of a large and vigorous Commerce. More than 150,000,000 of dollars have been invested in railroads connecting the Atlantic with the lakes and the St. Lawrence, in addition to which canals of almost half of that cost stretch their arms to embrace the same Commerce. The value of these works of internal improvement is greater than the cost of our whole foreign tonnage, which also is engaged or interested in the same trade. The cities whose real estate has a value based in a great degree upon this Commerce, can hardly be appraised; but it would be risking nothing to say that the real prosperity and much of the profit of more than \$500,000,000 of capital in the United States is now materially affected by this question, and still more so in its future results. It is absolutely vital in importance to the whole railroad interest of Maine, New Hampshire, Vermont, and Northern New York, and very material to all that of New York, Pennsylvania, and Ohio, which connects with the lakes.

EFFECTS ON NEW ENGLAND.

These provinces are all nearer to us than are New Jersey and Pennsylvania; freights between us and them by water and railroad are cheaper than to the middle States. Let us try the question.

The population of America are migratory in their character, and will not stay at home if they can make more money by emigrating. The census of 1850 gives us curious statistics on this point. In the various States of this

Union there are 6,326,000 emigrants; of these, 2,210,828 are of foreign birth, 4,115,182 are born in other States than those they now live in—thus showing that fully one-third of our population have left their allegiance to their native States in the pursuit of property and happiness.

So peculiarly are the New Englanders an emigrating people, that our increase of population is less than that of other sections. At the time of our revolution, Massachusetts had double the population of any other State; now all New England has less population than the State of New York. How shall we keep our population at home? By affording them commercial and mechanical advantages, giving to Commerce cheap supplies, large and growing markets, developing natural advantages, enabling them to carry and to exchange commodities at cheaper rates than those who compete with them. Giving to manufacturers and mechanics cheap raw material, cheap power and facilities for working it up, and convenient markets. Or, what is the root of all this, the fundamental proposition for the prosperity of a nation, giving to labor cheap food, cheap rents, cheap fuel and clothing. Most especially in this hard climate, our increase of population and prosperity depends on the ability to make the dollar go further to supply the necessary wants of a man than before.

Good government and free institutions have an effect: the desire of man to place his children in a better situation than himself, has tended to keep at home much of our population, to enjoy our school privileges and other opportunities, of learning, family ties, religion, love of home, have their influence; but if food, fuel, and rent are cheaper elsewhere, and wages the same, profit prevails, and the man will go there to better his condition. I see danger in the future for Massachusetts, unless she stirs herself.

Coal, iron, and consequently steam power, are cheaper now in New Jersey and Pennsylvania than here; markets are nearer and larger: fuel, rent, and provisions are cheaper, and the climate more genial. All these little things go to make up the per centage of profit on industry, and, in the long run, the natural advantages determine the question. Men with small means are manufacturing in the middle States profitably. Here we require large capital and the economies necessary in the organization of establishments on a large scale to insure success, as is proved by the fact that our manufacturing is mostly carried on by corporations of larger capital than the measure of individual fortunes. Yet, with smaller enterprises and less organization, Philadelphia as a manufacturing city has reached almost 500,000 population; Newark, N. J., about 38,834; and against them we can show only Lowell, 33,383, as a large manufacturing city. I take the secret of all this to be, that coal, the great element of cost in steam power, is at least one and a half dollars cheaper in Philadelphia, and about a dollar a ton cheaper in New York than it is here. Their school system is getting to be as good as ours, and they are nearer the markets of the South and West, and have cheap facilities for reaching them. Ten years will tell a sad story for us unless something should be done; these advantages must be neutralized by something, or we must stop.

Now, I think that I can show, gentlemen, that reciprocity with our Northern neighbors, though it will not restore to us those markets in which our neighbors are rapidly outstripping us, will practically, by opening a new market where we shall be on a more equal footing, neutralize these advantages, and place us in as fair position for honest and profitable competition as the mechanic and mercantile industry of the coal and iron States.

The protective system fails here, because there is a growing competition in the home market of States against whom we have no protection. Reciprocity tenders to us a new home market, as yet but slightly explored. The dark cordon of tariffs and custom-houses that have shut us off from nearly three millions of people,* who are nearer to us and of cheaper access than they are to the middle States, will be broke down by this new system. For Lower Canada and the provinces, no ingenuity of capital can furnish shorter roads from the seats of manufactures than those of New England; we shall supply them with shoes, boots, cottons, castings, woolens, and fruit. From the convenience of our harbors, and our constant intercourse with the tropics and with Europe, we can supply them with all tropical productions, sugar, coffee, molasses, and teas, at cheaper and better terms than by any other route. We shall do the most of her foreign trade and get good commission for it, besides the profitable freights for carrying her productions to the markets of the world, over our railroads and in our ships. Thus both the internal and foreign Commerce of our country will be increased, and our internal improvements made more profitable.

COAL.

In Nova Scotia and New Brunswick lie great coal beds, so convenient to tide-water that we can get them on ship-board without any cost of inland transportation; the sea freight will be about the same as that from the different ports whence we are now supplied. The great cost of transporting coal from the Alleghany Mountains to the sea coast amounts to nearly one-third the whole cost of a ton of coal, varying with different ports of shipment. The cost to Philadelphia, New York, or Baltimore, will average about \$2 per ton. All this would be saved by supplying ourselves from the mines of Pictou and Sydney.

The present tariff amounts to 30 per cent ad valorem, or about 96 cents a ton duty on this coal. Strike it off, and you have coal here good for mechanical purposes, well fit for working in iron or generating steam, at a cost of \$4 50 per chaldron—increase this trade so they can afford to organize it better, and the cost will be reduced still lower.† If coal is thus cheapened, you can use steam power along the coast for manufacturing cheaper than now, therefore more profitably. At present, whilst New York has great fleets of ocean steamers; the pride of the Union, Boston has none. The difference in the price of coal at these points is enough to affect the question of profit; you can run them cheaper from New York and repair them cheaper there. If you have in Massachusetts no works for building ocean engines as at New York, the cost of coal is a powerful reason. An-

* The population of these provinces, by the last census, stood—

1851.....	Nova Scotia.....	276,117
1851.....	New Brunswick.....	193,800
1848.....	Prince Edward Island.....	62,678
1845.....	Newfoundland.....	96,506
1852.....	Upper Canada.....	952,004
1852.....	Lower Canada.....	890,261
Total.....		2,471,366

† Pictou coal at mines (1852) costs, in quantity, per chaldron.....	\$2 75
Duties.....	0 72½
Freight to Boston.....	\$2 25 to 3 00
Sydney coal at mines costs, in quantity, per chaldron.....	3 20
Duty.....	0 96
Freight to Boston.....	2 00
Anthracite coal costs in Boston per ton, in quantity.....	4 50

other point, with our hard winters cheap fuel is a most important item, and coal at one-third reduced price per ton, will contribute much to the comfort and independence of the working classes. This reduction of price would affect a family materially. Thus, you see, this item will affect every one living on the sea coast; and by diminishing his expenses, increase his prosperity.

Let it not be thought that Pennsylvania will suffer by this; she will only change her customer: her great State works already reach Lake Erie, and are calculated to supply coal to Upper Canada; her Lackawana railroad connects with the Erie railroad and the Erie canal, and carried this year 75,000 tons of coal to the Lake shore. Throw off these restrictions, and she will have a natural market of 1,000,000 of people, and a profitable trade on her own great roads, instead of this unnatural market of four or five hundred thousand people. She will make by the change and we shall do so too. In a still further aspect it may be well doubted if this measure would deleteriously affect the eastern mines of Pennsylvania. The consumption of coal in New England is now limited; from the high price of the article we are prevented from engaging extensively in manufactures by steam power, and no reasonable expectations exist of the produce of the eastern Pennsylvania mines being so cheapened in prime cost or in freight, as to enable us ever to manufacture with their coal much more extensively than at present. A long and carefully conducted series of experiments made here, has announced the fact that in New England water power is much cheaper than coal. The effect of our getting our manufacturing coal from Sydney and Pictou at reduced rates of one dollar a chaldron, would not drive out the existing supplies of coal, but it would enable work to be done on the sea coast that before was too expensive to be done at all. Our iron-works of all sorts, which have been so unfortunate for many years past, would be revived by this measure; we should be enabled to go into steam navigation to a far greater extent than at present, because we could afford to build engines and steamers; we could afford to run them at rates approximating to the expense account in New York; whilst now the utmost economy of our renowned management cannot bring the cost of marine engines, and of running them, down to the same point as the New Yorkers. The same facts apply to all heavy forging, as repairing shafts, &c. In the multitudinous manufactures of iron that would grow up, and the more extensive demands of Commerce and an increasing population, the Pennsylvanians would find an increased demand for their coal, to mix with other coal in various descriptions of smelting—to be used in long voyages by steamers and propellers, where its greater compactness of bulk compared to freight, makes it an object; in all points of view they would be benefited by the extension of eastern consumption of their staple; and from our free command of the gas coal of New Brunswick, the manufacturing coal of Pictou and Sydney, we should probably double or treble the entire amount of coal consumed yearly upon this side of Cape Cod.

The total amount of provincial coal imported into the United States for 1848 was 34,800 chaldrons. Total amount raised from their mines 62,000 chaldrons. While the same year the Pennsylvania mines sent to market 3,000,000 tons. As two-thirds of the cost of coal is the expense of freight from the mines to the consumer, it follows that nature puts a limit on the circle within which any given mine can most cheaply supply coal for consumption. I have taken Cape Cod as the extreme southern point where the difference in the cost of freights will give to provincial coal, for its pur-

poses the superiority of cheapness. North of that point, if left to nature as a guide, the consumption of coal and the increase of seaboard population, and of iron and other manufactures, will be greatly accelerated by reciprocity.

I have now concluded the recital of the advantages that I desire to press upon the reader. I have shown that it gives to Commerce new trade, to capital cheaper steam power, to manufactures new markets, and to labor the three great advantages of cheaper food, fuel, and rent; while it does not decrease the prosperity of any class. Reciprocity will benefit us all in New England, will open to us those natural advantages that restrictive politics have robbed us of. We have but to break down this Chinese wall, give freedom to our trades, and the advantages that art and nature have created for us will yield us an ample protection in the future. Invite this great people to come among us and learn lessons of freedom; let them fairly judge if our ancestors were wise in breaking the trammels of a tyrannical colonial system; and if they read the lesson aright, we can thank God that a propagandi of gentle, peaceful Commerce, and benevolent reciprocity, has fallen like the dews of heaven on their hearts. We offer a system of real progress, destructive to a dynastic feudality, and which, if followed with self-relying confidence, will lead our neighbors to independence and prosperity.

These facts have constrained me to believe that the material prosperity and wealth of the whole Northern frontier, and of our Atlantic coast of the South, as well as the great West, can be highly benefited by this mutual and free intercourse. I have not, in the narrow limits to which a lecture should be restricted, space to dwell upon all the points that so beneficially affect our interests; the great demand for our Western beef and pork, the apples and the more tropical productions of the Southern States, which would seek markets there by aid of the Western internal improvements; the Illinois canal and railroads, the Ohio and Indiana railroads and canals, tending to build up cities in the West, and to add, by various apparent means, to the wealth of these portions of the Union. The principles of public policy on which rests the question of reciprocal relations of free Commerce with our neighbors, are those which in our earlier history had the support of three of our most illustrious statesmen—Jefferson, Franklin, and Adams. Indeed they were the great hope of Mr. Jefferson's life; and in his report as Secretary of the Treasury, he expresses his fervent desire to induce even one nation of the world to try the experiment with us. This theory has been the basis of every commercial treaty we have ever made; and although the prejudices of the old world have always prevented our truly republican policy from obtaining a theater to try the benefits of reciprocally free intercourse, at last, upon the shores of this continent, there has grown up a people numerous and prosperous, who acknowledge the force of these great principles, and with open hands offer to us the opportunity of trying with them the practical effects of these great economical measures in all the breadth and fullness of the conception of our revolutionary statesmen: and I cannot conceive that, now, after so many years of ardent hope and disappointment, the American people will permit to pass the opportunity of verifying the truth of ideas most eminently American in their origin, and which will commence that great revolution in the theory of legislation for Commerce and the interests of the people, that Providence seems to have reserved as the special mission of the American people.

Art. IV.—THE MORTALITY OF CHARLESTON, SOUTH CAROLINA,

WITH REFERENCE TO THE PRINCIPLES OF LIFE INSURANCE.

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

SIR :—In your Magazine for January, 1850, I published a table of mortality for Baltimore, founded on the interments from 1826 to 1848, and the enumerations of the inhabitants in the census of 1830 and in that of 1840. The mode of comparing the mortality of different places which is there insisted on as the best and most satisfactory, is to determine the chance of living one year or ten years at every period of life. This same method I propose now to apply to Charleston, South Carolina; and then compare its mortality with that of Baltimore and other places.

The interments in Charleston have been carefully registered for a long series of years. The number and age and sex and color have been published under the supervision of Drs. De Saussure and Dawson, who have devoted much attention to this subject. The tables go back to 1822; but the ravages of yellow fever having disappeared for many years past, except for the single season of 1852, it will not be well to go back so far to determine the present sanitary condition of the city. The deaths from 1822 to 1830 were about one in 31; from 1831 to 1840 one in 35; and from 1841 to 1850 one in 42.

I will use the 12 years from 1839 to 1850 in making up my tables, believing that this period will more probably indicate the present and future mortality of the city, than if I should include the earlier years, when the yellow fever added so largely to the annual deaths.

I will use only the census and the interments of the white population; as the slaves comprise a large portion of the inhabitants, and their mortality, besides being uncertain, would not afford a fair comparison between Charleston and other places.

Table I. contains the interments of white persons as published by the Board of Health for the whole twelve years. In Table II. is inserted the population in 1840, as enumerated in the United States Census, the population in 1848 as taken by the city authorities, and the average population for the twelve years from 1839 to 1850.

In Table III. I have interpolated this population and the deaths for every age, from the earliest to the latest period of life. Thus, under 5 years, the numbers of the living under 1, 2, 3, 4, and 5, are put down at 4,800, 4,450, 4,250, 4,100, and 3,916, and the deaths at 331, 172, 125, 82, and 56, making in all 21,516 and 766, which are the population and the interments in Tables I. and II. for the whole period of twelve years.

The errors and defects of all statistics of this kind prevent this interpolation being made by any mathematical formula; and the rules that have guided me in drawing up this table are, that there shall be no sudden change in the ratio of the living to the dying at two successive ages, that this ratio shall generally increase every year from 10 or 11 up to old age, and that the increase shall conform more or less to the rates developed by the experience of other places. In order to rectify any errors in the ratios, between the living and the dying at every age, I have taken the geometrical mean of five contiguous ratios, and this average is inserted in column fifth, as expressing the true ratio for any particular age. This is not done under 20, as it would not be allowable there; but above that age, it is not

only allowable, but tends very much to exclude irregularities and correct errors, which, though small, would mar and disfigure the results.

These average ratios are the true elements of comparison between different places, but to make this comparison in different ways, column sixth is inserted, which shows how many would survive at every period of life out of 10,000 births, if the population were stationary, and not affected by emigration or immigration.

Column seventh contains the deaths at every age. An additional column is inserted, which is based on a mathematical formula, applicable to every table of mortality to which it has been applied, and this, it is believed, represents more correctly the true mortality in a stationary population than column sixth.

These deaths in column seventh are not obtained by multiplying the numbers at the beginning of the year by the ratio for that year, but by multiplying the average at the beginning and end of the year by this ratio. Thus the ratio for the first year is .0690; but this is the ratio for the average number living between birth and the first year of life, which is less than the number of births. If 10,000 be the number born, and x the deaths under one year, the average population under the age of one year will be $10,000 - \frac{1}{2}x$. This multiplied by the ratio which is given, will equal x . Hence x is determined. Thus for example $(10,000 - \frac{1}{2}x) \times (.0690) = x$, gives $x = 667$. And so all the other numbers in this column are calculated.

Having explained briefly the mode of constructing the tables, I proceed to compare the mortality of Charleston with that of other places.

1. The mortality under the first year is less than half what it is at Baltimore. It is less than half the amount in the Carlisle table, and not a third of the amount in Sweden or in France.

These numbers are for Charleston, 667 out of 10,000 births; for Baltimore, 1,518; for Carlisle, 1,539; for Northampton, 1,347; for Sweden, 2,015; for Montpelier, 2,918; and for France, according to Duvillard, 2,325.

2. From the 1st to the 5th year the mortality in Charleston is also much less than in either of the above-mentioned places.

For Charleston the deaths out of 10,000 births are 908; for the other five places, they are 1,354, 1,664, 1,238, 2,962, 1,843. This difference, though not so large as before, is very considerable.

3. From 5 to 10 and from 10 to 20, the same difference is observable. In Charleston the deaths for these two intervals out of the 10,000 born, are 250 and 353. For Baltimore they are 358 and 350. For Carlisle they are 347 and 370; and for Sweden, 344 and 400. From 10,000 born the number reaching the age of 20 are, at Charleston, 7,822; at Baltimore, 6,420; at Carlisle, 6,090; at Northampton, 4,405; in Sweden, 5,903; in Montpelier, 4,650; and in France, 5,022. The deaths in these twenty years are 65 per cent more in Baltimore than in Charleston, 80 per cent more in Carlisle, and the per-centage is still larger at the other places.

Lest any should suppose there was an error in the mode of making this comparison, by referring to a calculated table it will be easy to show that the data on which the tables are based exhibit the same favorable result for Charleston.

The deaths for the first five years of life were 766 out of 21,516 living at that age, making the per centage $3\frac{1}{2}$. For Baltimore they were 1,091 out of 14,281, or $7\frac{1}{2}$ per cent. At Carlisle they were 92 out of 1,096, or over

8 per cent. From 5 to 10, the interments at Charleston were 105 out of 16,956, making a ratio of about five-eighths of one per cent; while at Baltimore they were 114 out of 10,889, giving a ratio of more than one per cent. At Carlisle the rate was about the same as at Baltimore. From 10 to 20, the mortality at Charleston is 105 out of 32,112, or about one-third of one per cent. For Baltimore there were 115 out of 21,351, or more than one-half of one per cent.

4. After the age of 20 this favorable result for Charleston disappears. At every period of life from manhood to old age, the chance of dying in one year or in ten is a little greater at Charleston than at Baltimore, and much greater than at Carlisle, or in Sweden. These results are embodied in Table IV. The excess over Baltimore is so slight that at a few ages it disappears in the table; but if the harmonized results be compared, the mortality at every age over 20 will be found against Charleston and in favor of Baltimore.

5. It is singular, and almost incredible, that if the slave population of Charleston had been included in the comparison, it would have given a lower result for the mortality between 20 and 60. The deaths between childhood and youth among the blacks are more numerous than among the whites, and this might be anticipated from their careless and negligent habits. After 20 it might be expected that their exercise in the open air, and their ability to resist the unhealthy influences of the hot summer and autumn, would balance the injurious effects of greater exposure and ignorance of the laws of health; but the statistics would seem to show that they more than balance them. I have not, however, included these reports in the tables of mortality for Charleston, because I am unable to put confidence in the accuracy of the ages of the slave population, since it seldom happens that the master or the servant knows the age of the slave with much exactness. Before middle life they are usually underrated, and after that the error is in the other direction.

6. As the Carlisle tables are those which our insurance companies generally use, these results for Baltimore and Charleston, indicating a mortality at middle life nearly double that of Sweden or Carlisle, show how dangerous it is for any company to reduce its premiums below what are required by the Carlisle tables, especially as the mortality in Boston and Philadelphia is no better than in these two cities, while in New York it is still worse. The deaths in Boston, Philadelphia, Charleston, and Baltimore are about 1 in 40; in New York they have averaged 1 in 34 for twenty years past, but recently they have reached 1 in 30. In New Orleans they are more than twice as numerous as in New York.

TABLE I.—DEATHS OF WHITES.

	1839-40.	1841-48.	1848-50.	Total. 1839-50.
Under 1 year	57	204	70	331
5	57	283	95	435
10	17	60	28	105
20	46	67	34	147
30	188	248	127	563
40	127	299	133	559
50	77	227	111	415
60	44	148	75	267
70	37	144	53	234
80	23	118	44	185
90	16	75	29	120
Over 90	2	13	4	19
Total	691	1,886	803	3,380

TABLE III.

Age.	White population interpolated.....	Inborns interpolated.....	Ratio of the living to the dying....	Average ratios....	Chance of dying in one year.....	Living in a stationary population..	Deaths in a stationary population..	Stationary table humanized.....
0.....	4,800	331	.0690	.....	.0667	10,000	1,667	.....
1.....	4,450	172	.0386	.....	.0379	9,333	354	.....
2.....	4,250	125	.0294	.....	.0290	8,979	260	.....
3.....	4,100	82	.0200	.....	.0198	8,719	173	.....
4.....	3,916	56	.0143	.....	.0142	8,546	121	.....
5.....	3,680	40	.0109	.....	.0108	8,425	91	.....
6.....	3,500	28	.0080	.....	.0080	8,324	67	.....
7.....	3,380	18	.0053	.....	.0053	8,267	44	.....
8.....	3,240	11	.0034	.....	.0034	8,223	28	.....
9.....	3,156	8	.0025	.....	.0025	8,195	20	.....
10.....	3,120	7	.0022	.....	.0022	8,175	18	.....
11.....	3,090	7	.0023	.....	.0023	8,157	19	.....
12.....	3,060	7	.0023	.....	.0023	8,138	19	.....
13.....	3,040	8	.0026	.....	.0026	8,119	21	.....
14.....	3,038	9	.0030	.....	.0030	8,098	24	.....
15.....	3,100	11	.0035	.....	.0035	8,074	28	.....
16.....	3,200	14	.0044	.....	.0044	8,046	35	.....
17.....	3,400	18	.0053	.....	.0053	8,011	42	.....
18.....	3,500	26	.0074	.....	.0074	7,969	59	.....
19.....	3,564	40	.0112	.....	.0111	7,910	88	.....
20.....	3,620	52	.0144	144	.0143	7,822	112	7,876
21.....	3,690	54	.0146	146	.0145	7,710	112	7,753
22.....	3,690	55	.0149	149	.0148	7,598	112	7,630
23.....	3,700	56	.0151	151	.0150	7,486	112	7,507
24.....	3,720	57	.0153	153	.0152	7,374	112	7,385
25.....	3,680	57	.0155	155	.0154	7,262	112	7,262
26.....	3,680	58	.0158	158	.0157	7,150	112	7,139
27.....	3,630	58	.0160	160	.0159	7,038	112	7,017
28.....	3,580	58	.0162	164	.0163	6,926	113	6,895
29.....	3,502	58	.0166	169	.0168	6,813	114	6,773
30.....	3,340	58	.0174	176	.0175	6,699	117	6,650
31.....	3,160	58	.0184	184	.0182	6,582	120	6,527
32.....	2,990	58	.0194	193	.0191	6,462	123	6,404
33.....	2,840	58	.0204	202	.0200	6,339	127	6,282
34.....	2,680	57	.0213	211	.0209	6,212	130	6,160
35.....	2,530	56	.0221	220	.0218	6,082	132	6,037
36.....	2,410	55	.0228	227	.0224	6,950	133	6,914
37.....	2,310	54	.0234	234	.0231	5,817	134	5,792
38.....	2,210	53	.0240	240	.0237	5,683	135	5,669
39.....	2,110	52	.0247	246	.0243	5,548	135	5,546
40.....	1,980	50	.0253	252	.0249	5,413	135	5,423
41.....	1,860	48	.0258	258	.0255	5,278	135	5,299
42.....	1,740	46	.0264	264	.0261	5,143	134	5,175
43.....	1,630	44	.0270	271	.0267	5,009	134	5,051
44.....	1,515	42	.0277	277	.0273	4,875	133	4,927
45.....	1,400	40	.0286	283	.0279	4,742	132	4,803
46.....	1,350	39	.0289	288	.0284	4,610	131	4,679
47.....	1,265	37	.0292	292	.0288	4,479	129	4,554
48.....	1,180	35	.0296	295	.0291	4,350	127	4,429
49.....	1,140	34	.0298	297	.0293	4,223	124	4,304
50.....	1,100	33	.0300	300	.0296	4,099	121	4,178
51.....	1,030	31	.0301	302	.0298	3,978	119	4,052
52.....	955	29	.0304	305	.0300	3,859	116	3,926
53.....	910	28	.0308	308	.0303	3,743	113	3,800
54.....	840	26	.0310	311	.0306	3,630	111	3,674
55.....	765	24	.0314	315	.0310	3,519	109	3,548

Age.	White population interpolated	Inments interpolated	Ratio of the living to the dying.....	Average ratios	Chance of dying in one year.....	Living in a station-ary population...	Deaths in a station-ary population...	Stationary table har-moned.....
56.....	755	24	.0318	319	.0314	3,410	107	3,422
57.....	740	24	.0324	324	.0319	3,303	105	3,296
58.....	730	24	.0329	340	.0334	3,198	107	3,170
59.....	719	24	.0334	364	.0358	3,091	111	3,044
60.....	600	24	.0400	397	.0389	2,980	116	2,918
61.....	540	24	.0445	434	.0425	2,864	122	2,793
62.....	490	24	.0490	477	.0466	2,742	128	2,668
63.....	460	24	.0522	512	.0499	2,614	130	2,543
64.....	440	24	.0546	545	.0531	2,484	132	2,419
65.....	420	24	.0571	575	.0559	2,352	132	2,295
66.....	380	23	.0605	608	.0590	2,220	131	2,172
67.....	360	23	.0639	646	.0626	2,089	131	2,050
68.....	320	22	.0687	687	.0664	1,958	130	1,930
69.....	298	22	.0738	730	.0704	1,828	128	1,811
70.....	270	21	.0778	777	.0748	1,700	127	1,693
71.....	245	20	.0816	820	.0788	1,573	124	1,577
72.....	230	20	.0870	857	.0822	1,449	119	1,463
73.....	210	19	.0905	902	.0863	1,350	115	1,352
74.....	205	19	.0927	953	.0910	1,215	111	1,243
75.....	180	18	.1000	1000	.0955	1,104	105	1,136
76.....	170	18	.1060	1080	.1030	999	103	1,033
77.....	150	17	.1130	1140	.1080	896	97	993
78.....	140	17	.1210	1230	.1160	799	92	837
79.....	120	16	.1330	1350	.1270	707	90	746
80.....	108	16	.1480	1520	.1410	617	87	659
81.....	90	16	.1670	1730	.1590	530	84	577
82.....	75	15	.2000	1980	.1800	446	80	500
83.....	60	14	.2330	2240	.2010	366	73	428
84.....	51	13	.2550	2500	.2220	293	64	362
85.....	43	12	.2790	2710	.2380	229	54	302
86.....	37	11	.2980	2870	.2510	175	44	248
87.....	30	9	.3000	2910	.2590	131	34	200
88.....	26	8	.3080	2940	.2560	97	25	158
89.....	20	6	.3000	2900	.2530	72	18	122
90.....	11	3	.2720	2850	.2490	54	13	92
91.....	11	3	.2720	2800	.2440	41	10	67
92.....	11	3	.2720	2870	.2510	31	8	47
93.....	7	2	.2850	2990	.2600	23	5	32
94.....	6	2	.3330	3110	.2700	18	5	20
95.....	6	2	.3330	3570	.3030	13	4	12
96.....	3	1	.3330	4000	.3330	9	3	7
97.....	2	1	.5000	5330	.4210	6	3	4
98.....	2	1	.5000	6670	.5000	3	2	2
99.....	1	1	10000	1000	10000	1	1	1

TABLE IV.

Birth	CHANCE OF DYING IN TEN YEARS.				CHANCE OF DYING IN ONE YEAR.			
	Charleston.	Baltimore.	Carlisle.	Sweden.	Charleston.	Baltimore.	Carlisle.	Sweden.
Birth .	.18	.32	.35	.37	.067	.162	.154	.201
10....	.04	.05	.06	.06	.002	.004	.004	.001
20....	.14	.11	.07	.09	.014	.011	.007	.007
30....	.10	.17	.10	.11	.017	.015	.010	.011
40....	.24	.20	.13	.15	.025	.022	.013	.014
50....	.28	.28	.17	.22	.030	.028	.014	.020
60....	.43	.39	.34	.41	.039	.039	.033	.033
70....	.64	.57	.60	.67	.075	.062	.052	.076
80....	.91	.76	.85	.88	.141	.111	.122	.146
90....	100	.90	.94	100	.249	.167	.261	.233

TABLE II.—WHITE POPULATION.

	June, 1840.	Nov., 1848.	Average from Jan. 1, 1839 to '50.	Total for 12 years.
Under 5 years.....	1,818	1,765	1,793	21,516
10	1,268	1,534	1,413	16,956
15	1,218	1,329	1,279	15,348
20	1,486	1,324	1,397	16,764
30	3,062	3,023	3,041	36,492
40	2,050	2,352	2,215	26,580
50	1,108	1,375	1,255	15,060
60	598	808	712	8,544
70	257	442	359	4,308
80	180	185	160	1,920
90	26	45	45	540
Over 90	9	5	5	60
Total	13,030	14,187	13,674	164,088

Art. V.—A SHIP IN BALLAST, WITH GOODS IN TRANSITU.*

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

SIR: A vessel takes on board goods at New York, which goods are to be delivered in Canton; but, by the knowledge of the shipper and all concerned, her intended voyage is from New York to Charleston, South Carolina, there to complete her cargo, and thence to Liverpool, England, to which port that portion of her cargo taken on board at Charleston is to be delivered, and that portion taken on board at New York is to be retained on board; and the ship, being bound to Canton, may or may not fill up with goods at Liverpool for the port of her destination. Now, inasmuch as this American ship is, in the course of her voyage, not only to enter upon the high seas, but to enter foreign ports, the United States, by its laws, requires for her a captain, and gives him the flag of this nation, and also the ship's register, roll of equipage, &c., bill of health, &c., and requires of its collector to furnish to this captain a certificate to the manifest of his cargo, &c., and to clear the ship upon the oath of the captain, and he is forbidden to go to sea until he shall first clear his ship at the custom house. It also requires the collector to endorse the captain's name upon the ship's register under the seal of his office, and countersigned by the naval officer of the port at its custom house; to furnish him with a certified bill of health when bound to a foreign port—which the laws of that foreign country require to be countersigned by their consul, vice-consul, or commercial agent, (as the case may be,) at the port from whence she cleared for their port.

In cases of this kind, as supposed above—First, the *captain* must clear his ship at the custom house. Second, he must clear his ship at New York, and, as she does not cross a collection district, the collector at New York may clear her and the goods for Canton for Liverpool *via* Charleston, S. C. On his arrival at Charleston the captain is required to report ship and cargo, if he is only to touch at that port; but if he remains over a certain number

* The writer of the following communication, Captain JOHN NABB, is an experienced ship-master, having been connected with the mercantile marine of this country for more than forty years. His experience in such matters has of course been large, and will, we are quite sure, secure for the present paper the attention of all who are interested in the subject discussed.—*Ed. Merch. Mag.*

of hours, or if he has to take on board any cargo, or land any whatever, the captain is required to "enter" his ship at the custom house, with a manifest of all merchandise on board; and from this latter port the captain of that ship, now with a full cargo, must, with a correct manifest, upon his oath, clear his ship for Liverpool; and upon his arrival at Liverpool the captain is required, by the laws of England, (within twenty-four hours after his arrival,) to "enter" his ship at the custom house, and to render, upon his oath, a correct manifest of all his cargo, including that portion which is to be delivered by that captain, in that ship, (the acts of God and the king's enemies only excepted,) at Canton; and thus entered, cannot land those goods or any part thereof at any port within her majesty's domains, except under certain circumstances rendering it necessary, and in such cases the law defines certain duties of the captain of that ship, and certain formalities to be gone through, before a permit can be granted to land them, and which we have not time now to set down.

Now, suppose the captain, upon his arrival at Liverpool and in entering his ship, had rendered a manifest only of the goods taken on board at Charleston for Liverpool, and remained silent in reference to that part of his cargo taken on board at New York and bound for Canton. This neglect (or refusal) would have thrown these goods out of transitu, and thereby forfeited the ship and the goods with her (if over a certain small value) to the Queen of England, and rendered the captain liable to all the pains and penalties of perjury. And why? Because he, the captain, had made, instituted, and confirmed by such neglect or refusal, *himself*, (no part of his officers or crew,) in the eyes of the law, a *smuggler*; and in all similar cases, discovered by the officers of customs in these United States, and in any port of any nation within the pale of Christendom, the captain, ship, and cargo would be liable to equal penalties.

Had he entered these goods as being on board his ship, and in that ship on their way for Canton, these goods would then be in transit, and entitled to be respected, and to all the benefits of the laws regulating goods "in transitu;" but being imported from a foreign port, his neglect to enter deprived them of such respect and benefits, and further made them liable to confiscation.

Coastwise within the United States, the collector of the port of New York may clear a vessel and cargo for New Orleans direct; but he cannot clear that vessel for New Orleans *via* St. Mary's, in Georgia, there to land a part of her cargo, because she passes beyond the limits of the first collection district. Anywhere within the said district, a vessel under an enrollment may proceed from port to port, provided she has no foreign article on board, without entering or clearing; but without such foreign article on board, being under an enrollment, she cannot cross the line of said collection district without clearing at the custom house before sailing, and entering at the custom house at the port at which she arrives. All vessels under register must clear at the custom house, when bound to a port within such district. The coast of the United States is divided into three collection districts, viz., First district, extending from the line between the United States and Canada to St. Mary's, Georgia; second district, extending from St. Mary's to Mobile Point, (if my recollection serves me right;) third district, extending from Mobile Point to the mouth of the Rio del Norte. California, since acquired, may be the fourth, but we are not informed.

Two separate instances will give some idea of the laws of the United

States regulating the coasting trade. In 1827, when in command of a registered vessel, I took in cargo at Baltimore, Maryland, for Charleston, S. C., (both ports within the first collection district;) after leaving my ship to "clear," a pipe of French brandy ("original package") arrived alongside, and was taken on board and stowed away, and of course was not upon my manifest, and therefore it was not cleared, and the fact of its being on board was unknown to me until at sea. On arriving at Charleston, I put the pipe of (French) brandy on my manifest, and entered it in due form of law; but this could not save me. The article being foreign, and in the original package, made me liable to a fine of one hundred dollars, because I had not cleared it at Baltimore. Under the circumstances, however, our very good and respected old Uncle Sam consented to reduce the fine to forty dollars, and which he will find on his books, if he will take the trouble to look back.

Again we proceeded from Baltimore to Port Deposit in a vessel under enrollment, took a cargo of white pine lumber for St. Augustine, East Florida. This made it necessary for me to clear, because bound to a port south of the district. But there was no custom-house at Port Deposit, and none nearer to me than Baltimore; the wind being adverse to my touching at that port and favorable for me to proceed on my voyage, and knowing the fact of making myself liable to my faithful old uncle (before named) "to fine," for crossing a line of one of his collection districts without clearing according to his directions; but having nothing on board "of foreign growth or manufacture," (these are his own words,) I knew that forty dollars would appease his wrath; and again, if he will turn to his books at St. Augustine, East Florida, he will find that he gave a receipt in full for that sum, though I did contend that it was his own fault, for not having an officer at that port with at least power to clear coastwise. The American steamer from Mobile bound for Havana and New York, or from Mobile bound to New York, via Havana; or bound from New York with privilege to touch at Havana, Isle de Cuba. With your legal eye open, my dear uncle, take a peep first into the office of your collector at Mobile, in reference to this difficulty, and then another peep into your consul's office at Havana, and see if these officers have made any legal mistakes or not, (and be sure you keep cool.) Then take a look, with both eyes open, at the act and acts of the agent and the captain of that ship, and then you will know your duty (as one of great integrity, and in all respects a perfect gentleman,) to your much esteemed friend the Queen of Spain, or to her Captain-General of Cuba, as the case may be.

We feel assured that no informal or illegal clearance, whereby any American vessel or cargo would or might be endangered, had, or ever could pass any collector and naval officer in these United States. Thence, when the ship and cargo is cleared according to law, it then becomes the captain of that ship to see that upon his arrival at a foreign port, (especially) to enter his ship (in like manner) in strict accordance to the laws of that country. And the government of the United States does not contemplate, nor would it countenance the entry of that ship by an agent or any other person, except the officer in charge, in case of the death of the captain. It appears that the agent or consignee of the Black Warrior took upon himself the entrance and clearance of that ship, and both before her arrival; and entered the ship in ballast, and cleared her in ballast! when in fact she had cargo on board. This was an act violating the laws of Spain in the port of Havana, and would have been in violation of the laws of any and all other countries;

and worst of all he committed perjury, when upon his oath he declared that the ship was in ballast, for it appears that she had cargo on board on her arrival, and the captain neglected to report the fact to the custom-house at Havana, and which would not have been passed unnoticed by a revenue cutter or custom-house officer of this or any other Christian, Turkish, or Chinese country. Thus entered and cleared, they ask for the pass to depart; (at Havana, after a vessel has cleared, it is necessary to have a pass to pass the guard-ship, and only with this pass and search, by an officer from the guard-ship, can she be, by law and custom, permitted to proceed to sea;) the pass was refused because a false entry had been made, and a like false clearance, and no attempt of captain or consignee had been made, or offer, to rectify this gross violation of law; (knowing, we hope, that the law had been violated) and for this act, ship and cargo, and captain, rendered liable to the pains and penalties therefor; and under these facts the authorities could not grant the pass. Nor should this government attempt to justify the conduct of the consignee or captain of that ship, and for the ostensible reason, that of being also a commercial country.

If a Spanish ship be bound from Havana to New York and Cadiz, she must clear at Havana for New York and Cadiz—having on board, say five hundred bags coffee, shipped for Cadiz—upon her arrival at New York it is the duty of the captain not only to enter his ship, but also the coffee, and by his clearance at Havana to show that the coffee was cleared, and cleared for Cadiz; and upon his oath declare that he has no more cargo on board, and that no part of said cargo is to be landed at New York, or any other port of the United States. Now may I ask my old and respected friend and relation, what he would do, (and we might ask what he had done in similar cases,) if the captain had entered his ship at the custom-house in New York, in ballast, and upon his oath declared that he was only in ballast, and not having on board any merchandise or article of Commerce? Would not this act be “a false entry,” and punished by your own laws? (we hope so,) and what the penalty? confiscation, and the captain to fine and imprisonment for perjury. The captains of all vessels from foreign countries are required to be ready with, and if hailed by one of your revenue cutters, to deliver to the boarding officer from that cutter, two correct copies of his manifest, one to be certified by such officer, the other to be retained by him, and which the captain of your cutter is required to deliver to your collector of the port to which she is bound, both copies first being signed by the captain. Am I right, dear uncle? for I have no law library, and therefore speak from memory altogether. We presume that you are thus particular in order to establish a legal system by which the Commerce of the happy country over which you preside, is to be regulated; by collecting your revenue, and preventing smuggling by all the means in your power; and to promote commercial men in their business, and to give confidence to commercial men of all nations in your integrity. Say if you please when by your laws are goods in transit, and also when a ship may be legally “entered in ballast?” and also when goods are in bond? These are plain questions, but important to your ship-masters, and occasionally to officious mercantile agents.

The several positions of your merchant ships and their cargoes should be known to all seamen, who, by your own authority, under your Stripes and Stars, is captain; and as it is by your laws that (under God) he is captain, I would, in behalf of American ship-masters, take it as a special and per-

John C. Calhoun

sonal favor, dear Uncle, if you would extend to them a small share of parental care, as a class of your subjects that are highly useful to your people at large; and as the duties required of them are manifold, we feel that we are not asking of you too much, nor in vain, inasmuch as your government first, then your ship-owners and their underwriters, shippers of goods, passengers, sailors, and ship-builders—all have their legitimate claims upon the scientific knowledge, integrity, and practical skill of ship-masters in the merchant service.

Nor are the calls upon them by those interested parties—yourself first—“few and far between,” as you must be aware. These ship-masters, by your own authority, have no “office hours,” no specially legal hours for refreshment and sleep, and upon the high seas dare not do unto himself as you would he *shall* do unto others; and when in cases where they have, like good and faithful servants, in peace and in war, faithfully and manfully watched and stood by your national flag intrusted to their keeping, upon the ocean and in lands afar off, from youth to old age, and by which they are no longer fit for service. Not that I would impeach your character as a dutiful parent, but must say to you, (and you know, dear Uncle, how much I love you!) that you have never proved yourself, by any acts of yours, or few at most, the friend of the aged ship-master. Ah, it pleases me much to see you blush: it proves to me, Uncle, that you intend to mend your ways towards the aged of this class of your people. You have hitherto acted towards them as unsuitable for custom-house officers, or any other office within your gift. You have done nothing whatever, either by act or recommendation, to qualify them for the important trusts and heavy burdens they are to stand up under during the vigor of their manhood. But, worst of all, you have declared by your laws that the aged, worn-out, and it has, and may be, wounded sailor of the merchant service, to be outcasts from your care.

Sir—oh, pardon, dear Uncle, I was only about to say to you, that inasmuch as you claim it to be your duty to regulate Commerce, you might also do something for those employed and are to be employed in the merchant service under the American flag; for we do know, that in view of their duty, now as ever, they stand ready to defend your home and fireside, and, in spite of your luke-warmness towards them, would not regard you in the light of a step-father, but as their own relation in blood. They do not ask you for the “golden swab,” or “bright button,” as they are opposed alike to the livery and the crest; for you have, by enactments, excluded them from your Navy as sailing-masters.

I only mention this to jog your memory, and now announce myself ready to hear your answer to my three questions as to the legal position of goods, for I am anxious that ship-masters should know; and that good may come out of evil, expect to follow up the Black Warrior case.

Then, as you must consult your Attorney-General, and as he must have time for research, in order to give you his written opinion, let us in the meantime look at the dispatches received by you from your Consul at Havana relating to this particular case.

Holla! Uncle, look here! Capt. Bullock, of the Black Warrior, has consented to pay \$6,000 and take back the ship—first hauled down his flag, and then agrees to pay a fine! What is this six thousand dollars paid for? For having made a false entry. Well, having made his confession, let us drop the subject. One word before we leave. I have said you had done nothing for your seamen. I wish to apologize, and call up your

recollection to a dispatch received by you when Gen. Jackson was your President, from "Neptune, King of all the Oceans," by his private secretary, complaining of injustice to his sons and subjects, in relation to the Hospital Fund. You did then suspend for a year that tax. But the several complaints therein stated relative to the Hospital Fund and Hospitals, my dear Uncle, you have never, to my knowledge, answered by act, whatever you may have done on paper. You should at least command your Secretary of State to designate and state in his annual report, amount received, amount paid, and amount on hand, of that special fund, and how much paid for and chargeable to sick sailors. And instead of hiring out that fund and the hospitals to a few of your special friends privately, you should farm them out at public auction to the highest bidder. Twenty cents per month paid to your several collectors by each and every American seaman, must be a large sum; but up to the present time you have never stated whether it be sufficient or not.

But here is an official document from your Consul at Havana, which is dated March 3d, 1854, and directed to your Secretary of State at Washington—and here it is stated by your Consul, under the seal of his office, "that he stated his ship to be in ballast, when he had cotton on board in transitu." We feel disposed to comment a little upon this fact as stated by your Consul. The ship thus entered and cleared, what was then the position of the cotton? Smuggled in, and intention to smuggle it out, most sacredly and positively declared that it was intended to be smuggled. "The steamer was expected here from Mobile, on her way to New York, on the 26th ult.; Messrs. Twing & Co., her consignees, on the day before, (25th, Saturday,) entered and cleared her in ballast."

The Consul then proceeds to say that the Black Warrior had repeatedly, and for nineteen months previous, committed the same violation of law, without any objections on the part of the custom-house authorities, who cannot plead ignorance, as custom-house guards are always placed on board immediately on arrival. Your Consul appears not to know the nature of the duties of those custom-house guards. They are placed on board immediately on arrival, and do not, nor can they know, except where the ship is entered in advance of her arrival, what her cargo may consist of, or if only in ballast. They are put on board to prevent smuggling; their duty is to prevent any goods from being clandestinely landed from the ship or taken on board. Their duty is upon the ship's deck, to keep a watch by day and night for that special duty; and when the ship has entered and is to be discharged, these custom-house officers are put on board, and they have a knowledge of what has been entered as being on board; but cannot possibly know what is actually on board no more than you could tell how many dozen eggs a basket contained by looking at it—you would first have to count them out. Just so with a ship's cargo and the duty of custom-house officers.

As the huckster is to a basket filled with eggs, so is the custom-house officer to the ship filled with merchandise. Suppose the basket to be filled with hens, duck, turkey, goose, and Guinea fowls' eggs, the process of assorting and counting is only to be done by removing them from the basket. Hence the manifest to a ship; but this is perhaps out of taste. I think, dear Uncle and friend, you should require your consuls to read your treaties with other nations, where they will find special reference to goods "in transitu."

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COLLISION—THE STEAMSHIP BALTIC, AND THE TRUSTEES OF THE LIVERPOOL DOCKS.

In the County Court, (Liverpool, England,) January, 1854. Before JOSEPH POLLOCK, Esq., Judge. *Liverpool Dock Trustees vs. Brown, Shipley & Co.* His honor proceeded to deliver judgment in this case. He said:—

In this case, an action is brought by the Trustees of the Liverpool docks against the owners of the Baltic steamer, to recover a sum of between £300 and £400, being the amount of damages sustained by the plaintiffs, in consequence of a collision between the steamer and the Bell Buoy or Beacon, the property of the Dock Trustees. The Bell Buoy is a floating buoy or beacon, moored permanently E. by S. some three-fourths of a mile outside the bar, between two lights, on the fair way of the Victoria Channel, at the entrance of the port of Liverpool. It is of considerable length and beam, with a mast of about 23 feet in length above the water line. It is not provided with lights, but has a self-acting bell of 4 cwt. 3 qrs. in weight, easily affected by the motion of the buoy, and the sound of which could, probably, on the night when this accident occurred, have been heard by persons on board a stationary vessel, to leeward, two miles distant. All these facts were known to the captain of the Baltic, who was familiar with the charts, points, and lights. No question is raised as to the amount of damage which, upon this occasion, the buoy sustained. The Baltic is a steamer trading between Liverpool and America, of 2,000 tons burden, 287 feet long, and 74 feet in beam, with two engines of 254 horse-power. Upon the 18th of April last, as she approached Liverpool, she was boarded about twenty minutes past eleven, P. M., and about four miles westward of Point Lynas, by a duly licensed pilot, named Ellison, who then took charge of her, as pilot, to bring her into port. Point Lynas is 35 miles from the Bell Buoy. There was a fresh breeze from the N. N. E., and the accident happened at near two, A. M., that is, about half an hour before high water. Steam vessels frequently leave the port of Liverpool shortly before high water, and it was probable that such vessels might be met in the Victoria Channel by the Baltic. Such steamers carry lights, and on the night in question, when there was no moon, but a tolerably clear atmosphere, with starlight and dark clouds, such lights could have been seen from the Baltic at a distance of five miles. The captain of the Baltic, not having made one of his fastest passages, and being anxious to get into port as soon as possible, asked the pilot, when the latter took charge of the ship at Point Lynas, "at what rate of speed he wished the ship to go," to which the pilot replied, "at the usual or regular speed"—which (whether it be proper or improper I stop not here to inquire) I find meant about 12 knots an hour. At this speed, the Baltic would run some six times her own length before she could be stopped, and the rapidity of her motion through the water would prevent those on board from hearing the sound of the Bell Buoy until close upon it. At such speed—that is, including that added by the mate, at a speed of from 12 to 13 knots an hour, which it is in evidence by the plaintiffs that the pilot "did not consider too great, or he would have ordered it to be slackened." The vessel, by direction of the pilot, as above mentioned, running by time from Point Lynas, (as under such circumstances is not unusual,) approached the Bell Buoy with the intention of passing to the southward of it, a course which, as well as that to the north of it, she might not improperly have adopted. The pilot was near the wheel, the captain amidships, in the immediate vicinity of the bells communicating with the engineer this most proper plan, with a lookout on the starboard bow at 2.7 A. M., when the vessel was nearing the locality of the Bell Buoy, and was running with lights open to the southward, so as to avoid it, the pilot thinking he heard the bell sounding on port quarter, and that he had passed the buoy, ordered the helm to be put to star-

board, so as to close the lights; and finding they closed pretty fast, then ordered the helm to be put a little to port, so as to keep the fair way into the channel. All these orders were immediately obeyed, but the captain, when the helm was first starboard, doubting whether they had passed the buoy, ran back to the wheel and asked the pilot "why he had altered the ship's course, so as to bring the lights in one," to which the pilot replied, that "they had passed the Bell Buoy, for he had heard the bell on the port quarter." Upon this the captain returned without delay to his post amidships, and immediately afterwards the lookout called aloud "Bell Buoy on the starboard bow." The captain passed the word—"Sway out hard a-starboard; stop the ship." The pilot repeated the order, which was immediately attended to; but before the ship could be stopped, she came with great violence in contact with the buoy, drove it from the moorings, and caused the damage above mentioned.

Upon these facts, which seem to me to contain all that is material to the case—for I purposely omit some minor details, such as the depth of water in which the buoy is moored, and the reasons for and against passing it under ordinary circumstances upon the north or south side, on which nothing here turns—it remains to be determined whether the owners are liable in this action, or whether the responsibility attaches to the pilot in charge of the vessel. In a question of such importance, not only to the dock trustees, but to the shipping interest of this great port, I have thought it right to state the facts at length, especially since sitting here unassisted by those aids to which other tribunals can resort, I am bound to afford the fullest information with respect to the grounds upon which my decision has been founded.

There are one or two questions of doctrine and fact, which have been mooted in the present case by counsel, and which, before addressing myself to the main point at issue between the parties, I think it right briefly to dispose of. The learned counsel for the plaintiffs having, not unnaturally, relied a good deal upon the fact that the position of the Bell Buoy was well known to the captain and crew of the Baltic, it was urged on behalf of the defendants that that could not in any way affect their liability, and that, since the owners of the Baltic might, if such had been their wish, have employed in the navigation of their vessel to Liverpool a person unacquainted, at least practically, with this port, no additional responsibility can be entailed upon them by the fact that they had selected as their servants those who were personally cognizant of the difficulties of the port. From the proposition they put forward, I feel bound to express my dissent. Masters are responsible for the negligence of their servants in the performance of those duties which by their masters they have been delegated to perform. Knowledge and negligence are correlative terms, and without discussing the obligations of the owners in the selection of officers for their vessels, and one so employed as the Baltic, it cannot, I think, be permitted that he who has voluntarily adopted a line of conduct likely to cause mischief, should, when the mischief has occurred, be allowed to assume in his defence the position of one who is ignorant of those obligations, which, with a full knowledge of them, he deliberately disregarded. I assent, also, in part of the case, to the doctrine put forward by the learned counsel for the plaintiff, and expressly enunciated by Dr. Lushington in the case of the *Batavia*, 2 Wm. Robinson, 407. With reference to the presumption in law that when a vessel at anchor and *a fortiori* a permanently stationary vessel, like the Bell Buoy, is run down by another vessel, I hold, with Dr. Lushington, that as between the courses of such vessel, that under way is bound to show, by clear and indisputable evidence, that the accident did not arise from any fault or negligence on her part, and for this obvious reason, that a vessel lying at anchor (or permanently moored) has no means of shifting her position, or escaping collision. "That," he adds, and no doubt correctly, "is not only the doctrine of maritime law, but it is also the doctrine of common law with respect to carriages upon the high road." In this case, then, in order to relieve those on board the Baltic from responsibility, it must be clearly shown that the accident did not arise from any fault or negligence upon the part of all or any of them. And as fault and negligence on the part of some one are here admitted, and indeed could not well be

denied, the only matter in dispute is, to whom the liability for such fault and negligence attaches.

Upon another legal point, applicable to this and the other cases in which I have this morning to decide, I adhere also to the doctrine formerly adopted by me and laid down in the case of the *Diana*, v. Wm. Robinson, 134, and of the Massachusetts, same volume, 371, and other cases, that where the question is whether the liability attaches to the owners or to the pilot, the vessel doing the damage is *prima facie* responsible for the damage she has occasioned, and the owners, in order to discharge themselves from such liability, must prove that the accident arose entirely from the fault of the pilot, and, if it was occasioned by the joint misconduct or default of the pilot and crew, I am bound to hold that the liability still attaches to the owners.

Having disposed of the general principles, I proceed to inquire, first, what is the nature of the misconduct or default which has been committed, and secondly, to whom is it attributable? It was urged on behalf of the plaintiffs, that the accident was at least in some degree attributed to the want of a proper look-out being kept on board the *Baltic*, in which case, doubtless, upon the authorities being stated, as well as others, the defendants would be responsible for such neglect upon the part of their servants, even although having a duly licensed pilot on board in charge of the vessel. I find upon the evidence no such neglect as that last mentioned, nor, in fact, is the accident in any way attributable to the want of a proper lookout, the buoy having been perceived at the earliest moment, when in such a night and hour it could have been visible, although (owing to the speed at which the vessel was proceeding) at a period too late to avoid, by any other possible exertion, the collision. It was also urged that the captain having taken upon himself, when the buoy was discovered and the alarm given, to order the helm to be starboarded, he, by that interference immediately before the collision, rendered the owners responsible for that which followed upon the execution of the order. Now, if the collision had been in any degree occasioned by the orders of the captain, the responsibility would, no doubt, have fallen upon his masters, the defendants, but the truth is, that the collision occurred not because of, but notwithstanding the execution of the captain's order. That order, when the immediate approach of danger was made known to him, he was not only justified in giving, but, in my opinion, called upon to give. He used his best exertions by ordering the helm to be starboarded, and the vessel to be stopped, to avoid the damage which he knew to be imminent. The pilot at once assented to and repeated the order, so properly given, nor has it been suggested that any other course than this taken at the captain's suggestion could with prudence at that moment have been adopted. No responsibility, therefore, can, in my opinion, attach to the owners either for the alleged want of a proper look-out, or for the interference before-mentioned of the captain. To whose default or misconduct, then, is the accident really attributable? Mr. Lord, the first witness for the plaintiffs, followed, as it seems to me, in the main, by the other nautical gentlemen on the same side, attributes the accident "to the pilot's mistake as to his position, and to the speed at which the vessel was navigated. In exact proportion in which the causes contributed to the result, none of the witnesses has very clearly expressed, nor is it very material to inquire. Had the pilot not mistaken his position, whatever might be the velocity of the vessel, the Bell-buoy would not have been run into, even supposing the mistake to have been made on the part of the pilot, the sound of the bell would, in all probability, had the vessel's rate of approach been less rapid, have reached the ears of those upon the look-out, in time for the crew of the *Baltic* to have materially diminished, and perhaps absolutely averted the consequences which ultimately ensued. The accident having thus proceeded from the pilot's mistake as to his position, combined with the rapid speed at which the vessel was navigated, and from these causes only are the owners responsible or is the pilot alone to blame. For the mistake of the latter, as to his position, it was scarcely argued that the owners can be responsible. Running by time, as it was proved on both sides they had been, under such circumstances neither unusual nor improper, and at a

known velocity, the pilot might reasonably have been expected to be acquainted with the position of the vessel, nor, indeed, does the error appear to have extended to the captain, whose conduct shows a doubt of the conclusion on the point to which the pilot had arrived. It remains only to inquire whether, from the speed at which the Baltic approached the locality of the Bell Buoy, and which, undoubtedly, was one of the main causes of the accidents, the defendants are responsible. I should be sorry to be supposed to throw any doubt upon the doctrine laid down in the case of the *Rose*, 2, Wm. Robinson, p. 1; the *Iron Duke*, same volume, 377; and similar cases. The doctrine is thus laid down—"Although it may be a matter of convenience that steam-vessels should proceed with great rapidity, the law will not justify them in proceeding with such rapidity as that the property and lives of other parties are thereby endangered." And to that proposition I fully assent. I am disposed further to hold, although at present it is not necessary to decide this question, that if a vessel be navigated at a speed improper with reference to known dangers, and in consequence of said speed any accident occurs to the persons or property of others, although the probability of such an accident could not reasonably have been anticipated, the wrong doer cannot be heard to aver that he could not, in the exercise of ordinary care and caution, have neglected that particular accident to which his admitted negligence has given rise. If, therefore, this had been a case of collision at the entrance to the Victoria Channel, between the Baltic and one of the vessels which, in such a situation, she might fairly have expected to meet, and I had found the Baltic proceeding at such speed that she could not readily be stopped within a distance clearly short of that at which the approach of such a danger would manifest itself. I should be disposed to say, as at present advised, that I hold the adoption of such speed by order of the captain, or even his acquiescence in it without remonstrance when ordered by the pilot, would render the owners liable for the ensuing consequences. For so holding, the case of the *Europa*, fourteen jurists, 628, would be a sufficient warrant, even if the doctrine did not sufficiently recommend itself without such precedent, as sanctioned alike by legal principles and the common sense of mankind. The present case cannot be then determined. Great as was the velocity at which the Baltic was proceeding, the evidence shows that she could have been stopped within a distance far short of that at which the lights of any approaching steamers could, on the night in question, have been observable. It has not been suggested that the neighborhood of the Bell Buoy is one in which sailing vessels would be likely to be found, nor, indeed, considering the state of the wind and tide upon the occasion, was it probable that such vessels, if proceeding from Liverpool at least, would have arrived there. The danger, then, if danger there was, in the speed at which the Baltic was proceeding must, I think, considering the nature of the night of the 13th of April, the circumstances of the wind, tide, and weather, and the portion of her voyage during which speed was adopted, be examined with reference to the Bell Buoy itself, and that alone. And we are thus reduced to the single inquiry, were the captain and crew of the Baltic in any way to blame for the speed at which, upon the night in question, knowing the position of the beacon, they undoubtedly approached it? Now, with respect to the Bell Buoy itself, the danger could scarcely have been anticipated while the vessel was kept clear, either to the northward or the southward of it, a fact about which, since the buoy is in a line with the two lights formerly mentioned, there can be no doubt upon a night when the lights were clearly visible for miles. When, therefore, with reference still to the Bell Buoy, could the danger of continuing the approach at the speed adopted by the Baltic have first suggested itself to a man in the position of the captain, exercising upon such a subject reasonable care and caution?

It may be answered, I think, at the time when the pilot, supposing that he had passed the buoy, and having as he thought heard it sounding upon the port quarter, ordered the helm to be put starboard, so as to close the lights. At the earliest moment in which, with reference to the Bell Buoy, at least danger could reasonably have been anticipated, Capt. Comstock ran aft to inquire of the pilot why he had ordered the ship's course to be altered. Had even no reason been given for such alteration, it was then probably too late to have prevented the

collision which immediately afterwards ensued; but he received an assurance that they had passed the buoy upon the port quarter. He returned at once to his proper position amidships, in immediate communication with the engine-room, and, as I have before intimated, nothing in his subsequent conduct was calculated to involve his owners in the responsibility of the accident. On one point only, that I am aware of, do the conclusions to which I have arrived, as the fact appears to differ from the opinions of the gentlemen professionally acquainted with such subjects as detailed in the evidence before me. These gentlemen seem to lay down that, under no circumstances whatever, should a steamer of the size and power of the Baltic be permitted to run from Point Lynas to the neighborhood of the Bell Buoy at a speed of twelve knots an hour. Some of them lay down five and a half knots as the maximum allowed speed. To this general and unqualified proposition, with all due respect for the gentlemen in question, I am not prepared at present to assent. But the decision of that question is not now necessary. Our inquiry is, as I have said, limited to the period of time elapsing between the passing of Point Lynas, when the pilot was taken on board, and the starboarding of the Baltic's helm when the pilot supposed he had passed the buoy, and whether between those limits, the speed at which the vessel was navigated was or was not consistent with prudence and sound judgment. I am of opinion that it was not so manifestly improper or imprudent, (a case, to use the words of Dr. Lushington, "of such extreme necessity,") as to require the interference of the captain or crew with the legitimate vocation of the pilot then in charge. I subscribe fully to the principle laid down in the case of the *Diana*, 1, Wm. Robinson, 131, that "the mere fact of taking a pilot on board, under the provisions of the statute, did not exonerate the master and crew from a proper observance of their duty. Although the directions of the pilot may be imperative on them as to the course the vessel is to pursue, the management of the vessel itself is still under the control of the master. It is his duty to secure the safe conduct of the vessel by issuing the necessary orders, and it is the duty of the crew to carry those orders into execution, and for the due performance of their relative duties the master and crew are still respectively responsible." I adhere also to the opinion which I formerly expressed, and which I find expressly sanctioned in the case of the *Lochlibo*, 3, Wm. Robinson, 310, that "there may be circumstances of extreme necessity in their nature, when the master is not only entitled, but called upon to remonstrate against, or even to disobey the orders of the pilot in charge of the vessel, although doubtless all prudent masters will be slow to assume for themselves or their owners a responsibility which might not otherwise attach to them." But while I admit these doctrines to their fullest extent, I hold also with Dr. Lushington, as detailed by him in the case of the *Maria*, 1, Wm. Robinson, 95, that "it would be a most dangerous doctrine to hold, except under the most extraordinary circumstances, that a master would be justified in interfering with a pilot in his proper vocation."

This doctrine, I may add, was upheld by the same gentleman in a subsequent case, that of the *Duke of Sussex*, in the same volume, page 270, which resembles the present case in this, that the collision was between a moving and a stationary vessel. That doctrine is said to be modified, if not contradicted, by some observations of Sir J. Nicholl, in the case of the *Girolimo*, cited in that of the *Lochlibo*, 3, Wm. Robinson, 510; but, in the first place, the observation is a mere *arbiter dicta*, and Dr. Lushington expressly says that the case of the *Girolimo* is not based upon such grounds; and, secondly, in the case of the *Lochlibo* itself, in which the bare observation of Sir J. Nicholl is relied upon as an argument, Dr. Lushington, in direct terms, adopts the totally adverse doctrine which in the case of the *Maria* he had propounded.

Was it, then, the captain's proper vocation or that of the pilot, to direct the speed at which, under the circumstances of the night in question, the Baltic should have been navigated between Point Lynas and the locality of the Bell Buoy? Independently of my own opinion, I find a distinct authority in the case last but one cited, that of the *Maria*. The *Maria*, the vessel proceeded against, was proceeding up the River Tyne to Newcastle. She was towed by a steamer,

(a fact which I mention only to remark that it is admitted to make no distinction in the question of liability,) and had on board in charge of her a duly licensed pilot. The Websters, the vessel injured, was also proceeding up the river to Newcastle, ahead of, and it being in the forenoon of the 11th of May, in full view of all on board the Maria. No blame was attributable to the Websters, and the fault, if fault there was, (a third vessel was alleged to be also blameable as well as the Maria,) "consisted," says Dr. Lushington, "either in proceeding at the northward of the Websters, or in not slackening the speed of the Maria." If the fault lay in proceeding to the northward—here the alleged fault was in starboarding too soon—it was the fault of the pilot, and the owners were not responsible. "If, on the other hand," he continues, "the fault consisted in not slackening the Maria's course, upon whom does the blame attach? Not upon the master, for the conduct of the vessel was with the pilot. And it would be a most dangerous doctrine to hold, except under the most extraordinary circumstances, that the master would be justified in interfering with the pilot in his proper vocation. If the two authorities could so clash, the danger would be materially augmented, and the interest of the owners, which is now protected, both by the general principles of law and a specific enactment, from liability for the acts of the pilot would be most severely prejudiced. If no order was given to care the steamer, the fault was with the pilot and not the master. The master, therefore, in this view of the case, could not be responsible."

Finding, therefore, upon the evidence before me, that the Baltic was in charge of a duly licensed pilot, by whose orders the speed and course were regulated, and that no such extraordinary circumstances are here found as to justify the master in interfering with the pilot in his proper vocation; finding, further, that the orders of the pilot were carefully transmitted and properly executed by the captain and crew of the vessel, I hold the owners exempt from the responsibility now sought to be imposed upon them, and I direct a verdict to be entered for the defendants. Following, however, on this point also, the precedent of the Maria, although I somewhat doubt its applicability to these proceedings. I direct that the present verdict shall be entered without costs.

COMMERCIAL CHRONICLE AND REVIEW.

CONDITION OF THE MONEY MARKET—REVIEW OF THE CALIFORNIA TRADE—FALLING OFF IN RECEIPTS OF GOLD—INTEREST ON STATE BONDS—ACCUMULATION OF PRODUCE IN THE INTERIOR—DELAY IN RESUMPTION OF INTERNAL NAVIGATION—COMPARATIVE DATES OF THE OPENING OF NEW YORK CANALS—STOCK MARKET—MONETARY CRISIS IN ENGLAND AND FRANCE—CONDITION OF THE BANKS—BANK FAILURE IN BOSTON—STATEMENT OF THE NEW YORK BANKS—RECEIPTS AND COINAGE AT THE PHILADELPHIA AND NEW ORLEANS MINTS—IMPORTS AT NEW YORK OF GENERAL MERCHANDISE AND DRY GOODS FOR MARCH, AND FROM JANUARY 1ST—QUARTERLY STATEMENT OF THE RECEIPT OF CERTAIN ARTICLES OF FOREIGN MERCHANDISE—EXPORTS FROM NEW YORK TO FOREIGN PORTS FOR MARCH AND FROM JANUARY 1ST—COMPARATIVE SHIPMENTS OF DOMESTIC PRODUCE, ETC., ETC.

THE causes which have produced the stringency in the money market already noticed, have continued their operation during the month under review, and the pressure has not only been more general, but also more severe. Throughout the interior the street rates for short loans have ruled as high as 2 a 3 per cent a month, while at Boston, New York, Philadelphia, Baltimore and Charleston, borrowers have been found ready to pay 12 per cent per annum, even upon prime securities. As yet but few failures have resulted from this pressure, and

these have been only among speculators in breadstuffs, or large shippers to California. The latter has been the most disastrous trade our merchants have known for many years, but the losses, have been, for the most part, so widely distributed as not to lead to bankruptcy. The history of Commerce presents nothing more astonishing than the pertinacity with which shrewd business men have clung to the Pacific trade, notwithstanding its unfavorable returns. For two years, only here and there an invoice yielded any profit upon its cost and charges, while the San Francisco markets were constantly glutted, and every return steamer brought loud complaints and unmistakable notes of warning. There has been during the last six weeks a falling off in the direct shipments, but this has not yet been sufficient to insure a profit on goods now going forward. The whole character of the Pacific trade must be changed before it will stand on a secure basis. The random shipments from this side must totally cease, and the business be confined to houses devoting their whole attention to the trade, and whose interests shall be consulted at either end of the line. One effect of the unprofitable nature of this trade may be seen in the decreasing receipts of gold. The mines and diggings yield as profusely as ever, but the amount to be returned to Atlantic ports has been curtailed, and the gold has not been sent forward.

In order that the credit of California may not suffer in the eyes of foreign capitalists, we offer a word of explanation in regard to the difficulties connected with the payment of the interest on the debt of that State due January 1st, 1854. The coupons were made payable in New York, and the Treasurer of the State handed the money to a banking house in San Francisco in ample time to be forwarded to New York before the interest was due. The bankers who received the money, instead of making a separate remittance for the specific object, merely gave their agent at New York *authority* to pay the coupons, but forwarded no reliable means for that purpose. Their account being overdrawn, and their credit not undoubted, the agent at New York declined to advance the funds, and thus the coupons were protested. Messrs. Duncan, Sherman & Co., a large private banking house in New York, immediately paid the money for the honor of the State of California, and were not reimbursed until within the last few days. It will thus be seen that the whole difficulty grew out of the diversion of the funds by the parties to whom the State entrusted them. This could all have been avoided by sending the money directly to a responsible house in New York, and we presume that this course will be hereafter adopted.

Many have supposed that the doubt and distrust caused by the threatening aspect of European troubles, have been the chief instruments in producing the stringency in the money market; but other influences have also been at work. Large sums of money have been sent into the interior for the purchase of produce, and there is quite an accumulation at all of the shipping points awaiting the resumption of internal navigation. The latter has been delayed by the unusual severity of the season, so that the capital is locked up to a much later date than originally expected. The Canal Commissioners of New York have announced the opening of the canals of this State for May 1st, a date considerably later than the average of past seasons, as will be seen by the following comparison:—

DATE OF OPENING THE GRAND ERIE CANAL.

Year.	Opened.	Year.	Opened.	Year.	Opened.
1824.....	April 30	1834.....	April 17	1844.....	April 18
1825.....	" 12	1835.....	" 15	1845.....	" 15
1826.....	" 20	1836.....	" 25	1846.....	" 16
1827.....	" 22	1837.....	" 20	1847.....	May 1
1828.....	March 27	1838.....	" 12	1848.....	" 1
1829.....	May 2	1839.....	" 20	1849.....	" 1
1830.....	April 20	1840.....	" 20	1850.....	April 22
1831.....	" 16	1841.....	" 24	1851.....	" 15
1832.....	" 25	1842.....	" 10	1852.....	" 20
1833.....	" 19	1843.....	May 1	1853.....	" 20

When navigation has been resumed and the produce arrives freely at the seaboard, foreign exchange will be more abundantly provided, and the pressure in the money market must be greatly relieved.

The stock market has been depressed in consequence of the increased demand for money, and prices are generally lower; but the stocks are now falling into stronger hands and will be more firmly held.

Our commercial interests must, of course, be more or less affected by the same causes which bear with some severity upon the trade in France and England, but to what extent our markets will sympathize with their embarrassments, yet remains to be seen. Russia is preparing for the contest by prohibiting the export of specie, and by an issue of paper money. If England and France enter the field of strife without some change in their financial policy, the interests of trade must be greatly sacrificed. It is hardly to be supposed that the governments of those countries will wait until the hands of industry are completely paralyzed before they attempt any remedial measures. What these measures will be we do not certainly know, but we can form an opinion of their general character. The remedy, to be effectual, must be one that will supply an increased circulating medium, other than gold and silver. The most radical relief would result from a simultaneous suspension of specie payments by France and England, while the stock of coin on hand was still large, and before the commercial classes had felt the pressure severely. This would raise nominal values 10 a 12 per cent, but would be least troublesome to the majority of the people. Another mode of relief, and one which is likely to be adopted, would be the allowance of a largely extended paper currency upon the present specie basis. This might be accompanied by an issue of Exchequer bills to supply the extraordinary expenses of government; if the latter, however, were made a legal tender in payment of dues, their issue would amount to a virtual suspension of specie payments. Until some course is definitely resolved upon, there can be no stability to commercial affairs on either side of the Atlantic.

The banks in this country have been strengthening themselves against any emergency, and most of them now stand very strong. The Coquituate Bank at Boston, having become involved somewhat in the private affairs of its president, lost the confidence of the community, and the consequent run upon it resulted in its suspension. We apprehend the result will not be very disastrous to the bill-holders, but its affairs are now undergoing legal investigation. Two small banks in Connecticut have also been thrown out by the Suffolk Bank, just as we close this article.

The New York City banks are in a very strong position, the stock of specie being larger, and the total of loans and discounts smaller, than at any previous

time within the last two months. The following will show the weekly averages of the four leading items in their statement:—

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, 1853.....	\$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	57,807,223
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.....	89,128,998	10,266,602	9,673,458	57,985,760
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.....	84,302,530	13,343,196	9,032,769	58,312,076
December 3.....	85,324,756	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	8,939,330	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	60,335,362
January 14.....	90,010,012	11,894,453	8,668,344	58,336,956
January 21.....	90,068,738	11,455,156	8,605,235	59,071,252
January 28.....	89,759,465	11,117,958	8,642,677	58,239,577
February 4.....	90,549,577	11,634,653	8,996,657	61,208,466
February 11.....	91,434,022	11,872,126	8,994,083	61,024,817
February 18.....	92,698,085	11,742,384	8,954,464	61,826,669
February 25.....	93,529,716	11,212,693	8,929,314	61,293,645
March 4.....	94,558,421	10,560,400	8,209,330	61,975,675
March 11.....	94,279,994	9,832,483	9,137,555	60,226,583
March 18.....	93,418,929	10,018,456	9,255,781	61,098,605
March 25.....	92,972,711	10,132,246	9,209,406	59,168,178
April 1.....	92,825,024	10,264,009	9,395,820	59,478,149
April 8.....	92,551,803	10,188,141	9,713,215	60,286,839
April 15.....	91,636,274	11,044,044	9,533,998	60,325,087

It will be seen from the above that at no time since the weekly statements were ordered by the Legislature, has the bank movement reached the level at which it stood on that day. The last weekly statement shows about the same footing of circulation and deposits as for the week ending August 6th, while the loans have decreased \$6,000,000, and the specie increased \$1,300,000.

The receipts of gold from California continue light, from causes already specified.

DEPOSITS FOR MARCH.

	Gold.		Silver.	Total.
	From California.	Other sources.		
Philadelphia Mint.....	\$3,867,000	\$115,000	\$147,500	\$4,129,500
New Orleans Mint.....	118,449	10,645	177,821	306,915
Total deposits.....	\$3,985,449	\$125,645	\$325,321	\$4,436,419

	GOLD COINAGE.		PHILADELPHIA.	
	NEW ORLEANS.		Pieces.	Value.
Double Eagles.....	.....	.....	113,013	\$2,260,260
Eagles.....	.....	.....	24,012	240,120
Half eagles.....	30,000	\$150,000	49,147	245,735
Quarter eagles.....	20,000	50,000	81,982	204,955
Dollars.....	.....	.....	182,814	182,814
Bars.....	.....	.....	197	626,000
Total gold coinage.....	40,000	\$200,000	451,165	\$3,759,884
SILVER COINAGE.				
Half dollars.....	246,000	\$123,000	232,000	\$116,000
Quarter dollars.....	300,000	75,000	2,264,000	566,000
Dimes.....	.....	.....	180,000	18,000
Half dimes.....	240,000	12,000	.....	.....
Total silver coinage.....	886,000	\$210,000	2,676,000	\$700,000
COPPER COINAGE.				
Cents.....	.....	.....	673,817	\$6,738
Total coinage.....	926,000	\$410,000	3,800,982	\$4,466,622

We noticed in our last, that the returns for the month of February were the first for more than eighteen months which exhibited a comparative decline in the imports of foreign goods, the increase having been more or less rapid, but without interruption, since July, 1852. The month of March also shows a comparative decline, the total receipts of foreign goods for that month in New York being \$2,856,754 below the total for March, 1853. It is, however, \$3,969,172 greater than for March, 1852, and \$3,470,972 greater than for March, 1851, as will appear from the following summary statement:—

IMPORTS OF FOREIGN MERCHANDISE AT NEW YORK FOR THE MONTH OF MARCH.

	1851.	1852.	1853.	1854.
Entered for consumption.....	\$10,651,142	\$9,302,024	\$15,099,249	\$12,911,744
Entered for warehousing.....	1,181,925	916,519	2,015,011	1,856,688
Free goods.....	982,530	1,843,938	2,051,846	1,344,627
Specie and bullion.....	270,505	525,421	247,722	444,015
Total entered at the port.....	\$13,086,102	\$12,587,902	\$19,413,828	\$16,557,074
Withdrawn from warehouse.....	1,068,437	1,605,849	697,113	1,701,203

The falling off has been greatest in free goods, chiefly in tea and coffee. This makes the total imports at New York from 1st January to 1st March \$3,076,245 below the total for the first three months of 1853; it is still, however, \$14,410,897 above the total for the corresponding period of 1852, and \$6,651,498 above the total for the same time of 1851:—

IMPORTS OF FOREIGN MERCHANDISE AT NEW YORK FOR THREE MONTHS FROM JAN. 1ST.

	1851.	1852.	1853.	1854.
Entered for consumption.....	\$32,801,667	\$24,911,287	\$41,240,672	\$37,987,365
Entered for warehousing.....	4,034,101	3,201,496	3,669,854	5,052,144
Free goods.....	3,123,216	3,996,343	5,021,992	3,206,196
Specie and bullion.....	644,991	740,450	404,200	1,012,768
Total entered at the port.....	\$40,608,975	\$32,849,576	\$50,336,718	\$47,260,473
Withdrawn from warehouse.....	2,992,121	4,979,498	3,064,000	6,544,729

The total entered for warehousing has increased, but the amount withdrawn from warehouse is still larger, so that the stock in bond is reduced. Of the imports, a larger proportion than usual consist of dry goods, the total for March being but 986,150 less than in March, 1853. The amount entered directly for consumption showed a decline of \$1,063,361, but this was partly made up by the increased entries for warehousing. The withdrawals from warehouse show an increase of \$675,356. The receipts of cottons also show a large comparative increase:—

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

ENTERED FOR CONSUMPTION.

	1851.	1852.	1853.	1854.
Manufactures of wool.....	\$1,134,479	\$1,132,921	\$2,065,217	\$1,743,565
Manufactures of cotton.....	1,123,009	1,002,385	1,696,977	2,093,792
Manufactures of silk.....	1,640,577	1,688,099	3,536,156	2,667,715
Manufactures of flax.....	873,251	701,572	1,052,245	826,485
Miscellaneous dry goods.....	399,988	519,964	699,879	653,556
Total.....	\$5,171,304	\$5,044,941	\$9,050,474	\$7,985,113

WITHDRAWN FROM WAREHOUSE.

	1851.	1852.	1853.	1854.
Manufactures of wool.....	\$84,552	\$143,427	\$93,278	\$280,999
Manufactures of cotton.....	171,836	227,213	115,078	344,386
Manufactures of silk.....	119,483	193,600	58,471	222,472
Manufactures of flax.....	56,204	140,042	24,261	101,847
Miscellaneous dry goods.....	45,165	50,674	39,025	55,765
Total withdrawn.....	\$477,240	\$756,956	\$330,113	\$1,005,469
Add entered for consumption.....	5,171,304	5,044,941	9,050,474	7,985,113
Total thrown upon the market..	\$5,648,544	\$5,801,897	\$9,380,587	\$8,990,582

ENTERED FOR WAREHOUSING.

	1851.	1852.	1853.	1854.
Manufactures of wool.....	\$126,591	\$164,179	\$211,410	\$304,050
Manufactures of cotton.....	170,125	154,083	191,024	217,413
Manufactures of silk.....	211,348	132,333	254,792	194,159
Manufactures of flax.....	116,799	37,520	38,190	65,792
Miscellaneous dry goods.....	43,392	52,762	39,421	32,634
Total.....	\$668,255	\$540,877	\$734,837	\$814,048
Add entered for consumption.....	5,171,304	5,044,941	9,050,474	7,985,113
Total entered at the port.....	\$5,839,559	\$5,585,818	\$9,785,311	\$8,799,161

We also annex a comparative summary of the imports of dry goods for three months from January 1st:—

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

ENTERED FOR CONSUMPTION.

	1851.	1852.	1853.	1854.
Manufactures of wool.....	\$4,008,096	\$3,429,534	\$6,046,760	\$4,906,014
Manufactures of cotton.....	4,419,332	3,249,014	5,417,172	6,110,686
Manufactures of silk.....	8,096,438	6,638,886	9,790,338	8,918,981
Manufactures of flax.....	2,452,783	1,775,283	2,832,162	2,410,232
Miscellaneous dry goods.....	1,359,432	1,320,693	1,775,660	1,942,213
Total.....	\$20,336,181	\$16,413,410	\$25,862,092	\$24,288,126

WITHDRAWN FROM WAREHOUSE.

	1851.	1852.	1853.	1854.
Manufactures of wool	\$280,555	\$559,464	\$318,740	\$843,657
Manufactures of cotton	629,010	821,461	425,520	1,249,399
Manufactures of silk	366,577	869,684	491,808	1,060,073
Manufactures of flax	235,204	450,465	91,612	413,983
Miscellaneous dry goods.....	141,800	136,065	143,137	145,222
Total	\$1,353,146	\$2,837,139	\$1,470,817	\$3,712,334
Add entered for consumption....	29,336,181	16,413,410	25,862,092	24,288,126
Total thrown on the market.	\$21,989,327	\$19,250,549	\$27,332,909	\$28,000,460

ENTERED FOR WAREHOUSING.

	1851.	1852.	1853.	1854.
Manufactures of wool	\$339,093	\$451,782	\$374,342	\$665,882
Manufactures of cotton	565,863	415,570	421,121	949,065
Manufactures of silk	613,715	1,119,867	574,771	842,279
Manufactures of flax	203,556	113,021	55,234	270,259
Miscellaneous dry goods.....	155,816	122,849	117,271	71,009
Total	\$1,878,043	\$2,223,089	\$1,542,739	\$2,798,494
Add entered for consumption....	20,336,181	16,413,410	25,862,092	24,288,126

Total entered at the port ... \$22,214,224 \$18,636,499 \$27,404,830 \$27,086,620

The last summary above given shows very little difference between the total receipts of dry goods for the last quarter and the corresponding quarter of 1853, although it represents an increase over the same period in either 1851 or 1852. In regard to the imports of merchandise other than dry goods, a comparison of items is almost impossible from the great length of the list; we subjoin, however, a comparative statement embracing a few of the most interesting items of imports at New York from foreign ports for three months from January 1st—(the quantity is given in packages when not specified):—

	1852.		1853.		1854.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Brandy.....pkgs.	8,892	\$238,914	7,745	\$331,237	4,095	\$338,549
Books.....	489	78,077	699	120,503	441	71,697
Cigars.....	3,078	453,872	8,118	496,646	3,044	535,397
Coal.....tons.	9,196	23,924	22,412	65,111	8,231	23,433
Coffee.....pkgs.	138,156	1,329,333	131,535	1,194,126	85,712	1,049,060
Iron.....tons.	10,920	330,097	16,899	838,938	11,989	614,853
“ hoop.....bdls.	20,280	21,038	16,239	24,839	8,970	13,691
“ pig.....tons.	5,431	60,001	10,423	151,916	8,780	181,909
“ railroad..bars.	126,792	457,111	124,682	909,943	72,493	594,415
“ scrap...tons.	17	173	647	12,044	784	18,580
“ sheet...pkgs.	15,096	55,170	50,409	189,004	14,798	96,726
“ tubes.....	3,209	7,255	2,281	7,171	1,706	15,607
“ chains, &c....	873	28,557	2,265	92,784	996	63,279
Molasses.....	13,726	194,068	13,217	206,138	8,454	111,006
Oils, linseed.....	2,568	152,770	4,359	291,355	2,270	150,727
Rags.....	5,799	120,090	8,083	129,179	3,885	69,889
Salt.....tons.	741	.....	4,628	.....	.....	.....
“.....bush.	51,065	30,068	24,977	56,841	104,131	63,272
“.....sacks.	29,409	.....	29,771	.....	.....	.....
Saltpeter....pkg.	7,229	57,309	.....	.....	3,039	16,330
Steel.....	8,391	214,239	17,069	310,484	14,979	319,583
Sugar.....	55,920	1,125,042	108,103	1,667,125	68,075	1,167,502
Tea.....	266,629	2,502,495	383,812	4,198,880	112,187	1,015,732
Tin.....	65,334	507,551	129,985	1,068,287	67,690	607,535
Tobacco.....	8,572	140,045	6,675	101,957	8,671	145,838
Watches.....	391	611,824	469	688,188	482	775,565
Wool.....	3,657	132,125	6,890	362,287	2,392	186,523

The cash duties do not show a falling off equal to the decline in the imports, owing to the decreased receipts of free goods.

CASH DUTIES RECEIVED AT NEW YORK.

	1851.	1852.	1853.	1854.
January.....	\$3,511,610 04	\$2,600,562 64	\$3,311,137 37	\$4,379,285 32
February.....	2,658,835 87	2,286,955 47	3,878,395 47	2,867,294 50
March.....	3,124,811 39	2,730,869 61	3,935,967 63	3,627,119 49
Total.....	\$9,295,257 30	\$7,617,887 72	\$11,125,500 47	\$10,873,699 31

The exports to foreign ports for March show a large increase at all of the ports, and would have been still larger but for the limited supply of produce at the seaboard. The total at New York, exclusive of specie, is \$1,002,974 greater than for March, 1853; \$1,266,237 greater than for March, 1852; and \$1,715,456 greater than for the same month in 1851. We annex a comparative summary:—

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

	1851.	1852.	1853.	1854.
Domestic produce.....	\$3,976,198	\$4,313,245	\$4,705,007	\$5,562,810
Foreign merchandise (free).....	29,121	100,557	29,732	98,191
Foreign merchandise (dutiabale)...	316,494	357,230	299,656	376,268
Specie.....	2,368,861	611,994	592,479	1,466,127
Total exports.....	\$6,690,674	\$5,383,026	\$5,626,874	\$7,503,396
Total, exclusive of specie.....	4,321,813	4,771,032	5,034,395	6,037,269

This brings the total, since January 1st, to an amount \$597,511 greater than for the same quarter in 1853; \$6,496,749 greater than for the same period of 1852; and \$6,949,392 greater than the comparative total for 1851.

* EXPORTS FROM NEW YORK TO FOREIGN PORTS FOR THREE MONTHS, FROM JANUARY 1ST.

	1851.	1852.	1853.	1854.
Domestic produce.....	\$9,714,728	\$10,085,484	\$11,020,636	\$16,267,937
Foreign merchandise (free).....	141,635	221,132	135,503	326,149
Foreign merchandise (dutiabale)...	1,034,456	1,037,746	736,511	1,246,075
Specie.....	4,642,831	7,032,495	2,461,178	3,891,533
Total exports.....	\$15,533,650	\$18,376,907	\$14,353,828	\$21,731,694
Total, exclusive of specie.....	10,890,819	11,343,412	11,892,650	17,840,161

The exports for April, up to date, will not show the same comparative increase, owing chiefly to the scarcity of produce. The following is a comparative statement:—

EXPORTS FROM NEW YORK TO FOREIGN PORTS OF CERTAIN LEADING ARTICLES OF DOMESTIC PRODUCE, FROM JANUARY 1ST TO APRIL 15TH:—

	1853.	1854.		1853.	1854.
Ashes—pots.....bbls	1,101	1,306	Naval stores.....bbls	98,590	168,086
pearls.....	168	241	Oils—whale.....galls	17,470	33,514
Beeswax.....lbs	89,335	68,838	sperm.....	159,069	138,637
<i>Breadstuffs—</i>			lard.....	2,626	7,255
Wheat flour...bbls	468,437	441,568	linseed.....	2,834	956
Rye flour.....	400	4,605	<i>Provisions—</i>		
Corn meal.....	16,403	26,599	Pork.....bbls	18,915	19,764
Wheat.....bush	750,611	1,013,892	Beef.....	22,282	23,356
Rye.....	.....	304,062	Cut meats.....lbs	1,492,244	5,425,746
Oats.....	22,895	5,753	Butter.....	432,246	653,944
Barley.....	.....	.....	Cheese.....	1,602,286	595,431
Corn.....	394,722	1,569,004	Lard.....	2,579,179	4,163,039
Candles—mold...boxes	18,772	17,775	Rice.....tacs.	3,849	10,519
sperm.....	1,521	1,873	Tallow.....lbs	466,718	761,229
Coal.....tons	9,123	9,282	Tobacco,crude...pkgs	6,692	11,692
Cotton.....bales	70,432	99,579	Do.,manufactured..lbs	1,403,429	732,914
Hay.....	1,416	1,538	Whalebone.....	767,479	318,731
Hops.....	47	117			

How extensive the foreign demand for American produce, and especially for breadstuffs, will be during the opening season, it is, of course, impossible to predict; but there is every reason to expect an active trade up to the date of the next harvest. The supplies which we have sent forward to Great Britain since January 1st are but little larger than for the corresponding period of last year, and as her supplies from other sources are in a measure cut off, she must yet require liberal provision from our stores. As soon as our canals are open, the produce will pour out to the seaboard, and there will be no lack of vessels by that time to carry it away. The French markets have been glutted for a little while, but will soon need a further supply, and at prices which will bring a profit to the shipper. We do not desire for our people any farther advance in price. Dear food is always an evil, and, beyond a handsome return to the producer, no legitimate interest is secured by inflated prices. Speculators in breadstuffs almost always lose, and their disasters meet with but little sympathy from the public. There are many who look with very great anxiety upon the issue of our foreign trade in cereals, predicting a general crash when the fever shall have reached its height. A few dealers will undoubtedly be swamped by grasping after too much; and others, who counted large profits after the first rapid advance, will find the amount greatly reduced by the closing accounts; but there seems to be no ground for any serious apprehensions in regard to the majority of shippers.

Our review closes with the prospect of a dark and troubled future for Europe—but it is not every black cloud which empties itself upon the earth, and even this may pass away without inflicting the injury it foreshadows. At any rate, we on this side of the Atlantic ought to be thankful that it does not threaten in our horizon, and that by common prudence on our part, even if the storm bursts upon another hemisphere, we may escape its violence.

THE NEW YORK COTTON MARKET

FOR THE MONTH ENDING APRIL 17.

PREPARED FOR THE MERCHANTS' MAGAZINE BY UHLHORN & FREDERICKSON, BROKERS,
148 PEARL STREET, NEW YORK.

The month under review opened with fair prospects for those engaged in the trade. Considerable confidence was felt in the maintenance of the rates then current, and there were many who thought that diplomacy would take the place of arms in a settlement of the Eastern question—a decline in breadstuffs, an easy money market, together with steadiness in the Liverpool cotton market, warranted these views; and our market for the first week of the month advanced fully $\frac{3}{8}$ per lb. on quotations of the previous week. The quantity offering was small, and the high rate of freight to Liverpool ($\frac{1}{2}$ d. per lb.) then ruling, and the firmness of cotton holders, caused more inquiry for desirable lists in transitu, which met a ready sale at full prices. The market closed firm at the annexed quotations and the following large sales:—

Export	bales.	4,944	Speculation	bales.	5,436
Home use		4,191	In transitu		2,330
Total sales during the week					16,901

PRICES ADOPTED MARCH 20TH FOR THE FOLLOWING QUALITIES:—

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

The demand continued good for the greater part of the second week of the month, when, owing to the absence of foreign advices, which were not received till Friday, some little irregularity in prices took place, and the Pacific's accounts not being as satisfactory as looked for, a decline occurred on most grades of $\frac{1}{4}$ per lb.; still holders were not free sellers, and the decrease in the receipts then amounting to 632,000 bales, imparted confidence to many that prices would again rally. The market closed dull, however, at the following quotations:—

Export	bales.	3,518	Speculation	bales.	2,634
Home use		2,971	In transitu		610
Total sales during the week					9,733

PRICES ADOPTED MARCH 27TH FOR THE FOLLOWING QUALITIES:—

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

For the week ending April 3d, notwithstanding the continued unfavorable advices from abroad, our market was but little affected. A slight decline on Middling qualities was alone observable. The sales of the week were to a fair extent, our own spinners and speculators being the principal operators—exporters taking only 845 bales. Reduced limits, both on orders and advances, from the other side, and a stringent money market here, tended to chill the ardor of shippers, and caused them to pause.

In regard to the amount taken for home consumption since the first of last September, we learn, from tables before us made up to this date, (April 1st,) that our manufacturers, although actively employed, have taken from this crop 107,000 bales less than for the same time the previous year. This fact proves that they must now be very short of stock, and that they commenced the year with a larger amount on hand than usual. It is likewise certain that their requirements this year will exceed that of any former year, and the amount they will require in addition to the above deficiency must tell upon our deficient crop, as compared with the previous one. Annexed are the sales and quotations, the market closing heavy:—

Export	bales.	845	Speculation.....	bales.	2,883
Home use		2,700	In transitu.....		1,662
Total sales during the week					8,090

PRICES ADOPTED APRIL 3D FOR THE FOLLOWING VARIETIES:—

	Upland.	Florida.	Mobile.	N. O. & Texas.
Ordinary	8½	8½	8¾	8½
Middling	9¾	9¾	9¾	10½
Middling fair	10¾	11	11¼	11½
Fair	11½	11½	11½	12½

The week ending April 10th was one of extreme depression in our market; the sales made were at irregular rates, but generally at a decline of ⅜c. a ¢c. per lb. on all grades. The European accounts received per Baltic cast a gloom over the market, which even the above reduction in prices failed to dispel, and the market for the week closed heavy at the following quotations:—

Export	bales.	1,655	Speculation.....	bales.	2,190
Home use		1,672	In transitu.....		2,153
Total sales during the week					7,670

PRICES ADOPTED APRIL 10TH FOR THE FOLLOWING QUALITIES:—

	Upland.	Florida.	Mobile.	N. O. & Texas.
Ordinary	8	8	8	8
Middling	9½	9½	9½	9½
Middling fair	10¾	10¾	11¾	11
Fair	11¾	11¾	11¾	12½

The depression of the previous week, and a still greater irregularity in prices, has been the feature of the last week of the month under review. The continued decline in the Liverpool market, and England's declaration of war against Russia, has completely unsettled public opinion as regards the future course of the staple. The sales of the week were generally at a decline of ¼c. per lb. on those of the previous week, and at this reduction but little interest is manifested to engage in cotton. Our market closes unsteady, and the few sales making are at the following quotations:—

Export	bales.	1,068	Speculation.....	bales.	2,161
Home use		2,212	In transitu.....		72
Total sales during the week					5,513

PRICES ADOPTED APRIL 17TH FOR THE FOLLOWING VARIETIES:—

	Upland.	Florida.	Mobile.	N. O. & Texas.
Ordinary	7½	7½	7½	7¾
Middling	8¾	8¾	8¾	9
Middling fair	10	10¾	10¼	10¾
Fair	10½	10¾	10¾	11½

JOURNAL OF BANKING, CURRENCY, AND FINANCE.

DIVIDENDS OF BANKS IN BOSTON.

The following is a list of dividends declared, payable by the Boston banks on the first Monday of April, 1854, compared with the previous dividends:—

	Capital March '54.	1852.		1853.		1854.	Amount.	
		April.	Oct.	April.	Oct.			
Atlantic.....	\$500,000	4	4	4	4	4	\$20,000	
Atlas.....	500,000	3½	3½	3½	3½	3½	17,500	
Blackstone.....	350,000	3	4	4	4	4	14,000	
Boston (par \$50).....	900,000	4	4	4	4	4	36,000	
Boylston.....	300,000	4½	4½	4½	5	5	15,000	
Broadway.....	100,000	New, December 20, 1853.				
City.....	1,000,000	3½	3½	3½	3½	3½	35,000	
Cochituate.....	250,000	4	4	4	4	4	10,000	
Columbian.....	500,000	3½	3	4	3½	3½	17,500	
Commerce.....	2,000,000	4	4	4	4	4	80,000	
Eagle.....	700,000	3½	3½	3½	4	4	28,000	
Eliot.....	300,000	New, October 6, 1853.					3	9,000
Exchange.....	1,000,000	4	4	4	4	4	40,000	
Faneuil Hall.....	500,000	3	4	4	4	4	20,000	
Freeman's.....	350,000	4½	4½	4½	4½	5	17,500	
Globe.....	1,000,000	4	4	4	4	4	40,000	
Granite.....	900,000	4	4	4	4	4	36,000	
Grocers'.....	500,000	4	4	4	4	4	20,000	
Hamilton.....	500,000	4	4	4	4	4	20,000	
Howard.....	500,000	New, August 23, 1853.					4	20,000
Market (par \$70).....	560,000	5	5	5	5	5	28,000	
Massachusetts (par \$250).....	800,000	3	3	3	3	3 1-5	25,600	
Mechanics'.....	200,000	4	4	4	4	4	8,000	
Merchants'.....	4,000,000	4	4	4	4	4	160,000	
National.....	300,000	New, August 1, 1853.					4	12,000
New England.....	1,000,000	4	4	4	4	4	40,000	
North.....	750,000	3½	3½	3½	3½	4	30,000	
North America.....	750,000	4	4	3½	4	4	30,000	
Shawmut.....	500,000	4	4	4	4	4	20,000	
Shoe & Leather.....	1,000,000	4	4	4	4	4	40,000	
State (par \$60).....	1,800,000	3½	3	3½	3½	3½	63,000	
Suffolk.....	1,000,000	5	5	5	5	5	50,000	
Traders'.....	600,000	4	3½	4	4	4	24,000	
Tremont.....	1,250,000	4	4	4	4	4	50,000	
Union.....	1,000,000	4	4	4	4	4	40,000	
Washington.....	500,000	3½	3	3	3½	4	20,000	
Webster.....	1,500,000	New, August 15, 1853.					3½	52,500

\$1,088,600

The above table, from the *Traveler*, includes five new banks which were chartered by the legislature last year, all of which divide at this time, except the Broadway, (South Boston,) which did not commence business until January, 1854, but has earned 2 per cent. The Eliot Bank has been in operation about five months, the National about eight months, the Howard Banking Company seven months, and the Webster, seven months and a half. The amount of bank capital last October was \$24,810,000, the amount in April is \$30,160,000—being an increase in six months of \$5,350,000. The increased amount of dividends over last October is \$308,350.

The Mount Wallaston Bank, Quincy, has declared a dividend of 4 per cent. This is a new bank, and has been in operation six months. The Randolph Bank has declared a semi-annual dividend of 5 per cent.

CONDITION OF THE BANKS OF OHIO IN 1854.

STATEMENT OF THE CONDITION OF THE SEVERAL BANKS IN THE STATE OF OHIO, TAKEN FROM THE RETURNS MADE TO THE AUDITOR OF STATE, ON THE FIRST MONDAY OF FEBRUARY, 1854.

RESOURCES.

	INDEPENDENT BANKS.				Total resources.
	Notes and bills discounted.	Specie.	Eastern deposits.	Bonds deposited with State Treasurer.	
Bank of Geauga...	\$205,619 40	\$21,206 26	\$48,854 16	\$121,651 03	\$416,941 20
Canal B'k Clevel'd.	155,706 42	20,464 03	39,418 89	82,970 00	362,240 07
City B'k Clevel'd.	181,832 54	18,272 17	29,948 89	94,000 00	329,160 96
City B'k Columb's.	331,096 67	27,930 12	32,181 08	183,255 00	765,617 92
City B'k Cincin'ati.	66,917 37	5,719 63	10,442 38	50,000 00	286,159 93
Com'rcial B'k Cin.	336,581 66	6,203 86	9,481 44	5,000 00	418,747 17
Fr'nklin B'k Zanes.	279,154 60	29,963 34	47,216 31	144,450 00	573,383 78
Mahoning Co. B'k.	204,602 24	24,398 91	30,515 29	105,416 46	377,183 66
Sandusky City B'k	145,713 22	8,269 86	10,504 99	72,600 00	375,735 75
Seneca Co. Bank...	.....	.....	.....	.....	.....
West'n Res'rve B'k	291,469 81	63,927 28	42,124 84	225,505 64	659,459 23

Independent B'ks 2,218,693 93 226,355 46 292,688 27 1,084,848 13 4,593,629 67

OHIO BRANCHES OF STATE BANK.

	SAFETY FUND.				
Athens	\$291,370 53	\$42,258 37	\$17,613 25	\$20,000 00	\$386,747 61
Akron	293,653 14	42,138 40	43,114 13	20,000 00	471,761 76
Belmont	287,947 48	41,464 56	41,992 37	20,000 00	467,892 57
Chillicothe	645,251 93	78,843 54	62,494 96	41,250 00	839,134 56
Com'ercial, Cl'v'd.	596,766 99	79,062 75	102,453 66	31,250 80	981,378 51
Com'ercial, Toledo.	399,378 63	50,389 28	81,585 40	27,500 00	637,175 76
Dayton	238,912 57	38,195 00	21,140 87	30,599 00	362,479 61
Delaware Co.	222,135 72	39,733 34	67,683 31	18,700 00	411,015 05
Exchange	363,313 96	48,374 64	28,074 97	23,750 00	523,350 09
Farmers', Asht'b'la	250,730 58	39,942 24	31,628 28	20,000 00	376,906 91
Farmers', Mansf'ld	246,261 08	40,567 54	30,261 60	20,000 00	378,901 57
Farmers', Ripley..	228,795 75	42,264 88	43,186 68	20,000 00	380,194 03
Farmers', Salem..	235,873 94	41,546 27	43,295 62	20,000 00	385,566 64
Franklin, Col'mbus	464,065 82	68,741 49	78,108 47	31,250 00	701,692 91
Guernsey	229,794 34	44,444 53	33,493 61	20,000 00	351,799 27
Harrison Co.	301,257 49	42,107 30	23,992 30	20,000 00	389,897 23
Hocking Valley ..	274,151 33	48,932 11	58,172 74	20,000 00	437,801 80
Jefferson	279,408 14	45,021 29	27,845 86	20,000 00	430,511 26
Knox Co.	231,291 44	52,455 61	16,603 79	20,000 00	355,887 33
Logan	290,815 29	40,181 92	22,431 61	20,000 00	400,637 49
Lorain	159,319 23	45,264 25	22,838 20	19,860 00	262,875 42
Mad River Valley.	335,688 42	40,526 70	33,227 63	20,000 00	467,510 26
Marietta	257,820 12	42,118 35	37,595 85	20,000 00	409,552 03
Mech's & Traders'.	304,913 64	32,522 88	9,453 92	17,000 00	510,565 15
Merchants'	290,425 11	54,563 11	56,728 51	23,750 00	504,765 89
Miami Co.	255,210 72	45,066 34	17,677 02	20,000 00	375,351 67
Mt. Pleasant	225,043 11	41,305 96	34,188 92	20,000 00	349,392 66
Muskingum	273,500 10	40,187 08	30,288 44	20,000 00	409,243 49
Norwalk	329,612 47	46,619 27	32,352 55	23,750 00	481,979 80
Piqua	249,211 05	58,648 64	29,369 74	20,000 00	415,194 77
Portage Co.	251,859 82	47,421 39	17,334 97	20,450 00	374,551 88
Portsmouth	14,323 12	40,058 49	124,668 28	20,000 00	274,244 31
Preble Co.	198,445 33	41,689 10	24,021 43	20,000 00	363,985 48
Ross Co.	490,446 15	49,406 12	32,557 14	27,500 00	666,747 74
Summit Co.	256,874 14	42,358 47	22,237 91	20,000 00	379,626 45
Toledo .....	.....	.....	.....	.....	.....
Union	444,483 19	54,049 27	50,352 50	27,500 00	603,143 06
Wayne Co.	242,883 80	36,072 49	34,626 02	18,000 00	364,984 55
Xenia	230,597 78	41,114 41	20,581 54	27,600 00	409,318 79

State Branches..1,181,833 56 1,765,703 23 1,505,274 05 849,609 80 17,348,630 36

OLD BANKS.

	Notes and bills discounted.	Specie.	Eastern deposits.	Bonds deposited with Auditor of State.	Total resources.
Bank of Circleville	618,453 87	101,899 18	212,287 77	.....	974,853 99
Clinton B'k Colum.	.....	.....	.....	.....	.....
Lafayette B'k Cin.	.....	.....	.....	.....	.....
B'k of Massillon ..	.....	.....	.....	.....	.....
O. Life Insurance & Trust Company.	2,096,105 57	84,405 87	.....	.....	2,580,495 47
Total Old B'ks..	2,714,559 44	185,805 05	212,287 77	.....	3,554,849 46

FREE BANKS.

Bank of Com., Cld.	\$59,337 02	\$9,656 28	\$12,559 20	\$58,887 82	\$158,764 04
B'k of Marion	57,165 71	22,993 80	12,927 22	163,066 62	269,486 56
Champ'gn Co., Ur.	98,740 87	7,023 98	6,107 46	53,734 50	199,764 63
Frkln. Portage Co.	45,176 89	5,921 50	21,620 48	43,967 41	118,186 33
Forest City, Clev'd	124,533 89	4,452 57	16,124 17	13,000 00	193,818 48
Iron B'k of Ironton	72,617 57	9,489 15	3,932 26	55,000 00	196,188 60
Merchants', Massil.	82,518 65	12,712 77	16,157 72	72,550 12	217,317 39
Miami Val., Day'n.	1,879 40	15,666 00	1,445 23	150,133 03	206,803 63
Pickaway Co., Cir.	307,173 24	18,008 67	41,310 58	91,087 76	541,001 82
Savings Bk., Cin...	117,501 55	13,536 48	16,997 79	20,000 00	461,524 16
Springfield B'k...	136,312 08	10,147 62	11,878 91	80,029 07	276,576 37
Stark Co., Canton.	24,077 67	7,384 46	11,955 90	38,920 50	90,883 95
Union, Sand'sky C.	138,134 34	4,202 72	15,271 32	34,002 67	306,713 79
Free Banks	1,265,168 88	141,196 00	188,238 24	873,879 50	3,257,029 75
Grand total	17,380,255 81	2,319,064 74	2,198,488 33	2,508,337 43	28,734,139 24

LIABILITIES.

INDEPENDENT BANKS.

	Capital Stock.	Circulation.	Safety Fund Stock.	Due to Indi- vidual Depositors.	Total Liabilities.
Bank of Geauga.....	\$50,000	\$113,770	\$121,651 03	\$83,854 80	\$416,941 20
Canal Bank, Cleveland..	50,000	80,726	50,000 00	116,218 73	362,240 07
City Bank, Cleveland..	50,000	96,393	100,000 00	53,846 82	329,160 96
City Bank, Columbus..	148,830	182,944	260,421 00	154,097 92	765,617 92
City Bank, Cincinnati..	83,000	48,934	50,000 00	96,027 49	285,159 93
Commercial, Cincinnati..	50,000	5,360	5,000 00	241,319 74	448,747 17
Franklin B'k, Zanesville.	100,000	139,226	144,450 00	162,235 61	573,883 78
Mahoning, Youngstown	50,000	97,888	146,445 00	73,234 75	377,183 66
Sandusky City Bank...	62,500	70,996	72,600 00	116,885 03	375,735 75
Seneca Co'ty B'k, Tiffin	.....	.....	.....	.....	.....
Western Reserve, Wa'n	75,000	205,850	225,505 64	133,658 85	659,459 23
Total, Independen B'ks.	719,330	1,042,087	1,176,072 67	1,236,679 74	4,593,629 67

OLD BANKS.

Bank of Circleville....	\$200,000	\$447,615	.....	\$236,039 03	\$974,353 99
Clinton B'k, Columbus.	.....	.....	.....	.....	.....
Lafayette B., Cincinnati	.....	.....	.....	.....	.....
Bank of Massillon ....	.....	.....	.....	.....	.....
Ohio Life Insurance & Trust Company	611,226	3,640	.....	826,271 68	2,580,495 47
Total, Old Banks	811,226	451,255	.....	1,062,310 71	3,554,849 46

OHIO BRANCHES OF STATE BANK.

	Capital Stock.	Circulation.	Safety Fund at credit of Board of Control.	Due to Individual Depositors.	Total Liabilities.
Athens.....	\$100,000	\$194,656	.....	\$65,603 91	\$386,747 61
Akron.....	100,000	185,475	.....	148,284 97	471,716 76
Belmont, Bridgeport ..	100,000	198,523	\$575 00	153,510 53	467,892 57
Chillicothe.....	250,000	374,479	1,500 00	183,875 19	889,134 56
Commercial, Cleveland.	175,000	278,147	.....	400,015 05	981,378 51
Commercial, Toledo...	150,000	252,817	.....	152,445 11	637,175 76
Dayton.....	107,000	177,482	1,050 00	48,881 61	362,479 61
Delaware County.....	94,500	179,838	1,300 00	110,869 38	411,015 05
Exchange, Columbus...	125,000	229,972	.....	129,782 22	523,350 09
Farmers', Ashtabula...	100,000	180,732	447 00	75,331 85	376,906 91
Farmers', Mansfield...	100,000	189,191	1,900 00	60,633 49	373,901 57
Farmers', Ripley.....	100,000	199,897	1,095 00	62,879 35	380,149 03
Farmers', Salem.....	100,000	194,227	790 00	69,390 24	385,566 64
Franklin, Columbus...	175,000	287,008	500 00	200,507 13	701,602 91
Guernsey, Washington.	100,000	189,707	1,650 00	46,210 C1	351,799 27
Harrison County, Cadiz.	100,000	190,684	400 00	87,997 92	399,397 23
Hocking Valley, Lancas	100,000	199,834	555 00	118,894 37	437,801 80
Jefferson, Steubenville.	100,000	192,669	122 00	108,975 94	430,511 26
Knox Co'ty, Mt. Vernon.	100,000	186,687	1,700 00	34,242 24	355,887 33
Logan.....	100,000	199,715	250 00	78,489 61	400,637 49
Lorain, Elyria.....	74,675	123,693	1,560 00	41,254 78	262,875 42
Mad River, Springfield.	100,000	183,217	1,175 00	155,373 07	467,510 26
Marietta.....	100,000	196,875	1,000 00	92,156 90	409,552 03
Mechanics' & Traders' C	100,000	93,142	.....	246,784 65	510,565 15
Merchants, Cleveland..	125,000	220,952	.....	112,132 52	504,765 99
Miami County, Troy ..	100,000	189,594	1,159 29	65,733 18	375,351 67
Mount Pleasant.....	100,000	199,955	2,300 00	27,601 46	349,392 66
Muskingum, Zanesville.	100,000	194,095	1,595 00	78,259 69	409,243 49
Norwalk.....	125,000	226,938	4,200 00	64,075 39	481,979 80
Piqua.....	100,000	197,500	6,102 20	96,075 54	415,194 77
Portage Co'ty, Ravenna	103,000	192,439	.....	64,986 94	374,551 88
Portsmouth.....	100,000	160,275	.....	6,303 48	274,244 31
Preble County, Eaton..	100,000	197,169	2,250 00	49,367 69	363,985 48
Ross Co'ty, Chillicothe	150,000	256,320	1,200 00	222,149 98	666,747 74
Summit C., Cuyahoga F	100,000	197,874	2,577 70	57,895 84	379,626 45
Toledo.....	.....	.....	.....	.....	.....
Union, Massillon.....	150,000	264,000	900 00	139,399 68	603,143 06
Wayne Co'ty, Wooster.	90,000	162,090	4,200 00	83,115 22	364,984 55
Xenia.....	100,000	178,611	2,500 00	115,400 26	409,318 79
Total, State Branches..	4,294,175	7,716,479	46,553 19	4,052,896 39	17,348,630 36

FREE BANKS.

B. of Commerce, Clev'd.	\$25,000	\$37,111	.....	\$72,891 24	\$158,764 04
Bank of Marion.....	100,000	115,505	.....	50,257 47	269,486 56
Champaign Cy., Urbana	25,240	40,239	\$25,860 00	94,969 74	199,764 63
Franklin Bank, Franklin	25,000	41,498	42,000 00	9,145 45	118,186 33
Forest City Bk., Cleve'd	95,200	10,416	.....	79,433 28	193,818 48
Iron Bank of Ironton...	25,000	32,240	39,850 00	93,366 48	196,188 60
Merchants' B., Massillon	60,000	44,756	.....	95,962 26	217,317 39
Miami Valley, Dayton.	70,000	125,633	.....	11,170 63	206,803 63
Pickaway C., Circleville	100,000	50,699	62,650 00	300,958 99	541,001 82
Savings Bk., Cincinnati.	25,000	15,847	.....	242,224 71	461,524 16
Springfield Bank.....	25,000	55,334	75,000 00	112,985 84	276,576 37
Stark County, Canton .	30,000	33,244	.....	15,919 82	90,883 95
Union, Sandusky City .	115,000	26,665	.....	151,934 71	306,713 70

Total Free Banks..... 720,440 629,187 245,360 00 1,331,719 62 3,237,029 75

Grand Total..... 6,545,171 9,839,008 1,467,985 86 7,683,606 46 28,734,139 24

RELATIVE VALUE OF THE REAL AND PERSONAL ESTATE IN THE CITY AND COUNTY OF NEW YORK, AS ASSESSED IN 1852 AND 1853.

DERIVED FROM THE REPORT OF HON. A. C. FLAGG, CONTROLLER OF THE CITY.

Wards.	Assessments of 1852.		Assessments of 1853.		Totals.		Increase.		Total	Tax levied.
	Real estate.	Personal estate.	Real estate.	Personal estate.	1852.	1853.	Real estate.	Personal estate.	Increase.	1853.
1	\$30,828,183	\$40,671,503	\$31,919,133	\$49,008,060	\$71,499,686	\$80,927,193	\$1,090,950	\$8,336,556	\$9,427,506	\$998,851
2	15,999,725	2,947,672	18,844,750	4,759,207	18,947,397	23,603,957	2,845,025	1,811,534	4,656,559	291,330
3	16,656,300	9,769,472	18,702,600	10,504,646	26,425,772	29,207,246	2,046,300	735,173	2,781,473	360,488
4	8,407,420	1,571,567	8,825,320	1,766,794	9,978,987	10,592,114	417,900	195,227	613,127	130,726
5	10,738,400	2,490,550	12,864,350	2,669,303	13,228,950	15,533,653	2,125,950	178,753	2,304,703	191,716
6	8,104,850	1,303,250	9,257,150	1,964,314	9,408,100	11,221,464	1,152,300	661,064	1,813,364	138,495
7	11,757,490	2,746,575	11,963,085	3,123,790	14,504,065	15,086,875	205,595	377,215	582,810	186,196
8	12,939,960	1,706,573	14,705,200	2,492,616	14,646,533	17,197,815	1,765,240	736,042	2,551,282	212,251
9	11,795,800	1,727,643	12,519,150	1,961,393	13,523,443	14,480,543	723,350	233,749	957,099	178,706
10	6,851,300	1,106,250	7,791,850	1,140,300	7,957,550	8,932,150	940,550	34,050	974,600	110,237
11	6,897,200	539,331	7,228,300	555,551	7,437,031	7,783,851	331,100	15,720	346,820	69,056
12	3,888,896	518,100	5,609,272	877,500	4,406,996	6,486,772	1,720,376	359,400	2,079,776	69,453
13	4,699,900	552,505	4,838,700	624,158	5,252,405	5,462,858	188,800	71,652	210,452	67,417
14	8,133,500	2,335,927	9,194,600	2,290,454	10,469,427	11,485,054	1,061,100	*	1,015,627	141,749
15	19,245,250	15,826,945	20,257,600	17,621,229	35,072,195	37,873,829	1,012,350	1,794,283	2,806,633	467,512
16	11,375,139	1,608,225	12,858,550	1,899,568	12,983,364	14,758,118	1,483,410	291,343	1,774,754	182,133
17	13,186,850	2,436,900	14,502,930	3,056,250	15,623,750	17,559,180	1,316,080	619,350	1,935,430	216,671
18	33,886,010	8,194,800	44,720,255	11,987,600	42,080,810	56,707,855	10,834,245	3,792,800	14,627,045	698,103
19	9,878,380	255,000	16,984,000	448,000	10,133,380	17,432,000	7,105,620	193,000	7,298,620	189,928
20	7,916,200	210,750	11,006,000	283,400	8,126,950	11,349,400	3,149,800	72,650	3,222,450	139,247
	\$253,186,753	\$98,520,042	\$294,652,795	\$119,034,137	\$351,706,795	\$413,686,932	\$41,466,041	\$20,559,567	\$61,980,137	\$5,067,275

Total valuation in the County	\$413,686,932	94
Total valuation in the Lamp District	390,831,850	94
Total valuation south of Forty-Second street	391,308,610	94

* Decrease of personal estate, \$45,472 03

RATE OF TAX FOR 1853.

County rate	\$1,060	03
Lamp rate	75	85
Street rate	98	38
Full rate	\$1,234	26

CONDITION OF THE BANKS OF SOUTH CAROLINA.

The following table will show the discounts, deposits, circulation, and specie, on the 1st of March, 1854, of the banks of South Carolina, which have accepted of the provisions of the act of December, 1840:—

	Discounts.	Deposits.	Circulation.	Specie.
State South Carolina.....	\$1,922,739	\$486,756	\$1,744,805	\$188,792
Branch, Columbia.....	997,127	185,732	.....	5,075
South West Railroad.....	109,084	339,247	440,770	64,714
Planters' & Mechanics'.....	1,133,282	282,339	482,965	165,336
Union, Charleston.....	788,637	281,252	393,860	111,106
State of South Carolina.....	580,123	415,316	565,336	120,732
South Carolina.....	702,292	265,263	365,308	27,756
Bank Charleston.....	2,162,259	622,031	2,093,046	341,435
Farmers' & Exchange.....	360,062	98,015	818,075	124,498
Hamburg.....	185,407	40,235	998,337	139,644
Commercial, Columbia.....	780,202	177,107	479,350	98,079
Newberry.....	119,723	16,626	476,805	30,694
Planters', Fairfield.....	93,212	31,868	220,240	22,122
Exchange, Columbia.....	122,924	14,186	631,005	57,393
Mechanics, Cheraw.....	297,805	23,288	527,344	50,363
Chester.....	151,905	15,949	182,020	57,896
Camden.....	123,757	28,610	390,495	43,481
	<u>\$10,630,590</u>	<u>3,323,820</u>	<u>10,809,761</u>	<u>1,649,116</u>

THE THREE GREAT MINTS OF THE WORLD.

The *London Economist* gives the annexed statement of the operations of the three great mint establishments of the world—England, France, and the United States—during the year 1853:—

COINAGE OF THE UNITED STATES.

	Pieces.	Value in Dollars.
Gold.....	7,252,576	51,888,880
Silver.....	55,751,068	1,570,514
Copper.....	6,770,825	67,059
Total.....	<u>69,175,460</u>	<u>55,808,513</u>

COINAGE IN ENGLAND.

	Pieces.	Value in Sterling.
Gold.....	13,396,789	11,952,394
Silver.....	25,187,592	701,551
Copper.....	12,813,804	9,073
Total.....	<u>51,308,185</u>	<u>12,663,008</u>

COINAGE IN FRANCE.

	Pieces.	Value in Francs.
Gold.....	17,404,846	330,463,463
Silver.....	5,090,236	20,089,778
Copper.....	30,869,285	1,974,939
Total.....	<u>53,364,367</u>	<u>352,528,180</u>

In the three principal mints of the world there was therefore coined, (in pounds sterling,) in 1853:—

	Gold.	Silver.	Copper.	Total.
United States.....	10,377,776	1,570,514	13,412	11,901,702
London.....	11,952,391	704,544	9,073	12,666,008
Paris.....	13,218,536	803,588	78,996	14,101,120
Total coinage.....	<u>35,548,703</u>	<u>3,078,646</u>	<u>101,481</u>	<u>38,728,830</u>

The total amount of coin of all kinds coined during the year in the three mints, was £38,728,830, which consisted of no fewer than 174,448,021 pieces—or in American

money the total coinage of the three mints was \$193,644,150. When we consider the complaints made in regard to the scarcity of coin, we cannot help asking the question, where has this immense amount of money gone to? In the three countries, great complaints were made during the year of the scarcity of coin. The *Economist* answers the question in not only a satisfactory but a pleasing manner. It says that this enormous amount of coinage, and the complaints still heard of an insufficient currency to conduct the domestic transactions of these great countries, "points to an increase of trade and activity in the productive industry, without any parallel in the history of the world."

EXPENSES OF THE UNITED STATES MINT.

The Washington *Union* publishes officially the following statement contained in a report from the Director of the Mint to the Secretary of the Treasury, in answer to a call from the latter, of the charges accruing upon, and the expenses incurred in, coining at Philadelphia for the past six years. For the first five years mentioned in the statement—namely, to 31st December, 1852—the actual expenses over and above the charges amounted to \$305,812 90—being an average expense to the United States, during that period, of \$61,162 58 annually. During the past year—namely, to 31st December, 1853—the coinage at Philadelphia, instead of being an expense, has been a source of profit; the sum of \$102,420 96 having been realized therefrom, over and above the expenses.

MINT OF THE UNITED STATES, }
Philadelphia, March 29, 1854. }

Sir:—In reply to your letter of the 28th instant, I send you the following statement, showing the total receipts, as well as the total expenses of the mint, and the net cost or gain, as the result for each year:—

	Total expenses.	Total receipts.			
1848.....	\$61,938 07	\$17,796 19	Net cost for	1848.....	\$44,141 88
1849.....	89,732 56	30,771 24	do	1849.....	58,861 32
1850.....	245,077 38	173,791 84	do	1850.....	71,285 54
1851.....	440,906 23	350,089 46	do	1851.....	90,816 77
1852.....	371,296 64	380,589 25	do	1852.....	40,707 39
1853.....	427,643 99	530,064 95	Net profits for	1853.....	102,420 96

I have the honor to be, very respectfully, your faithful servant,

JAMES ROSS SNOWDEN, Director.

HON. JAMES GUTHRIE, Secretary of the Treasury.

COINS ON HAND AT THE UNITED STATES MINT.

By a report made to the Treasury Department, it appears that the following denominations of gold and silver coins were on hand at the Mint of the United States, Philadelphia, April 1, 1854:—

GOLD.		SILVER.	
Double eagles.....	\$805,000 00	Dollars.....	\$11,295 00
Eagles.....	240,000 00	Half dollars.....	125,200 00
Half eagles.....	245,000 00	Quarter dollars.....	433,700 00
Quarter eagles.....	76,580 00	Dimes.....	245,000 00
Dollars.....	34,000 00	Half dimes.....	57,700 00
Bars.....	79,199 00	Remnants, &c.....	478 82
Remnants, &c.....	16,772 10		
	<hr/>		<hr/>
	\$1,492,551 10		\$873,373 82

Total balance on hand at Philadelphia Mint, April 1, 1854, \$2,365,924 92.

The amount of dollars is \$873,373 82; and it may be well to remind the public, that those desiring silver change can obtain it in exchange for gold, in sums of not less than \$100, and in such denominations as they may prefer.

COMMERCIAL STATISTICS.

COMMERCE OF THE SANDWICH ISLANDS.

HONOLULU, February, 1, 1854.

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

DEAR SIR:—Annexed herewith you will please find Custom-house Statistics for 1853, made up by the Collector-general, Warren Goodale, Esq. By the recapitulation you will note that the imports of last year exceed those of 1852 in value, to amount of \$522,082 64, but do not equal those of 1851 by \$541,870 70. In handing you these annual returns, it is very unsatisfactory not to be able to report favorably concerning the agricultural and commercial condition of this kingdom.

During the past year there has been but little animation in the trade at the Islands; our market has been much overstocked, and merchandise generally has only found sale at unremunerative rates. The smallpox that first made its appearance in May last, ran a most fearful course throughout this group, and the number of deaths from that disease since it first broke out is estimated at near 6,000, being a decrease in the native population of over 8 per cent. The retail trade was very much affected by the sickness, and has not as yet revived. In exports but little has been done. The demand for the productions of the Islands, for the California market, has been small, as the difference in price between the two places has not been sufficient to allow a margin to the shipper after paying duties.

The whaling fleet of last year is of nearly the same number as that of the preceding year; the success of the past season does not equal that of 1852. The Ochotsck fleet was very successful, and the average catch was over 1,600 barrels, while those ships that cruised in the Arctic were unfortunate and averaged about 580 barrels. Freightings during the past season ruled low, the rate having been 6 a 7c. in first-class merchant vessels.

Money has been plenty throughout the season, and exchange has been much called for. Whalers' Bills on U. S. have ruled from 3 a 7 per cent discount. At one period they reached 10 per cent, but did not hold at that long. They are now at par.

Yours, &c.,
B. F. SNOW.

IMPORTS.

The total amount of imports for 1853 has exceeded those of 1852 by \$522,082 64. From the United States, they amounted to \$954,919 93, which is more than three-fourths of the whole amount imported. The following are the imports for the past four years:—

1850.	1851.	1852.	1853
\$1,025,058 70	\$1,823,821 68	\$759,868 54	\$1,281,951 18

Giving an average for the four years, of \$1,225,175 02. The amount of imports for 1853 exceeds the average of the past four years by \$56,776 16.

FOREIGN EXPORTS—COMPARISON FOR FOUR YEARS.

1850.	1851.	1852.	1853.
\$46,529 72	\$381,402 55	\$381,143 51	\$191,397 66

DOMESTIC EXPORTS.

1850.....	\$506,522 68	1852.....	\$638,895 20
1851.....	309,828 94	1853.....	275,374 17

REVENUE.

1850.....	\$121,506 73	1852.....	\$113,091 93
1851.....	160,602 19	1853.....	155,640 17

VESSELS.—THE FOLLOWING ARE THE ARRIVALS:—

	1850.	1851.	1852.	1853.
Merchant.....	469	446	285	194
Whale-ships.....	287	135	519	535

Of the above whale-ships, some have touched at two or more ports, consequently the number of different vessels are not so great as the figures seem to show. From the above statistics, says the *Polynesian*, the great lack of a domestic export, to anything like the amount of our imports, is glaringly conspicuous, and will call for some renewed effort, we trust, to create or increase it. An export is now the great desideratum.

VALUE OF GOODS IMPORTED INTO THE SANDWICH ISLANDS DURING THE YEAR 1853.

Total dutiable.....	\$1,160,355 13	Entered in bond.....	\$16,284 35
Free of duty.....	79,402 80	Withdrawn for consumption.....	25,908 90

Total..... \$1,281,951 18

Of the dutiable goods, \$587,770 29 were from the Atlantic side of the United States, and \$367,149 64 from the Pacific side—in all, \$954,919 93 from the United States. The country from which the next largest amount of goods was imported is China, from which the imports only amounted to \$42,056 36; from Chile, \$38,099 30; Great Britain, \$20,471 74; Bremen, \$12,225 91; Philippine Islands, \$12,038 57; France, but \$30.

RECEIPTS FROM CUSTOMS IN 1853.

Total duties received at Honolulu, \$146,964 52; at Lahaina, 8,138 27; all other ports, 537 38—total in the kingdom, 155,640 17.

Of the total receipts, \$58,114 86 were for duties on goods; 70,209 68 on spirits; and 8,261 75 for harbor dues.

EXPORTS OF DOMESTIC PRODUCE IN 1853.

Total value, \$281,599 17. The principal exports consisted of—

Sugar.....	lbs.	634,955	Goat skins.....	5,600
Sirup.....	galls.	18,244	Hides.....	1,741
Molasses.....		58,448	Cocoa-nuts.....	2,000
Coffee.....	lbs.	50,506	Tallow.....	lbs. 16,452
Salt.....	bbls.	3,509	Wool.....	10,824
Irish potatoes.....		15,464	Melons.....	2,500
Sweet potatoes.....		8,979	Fresh beef.....	lbs. 38,000
Hogs.....		3,724	Salt beef.....	13,260
Sheep.....		733		

Of this total of \$281,599 17, but \$154,674 17 was really exported, the remainder \$126,925 having been furnished as supplies to the 154 merchant vessels and 246 whalers that stopped at the Island.

OIL AND BONE TRANSHIPPED FREE OF DUTY IN 1853.

SPRING SEASON.

	Sperm oil.	Whale oil.	Whalebone.
	Gallons.	Gallons.	Pounds.
To United States.....	132,251	1,897,116	435,846
To Havre.....	476	37,038	22,000

FALL SEASON.

To United States.....	42,669	1,853,194	1,520,559
To Cowes, Eng.....	.....	.....	21,040
To Bremen.....	.....	.....	14,819
To Havre.....	.....	.....	6,000
Total.....	175,396	3,787,348	2,020,264

ARRIVAL OF MERCHANT VESSELS IN 1853—THEIR NATIONALITY.

The total number of merchant vessels that visited the Islands in 1853 was 211, of whom—

Arrived at Honolulu.....	154	Arrived at Waimea.....	8
At Lahaina.....	29	At Kealakeakua.....	9
At Kawaihae.....	10	At Hilo.....	1

Of these vessels, 137 were American, with a total tonnage of 45,234; 17 Hawaiian, tonnage, 2,072; 32 British, tonnage, 6,185; 5 Danish, tonnage, 866; 5 French, tonnage, 1,034; 3 Russian, tonnage, 1,223.

ARRIVAL OF WHALERS AND THEIR NATIONALITY.

During the same year arrived 535 whalers, viz. :—

At Honolulu.....	246	At Kealakeakua.....	12
At Lahaina.....	177	At Kawaihae.....	20
At Hilo.....	66	At Waimea.....	12

Of the total, 500 were American, 19 French, 12 Bremen, and 4 Russian.

COASTERS.

The total number of vessels engaged in coasting among the Islands is 32, with a tonnage of 1,338.

PRICE OF WHEAT IN ENGLAND FOR TWO HUNDRED AND FIFTY YEARS.

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

DEAR SIR :—I take the liberty of sending you the inclosed statement, compiled from Adam Smith's "Wealth of Nations." The calculations have been carefully made, and will doubtless be found correct, with the exception that fractions of cents have been omitted.

Yours, &c.,

JOHN GRAME, JR.

A TABLE SHOWING THE AVERAGE PRICE OF WHEAT, EACH YEAR, IN ENGLAND, RANGING FROM 1202 TO 1764, INCLUSIVE, IN MONEY OF THE PRESENT TIMES.

Year.	Per bush.	Year.	Per bush.	Year.	Per bush.
1202 KING JOHN...	\$ 86	1319.....	\$ 12	1457.....	\$ 36
1205.....	1 02	1359.....	1 49	1459.....	24
1223 HENRY II....	86	1361.....	10	1460.....	38
1237.....	24	1363.....	83	1463 EDWARD IV..	07
1243.....	14	1369.....	1 18	1464.....	24
1244.....	14	1379 RICHARD II..	22	1486 HENRY VII..	88
1246.....	1 14	1387.....	9	1491.....	54
1247.....	95	1390.....	78	1494.....	14
1257.....	1 71	1401 HENRY IV....	88	1495.....	12
1258.....	1 21	1407.....	21	1497.....	74
1270.....	8 00	1416 HENRY IV....	76	1499.....	14
1286 EDWARD I....	66	1423 HENRY VI....	38	1504.....	19
1287.....	24	1425.....	19	1521 HENRY VIII..	71
1288.....	21	1434.....	1 26	1551 EDWARD VI..	5
1289.....	72	1435.....	24	1553.....	19
1290.....	1 14	1439.....	1 11	1554 MARY.....	19
1294.....	1 14	1440.....	1 14	1555.....	19
1302.....	29	1444.....	19	1556.....	19
1309 EDWARD II..	51	1445.....	21	1557.....	41
1315.....	1 43	1447.....	38	1558.....	19
1316.....	2 18	1448.....	31	1559 ELIZABETH ..	19
1317.....	2 82	1449.....	24	1560.....	19
1336 EDWARD III..	14	1451.....	38	1561.....	19
1338.....	24	1453.....	25	1562.....	19
1339.....	64	1455.....	5	1574.....	95

Year.	Per bush.	Year.	Per bush.	Year.	Per bush.
1587.....	\$1 52	1654.....	\$ 62	1710.....	\$1 86
1594.....	1 33	1655.....	1 57	1711.....	1 29
1595.....	1 26	1656.....	1 02	1713.....	1 10
1596.....	1 90	1657.....	1 11	1718.....	1 21
1597.....	2 19	1658.....	1 55	1714.....	1 19
1598.....	1 35	1659.....	1 57	1715 GEORGE I.....	1 02
1599.....	93	1660.....	1 35	1716.....	1 14
1600.....	89	1661 CHARLES II.....	1 67	1717.....	1 08
1601.....	84	1662.....	1 76	1718.....	93
1602.....	69	1663.....	1 36	1719.....	83
1603.....	83	1664.....	96	1720.....	88
1604 JAMES I.....	71	1665.....	1 17	1721.....	89
1605.....	84	1666.....	86	1722.....	86
1606.....	78	1667.....	86	1723.....	82
1607.....	87	1668.....	95	1724.....	88
1608.....	1 35	1669.....	1 05	1725.....	1 15
1609.....	1 19	1670.....	99	1726.....	1 10
1610.....	85	1671.....	1 00	1727.....	1 00
1611.....	92	1672.....	98	1728 GEORGE II.....	1 30
1612.....	1 01	1673.....	1 11	1729.....	1 11
1613.....	1 15	1674.....	1 63	1730.....	87
1614.....	99	1675.....	1 54	1731.....	78
1615.....	92	1676.....	90	1732.....	63
1616.....	95	1677.....	1 00	1733.....	66
1617.....	1 15	1678.....	1 41	1734.....	92
1618.....	1 11	1679.....	1 43	1735.....	1 02
1619.....	84	1680.....	1 07	1736.....	95
1620.....	72	1681.....	1 11	1737.....	90
1621.....	72	1682.....	1 05	1738.....	85
1622.....	1 39	1683.....	95	1739.....	92
1623.....	1 24	1684.....	1 05	1740.....	1 20
1624.....	1 14	1685.....	1 11	1741.....	1 11
1625.....	1 24	1686 JAMES II.....	81	1742.....	81
1626 CHARLES I.....	1 18	1687.....	60	1743.....	58
1627.....	86	1688.....	1 10	1744.....	58
1628.....	66	1689.....	71	1745.....	65
1629.....	1 00	1690 WM. & MARY.....	82	1746.....	93
1630.....	1 32	1691.....	81	1747.....	82
1631.....	1 62	1692.....	1 11	1748.....	88
1633.....	1 38	1693.....	1 61	1749.....	88
1634.....	1 33	1694.....	1 52	1750.....	77
1635.....	1 33	1695.....	1 26	1751.....	92
1636.....	1 35	1696.....	1 69	1752.....	99
1637.....	1 26	1697.....	1 43	1753.....	1 06
1638.....	1 36	1698.....	1 62	1754.....	82
1639.....	1 06	1699.....	1 52	1755.....	80
1640.....	1 06	1700.....	95	1756.....	1 07
1641.....	1 14	1701.....	89	1757.....	1 43
1646.....	1 14	1702.....	70	1758.....	1 19
1647.....	1 75	1703 ANNE.....	86	1759.....	94
1648.....	2 02	1704.....	1 11	1760.....	87
1649.....	1 90	1705.....	71	1761 GEORGE III.....	72
1650 COM'NWEALTH.....	1 82	1706.....	62	1762.....	93
1651.....	1 74	1707.....	68	1763.....	96
1652.....	1 18	1708.....	99	1764.....	1 11
1653.....	85	1709.....	1 87		

The average price of wheat per bushel for the two hundred and fifty years above given, (during a period of five hundred and sixty-two years,) is 86 cents.

Highest price in (1270)..... \$8 00 | Lowest price (in 1551)..... \$0 05
 Mean..... \$7 95.

For 36 years, at different periods, the price ranged from 80 to 90 cents per bushel; for 28 years, 90 cents to \$1 00; for 16 years, \$1 00 to \$1 10; and for 32 years from \$1 10 to \$1 20; showing that for 112 years out of 250 the price of wheat ranged from 80 cents to \$1 20 per bushel. The annexed statement exhibits the number of years during which the different prices ruled:—

Prices.	Years.	Prices.	Years.	Prices.	Years.
\$0 05 a \$0 15.....	12	\$0 90 a \$1 00.....	28	\$1 60 a \$1 70.....	6
0 15 a 0 25.....	23	1 00 a 1 10.....	16	1 70 a 1 80.....	4
0 25 a 0 35.....	3	1 10 a 1 20.....	32	1 80 a 1 90.....	4
0 35 a 0 50.....	6	1 20 a 1 30.....	10	1 90 a 2 00.....	2
0 50 a 0 60.....	4	1 30 a 1 40.....	13	2 00 a 2 50.....	3
0 60 a 0 70.....	11	1 40 a 1 50.....	6	2 50 a 3 00.....	1
0 70 a 0 80.....	15	1 50 a 1 60.....	7	8 00	1
0 80 a 0 90.....	36				

TRADE BETWEEN GREAT BRITAIN AND RUSSIA AND TURKEY.

The London *Bankers' Circular*, an excellent authority, furnishes the following statement of the trade of the United Kingdom with Russia and Turkey. It is generally supposed that the Turkish empire is unworthy of consideration, and that it must ultimately fall to pieces from its own inherent weakness; but such an idea is very erroneous, as will be seen from the following extracts:—

It is estimated that our importations of foreign grain last year amounted to about 12,000,000*l.*, of this quantity imported, about one-third is in the hands of the Greek merchants, who have now almost the entire of this branch of trade in the Mediterranean. The official returns show that our export trade to Turkey has risen from 883,654*l.* in 1831, to 3,113,679*l.* in 1850, showing an increase of 250 per cent. The following is the official account of the declared value of exports to Turkey from 1840 to 1850, inclusive:—

1840.....	£1,361,589	1844.....	£2,869,232	1848.....	£3,116,365
1841.....	1,647,354	1845.....	2,842,909	1849.....	2,930,612
1842.....	1,847,839	1846.....	2,211,897	1850.....	3,113,679
1843.....	2,301,856	1847.....	2,992,281		

From this statement it appears that the value of our exports to Turkey more than doubled itself in eleven years.

Our export trade to Russia in 1831 amounted to 1,191,565*l.*, and for the eleven years ended 1850, the declared value was as follows:—

1840.....	£1,602,742	1844.....	£2,128,926	1848.....	£1,925,226
1841.....	1,607,175	1845.....	2,153,491	1849.....	1,566,175
1842.....	1,885,953	1846.....	1,725,148	1850.....	1,454,771
1843.....	1,895,519	1847.....	1,844,543		

The value of our export trade to Russia, has, therefore, declined to an amount below what it was in 1832, for in 1851 it was only 1,289,704*l.* We do not however arrive at the real value of the export trade from this country to Russia and Turkey by simply looking to the total amounts—we must look more narrowly into the articles exported to arrive at this. It will be seen that since we have opened our ports for the free importation of foreign grain, that our trade with Russia has gradually declined; but from the same period that of Turkey has gradually increased, and while the former has diminished nearly fifty per cent, the latter has risen to the same extent since 1845.

We shall first direct attention to the export of cotton manufactures to the two countries, for these constitute the principal branch of our commercial intercourse with Russia and Turkey. In 1831 the total quantity of cotton manufactures exported to Russia and entered by the yard, was 1,960,634, and the declared value, 68,412*l.* In the same year we exported in cotton twist and yarn 13,959,666 lbs., the declared value being 790,371*l.* So that our exports of cotton twist at that time constituted the more important branch of the two; and it gradually increased up to the year 1837, when the quantity of cotton twist alone amounted to 24,108,593 lbs., at a value

of 1,612,956*l*. Since that period it has never reached to a similar amount; and in 1850 we only exported 4,370,576 lbs., at a value of 245,625*l*. These are very significant facts in connection with our Commerce with Russia, and too important to be overlooked in our commercial transactions with that country.

We shall now direct attention to the export of cotton manufactures to the two countries. In 1831 the quantity of cotton goods exported to Russia by the yard amounted to 1,960,634 yards, at a value of 68,412*l*. In 1835 the quantity exported was 2,883,059 yards, at a value of 109,298*l*. In no subsequent year was this quantity ever reached, the year 1849 being the period when the nearest approach was made to it, the quantity being then 2,137,108 yards. From that period to 1851 the exports of cotton goods to Russia, excepting the year 1849, have generally declined, as may be seen by the following statement:—

	Exp't cotton goods to Russia. Yards.	Declared value. £.		Exp't cotton goods to Russia. Yards.	Declared value. £.
1840	2,114,029	59,292	1846	1,219,765	30,893
1841	1,241,665	37,625	1847	1,541,112	35,274
1842	1,524,542	36,345	1848	1,605,297	34,509
1843	1,315,811	27,584	1849	2,137,108	44,458
1844	1,264,553	31,468	1850	1,800,603	41,283
1845	1,320,775	30,184	1851	1,568,934	30,257

We have seen then that Russia has not only reduced her importations of cotton twist from England from 24 million pounds per annum to 3½ millions, but her imports of cotton manufactures from 2 to 1½ million yards. Now this cannot arise from any hostility to Russia in our tariffs, because we admit almost duty free nearly all the raw produce she is accustomed to export to this country. It is because Russia is increasing her own manufactures that she ceases to purchase of England, and we require no better proof than the decrease shown above. It is also clear that the opening of our ports to the free importation of grain has created no reciprocal trade between England and Russia.

If we examine the progress of our export trade to Turkey, we shall find that it presents a totally different aspect. We estimate, and a very natural way it is, the value of our Commerce with foreign nations by what is exchanged between the two countries; and we can scarcely find a better example than that which Turkey affords. Having shown the increase in the total value exported to that country, we may next examine it with regard to the manufactures of cotton. In 1831 we exported 24,565,580 yards; in 1836 it increased to 48,079,103 yards; in 1843 it amounted to 87,779,175 yards; and in 1848 to 156,757,178 yards. Such is the extraordinary progress of the export of cotton goods from this country to Turkey, that the total value of cotton goods amounted to no less than 2,458,538*l*. in 1850—hence Turkey holds a most important commercial position in the trade and Commerce of the United Kingdom.

In addition to the exports of cotton manufactures by the yard, a very large increase is shown in the exports of twist and yarn. The quantity exported in 1831 only amounted to 1,735,760 lbs., and in 1848, 13,019,355 lbs.

The trade of Turkey has made great advances since 1842, when the Turkish government allowed corn to be exported. But it was the free importation of corn into England that has given the strongest impetus to the cultivation of grain in Moldavia and Wallachia, although the system of husbandry is very inferior to what it might be. We are not much indebted to Turkey for our supplies of wheat; but we receive from thence immense quantities of Indian corn, and nearly the whole of this branch of trade is in the hands of Greek merchants. The importance of the shipping trade at Galatz and Ibrailia is sufficient to point out the value of our Commerce with Turkey. Between 1842 and 1850, the exports of Indian corn from the port of Galatz amounted to upwards of 1,400,000 quarters, being an increase of 100 per cent. The exportations of wheat from the same port were on a more limited scale; but the exports of grain for the past seven years from Ibrailia have shown a very large increase also. In fact, if we are to carry on a reciprocal trade with foreign corn-producing countries, there is not one in Europe holds out so many inducements as the increasing trade of Turkey.

The Greek merchants who reside in this country, and who are now considerable in their numbers, are reckoned amongst the most honorable of men; and under an improved system of agriculture, the Turkish provinces could very materially increase the cereal productions of the soil.

Our trade with the Danubian provinces will probably become much more extensive even than it now is, if no political disturbances should occur to check its advancement. In fact, it may be said that England enjoys the principal part of the Commerce with the Danube; for our exports of merchandise of different kinds into Galatz, in 1850, amounted to about 435,000*l.*; and into Ibrailia, during the same year, to about 463,000*l.* Of 391 ships that departed from Galatz, in 1850, no less than 133 were destined with cargoes for England, and 162 to Constantinople, leaving only 96 to all other ports. Of this number of ships, 117 were Greek, 77 Turkish, and 50 English.

Of 505 vessels, which cleared with cargoes from Ibrailia in 1850, there were destined for Constantinople 285, and 120 for England, leaving 106 to all other countries. Of this number, 202 were Greek, 100 Turkish and 56 English vessels.

THE TOBACCO TRADE.

The crop of tobacco raised in the United States, according to the Baltimore *American*, is considered by many as comprising the great bulk of the consumption of Europe, and few are aware of the fact that Hungary, with all its political embarrassments and its oppressive policy towards the agriculturist, produces nearly double the quantity of that sent from the United States to Germany and Holland. An intelligent friend has received the following statement of the imports of tobacco into those countries in the year 1853, which we translate for the benefit of the American reader:—

IMPORTS OF TOBACCO INTO HOLLAND AND GERMANY IN 1853, FROM THE UNITED STATES.

	Hhds.	Weight in pounds.	Value.
Bremen.....	34,115	31,022,000	\$3,363,000
Hamburg.....	1,037	1,140,000	111,000
Holland.....	20,638	15,530,000	1,881,000
Total.....	55,790	47,692,000	\$5,260,000

FROM THE WEST INDIES.

	Packages.	Weight in pounds.	Value.
Bremen.....	142,638	19,214,000	\$3,760,000
Hamburg.....	115,950	14,271,000	2,770,000
Holland.....	43,352	6,315,000	1,263,000
Total.....	301,940	39,800,000	\$7,793,000

From this statement it would appear that whilst the total value of tobacco received from the West Indies is \$7,793,000, the value of that received from the United States is only \$5,260,000, being less in value by two millions and a half. It must be observed, however, that there is a material difference in the price of the two commodities—the average value of that from the United States being about eleven cents per pound, whilst that from the West Indies averages over twenty cents.

The following table contains in brief the total production of Northern Europe:—

	Pounds.	Value.
Pfaltz.....	35,000,000	\$3,100,000
Other German States.....	35,000,000	3,100,000
Hungary.....	90,000,000	7,200,000
European.....	160,000,000	\$13,400,000
From West Indies.....	39,800,000	7,793,000
West Indian and European.....	199,800,000	21,193,000
Add import from the United States.....	47,692,000	5,260,000
Total.....	247,492,000	\$26,453,000

From this statement it will be seen that Germany and Hungary alone raise 160,000,000 of pounds, against 48,000,000 received from the United States into those countries. The average value, however, is less than that of the United States, being about 8½ cents per lb. It is generally supposed that the crop raised in that part of Germany known as Pfaltz is about equal to the average crop of Maryland, say 39,000 hhds., and that the other German States produce about as much more. The produce of Hungary is nearly three times that of Maryland.

An observant reader, says the *American*, will readily see from the above statement how small a proportion the whole receipts from the United States bear to the total amount of tobacco consumed in Northern Europe alone—being only about one fifth of the total amount, or in round numbers less than 50,000,000 lbs. out of 250,000,000. He will also see that while an advance in price in Europe may materially affect the value of the article in this country, an advance here from a partial failure of crops, or other causes, can produce but little effect in Europe. A slight diminution in the consumption in those countries must soon countervail any deficiency in the produce of the United States.

NAVIGATION AT ALBANY.

The Albany Harbor Master's Report for the season of 1853, shows the amount of moneys received by him, and the amount of tonnage that arrived at that port, as follows:—

Schooners.....	322	27,934 tons, 1½ c. per ton	\$419 01
Propellers.....	16	2,830 “ “ “	42 45
Steamboats.....	39	15,502 “ “ “	233 88
Barges.....	201	26,245 “ “ “	393 64
Scows.....	12	687 “ “ “	10 30
Sloops.....	258	14,682 “ “ “	220 23
Total tonnage.....		87,968	Total fees..... \$1,319 51

BRITISH MERCANTILE MARINE.

Parliamentary returns just made public, give the following figures relative to the mercantile marine of Britain. For convenience of reference, we condense the reports into a tabular shape:—

1ST, HOME TRADE SHIPPING.

	British sailing ships in Channel Islands but not colonies.	Tons.	Steamers.	Tons.	Total Men.
1849.....	9,298	665,726	312	54,089	44,650
1853.....	8,477	689,342	374	85,471	42,740

2D, PARTLY HOME TRADE, PARTLY FOREIGN-GOING.

1849.....	1,897	281,951	20	5,539	12,977
1853.....	970	156,800	28	7,250	7,694

3D, SOLELY FOREIGN-GOING SHIPS.

1849.....	6,612	2,040,344	82	48,693	94,984
1853.....	8,110	2,665,685	237	125,539	122,091

TOTAL OF BRITISH SHIPPING.

1849.....	18,221	3,096,342	(steam and sail)	152,611
1853.....	18,206	3,730,087	(steam and sail)	172,525

River steamers not included in the above.

THE COAL TRADE OF ENGLAND AND THE WORLD.

To such an extent has the British coal industry been developed, that at the present time not less than 37,000,000 tons are annually raised, the value of which at the pit's mouth is little less than £10,000,000; at the places of consumption, including expenses of transport and other charges, probably not less than £20,000,000. The capital employed in the trade exceeds £10,000,000. About 400 iron furnaces of Great Britain consume annually 10,000,000 tons of coal and 7,000,000 tons of ironstone, in order to produce 2,500,000 tons of pig-iron, of the value of upwards of £8,000,000. Add to this that about 120,000 persons are constantly employed in extracting the coal from the mines, and that in some of the northern counties there are more persons at work under the ground than upon its surface, and some approximate idea will be formed of the importance and extent of this branch of our industry. The extent of the coal

area in the British Islands is 12,000 square miles, and the annual produce 37,000,000 tons; of Belgium 360 miles, annual produce 5,000,000 tons; of France 2,000 miles, annual produce 4,150,000 tons; of the United States 113,000 miles, annual produce 5,000,000 tons; of Prussia 2,200 miles, annual produce 3,500,000 tons; of Spain 4,000 miles, annual produce 550,000 tons; of British North America 180,000 miles, annual produce not known. Taking the British Islands and dividing them into districts, we find the supposed workable area as follows, in acres:—

Northumberland and Durham	500,000	Somersetshire & Gloucesters'e.	167,500
Cumberland, Westmoreland & West Riding	95,500	South Wales.....	600,000
Lancashire, Flintshire, & North Staffordshire	550,000	Scottish coal-fields.....	1,045,000
Shropshire & Worcestershire.	79,950	Ulster.....	500,000
South Staffordshire.....	65,000	Connaught.....	200,000
Warwickshire & Leicestersh'e.	80,000	Leinster.....	150,000
		Munster.....	1,000,000

Our exports, which in 1840 amounted 1,606,000 tons, valued at £576,000, had increased in 1850 to 3,531,000 tons, of the value of £1,284,000. In 1841 our exports to—

France were..... tons.	451,300	Prussia..... tons.	116,296
Holland.....	173,378	Russia.....	77,152

In 1850 they were to—

France..... tons.	612,545	Prussia..... tons.	186,520
Holland.....	159,953	Russia.....	235,188

COMMERCE OF CLEVELAND, OHIO.

According to the annual statement published in the *Herald*, the number of vessels enrolled in the Cleveland District is 143, and the aggregate tonnage 25,842 tons. The tonnage is a little below that enrolled at Oswego. The *Herald's* tables showing the value of imports and exports for 1853, aggregate as follows:—

Total amount of imports coastwise.....		\$54,801,174
“ “ exports coastwise.....		32,320,521
“ “ foreign imports.....		170,608
“ “ foreign exports.....		397,209
Total exports and imports by Lake.....		86,969,512
Add estimated value of exports and imports by railroad.....		15,000,000
Total trade.....		101,969,512

INSPECTION OF LEATHER IN PHILADELPHIA.

The law requiring the inspection of leather at the Port of Philadelphia, went into effect in May, 1843. The inspections since have been as follows:—

1853.....sides.	469,177	1848.....sides.	301,261
1852.....	427,548	1847.....	363,531
1851.....	432,721	1846.....	241,183
1850.....	371,937	1845.....	231,501
1849.....	319,156	1844.....	233,377

INDIA HEMP A RIVAL TO RUSSIAN.

The Honorable East India Company have recently forwarded to the Manchester Commercial Association samples of fibrous grasses, said to grow in Assam, and other districts of India. One of these samples is identical with the fiber known as China grass, and has been valued by the Messrs. Marshall of Leeds, at from £18 to £50 per ton. Another of the samples seems calculated to rival Russian hemp, as in a recent experiment the former bore a strain of 343 lbs., while the latter could only sustain 160 lbs.

JOURNAL OF INSURANCE.

JOINT STOCK AND MUTUAL FIRE INSURANCE COMPANIES OF NEW YORK.

The following statement, showing the capital, assets, liabilities, income, and expenditures of each class of fire insurance companies in the State of New York, from which returns have been received for the year ending December 31st, 1853, has been compiled from the report (not yet printed) of the Controller, recently made to the Legislature of the State of New York. It embraces the aggregate of sixty-five joint-stock and sixty-two mutual companies:—

SIXTY-FIVE JOINT-STOCK COMPANIES.

Aggregate capital (cash)		\$13,300,000 00
ASSETS.		
Value of real estate		\$376,991 77
Premiums unpaid on policies issued		135,336 06
Cash in hands of agents		116,885 52
Cash on hand		116,927 62
Cash in banks		843,706 37
Amount loaned on real estate (first lien)		12,848,511 71
Amount due on judgments		19,685 25
Amount of stocks owned		325,703 60
Stocks held as collateral for loans	\$936,978	
Amount loaned thereon		880,142 90
Amount of all other loans		131,464 62
Amount of interest due		266,294 63
Aggregate amount of capital and surplus		
		\$16,066,949 15
LIABILITIES.		
Losses due and unpaid		\$120,129 26
Losses claimed and resisted		101,625 51
Losses incurred during the year	\$1,173,162 16	
Less amount paid	450,027 66	
		723,134 50
Losses reported, on which no action has been taken		136,112 83
Dividends declared and unpaid		17,182 29
Amount borrowed		28,000 00
Amount of all other claims		28,290 99
Total amount of liabilities		
		\$1,204,475 38
INCOME.		
Cash received for premiums		\$3,800,858 77
Notes received for premiums		98,024 06
Interest received for premiums		780,558 97
Amount received from other sources		44,657 00
Total amount of income		
		\$4,724,098 80
EXPENDITURES.		
Losses paid during the year		\$1,732,072 14
Losses which accrued prior to last statement	\$161,395 87	
And which were estimated therein at	60,335 74	
Losses which accrued during the year	1,284,677 12	
Dividends during the year		1,502,273 99
Salaries, commissioners, and fees paid		710,099 84
Amount paid for taxes		138,907 44
Amount of all other payments		96,401 82
Total amount of expenditures		
		\$4,179,755 23

SIXTY-TWO MUTUAL COMPANIES.

Aggregate capital.....		\$11,621,914 90
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ASSETS.

Value of real estate		\$8,678 58
Premiums unpaid on policies issued.....		2,490 85
Cash in hands of agents		483,019 72
Cash on hand.....		118,221 77
Cash in banks		165,042 43
Loaned on real estate (first lien).....		356,760 45
Amount due on judgments.....		16,797 16
Amount of Stocks owned.....		4,000 00
Stocks held as collateral on loans	\$11,000 00	.....
Amount loaned thereon		8,300 00
Amount of all other loans		353,052 38
Assessments on stocks paid	\$2,997 40	.....
Assessments on stocks unpaid.....		1,474 38
Assessment on premium notes paid	\$451,374 07	.....
Assessment on premium notes unpaid		370,476 13
Amount of interest due		4,545 52
Amount of premium notes on which policies issued.....		10,347,028 24
Total		\$12,239,887 51

LIABILITIES.

Losses due and unpaid		\$139,399 16
Losses claimed and resisted		339,997 63
Losses incurred during the year.....	\$678,901 75	.....
Less amount paid.....	487,315 22	.....
		191,586 53
Losses reported, on which no action has been taken.....		89,278 71
Dividends declared and unpaid.....		92 92
Amount of money borrowed		110,129 81
Amount of all other claims		68,438 99
Total amount of Liabilities		\$938,923 75

INCOME.

Premiums received in cash		\$1,623,937 23
Notes received for premiums.....		756,338 05
Amount of interest received for premiums		30,940 64
Amount received from all other sources.....		307,187 28
Aggregate income		\$2,718,403 80

EXPENDITURES.

Losses paid during the year.....		\$1,104,942 75
Of which there accrued prior to the last statement. \$315,659 89		.....
And now estimated therein at.....	253,736 44	.....
Amount which accrued subsequent to last statement	667,048 41	.....
Dividends paid during the year		32,127 94
Salaries, commissions, and fees paid.....		429,963 78
Amount paid for taxes.....		6,694 92
Amount of all other payments		85,732 25
Total amount of expenditures.....		\$1,659,461 64

FIRE INSURANCE.

In the court of Common Pleas, (1854.) before Judge INGRAHAM. James W. Savage, assignee of Goodday, vs. The Farmers' Insurance Company of Oneida County.

This was an action to recover damages for loss sustained by fire. The plaintiff sues as assignee for the benefit of the creditors of the insured. The premises which con-

tained the property insured were in Fulton-street, and the fire occurred in Dec., 1852. The goods consisted, for the most part, of ready-made clothing, and materials for making clothes. The defence set up was, first, that the premises were purposely set fire to, and that Goodday was guilty of fraud in altering the inventory of goods after the fire occurred, so as to make the amount of goods burned appear much greater than it really was, and also that after the fire some of the goods saved were removed, which decreased the amount that should be credited to the Insurance Company. In relation to the alleged alterations in the invoices, a clerk of Goodday, who was examined for the plaintiff, admitted, on his cross-examination, that he made several alterations in the inventory, which greatly increased the amount of goods alleged to have been burned, and that he made those alterations by direction of Goodday. In reply to this, Goodday positively denied it.

The court charged the jury. As to the burning of the house, there was no testimony to warrant its being imputed to Goodday. The circumstances proved in relation to it were of too slight a character to warrant such a conclusion. But the jury, if they thought proper, had a right to differ from the court on this point. The other alleged ground for vitiating the policy, on account of fraud, was divided into two branches. One of them was the alterations in the invoices. The proof of that rested on the evidence of the clerk, who was called as a witness for the plaintiff; and if his testimony was true, there could be no doubt that the defence must be sustained. This witness stood in a peculiar position, and his evidence seemed to be drawn from him unwillingly. He was, however, positively contradicted by Goodday. It was for the jury to say, whether that witness was worthy of credit; and if he was, the court could not see how there could be any escape from a verdict for the defendants. As to the alleged removal of goods which escaped the fire before the sale of them, if these removals were made for the purpose of lessening the stock after the fire, it was a fraud. If the jury believed that either these charges of fraud were substantiated, they must find for the defendants; and if not, the plaintiff was entitled to recover the proportionate amount of his policy with defendants.

Verdict for defendants.

Goodday had the property so destroyed insured for various amounts with four insurance companies.

EXTRAORDINARY FRAUD IN LIFE INSURANCE.

The following singular case of a fraud committed in Berlin, on two insurances in London and Copenhagen, discovered after a concealment of four years, we find related in a foreign paper:—

An extraordinary case of fraud has just been discovered here, the details of which are almost incredible; but as the police have acted on certain information, and the parties have been arrested, there is no doubt of their truth. On the evening of the 28th of September, the priest of the Catholic congregation and the sexton of the burial-ground belonging to the Catholic church, were surprised by an intimation from the criminal police that one of the graves was to be opened and the coffin officially examined, suspicions having arisen as to its contents. At the appointed hour on the 29th, a judge of the city court, M. Schlotke, M. Meier, the staatsanwalt, or public prosecutor, M. Steiber, the polizei-rath, and a body of constables, arrived at the ground, outside the Oranferberger gate. The clergyman and sexton were also in attendance.

After some searching the grave was found in which, on the 24th of November, 1848, a certain Franz Thomatscheck, a master tailor, was buried. The coffin was found in good preservation. According to the information the police had received, it was stated it contained no body, and when opened, the supposition was fully confirmed. Instead of a corpse, an old board, wisp of half rotten straw, and some stones, were all that was visible. Yet the sexton remembered that the coffin had been interred with all religious ceremony, amid a circle of weeping friends and relations of the supposed defunct. The registry of the burial had been regularly made, and no one connected with the church had any doubt that a real interment had taken place.

Before the police searched the ground, they had arrested several persons in the city—among them the medical man who had attended the supposed deceased in his last illness, and had written the certificate of his death, on the faith of which the funeral rites had been performed.

The ground of the deception was an extensive fraud on two life insurance offices—one in London, the other in Copenhagen—two distant establishments having been chosen to render the cheat more practicable. The parties to it were Anton Thomatscheck, also a tailor, who, in 1848, resided in a house on the Linden, and his brother Franz, who in that year had returned from Copenhagen, and lived with him. They were both in needy circumstances, and to procure money they formed the plan which was so successfully carried out, and so long concealed. Anton insured the life of Franz in a London office for 9,000 thalers, and in another at Copenhagen, for 1,000 more.

Shortly afterwards, Franz was reported to be dangerously ill, was attended by a surgeon, and duly died. The surgeon, for a bribe of 100 thalers, (or \$75,) drew up and signed the certificate of the death, on which the premiums were paid to the surviving brother. The coffin, prepared as described, was committed to the earth with all the ceremonies; and, impelled by a strange curiosity, Franz, who shortly before his death had left the house of mourning in disguise, watched his own burial at a distance, and heard the funeral service read over himself! Immediately afterwards he fled from Berlin, and fixed his residence in a small town in Bohemia, where, by the aid of the telegraph and the Austrian government, he has been arrested before he could receive information of the discovery of the fraud. Anton was paid the insurances, which he divided with his brother. When this part of the transaction was arranged, the disconsolate widow of the (in a double sense) departed man, also left Berlin, and joined him in his Bohemian retreat.

After nearly four years, the crime is discovered, and all the parties to it are in the hands of justice. The "dead alive" will have to stand at the bar, together with the doctor who killed him, and the process, it is anticipated, will be in the highest degree interesting.

COMMERCIAL REGULATIONS.

EXTENSION OF THE WAREHOUSING SYSTEM OF THE UNITED STATES.

GENERAL REGULATIONS. NO. 20.

TO COLLECTORS AND OTHER OFFICERS OF THE CUSTOMS.

TREASURY DEPARTMENT, March 30, 1854.

The annexed copy of an act of Congress, entitled "An act to extend the warehousing system by establishing private bonded warehouses, and for other purposes," approved the 28th instant, is herewith transmitted for the information and government of collectors and other officers of the customs.

There are several important provisions of this act which require a modification of the warehousing regulations of the 17th February, 1849. Those regulations, however, in other respects will continue in force until modified or revoked by further instructions. It will be perceived that by the provisions of the 4th section of this act, imported merchandise duly entered after its date for warehousing under bond may continue in warehouse without payment of duties thereupon for a period of three years from the date of original importation. It may be withdrawn at any time, within that period, either for consumption on due entry therefor, and payment of duties and charges, or for exportation without the payment of duties. When withdrawn for exportation, however, the storage and charges due on the merchandise so withdrawn must be paid.

When duties shall have been paid on merchandise entered for consumption, they cannot be refunded on the exportation of the merchandise without the limits of the United States; nor can any abatement of duties be granted, or allowance made, for or on account of any injury, damage, deterioration, loss, or leakage, sustained by merchandise while in deposit in any public or private bonded warehouse established or recognized by the act. In pursuance of the provisions of the same section, the bond given on the entry of the merchandise for warehousing will be according to the annexed form A.

The extension of the warehousing period to three years, it will be perceived, is made applicable to merchandise bonded before the passage of the act and still re-

remaining in warehouse. Any goods, wares, and merchandise, therefore, which may be in warehouse under bond on the receipt of these instructions will be permitted to remain therein for the period of three years from the date of original importation, and may, at any time within that period, be withdrawn for consumption on payment of duties and charges, or for exportation on payment of such charges and storage as may be due thereon.

It must be distinctly understood, however, that when any bond given before the passage of this law for any merchandise still remaining in warehouse reaches maturity, the owner or importer, if he desires to avail himself of the warehousing period as now extended, must give a new and satisfactory bond according to form A, when the former bond will be canceled.

The particular attention of collectors and other officers of the customs is called to the very important provisions of the 5th and 6th sections of the act, which regulate the transportation of merchandise in bond.

The following routes for the transportation of merchandise in bond from one port of entry to another port of entry or delivery, have been authorized by the Secretary of the Treasury, to wit:—

From the ports of Boston, New York, Philadelphia, and Baltimore, to Pittsburg, Wheeling, Cincinnati, Louisville, St. Louis, Nashville, Natchez, Evansville, New Albany, Burlington, Vt., Sacket's Harbor, Rochester, Oswego, Lewiston, Buffalo, Ogdensburg, Plattsburg, Cape Vincent, Erie, Toledo, Sandusky, Cleveland, Detroit, Michilimackinac, Chicago, and Milwaukee, by canal, railroad, river, or lake, wholly or in part, as the party may select in his entry. Also, from a port or ports on the Atlantic to any other port on the Atlantic, Gulf of Mexico, or the Pacific, or vice versa, by such route and conveyance as the party in his entry may select. Also, from the port of New Orleans to any port of entry or delivery on the Mississippi and its tributaries, and by such conveyance and route as the party in his entry shall select. Also, from the ports of Charleston and Savannah to the ports of Knoxville, Nashville, and Memphis.

Whatever mode of transportation may be adopted, whether by land or water, or partly by land and partly by water, if the port to which the merchandise is to be transported in bond be not more than three hundred miles distant, by the route proposed, from the port at which it is entered for transportation, thirty days will be allowed, but if the distance be more than three hundred miles, sixty days will be allowed for the transportation and delivery of the merchandise at its port of destination. But six months will be allowed for the transportation of merchandise in bond between the Atlantic and Pacific ports of the United States around Cape Horn, and three months by other routes between those points. The period thus prescribed will be carefully inserted in each case in the transportation bond, which will be according to the annexed form B. Each entry for transportation of bonded merchandise must contain a designation of the route by which it is to be transported. Collectors of the customs will report weekly to the department all the entries for transportation of merchandise in bond which have been made at their respective ports during the week, as well as the entries made for warehousing during the week, of merchandise transported thither in bond from other ports, according to the annexed forms C and D.

On the entry for re-warehousing of the merchandise on arrival at its destined port under transportation bond, the bond taken will be according to form E; and the collector will immediately transmit the notice prescribed per form 17, in the regulations, of the 17th February, 1849, to the collector at the port of withdrawal, in order that the transportation bond may be duly canceled. When warehousing and transportation are combined in one entry, as prescribed in the 22d section of those regulations the bond taken will be according to the annexed form F.

Care must be taken promptly to forward to the collector of the port to which merchandise entered for transportation in bond is destined, the triplicate copy of the entry for withdrawal and transportation, as prescribed in the regulations of the 17th February, 1849, on which will be distinctly noted the time limited in the bond for the transportation and delivery of the merchandise; and should there be no delivery within the time thus prescribed and limited, the collector at the port to which the merchandise was entered for transportation, will promptly notify the collector at the port of withdrawal of the non-delivery, who will at once demand payment, or upon failure thereof pass over the transportation bond to the United States District Attorney for suit, and the proper proceedings will be taken to enforce the forfeitures prescribed in the 6th section of the annexed act.

JAMES GUTHRIE, Secretary of the Treasury.

AN ACT TO EXTEND THE WAREHOUSING SYSTEM BY ESTABLISHING PRIVATE BONDED WAREHOUSES, AND FOR OTHER PURPOSES.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after the passage of this act, any goods, wares, or merchandise subject to duty, with the exception of perishable articles, also gunpowder, fire-crackers, and other explosive substances, which shall have been duly entered and bonded for warehousing, in conformity with existing laws, may be deposited at the option of the owner, importer, consignee or agent, at his expense and risk, in any public warehouse owned or leased by the United States, or in the private warehouse of the importer, the same being used exclusively for the storage of warehoused goods of his own importation or to his consignment, or in a private warehouse used by the owner, occupant, or lessee, as a general warehouse for the storage of warehoused goods, such place of storage to be designated on the warehouse entry at the time of entering such merchandise at the custom-house: provided, that such private warehouse shall be used solely for the purpose of storing warehoused goods, and shall have been previously approved by the Secretary of the Treasury, and have been placed in charge of a proper officer of the customs, who, together with the owner and proprietor of the warehouse, shall have the joint custody of all the merchandise stored in said warehouse, and all the labor on the goods so stored must be performed by the owner or proprietor of the warehouse under the supervision of the officer of the customs in charge of the same, at the expense of the aforesaid owner or proprietor: and provided further, that cellars and vaults of stores for the storage of wines and distilled spirits only, and yards for the storage of coal, mahogany, and other woods and lumber, may, at the discretion of the Secretary of the Treasury, be constituted bonded warehouses for the storage of such articles under the same regulations and conditions as required in the storage of other merchandise; the cellars or vaults aforesaid shall be exclusively appropriated to the storage of wines or distilled spirits, and shall have no opening or entrance except the one from the street, on which separate and different locks of the custom-house and owner or proprietor of the cellars or vaults shall be placed.

SEC. 2. *And be it further enacted,* That unclaimed goods, wares, or merchandise, required by existing laws to be taken possession of by collectors of the customs, may be stored in any public warehouse owned or leased by the United States, or in any private bonded warehouse authorized by this act, and all charges for storage, labor, and other expenses accruing on any such goods, wares, or merchandise, not to exceed in any case the regular rates for such objects at the port in question, must be paid before the delivery of the goods on due entry thereof by the claimant or owner; or if sold as unclaimed goods to realize the import duties, the aforesaid charges shall be paid by the collector out of the proceeds of the sale thereof before paying such proceeds into the Treasury as required by existing laws. And any collector of the customs is hereby authorized, under such directions and regulations as may be prescribed by the Secretary of the Treasury, to sell, upon due notice, at public auction, any unclaimed goods, wares, or merchandise deposited in public warehouse whenever the same may, from depreciation in value, damage, leakage, or other cause, in the opinion of such collector, be likely to prove insufficient on a sale thereof to pay the duties, storage, and other charges, if suffered to remain in public store for the period now allowed by law in the case of unclaimed goods.

SEC. 3. *And be it further enacted,* That before any of the stores or cellars aforesaid, owned or occupied by private individuals, shall be used as a warehouse for merchandise imported by other merchants or importers, the owner, occupant, or lessee thereof shall enter into a bond, in such sums and with such sureties as may be approved by the Secretary of the Treasury, exonerating and holding the United States and its officers harmless from or on account of any risk, loss, or expense of any kind or description, connected with or arising from the deposit or keeping of the merchandise in the warehouse aforesaid; and all imports deposited in any public or private warehouse authorized by this act, shall be at the sole and exclusive risk and expense of the owner or importer.

SEC. 4. *And be it further enacted,* That all goods, wares, and merchandise, which may be hereafter duly entered for warehousing under bond, and likewise all merchandise now remaining in warehouse under bond, may continue in warehouse, without payment of duties thereupon, for a period of three years from the date of original importation, and may be withdrawn for consumption on due entry and payment of

the duties and charges, or upon entry for exportation, without the payment of duties at any time within the period aforesaid; in the latter case, the goods to be subject only to the payment of such storage and charges as may be due thereon: provided, however, that where the duties shall have been paid upon any goods, wares, or merchandise entered for consumption, said duties shall not be refunded on exportation of any such goods, wares, or merchandise, without the limits of the United States: and provided, further, that there shall be no abatement of the duties or allowance made for any injury, damage, deterioration, loss, or leakage, sustained by any goods, wares, or merchandise, whilst deposited in any public or private bonded warehouse established or recognized by this act.

SEC. 5. *And be it further enacted*, That any goods, wares, or merchandise, duly entered for warehousing, may be withdrawn under bond, without payment of the duties, from a bonded warehouse in any collection district of the United States, and be transported to a bonded warehouse in any other collection district within the same, and re-warehoused thereat; and any such goods, wares, or merchandise, may be so transported to their destination wholly by land or wholly by water, or partly by land and partly by water, over such routes as the Secretary of the Treasury may prescribe, and may likewise be conveyed over any foreign territory, the government of which may have, or shall by treaty stipulations grant, a free right of way over such territory; and for the purpose of better guarding against frauds upon the revenue on foreign goods transported between the ports of the Atlantic and those of the Pacific overland through any foreign territory, the Secretary of the Treasury be, and is hereby authorized to appoint special sworn agents as inspectors of the customs, to reside in said foreign territory where such goods may be landed or embarked, with power to superintend the landing or shipping of all goods passing coastwise between the ports of the United States on the Pacific and Atlantic, and whose duty it shall be, under such regulations and instructions as the Secretary of the Treasury may prescribe, to guard against the perpetration of any frauds upon the revenue: provided, that the compensation paid to said inspectors shall not in the aggregate exceed five thousand dollars per annum.

SEC. 6. *And be it further enacted*, That the Secretary of the Treasury shall prescribe the form of the bond to be given for the transportation of goods, wares, and merchandise, from a port in one collection district to a port in another collection district in the United States, as provided in the preceding section; also the time for such delivery; and for a failure to transport and deliver, within the time limited, any such bonded goods, wares, and merchandise, to the collector at the designated port, an additional duty of one hundred per cent shall be levied and collected, which additional duty shall be secured by such bond, or said goods, wares, and merchandise may be seized and forfeited for such failure, and any steam or other vessel, or vehicle, transporting such bonded goods, wares, and merchandise, the master, owner, or conductor of which shall fail to deliver the same to the collector at the designated port, shall be liable to seizure and forfeiture.

SEC. 7. *And be it further enacted*, That all leases of stores now held by the United States for the purpose of storing warehoused or unclaimed goods, shall, on the shortest period of termination named in said leases, be cancelled, and no leases shall be entered into by the United States for any stores for the storage of warehoused or unclaimed goods at any port where there may exist any private bonded warehouses, after the first day of July, eighteen hundred and fifty-five: provided, that nothing herein contained shall be construed to prevent the leasing or hiring of such buildings or accommodations as may be required for the use of the United States appraisers for the due examination and appraisal of imported merchandise at the ports where such officers are provided by law, nor to prohibit the leasing or hiring by collectors of the customs, for short periods, with the approval of the Secretary of the Treasury, of such stores as may be required for custom-house purposes at any of the smaller revenue ports of the United States: provided, that no collector or other officer of the customs shall enter into any contract or agreement for the use of any building to be thereafter erected as a public store or warehouse, and no lease of any building to be so used shall be taken for a longer period than three years, nor shall rent be paid, in whole or in part, in any case, in advance.

SEC. 8. *And be it further enacted*, That the Secretary of the Treasury be, and he is hereby authorized, upon production of satisfactory proof to him of the actual injury or destruction, in whole or in part, of any goods, wares, or merchandise, by accidental fire, or other casualty, while the same remained in the custody of the officers of the customs in any public or private warehouse under bond, or in the appraisers' stores

undergoing appraisal, in pursuance of law or regulations of the Treasury Department, or while in transportation under bond from the port of entry to any other port in the United States, to abate or refund, as the case may be, out of any moneys in the Treasury not otherwise appropriated, the amount of impost duties paid or accruing thereupon; and likewise to cancel any warehouse bond or bonds, or enter satisfaction thereon, in whole or in part, as the case may be.

SEC. 9. *And be it further enacted*, That the Secretary of the Treasury be, and is hereby authorized, from time to time to establish such rules and regulations, not inconsistent with the laws of the United States, for the due execution of this act, as he may deem to be expedient and necessary; and all acts and parts of acts conflicting with this act are hereby repealed.

Approved, March 28, 1854.

FORM A.

Know all men by these presents, That we, _____, are held and firmly bound unto the United States of America, in the sum of _____ dollars, to be paid to the United States: for the payment whereof we bind ourselves, our heirs, executors and administrators, jointly and severally, firmly by these presents. Sealed with our seals, dated this _____ day of _____ in the year of our Lord one thousand eight hundred and _____

The condition of this obligation is such, That if the above bounden _____ or either of them, or either of their heirs, executors, or administrators, shall, on or before the expiration of three years, to be computed from the date of the importation of the goods, wares, and merchandise hereafter mentioned, well and truly pay, or cause to be paid, unto the Collector of the Customs, for the port of _____ for the time being, the sum of _____ dollars, or the amount of duties to be ascertained as due, and owing on goods, wares, and merchandise imported by _____, in the _____, master, from _____ consisting of _____, or shall, in the mode prescribed by law, on or before the expiration of the three years aforesaid, withdraw the said goods from the public stores, where they may be deposited at the port of _____, then this obligation is to be void, otherwise to remain in full force and virtue.

Sealed and delivered in the presence of, &c.

FORM B.

This transportation bond witnesseth, that _____ has this day withdrawn from the warehouse at _____, the merchandise as per margin, of the value of _____ dollars, and the duty on which is _____ dollars, for transportation to the port of _____. Now the undersigned, for themselves, their heirs, and assigns, covenant and agree with the United States, to transport and deliver said merchandise to the proper officer of the Customs at said port, within _____ days, or failing to do so, to pay to the proper collecting officer of the United States, at the port from which the merchandise was withdrawn, the said duty of _____ dollars, and the additional duty of _____ dollars, imposed by the act of Congress, approved the 28th of March, in the year of our Lord one thousand eight hundred and fifty-four.

Sealed with our seals, this _____ day of _____, in the year of our Lord one thousand eight hundred and fifty _____.

Sealed and delivered in the presence of, &c.

FORM C.

Report of merchandise entered for transportation in bond at the port of _____:—

Name of importer or owner.	Description of Merchandise.	Date of transportation entry.	Where destined.
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FORM D.

Report of merchandise rewarehoused at the port of _____:—

Name of importer or owner.	Description of Merchandise.	Date of warehousing entry.	From what port transported.
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FORM E.

Know all men by these presents, That we, _____, are held and firmly bound unto the United States of America, in the sum of _____ dollars, to be paid to the United States: for the payment whereof we bind ourselves, our heirs, executors and adminis-

trators, jointly and severally, firmly by these presents. Sealed with our seals, dated this day of , in the year of our Lord one thousand eight hundred and

The condition of this obligation is such, That if the above bounden , or either of them, or either of their heirs, executors, or administrators, shall, on or before the expiration* of three years, to be computed from the day of the original importation of the goods, wares, and merchandise enumerated herein, well and truly pay, or cause to be paid, unto the Collector of the Customs, for the port of for the time being, dollars, or the amount of duty to be ascertained as due, and owing on goods, wares, and merchandise, entered this day for warehousing by , consisting of , or shall on or before the expiration of the three years aforesaid, in the mode prescribed by law, withdraw the said goods, wares, and merchandise from the warehouse at the port of , then this obligation to be void, otherwise to remain in full force and virtue.

Sealed and delivered in presence of, &c.

FORM F.

This transportation bond witnesseth that has this day entered at the Custom House at , for warehouse and transportation in bond to the port of , the merchandise as per margin imported by , in the master, from , of the value of dollars, and the duty on which is dollars.

Now the undersigned, for themselves, their heirs, and assigns, covenant and agree with the United States, to transport and deliver said merchandise to the proper officer of the customs at said port, within days or failing to do so, to pay to the proper collecting officer of the United States, at the port from which the merchandise was withdrawn, the said duty of dollars, and the additional duty of dollars, imposed by the act of Congress, approved the 28th day of March, in the year of our Lord one thousand eight hundred and fifty-four.

Sealed with our seals this day of , in the year of our Lord one thousand eight hundred and

Sealed and delivered in the presence of, &c.

NAUTICAL INTELLIGENCE.

LIGHTS ON THE COAST OF HOLLAND.

NOTICE TO MARINERS.

GRAVENHAGEN, 27th of October, 1853.

The Minister of the Marine hereby notifies all those whom it may concern, that the *catadioptric light* of the first class which has been introduced in the lighthouse of Kijkduin, was lit on the evening of the 25th of September last.

This improved fixed light is situated in $52^{\circ} 57' 4''$ north latitude, and $4^{\circ} 43' 30''$ longitude east from Greenwich. It is about 49 ells (yards) above high-water mark, and it illuminates a curve of the horizon of about 240° , namely, in a southerly direction 30° to the west, through the west, north, and east, and to the east 30° south.

From observations made on the deck of a pilot-boat, the eye being three yards above water, it appeared that the light of Kijkduin (being N. E. $\frac{1}{2}$ N., and the light of Egmond due south, sounding $8\frac{1}{2}$ fathoms) was lost out of sight or went down, the distance from it being about $4\frac{1}{2}$ Dutch maritime miles.

The observations were continued in the rigging of the pilot-boat, at about 15 yards above water; the lighthouse of Kijkduin being to the N. E. $\frac{1}{2}$ N., and the light at Egmond S. E. to E. $\frac{1}{2}$ E., (soundings $8\frac{1}{2}$ fathoms,) the first mentioned light disappeared or went down.

Thus the light at Kijkduin, from the elevation as indicated above, was visible about 5 or $5\frac{1}{2}$ maritime miles. It may have been visible at a greater or less distance, according to the condition of the atmosphere.

A few days later, the weather being clear, the observations were continued with the same pilot-boat, at the light of the Island of Texel. With the eye three yards above water, the light of Kijkduin disappeared to the S. $\frac{3}{4}$ W., while the light of Vlieland was plainly visible to the E. $\frac{1}{4}$ S., which cross-measurement give four miles as the shortest distance from the light at Kijkduin. By keeping to the shore to the E. S. E., the latter light (the eye being at an elevation of 15 yards above water) will appear over the downs of the Island of Texel, until the course changes to S. to W., when it

disappears behind the downs of the island, the sounding being about 15 fathoms, at a short distance from the "Eizerlandish" bottoms.

The light at Kijkduin in this its improved condition, even in ordinary weather, has become serviceable for approaching the mouths of the Texel. From the observations which have just been mentioned, it is apparent that it retains an exceedingly bright light until it suddenly disappears from the view; when first seen above the horizon it is equally brilliant.

The measure made use of in the foregoing observations is that of the Dutch ell, (yard.) The variations in the compass having been measured, have been ascertained to be $21^{\circ} 51'$ northwestern.

The Minister of the Marine, J. ENSLIE.

BEST ROUTE FOR VESSELS FROM SAN FRANCISCO TO PERU.

[COMMUNICATED FOR THE MERCHANTS' MAGAZINE.]

NATIONAL OBSERVATORY, Washington, March 20th, 1854.

SIR:—The clipper ship Comet, E. C. Gardner, is one of the vessels that are co-operating with us in the plan of observations for the "Wind and Current Chart."

She has just performed a famous run from California to New York. It is the shortest thence on record at this office, and the abstract log of it has been received. I beg leave to make it the subject of a special report.

That combination of wind and sea on the Polar side of the parallel of 45° South, which enables clipper ships to run down their *easting* with such astonishing speed, is not to be expected along a route which, like this, crosses and re-crosses the whole system of trade wind and calm belts of the ocean. Nevertheless, the 35th day out from San Francisco, this ship had crossed five of these belts, made sixty-eight degrees of longitude and ninety-five degrees of latitude, and doubled Cape Horn.

During the voyage she was six days in calm and light baffling winds, making on the average during these six days, only 2.8 knots per hour. Her greatest speed for any one day was 371 statute miles (320 knots.) From the Heads at San Francisco to the Bar at Sandy Hook, she was 76 days. Deducting for the six days of calm and baffling winds, she ran for the 70 days on an average, 205 miles (knots) per day. This is more than steamships on a long voyage—as from England to the Cape of Good Hope—usually make. Great skill and judgment appear to have been displayed in the navigation of this ship.

One of the drawbacks with which the vessels in the California trade have to contend, is the want of a return cargo; heretofore they have been in the habit of going to China for it, and occasionally from California to the Sandwich Islands for a return cargo of oil.

But since the publication of the last edition of "Sailing Directions," I have begun to receive in numbers, abstract logs of vessels bound both from Australia and California, to Peru for guano; hence I infer they go in ballast for it.

The facility with which the passage may be made from these two rival lands of gold, will, both in Europe and America, enter as an element into the question of freight.

In a commercial point of view the relative facility with which these guano islands may be reached from the two "Ophirs," is calculated to have bearings of some consequence to the trade both of California and Australia.

From California to these islands the route for the best winds coincides very nearly with an arc of a great circle; and the way, therefore, is plain.

But from San Francisco the route appears to be not understood at all; the most experienced navigators confess themselves to be at fault with regard to it, and as no special sailing directions have been given, I beg leave now to offer a few suggestions with regard to it.

The best route from California to the guano islands of Peru, is the track from California to the United States, until the belt of the S. E. trade winds be crossed, or until they will allow the guano bound vessel to lay up for her port.

Though the guano islands are in 12° S., vessels bound to them from California will frequently have to go as far south as 35° or 40° , or even farther, before they can lay up for them.

When a vessel, therefore, bound for Peru, comes out of San Francisco, her best course is to run down for the Equator about its intersection with the meridian of 115° or 120° , (125° is not too far,) and with topmast studding-sail set, to stand on to the southward until the wind hauls so as to allow her to lay up for her port; or when the wind fails so to haul, she should keep on south across the calm belt of Capricorn, and

with the west wind on the Polar side of these calms, run down easting enough, so that when she returns to the S. E. trades, they will lead her into port.

The usual passage from California to these Islands now occupies from 65 to 70 days, by the route here recommended it should not be so long.

The way is plain—dash down from California, not caring to make easting until the winds are fair for Callao. Every homeward-bound vessel from California crosses the track of the guano traders from Australia.

The Comet to where she crossed it (lat. 49° S., long. 107° W.,) had 28 days; and from this crossing, (which is out of the route from San Francisco to Callao,) the guano traders from Australia have usually from 20 to 25 days to Callao.

The passage from San Francisco to the guano islands of Peru ought not, on the average, to occupy more than 55 days. Respectfully, &c.,

M. F. MAURY, Lieut. U. S. Navy.

Hon. J. C. DOBBIN, Secretary of the Navy, Washington.

MARINE DISASTERS ON THE LAKES IN 1853.

The Buffalo *Express* publishes a long and carefully prepared statement of marine disasters, and loss of life and property on the lakes during the year 1853, of which the following is a condensed summary:—

Total loss of property for 1853.....	\$874,153	
Total loss of lives for 1853.....	81	
Amount of loss by American vessels.....	635,223	
“ “ British.....	238,920	
“ “ Steam.....	461,800	
“ “ Sail.....	412,343	
“ “ Collision.....	55,823	
“ “ Explosion.....	78,394	
“ “ Fire.....	131,050	
“ “ Other causes.....	608,871	
Am't of loss on Lake Ontario—Steam.....	183,400	
“ “ “ Sail.....	94,077	282,477
“ Lake Erie—Steam.....	123,606	
“ “ “ Sail.....	121,906	250,512
“ Lake Huron—Steam.....	88,594	
“ “ “ Sail.....	62,744	151,338
“ Lake Michigan—Steam.....	23,700	
“ “ “ Sail.....	133,616	157,316
“ Lake Superior—Steam.....	.....	82,500

Of the 266 disasters here detailed, 19 occurred in April, 30 in May, 17 in June, 11 in July, 28 in August, 30 in September, 39 in October, 80 in November, and 12 in December. Six steamers, two propellers, and thirty sail vessels have gone out of existence entirely. The number of accidents exceeds those of 1852 by 37, while the loss of property is less by \$118,516. The great decrease in loss of life and property by collision and explosion shows a very gratifying result of the first year's operations of the new law, relating to vessels propelled by steam, and the improved system of lights. With but one exception, (that of the Ocean Wave on Ontario,) no lives have been lost on any of the regular passage steamers by any accident whatever.

The loss by collision in 1852 was \$261,950, and loss of life, 206; while that of 1853 is, of life, 81, and of property by collision only \$55,828.

ELECTRIC TELEGRAPH FROM ORFORDNESS TO HOLLAND.

TRINITY-HOUSE, LONDON, February 21, 1854.

Permission having been granted by this Corporation that buoys marked with the words “Electric Telegraph” may be laid down in the line of direction of the submarine cable, notice is hereby given, that the buoys are now laid, and that it is desirable that no vessel should anchor within a quarter of a mile to the northward or southward of the line of the said buoys, which line is from the Orfordness High Light-house, E. S. E. by compass. By order,

J. HERBERT, Secretary.

RAILROAD, CANAL, AND STEAMBOAT STATISTICS.

THE OLD TURNPIKE.

We hear no more of the clanging hoof,
 And the stage-coach rattling by ;
 For the steam-king rules the traveled world,
 And the old pike 's left to die.
 The grass creeps o'er the flinty path,
 And the stealthy daisies steal
 Where once the stage horse, day by day,
 Lifted his iron heel.

No more the weary stager dreads
 The toil of the coming morn ;
 No more the bustling landlord runs
 At the sound of the echoing horn ;
 For the dust lies still upon the road,
 And bright-eyed children play
 Where once the clattering hoof and wheel
 Rattled along the way.

No more we hear the cracking whip,
 Or the strong wheel's rumbling sound ;
 And, ah, the water drives us on,
 And an iron horse is found ?

The coach stands rusting in the yard,
 And the horse has sought the plow ;
 We have spanned the earth with an iron rail,
 And the steam-king rules us now !

The old turnpike is a pike no more,
 Wide open stands the gate ;
 We have made us a road for our horse to stride,
 Which we ride at a flying rate ;
 We have fill'd up the valleys and level'd the hills,
 And tunneled the mountain side ;
 And round the rough crag's dizzy verge
 Fearlessly we ride !

On—on—on—with a haughty front !
 A puff, a shriek, and a bound ;
 While the tardy echoes wake too late
 To babble back the sound ;
 And the old pike road is left alone,
 And the stagers seek the plow ;
 We have circled the earth with an iron rail,
 And the steam-king rules us now.

ATLANTIC AND ST. LAWRENCE RAILROAD.

We give below an abstract of the annual report of the Atlantic and St. Lawrence Railroad Company, showing the condition of that road December 31st, 1853:—

Length of line.....	149 miles.		
Weight of rail.....	63 pounds per yard.		
Capital paid in.....	\$1,692,200	Depots.....	No. 23
Amount of indebtedness.....	3,614,520	Engine-houses.....	6
Amount due corporation.....	53,648	Shops.....	1
No. of passengers in 1853.....	161,354	Engines.....	23
Through passengers.....	64,047	Cars.....	453
Way passengers.....	97,308	Miles run by passenger trains..	173,374
Received from passengers....	\$130,435	Miles run by freight trains.....	155,341
Received from freight.....	167,733	Miles run by other trains.....	29,187
Received from other sources..	17,869	Whole number of stockholders.	1,885
		Number residing in Maine.....	1,836
Total receipts in 1853.....	\$316,038	Dividend in 1853, 6 per cent.	

OPERATIONS OF THE RAILWAYS OF MASSACHUSETTS, 1853.

COMPILED BY DAVID M. BALFOUR, ESQ., FOR THE MERCHANTS' MAGAZINE, FROM THE ANNUAL REPORTS TO THE LEGISLATURE.

Boston, April 1st, 1854.

To FREEMAN HUNT, *Editor of the Merchants' Magazine.*

DEAR SIR:—Inclosed you will find a table of the operations of the railways of Massachusetts for 1853, submitted for insertion in the columns of your excellent journal.

Yours truly,

DAVID M. BALFOUR.

In the following tables, "Interest," and "Amount paid other Companies in tolls," are not considered as running expenses, and are therefore deducted from the total of expenses; and the amount paid other Companies in tolls, and amount received for interest, are deducted from the total of receipts.

Names of railways.	Length in miles.			Cost.	Receipts.					Expenses.				Net income p. c. on cost.
	Of main roads.	Of double track & ches.	Of sidings.		From passengers.	From freight and gravel.	From mails, rents, &c.	Total.	Of road-bed.	Of motive power.	Miscellaneous.	Total.	Net income.	
Worcester.....	45	24	59	\$4,850,755	\$481,222	\$382,559	\$23,439	\$887,220	\$98,119	\$71,123	\$286,277	\$455,528	\$431,692	\$8 90
Western.....	155	..	62	9,953,259	693,290	786,216	45,718	1,525,224	165,697	170,083	442,708	778,488	746,736	7 50
1-Charles River.....	9	..	..	253,808	8,305	2,683	..	10,988	160	..	9,664	10,124	864	..
Providence & Worcester.....	43	..	14	1,806,076	147,388	139,287	4,743	291,418	20,941	20,372	129,213	170,256	120,892	6 69
Worcester & Nashua.....	46	..	6	1,342,504	99,789	79,149	3,460	182,398	12,227	12,966	65,399	90,592	91,806	6 84
Fitchburg & Worcester.....	14	..	2	319,159	16,504	16,268	3,134	36,206	2,536	2,901	12,468	17,905	18,301	5 73
2-Amherst & Belchertown.....	19	..	..	263,744	..	..	..	5,750	..	..	..	..	5,750	2 18
Connecticut River.....	50	2	8	1,892,245	133,655	113,794	10,772	258,221	23,565	27,875	104,683	156,123	102,098	5 67
Pittsfield & North Adams.....	19	..	1	443,568	21,231	25,202	900	47,333	5,110	2,820	13,194	21,124	26,209	5 91
3-Berkshire.....	21	..	..	600,000	..	..	..	42,000	..	..	..	560	41,440	7 00
4-Stockbridge & Pittsfield.....	22	..	..	448,700	..	..	..	31,409	..	..	..	..	31,409	7 00
5-West Stockbridge.....	3	..	..	41,516	..	..	..	1,827	..	..	..	22	1,805	4 35
Boston & New York Central.....	26	..	2	2,221,068	37,862	26,556	1,787	66,205	..	5,807	30,990	36,797	29,408	1 32
6-Medway Branch.....	4	..	..	36,073	..	..	..	2,941	..	..	..	..	2,941	8 15
Providence.....	43	12	23	3,576,041	299,991	190,647	13,524	504,162	69,403	24,004	157,330	250,737	253,425	7 08
Taunton.....	11	1	1	307,136	52,923	34,108	1,504	88,540	12,842	14,443	39,764	67,049	21,491	7 00
New Bedford.....	20	1	1	529,965	81,904	38,630	1,948	122,482	16,861	12,980	45,833	75,674	46,808	8 83
7-Stoughton Branch.....	4	..	1	93,433	7,370	5,548	174	13,092	..	..	6,249	6,249	6,843	7 32
Old Colony.....	37	8	18	2,293,535	254,594	104,572	5,400	364,566	40,463	25,599	157,458	223,520	141,046	6 15
8-Dorchester & Milton.....	3	..	..	117,798	..	..	..	7,530	..	..	..	..	7,530	6 39
9-South Shore.....	11	..	..	435,164	..	..	..	24,973	..	..	..	..	24,973	5 74
Fall River.....	42	..	6	1,050,000	163,953	121,681	7,260	292,894	31,187	39,502	96,905	167,594	125,300	11 93
Cape Cod Branch.....	28	1	2	633,907	46,693	21,009	1,241	68,943	6,445	7,071	18,729	32,245	36,698	5 79
Fitchburg.....	51	17	68	3,716,870	281,883	336,799	7,978	626,669	87,284	72,297	242,533	402,114	224,546	6 50
Vermont & Massachusetts.....	69	8	5	3,456,313	83,775	111,471	49,077	244,323	38,823	42,297	76,903	158,023	86,300	2 50
10-Harvard Branch.....	1	..	..	25,701	..	..	..	5,853	..	..	..	..	5,853	..
11-Lexington & W. Cambridge	7	..	..	232,386	..	..	..	6,570	..	..	..	585	5,985	2 58
12-Peterboro & Shirley.....	14	..	..	263,576	..	..	..	18,450	..	..	..	300	18,150	6 88
Lowell.....	26	2	41	2,044,536	172,882	252,774	9,144	434,600	60,729	57,360	198,780	316,569	117,731	5 76
Nashua.....	15	..	17	651,215	59,155	84,416	10,269	153,840	17,906	25,027	49,754	92,687	61,153	9 30
Lawrence.....	17	..	2	363,658	35,402	10,719	5,244	51,358	3,302	2,757	13,882	19,441	31,417	8 61
Salem & Lowell.....	17	..	2	362,852	30,723	24,958	..	55,681	30,153	..	15,842	45,995	9,686	2 67
13-Stony Brook.....	13	..	1	266,184	..	..	..	16,014	..	..	..	..	16,014	6 00
14-Boston & Maine.....	74	9	47	4,111,346	492,600	276,688	15,987	785,275	109,498	45,886	229,222	384,666	400,609	9 74
15-South Reading Branch.....	8	..	1	236,227	15,127	5,950	575	21,652	..	..	22,441	22,441	..	..
16-Saugus Branch.....	8	..	..	170,492	..	..	..	10,756	..	94	8,649	8,743	2,013	..
Eastern.....	55	20	21	3,621,874	412,054	97,320	67,812	577,186	53,468	38,228	159,737	251,423	325,763	8 99
Essex.....	20	1	3	738,425	23,623	14,525	9,532	47,680	5,909	4,172	33,881	33,962	35,718	1 86
Newburyport.....	15	..	1	281,721	17,761	8,220	..	25,981	..	2,675	13,302	15,977	10,004	3 55
Grand Junction.....	6	..	5	1,385,712	..	18,827	17,005	35,832	238	47	11,057	11,342	24,490	1 77
Total.....	1,086	106	420	53,342,652	4,182,720	3,330,369	317,627	7,994,033	912,856	728,395	2,683,207	4,332,756	3,661,277	A. v. 6 61

Names of Railways.	Number of Miles run by				Receipts per mile run.....	Expenses per mile run.....	Net income per mile run.....	No. passenger cars in the cars.....	No. passenger cars carried on mile.....	Tons merch & gravel car- ried in cars.....	Tons merch & gravel car- ried 1 mile.....	WT in tons of passenger (not including passenger car- ried 1 mile.....	Total No. of tons not in- cluding pas- senger car- ried 1 mile.....
	Passenger trains.	Freight trains.	Other trains.	Total.									
Worcester.....	320,786	178,528	14,266	513,580	1 73	0 82	0 79	1,460,011	24,700,512	309,715	11,577,498	18,588,897	46,195,310
Western.....	323,865	589,314	34,203	947,382	1 61	0 82	0 79	656,194	27,488,914	324,833	22,153,554	24,739,851	104,132,873
1-Charles River.....	18,200	1,080	648	19,928	0 55	0 51	0 04	3,959	434,700	6 04	38,054	940,000	1,032,054
Providence & Worcester.....	125,593	57,328	1,762	184,303	1 58	0 92	0 66	636,285	6,224,643	83,760	2,224,954	3,500,000	14,724,954
Worcester & Nashua.....	93,919	46,544	2,370	142,833	1 27	0 93	0 64	210,263	3,467,590	91,466	1,934,717	2,965,000	8,169,945
Fitchburg & Worcester.....	26,350	8,708	480	35,538	1 02	0 50	0 52	52,571	697,101	31,152	375,579	460,000	1,085,579
2-Amherst & Belchertown.....													
Connecticut River.....	108,537	71,110	12,416	192,063	1 34	0 81	0 53	337,074	4,361,426	99,920	2,365,864	5,300,000	12,265,864
Pittsfield & North Adams.....	15,678	6,824	2,378	24,880	1 90	0 85	1 05	52,659	835,828	24,699	386,650	600,000	2,786,650
3-Berkshire.....	20,526	20,526	1,126	42,178				45,640	827,120	23,872	303,888	261,240	328,320
4-Stockbridge & Pittsfield.....	27,457	13,728	...	41,185				24,127	265,317	7,628	125,346	145,263	386,629
5-West Stockbridge.....													
Boston & New York Central...	67,542	16,276	3,428	87,246	0 76	0 42	0 34	133,549	2,692,705	34,859	826,810	457,554	745,100
6-Medway Branch.....													
Providence.....	224,562	76,694	4,478	305,734	1 65	0 82	0 83	748,051	11,150,038	142,126	4,712,754	1,450,000	7,362,754
Taunton.....	29,734	8,756	292	38,692	2 29	1 73	0 56	160,207	1,705,872	52,772	551,888	997,000	2,542,670
New Bedford.....	51,200	13,140	90	64,436	1 90	1 17	0 73	140,234	2,423,422	41,142	584,017	1,750,840	982,900
7-Stoughton Branch.....													
Old Colony.....	175,537	38,261	23,997	237,795	1 53	0 94	0 59	721,450	10,732,734	118,410	1,806,414	5,792,937	2,653,609
8-Dorchester & Milton.....													
9-South Shore.....													
Fall River.....	90,225	55,938	1,887	148,058	1 98	1 13	0 85	358,173	7,453,708	99,234	2,818,595	4,807,840	12,508,128
Cape Cod Branch.....	34,806	17,403	300	52,509	1 31	0 61	0 70	75,170	1,336,950	30,599	334,184	800,000	1,634,184
Fitchburg.....	286,523	155,119	19,957	461,599	1 36	0 87	0 49	1,269,675	17,314,206	430,606	12,180,140	10,216,217	41,884,578
Vermont & Massachusetts.....	116,954	65,799	13,850	196,603	1 24	0 80	0 44	149,795	2,201,939	79,699	2,138,569	337,618	3,297,944
10-Harvard Branch.....													
11-Lexington & W. Cambridge.....													
12-Peterboro & Shirley.....													
Lowell.....	164,697	79,359	31,625	275,681	1 58	1 15	0 43	657,391	9,576,208	342,629	7,542,574	6,370,430	23,533,424
Nashua.....	57,459	36,515	6,138	100,112	1 54	0 93	0 61	217,910	3,268,650	218,024	2,825,176	1,716,735	7,328,368
Lawrence.....	31,529	1,537	...	33,066	1 55	0 60	0 95	109,568	1,290,433	24,912	184,996	411,190	830,936
Salem & Lowell.....	44,820	10,507	...	55,327	1 01	0 83	0 18	102,198	1,193,941	37,206	730,599	241,678	1,959,739
13-Stony Brook.....													
14-Boston & Maine.....	379,019	114,637	22,672	516,328	1 52	0 74	0 78	1,820,752	27,426,685	251,327	8,006,170	9,437,586	30,410,640
15-South Reading Branch.....													
16-Saugus Branch.....	19 504	...	48	19,552				89,760	349,986			59,768	59,768
Eastern.....	261,323	50,711	43,065	355,159	1 63	0 71	0 92	1,099,418	14,710,581	102,617	2,774,307	3,215,745	8,760,657
Essex.....	39,960	13,728	...	53,688	0 89	0 63	0 26	84,529	820,208	13,390	244,209	189,900	104,442
Newburyport.....	60,096	41,316	...	101,412	0 26	0 16	0 10	72,379	664,266	8,875	86,405	455,160	372,082
Grand Junction.....	...	3,443	...	3,443	10 40	3 29	7 11	...	...	10,270	61,621	...	69,865
Total.....	3,216,461	1,792,545	241,386	5,250,392	av. 1 52	av. 0 82	av. 0 70	11,568,992	186,215,713	3,041,782	95,985,832	106,208,467	350,998,740

1. Opened throughout December 1st, 1853.
2. Opened throughout May 9th, 1853.
3. Operated by the Housatonic Railway Company.
4. Operated by the Housatonic Railway Company.
5. Operated by the Berkshire Railway Company.
6. Opened throughout December 1st, 1852.
7. Operated by the Providence Railway Company.
8. Operated by the Old Colony Railway Company.
9. Operated by the Old Colony Railway Company.
10. Operated by the Fitchburg Railway Company.
11. Operated by the Fitchburg Railway Company.
12. Operated by the Fitchburg Railway Company.
13. Operated by the Nashua and Lowell Railway Company.
14. Interest, and Portland, Saco, and Portsmouth Railway surplus, \$17,750, deducted from receipts.
15. Operated by the Eastern Railway Company.
16. Opened throughout February 1st, 1853.

ILLINOIS AND MICHIGAN CANAL.

While the Board of Public Works of Ohio have been advancing the rates of toll on the Canals, says the Cincinnati *Price Current*, other States have been pursuing a course more in accordance with the commercial spirit of the age. In the rates of toll on the Illinois and Michigan Canal, an important reduction has been made, amounting on most articles to fifty per cent. The Ohio board gives as a reason for the late advance, the unfavorable financial condition of the works; but the course they have pursued is not in these days of progressive movements calculated to increase the revenues. Were there no channels for the conveyance of freight that would come into competition with the canal, the course adopted might lead to the accomplishment of the object in view; but such is not the case, for we have opposition lines in and out of our State, and to a considerable extent the Illinois Canal must be regarded as a competitor for the trade of the Miami and Erie Canal. Last season, sugar and molasses were taken to some extent up the Mississippi River and through the Illinois Canal. Western products are also taken through the same channel, and thence forwarded eastward; and dry goods, hardware, and other merchandise from the East, are forwarded through the same channel to the West. The difference in expenses by this route and those via this city are not very great, but the policy here pursued by the directors of the Illinois Canal, being the opposite to that of our board, the difference is working in favor of the former.

The following is a comparison of the present tolls on the Illinois, and the Miami and Erie Canals, per mile, on each 1,000 lbs., for a few leading articles:—

	Illinois. Mills.	Miami. Mills.		Illinois. Mills.	Miami. Mills.
Beef.....	3	6	Lard.....	5	5
Butter.....	5	6	Merchandise, including dry		
Bacon.....	3	5	goods, hardware, cutlery.	5	8
Barley.....	3	4	Provisions.....	3	6
Corn.....	3	4	Pork.....	3	5
Flour.....	4	5	Wheat.....	3	5
Hemp.....	4	4	Whisky.....	3	2
Iron, pig and scrap.....	4	4	Sugar.....	5	6
Iron, wrought.....	5	6	Molasses.....	5	5
Iron, railroad.....	4	6	Coffee.....	5	6

Now, if the tolls lately charged on the Miami and Erie Canal were so low as to make a losing business for the State, what is to become of the interests of the Illinois Canal, where the rates of toll are twenty-five to fifty per cent lower than those at present charged on property passing through the former. If the Ohio Board have discovered the only remedy for the present suffering revenues of the Ohio Public Works, the Directors of the Illinois Canal must have been stupidly neglectful with reference to the experience of their neighbors. It may well be suspected, however, that no attempt has been made as yet on the part of our board to reach the root of the evil, which has been acting as a canker upon the canal funds; and as this has possibly been discovered by our neighbors, it may account for their apparent indifference to our valuable experience.

RAILROAD AND STEAMBOAT ACCIDENTS.

The following are the number of railroad and steamboat accidents, with the number of killed and wounded, in each month, which have occurred in the United States from the 1st of January, 1853, to the 30th of March, 1854. Only those accidents are enumerated which have been attended with loss of life and injury to persons:—

	RAILROADS.			STEAMBOATS.		
	Accidents.	Killed.	Wounded.	Accidents.	Killed.	W'nd'd
January, 1853	12	25	40	4	66	33
February	6	6	11	1	120	..
March	14	24	57	3	30	17
April	4	25	54	3	58	21
May	8	54	48	..	..	..
June	5	5	19	4	19	17
July	11	8	22	1	7	2
August	14	35	94	2	2	5
September	18	13	35	3	8	14
October	19	14	34	4	18	23
November	12	11	32	3	18	10
December	8	7	37	3	13	16
Total in 1853.....	138	227	483	31	359	158
January, 1854	21	10	26	8	139	20
February	20	12	37	5	54	24
March	11	13	78	4	143	23
Total, 14½ months.....	190	262	624	48	691	225

FITCHBURG RAILROAD OF MASSACHUSETTS.

The annual report of the Directors of the Fitchburg Railroad Company was presented to the stockholders at their meeting on the 31st January, 1854. The present capital stock of the company is \$3,540,000.

Earnings for the past year have been.....	\$645,451	37
Expenditures, dividends, &c.....	643,217	71
Surplus	\$2,233	66
Surplus last year	50,989	56
Total surplus.....	\$53,219	22

Of the amount included in expenses, \$57,911 have been expended for new locomotives, new track, new freight-cars, &c., not strictly chargeable to the running of the road for the past year. The debt of the company at the present time is \$194,257; and the assets, as stated, \$201,029 76. Of the debt, \$91,500 is on account of the new buildings just erected by the company in Boston. The increase from passengers over last year, (11 months,) has been \$104,022; increase of freight, 30,354 tons, notwithstanding the loss of freight by the partial failure of the ice crop.

PUBLIC WORKS OF PENNSYLVANIA.

The following, prepared from official figures, will show the receipts and expenditures, (ordinary and extraordinary) of the public works of Pennsylvania for the last five years:—

	Expenses.	Receipts.		Expenses.	Receipts.
1849.....	\$1,631,001	\$1,628,860	1852.....	\$2,439,418	\$1,933,574
1850.....	1,336,728	1,743,848	1853.....	2,550,636	1,893,246
1851.....	1,545,698	1,719,788			
Total.....				9,553,546	8,924,346

This shows an expenditure over receipts of \$630,000.

OPENING AND CLOSING OF NAVIGATION ON LAKE CHAMPLAIN.

Capt. Plumbé, of the Ferry at Ogdensburgh, furnishes the following statement, showing the opening and closing of navigation at Ogdensburgh for the past twelve years:—

Steamer Lady of the Lake arrived in Ogdensburgh from Detroit, August 18th, 1841, and commenced running as ferry-boat to Prescott, went over that night to Prescott, being the first trip made by her, and on the next day, the 19th, continued until the close of navigation which was the 30th November, 1841.

Commenced.....	March 31, 1842	Laid up.....	November 29, 1842
Commenced.....	April 20, 1843	Laid up.....	December 12, 1843
Commenced.....	April 1, 1844	Laid up.....	November 27, 1844
Commenced.....	March 31, 1845	Laid up.....	December 2, 1845
Commenced.....	March 31, 1846	Laid up.....	December 11, 1846
Commenced.....	April 12, 1847	Laid up.....	December 20, 1847
Commenced.....	March 28, 1848	Laid up.....	December 21, 1848
Commenced.....	March 26, 1849	Laid up.....	December 25, 1849
Commenced.....	March 18, 1850	Laid up.....	December 18, 1850
Commenced.....	April 1, 1851	Laid up.....	December 14, 1851
Commenced.....	April 13, 1852	Laid up.....	January 3, 1852
Commenced.....	March 30, 1853	Laid up.....	December 28, 1853

PASSAGE RATES OF PACIFIC MAIL STEAMERS.

The following rates of passage on the vessels of the Pacific Mail Steam Navigation Company from Panama to the following ports have been adopted:—

San Buenaventura.....	\$60 00	Iquiqua.....	230 00
Guayaquil.....	100 00	Cobija.....	240 00
Paíta.....	110 00	Caldera (Port Capiapo).....	250 00
Lambayeque.....	120 00	Huasco.....	255 00
Huachacho.....	130 00	Coquimbo.....	260 00
Casma.....	135 00	Valparaiso.....	270 00
Huacho.....	140 00	Constitucion.....	295 87
Callao.....	150 00	Tome.....	304 50
Pisco.....	167 00	Talcahuana.....	304 50
Islay.....	210 00	Valdivia.....	321 75
Arica.....	222 00	Ancud.....	330 38

RAILROAD TO THE PACIFIC.

A pass has been discovered through the Rocky Mountains, between the head-waters of the Missouri and those of Clark's Fork of the Columbia, much lower than the "South Pass," which has been the ordinary place of transit by emigrants to California and Oregon. This summit is called "Badot's Pass." The South Pass, by Col. Fremont's measurement, is 7,490 feet above the level of the sea; Badot's Pass, by Lieut. Saxton's measurement, is but 4,990 feet, making a difference of 2,500 feet. This is a difference equal to the whole height of the Alleghany Mountains where they are crossed by the Pennsylvania Railroad.

The distance from Chicago to Puget's Sound, which is about 100 miles north of the mouth of the Columbia River, and a very excellent harbor, is given as 1,752 miles in a straight line, and by the contemplated railroad as 1,960 miles, as follows:—

In Illinois.....miles.	70	In Missouri Territory.....miles.	420
In Wisconsin.....	290	Washington do. (Oregon formerly)	560
In Minnesota.....	620		
Total.....			1,960

That is, 78½ hours' travel at 25 miles an hour.

The first 70 miles of this road are already nearly made, and 990 miles are said to be under acts of incorporation. The route is from Chicago via St. Pauls, Falls of St. Anthony, up the Mississippi, 70 miles; westward, crossing the broad and fertile valley of the Red River of the North, the Missouri at the Great Bend, up the Missouri to the

Mountains, the head-waters of the Columbia, through the Cascade Mountains, and across the country to Puget's Sound.

This route is described as possessing very great advantages. It passes through much fertile land, which is well wooded and watered; Puget's Sound is nearer to Asia than any other part of the Pacific coast; and Chicago is of near and easy access to that part of our Atlantic border which is first reached by steamers from Europe. If Badot's Pass should prove as favorable as described, this route would offer great facilities for European trade, and especially for the trade of Great Britain, and would place that country almost in a state of dependence upon us; from Halifax, Portland, Boston, New York, passing by the Canadas and the Lakes, and the Red River of the North, and terminating near British Oregon and Vancouver's Island, it must be indispensable to Britain as the great line of her trade, as well as of a large portion of our own, on its way to China, Japan, Australia, and India.

STATISTICS OF POPULATION, &c.

MIGRATION FROM NEW ENGLAND AND NEW YORK.

An intelligent correspondent of the *Times*, in some interesting "Notes on the Census" of 1850, furnishes an interesting statement relative to internal migration. The progress of the United States proves conclusively that the innate law of human nature to move in certain directions has had more influence over the growth of certain States than any other thing. But we quote from the correspondent of the *Times* as follows:—

1. OF MIGRATION FROM NEW ENGLAND. The census shows the following facts:—

Born in New England	2,851,823
Born and living there	2,101,324
Emigrants to other States	750,499

Of the existing generation born in New England, 25 per cent have migrated from there to other States. Where did they go? It is a common opinion that the largest part of New England emigration went to the West, but this is a mistake. There is first a large movement within New England itself, which we must deduct. Of this movement outward, the largest current has been to New York, which consists of two parts—the mercantile part, going to the city for trade or adventure, and the farming part, the most considerable, going to Western New York. After this is the current to the Northwestern States, which makes up nearly all the residue. The migration from New England to New York and the Northwest was as follows:—

To New York	206,630
To the Northwest	162,707

Many of the same persons, however, who emigrated to Western New York, again moved to Northern Ohio, Michigan, and Illinois; so that a much larger proportion than appears, finally found themselves in the Northwest. In the Southern States few New England people are found. In ten States there are only 16,000, and of these one-fourth are in the city of New Orleans. Indeed, except professional men or merchants, no New England men are found at the South. In fine, New England people have moved in their own parallel of latitude. And, except for some peculiar cause, this the universal rule of emigration.

2. OF MIGRATION FROM NEW YORK. New York, with all its growth, is continually sending out great numbers of emigrants to the West. The proportion is but little below that of New England. Thus:—

Born in New York	2,698,414
Born and living there	2,151,196
Emigrants to other States	547,218

The emigration is about 20 per cent, or one-fifth. Contrary, I imagine, to the common opinion, New York is a far greater contributor to the growth of the West than New England. Indeed, the great bulk of New York emigration is to the Northwest.

POPULATION OF THE OTTOMAN EMPIRE.

The Ottoman Empire extends over a part of Europe, Asia, and Africa, embracing an area of about 913,000 square miles. The Turkish possessions in Europe generally pass by the name of Rumili, and those in Asia by the name of Anadolu, though, properly speaking, Rumili is but an eyelet of Albania and Macedonia, while Anadolu means only that part of the Asiatic provinces in which the Turkish and Arabic are spoken. The African possessions are called Garb.

Including the tributary provinces, the population is as follows:—

EUROPEAN TURKEY (RUMILI)		
Thrace	1,800,000	
Bulgaria	4,000,000	
Moldavia	1,400,000	
Wallachia	2,000,000	
Bosnia and Herzagowina.....	1,400,000	
Rumelia.....	2,600,000	
Servia	1,000,000	
Islands of the Archipelago	700,000	
		15,500,000
ASIATIC TURKEY (ANADOLU)		
Asia Minor	10,700,000	
Syrians, Mesopotamia and Kurdistan.....	4,450,000	
Arabia (Mecca, Medina, Habesh).....	900,000	
		16,050,000
AFRICAN TURKEY (GARB.)		
Egypt	2,000,000	
Tripolis, Fezzan, Tunis.....	1,800,000	
		3,800,000
Total		35,350,000

Dividing the population into races and tribes, the result is as follows:—

Races or Tribes.	In Europe.	In Asia.	In Africa.	Total.
Ottomans	1,100,000	10,700,000	.....	11,800,000
Slavonians	7,200,000	.....	.....	7,200,000
Rumanians	4,000,000	.....	.....	4,000,000
Arnauts	1,500,000	.....	.....	1,500,000
Greeks	1,000,000	1,000,000	.....	2,000,000
Armenians	400,000	2,000,000	.....	2,400,000
Jews	70,000	100,000	.....	170,000
Tartars	230,000	.....	.....	230,000
Arabs .....	.....	900,000	3,800,000	4,700,000
Syrians and Chaldeans...	.....	235,000	.....	235,000
Druses .....	.....	25,000	.....	25,000
Kurds .....	.....	1,000,000	.....	1,000,000
Turkomans .....	.....	92,000	.....	92,000
Total	15,500,000	16,050,000	3,800,000	35,350,000

Taking the population according to religious creeds the result is as follows:—

	In Europe.	In Asia.	In Africa.	Total.
Mahomedan.....	3,800,000	12,950,000	3,800,000	20,550,000
Greeks and Armenians...	11,370,000	2,360,000	.....	13,730,000
Roman Catholic	260,000	640,000	.....	900,000
Jews	70,000	100,000	.....	170,000
Total	15,500,000	16,050,000	3,800,000	35,350,000

There are now also about 2,000 Protestants domiciled in Turkey. They are divided into ten communities, three belonging to Constantinople and the suburbs, and the other seven to Brussa, Ismid, Adabazar, Merzipun, Trebizond, Erzeroum, and Aintab. Nor is the country deficient in Gipsies, who, though professing the religion of the majority of the inhabitants among whom they live, have in reality no religion whatever. Ethnographically they are Indians; politically, Turkish subjects; geographically, vagabonds; and religiously, heathens at best.—*Michelson's Turkey.*

POPULATION OF UTAH TERRITORY.

From the minutes of the Mormon General Conference, which was held in Great Salt Lake City on the 6th of October, 1853, we gather the following statistics, in which is embraced the entire population of Utah Territory:—

	Seventies.	High Priests.	Elders.	Saints.	Children.	Total Pop.
Salt Lake City....	593	208	244	2,898	1,659	5,979
Salt Lake County..	220	53	60	1,091	661	2,273
Utah County.....	292	105	152	1,955	1,175	4,064
Juab County.....	23	10	13	94	75	229
San Pete County...	59	29	16	442	182	765
Millard County....	28	8	24	118	97	304
Iron County.....	63	23	77	335	247	847
Tooele County.....	17	4	5	127	60	205
Davis County.....	136	56	37	689	485	1,598
Weber County....	141	64	61	840	670	1,932
Total.....	1,572	560	689	8,639	5,307	18,206
Population according to United States census in 1850.....						11,355
Increase						6,851

Besides the above classifications, there are nine apostles, all located in Great Salt Lake City, fifty-five bishops, two hundred and fifty-four priests, ninety-five deacons, and two hundred and eight teachers. During the year subsequent to the 6th October, 1852, eighteen of the saints had been excommunicated. One hundred and thirty-nine of the Mormon priests and elders are on missionary expeditions in other parts, and in foreign countries.

The following is the recorded number of births and deaths in the Territory between the 6th of October, 1852, and the same date in 1853:—

	Births.	D'ths.		Births.	D'ths.
Salt Lake City.....	299	99	Iron County.....	46	4
Salt Lake County.....	102	36	Tooele County.....	7	2
Utah County..	212	52	Davis County.....	85	15
Juab County.....	16	13	Weber County.....	86	49
San Pete County.....	41	12			
Millford County.....	10	1	Total.....	904	253

No reports were received from the towns of Tooele, in Tooele County, and Mountainville, in Utah County, and their returns are not, consequently, embraced in either of the above tables.

POPULATION OF PARIS.

Thirteenth century.....	120,000	In 1806	547,756
In 1474	150,000	In 1808	580,609
Under Henri II.	210,000	In 1809	794,596
Under Louis XIV.....	492,600	In 1817	713,956
In 1719	509,630	In 1827	890,431
From 1752 to 1762	576,650	In 1831	774,328
In 1776, according to Buffon...	658,000	In 1836	909,126
In 1778, according to Mohan...	670,000	In 1841	*912,033
In 1784, according to Necker ..	660,000	In 1846	1,053,897
At end of reign of Louis XVI..	610,620	Whole Department of the Seine.	1,364,467
In 1798	640,504	Finally, in 1851, (last census)..	1,053,262
In 1802	672,000		

In 1852, 33,284 children were born at Paris—of whom 22,426 were legitimate, and 10,858 illegitimate. Of the total number, 16,310 were boys. In the same year, 27,890 persons died—of whom 13,877 were males; and 10,434 marriages were contracted. The total population of France in 1700 was 19,669,000; in 1831, 32,560,934; in 1846, 35,400,486; and in 1851, 35,780,059.

* Not including the soldiers on service, the absent, and children at nurse.

RISE AND FALL OF THE STATES OF THE UNION.

Since the first census of the United States, in 1790, great changes have taken place in the relative position of the original "Thirteen," as well as that of the newer States since their entrance into the Confederacy. The *Wall-street Journal*, of New York, has an interesting article upon this subject, from which we gather the following table, from which it will be seen that 13 stood higher and 15 lower than when they started, Arkansas being the only State that has maintained its rank unchanged, though her position has been changed each ten years:—

Risen	From.	Fallen	From.
Pennsylvania.....	3 to 2	Virginia.....	1 to 4
New York.....	5 to 1	Massachusetts.....	2 to 6
Georgia.....	12 to 9	N. Carolina.....	4 to 10
Kentucky.....	13 to 8	Maryland.....	6 to 17
Tennessee.....	16 to 5	S. Carolina.....	7 to 14
Ohio.....	17 to 3	Connecticut.....	8 to 21
Mississippi.....	19 to 15	New Jersey.....	9 to 19
Alabama.....	19 to 12	New Hampshire.....	10 to 22
Indiana.....	20 to 7	Vermont.....	11 to 23
Missouri.....	22 to 13	Rhode Island.....	14 to 23
Illinois.....	23 to 11	Delaware.....	15 to 30
Michigan.....	24 to 20	Maine.....	12 to 16
Wisconsin.....	30 to 24	Louisiana.....	17 to 18
		District of Columbia.....	18 to 33
		Florida.....	26 to 31

Texas, California, with Oregon, Utah, New Mexico, and Minnesota Territories, are, of course, too young to enter into the comparison. There is material for a good deal of interesting and profitable study in the facts so vividly presenting the history of the States of the Union, from the beginning of their career to the present time.

EMIGRATION FROM LIVERPOOL IN 1853.

The following interesting table, says the *Liverpool Albion*, for which we are indebted to the obliging head clerk at the government emigration office, shows the number of emigrants who have taken their departure from this port for all foreign ports during each month in the past year, with a classification of the countries to which they belonged. The numbers under the head "by short ships," refer to those who have proceeded in ships which have not come under the inspection of the government officers. It should also be stated that the classification applies only to steerage passengers, cabin passengers being exempt from the operation of the law in this respect:—

	Cabin.	English.	Scotch.	Irish.	Other Countries.	Total.	By Short Ships.
January.....	31	1,344	340	4,153	112	5,980	864
February.....	22	2,237	694	10,025	274	13,322	1,110
March.....	471	5,128	1,549	12,297	1,758	21,149	860
April.....	212	4,318	321	20,003	3,081	27,935	1,128
May.....	251	3,519	950	16,649	2,838	24,202	1,001
June.....	144	1,516	520	13,906	2,617	18,748	1,627
July.....	512	2,352	490	12,396	2,041	17,691	1,114
August.....	512	2,206	624	14,122	1,130	18,594	1,744
September.....	283	2,225	269	17,227	2,508	22,512	1,945
October.....	266	1,880	635	12,413	2,278	17,472	1,066
November.....	113	1,684	628	1,313	1,225	12,963	1,766
December.....	91	505	395	1,606	480	3,157	1,514
Totals.....	2,924	29,839	7,415	144,110	20,337	203,725	15,747

It appears from this return that the total number of passengers who took their departure hence for all ports during the past year, was 219,472, of whom 2,924 were cabin passengers, 144,110 Irish, 28,939 English, 7,415 Scotch, 20,337 other countries, (principally German,) the remaining number, 15,747, being composed of those who

proceeded in "short ships." It will be seen, therefore, that more than one-half of this flood of emigration was supplied by Ireland. The majority of the Irish emigrants go to America, comparatively few being amongst the adventurers to our gold colonies. In the conveyance of this multitude of people 947 ships were employed, of an aggregate tonnage of 844,058 tons, manned by crews to the number of 8,837 men.

PROGRESS OF POPULATION IN MISSOURI.

A State census of Missouri, taken in the year 1852, compares thus with the leading items of the census of 1850 :—

	Whites.	Free.	Slaves.	Total col'd.	Total pop.
1850.....	592,004	2,518	87,422	90,040	682,044
1852.....	634,934	2,523	87,207	89,733	724,667

This shows an increase of 42,930 whites, and a decrease of 215 slaves and 92 free blacks. This decrease, as well as that of Kentucky, (4,000), is probably caused by the emigration to Texas, which has, during the last few seasons, been very great.

STATISTICS OF AGRICULTURE, &c.

AGRICULTURAL STATISTICS OF MASSACHUSETTS.

The First Annual Report of the Secretary of the State Board of Agriculture has been laid before the Massachusetts Legislature. We gather from the report a few interesting statistics relative to the more important staples of that State :—

Of Indian corn there were raised in the year 1850, 2,295,856 bushels, being an increase of 520,782 bushels during the ten years preceding 1850. The average yield of corn in 1840 did not exceed 20 or 25 bushels to the acre, while the average yield at the present time is supposed to exceed 35 bushels. Last year the yield was probably 10 per cent greater than in 1850. The tendency of farmers for the last ten years has been to cultivate highly small quantities of land.

The yield of upland hay in 1850 was 483,228 tons, showing an increase of about 16,000 tons in the total, and a slight increase in the average yield per acre, making it about nine-tenths of a ton. There are 40,667 acres of salt marsh in the State, which produce but about 33,575 tons annually, or three-fourths of a ton to the acre.

The yield of wheat has been decreasing for some years. In 1840 this crop amounted to 101,178 bushels, and in 1850 to 28,487 bushels, there being an average yield per acre of about 18 bushels. Of rye, 441,208 bushels were raised in 1850, and 453,705 in 1840; the average yield per acre is a little more than 14 bushels. The average yield of barley is 21 bushels to the acre. It is not as extensively cultivated as formerly. Oats averaged 30 bushels to the acre last season, the total produce being 1,210,238 bushels, or 16,062 less than in 1840. Of potatoes, it is estimated that about two and a half million bushels are produced annually.

The cultivation of cranberries is becoming an important branch of agriculture, more than 100,000 bushels having been gathered during the past season.

The number of acres of woodland in 1850 was 896,450, or 166,658 more than in 1840, showing an annual increase of near 17,000 acres. This is a remarkable fact when taken in connection with the increase of population throughout the State.

The improvement in breeding stocks continues to be very marked. The sheep brought to Smithfield market now average 80 lbs., and the neat cattle average over 800 lbs. In 1850 there were 152,911 cows in the State three years old and upward; about 50,000 oxen four years old and upward; 76,703 steers and heifers over one year, and 74,060 horses, all showing a considerable increase except heifers and steers.

The number of sheep in Massachusetts in 1840 was 343,390, in 1850 it was 179,428. The competition of the Western States has been a chief cause in producing this decrease. The merino sheep seems to be most esteemed in this State.

The total amount of the property of the State Agricultural Society is now \$109,911. During the past year there was expended in premiums and gratuities, which were awarded by the various agricultural societies, \$8,617.

EXTENT OF THE DOMAIN OF THE UNITED STATES.

The following report of the Commissioner of the Land Office, made to the Secretary of the Interior, and submitted to the House of Representatives on the 21st of March, 1854, by the President, in obedience to a resolution of that body, explains a material error as to the prevalent estimate of the extent of the public domain. The letter of the Commissioner is as follows:—

GENERAL LAND OFFICE, March 15, 1854.

SIR:—In compliance with the resolution of the House of Representatives, received in your letter of 24th ult., which resolution is as follows, viz. :—

Resolved, That the President of the United States be requested to cause to be prepared, for the use of this House, tabular statements exhibiting—

First. The area of each State and Territory, expressed in square miles and in acres;

Second. The extent of public domain now remaining in each State and Territory, expressed in acres;

Third. The extent of public domain alienated by the government of the United States in each State and Territory, distinguishing between that sold for a valuable consideration and that given, granted, ceded, or conveyed for the purposes of education, public buildings, internal improvements, and miscellaneous objects;—

I have the honor to transmit herewith a statement containing the information called for:—

By the former statements of this office, the whole surface of the public domain is made to cover	Acres. 1,612,184,919
By the statement now furnished	1,391,480,320
Making difference	220,704,599
This discrepancy is explained by the fact that Oregon, the proposed Nebraska, and the Indian Territories, are set down in the former statement as containing	764,197,760
Which was in accordance with an estimate of the public domain west of the Mississippi River, made many years since on the most correct maps then in existence, reduced from time to time by deducting the estimated surfaces of the organized Territories; but by re-estimating the surface according to the improved maps of the day, and the new divisions thereof by the recent legislation of Congress and the bills now pending before that body, it is found, as now stated, to cover only	543,493,120
Leaving difference	220,704,540
From which deduct a slight error in the old statement, made in reducing the miles to acres for the States of Illinois and Alabama ...	41
Leaves difference, as above	220,704,599

With great respect, your obedient servant,

JOHN WILSON, Commissioner.

Hon. R. McCLELLAND, Secretary of the Interior.

PRINCIPAL PRODUCTIONS OF JAVA.

COMPARATIVE STATEMENT OF THE CROPS OF 1850, 1851, AND 1852, MADE FROM OFFICIAL SOURCES.

	1850.	1851.	1852.
	Total Crop.	Total Crop.	Total Crop.
Coffee	983,479	1,148,937	1,024,562 piculs.
Sugar	1,672,676	1,589,566	1,438,299 piculs.
Indigo	1,060,116	874,743	796,956 lbs.

125 lbs., Dutch = 136 lbs., English = 1 Picul.

JOURNAL OF MINING AND MANUFACTURES.

LAKE SUPERIOR COPPER MINING STOCKS.

We give below a statement of thirty-four companies, showing the number of shares, amount paid in on each share, par value, present prices, and value of mines.

The *Detroit Advertiser*, from which we derive this statement, indorses it as being made up by a person well acquainted with the subject, and as very nearly correct.

	No of Shares.	Amount paid in	Par Value.	Present Prices.	Value of Mine.
Boston & Pittsburgh.....	6,000	18½	\$111,000	145	\$870,000
Minnesota.....	3,000	22	66,000	175	525,000
Copper Falls.....	10,000	13	130,000	61	610,000
Northwest.....	10,000	15	150,000	25	250,000
North American.....	10,000	17	170,000	75	750,000
Northwestern.....	10,000	18	180,000	20	200,000
Norwich.....	20,000	5	100,000	12	240,000
Forest.....	10,000	13	130,000	15	150,000
Dana.....	20,000	1¾	35,000	2½	50,000
Toltec.....	20,000	4	80,000	12½	250,000
Douglass Houghton.....	10,000	5	50,000	8	800,000
Phoenix.....	10,000	7	70,000	10	100,000
Winthrop.....	20,000	1½	25,000	2½	50,000
Iron City.....	10,000	2½	25,000	3	30,000
National.....	10,000	3	30,000	32	320,000
Ohio Trap Rock.....	6,000	12	72,000	29	174,009
Windsor.....	20,000	2	40,000	5	100,000
Flint Steel.....	20,000	1½	30,000	6	120,000
Isle Royale.....	12,000	3	36,000	21	252,000
Nebraska.....	20,000	½	10,000	3½	70,000
Portage.....	20,000	1½	30,000	14	280,000
Algolah.....	20,000	1½	30,000	4½	90,000
Ripley.....	40,000	3	120,000	4	160,000
Star.....	10,000	2	20,000	7	70,000
Montezuma.....	20,000	½	10,000	3½	70,000
Manitou.....	20,000	½	10,000	2	40,000
Meadow.....	20,000	1	20,000	4	80,000
Clark.....	20,000	1	20,000	10	200,000
Glen.....	20,000	1	20,000	2	40,000
Rockland.....	20,000	1	20,000	12	240,000
Shawmut.....	20,000	1	20,000	2	40,000
Albion.....	40,000	5	200,000	7	280,000
Webster.....	40,000	2	80,000	2½	90,000
Fulton.....	100,000	1	100,000	1½	162,000
Total.....			\$2,240,000		\$7,033,000

IMPROVEMENT IN COTTON GIN SAWS.

J. H. Watson, of Palmyra, Ga., has applied for a patent on cotton gin saws. The saws now in common use for cotton gins have the spaces between the teeth made with acute angular bottoms, which is the cause of much cotton being cut or *napped*, and drawn or twisted into kinks. They are also the cause of considerable difficulty in stripping or clearing the saws by the brushes. The object of this improvement is to obviate the above evils; the spaces therefore between the teeth of the improved saws are made with wide bottoms either round or square—the round are preferred. This improvement obviates the napping of the cotton, allows it to be easier blown off from the saws by the brushes, and gins it faster and better.

PRODUCTION OF SALT IN THE UNITED STATES.

In compliance with a resolution adopted by the House of Representatives on the 14th of December 1853, the Secretary of the Treasury transmitted to that body on the 30th of January, 1854, a report, from which we make up the following interesting statistics on the number of salt manufactories, the amount of capital invested in them, and other valuable information.

It appears from the report made by the Superintendent of the Census, that the whole number of salt manufactories in the United States, whose annual product is \$500 or upwards in value, is 339. They are distributed among the States as follows:—

	Establishments.	Capital invested.	Av. No. of hands.	Av. yearly wages paid.	Quantity produced. Bushels.	Value of product per annum.
Maine.....	3	\$3,100	4	\$1,080	.....	\$9,700
Massachusetts.....	9	40,400	35	9,180	.....	93,850
Connecticut.....	1	4,000	2	504	40,000	5,600
New York.....	192	319,950	373	299,376	.....	998,315
Pennsylvania.....	47	168,360	219	.....	519,100	208,796
Virginia.....	40	1,269,900	1,297	324,900	3,479,890	700,466
Florida.....	1	19,000	8	1,728	.....	6,000
Texas.....	2	3,475	16	2,352	8,000	5,900
Ohio.....	32	188,750	167	42,036	550,350	132,293
Kentucky.....	12	128,450	162	17,328	246,500	57,825
Illinois.....	1	2,500	3	720	20,000	6,000

The same report gives the quantity and value of salt imported from 1847 to 1853, and the duties which accrued thereon, as follows:—

Years ending—	Bushels.	Foreign cost.	Gross duties.
June 30, 1847.....	7,235,508	\$893,502	\$535,280 20
1848.....	8,969,604	1,042,502	208,500 40
1849.....	11,622,163	1,438,981	287,796 20
1850.....	11,224,185	1,237,186	247,437 20
1851.....	8,681,176	1,647,890	209,578 00
1852.....	10,116,080	1,112,137	222,427 40
1853.....	10,066,981	1,059,432	211,886 40
Total.....	67,915,697	7,831,630	1,922,905 80

The average foreign cost was 11.53 cents per bushel. Under the tariff law of 1842, salt paid a duty of 20 cents per bushel. To show the difference of the operation of that law and the act of 1846, the following statement is useful:—

From July 1 to December 1, 1846, the quantity imported was.....bush.	1,993,112
Its value.....	\$210,213 00
And the duties thereon, under the law of 1842, were.....	398,622 40
From Dec. 1, 1846, to June 30, 1847, the quantity imported was..bush.	5,242,396
Its value.....	\$683,289 00
The duties on it, under the law of 1846, were.....	136,657 80

MACHINE FOR SOFTENING FLAX.

Robert Boyack, of Poughkeepsie, New York, has invented an improved machine for softening flax. The improvements consist in having a vertical reciprocating plate, with a slot through it, which works between two pairs of fluted rollers. The flax to be operated upon and softened passes from a feed trough, between one pair of the fluted rollers and through the slot in the reciprocating plate, and from thence through the other pair of fluted rollers. The reciprocating plate subjects the flax to a rubbing, frictional action, which renders it soft and pliable, without injury to its fibr. Measures have been taken to secure a patent.

CONSUMPTION OF COAL IN THE UNITED STATES.

The following statistics from the Pottsville *Mining Journal* are of deep interest to all those who use coal as fuel for manufacturing purposes or domestic use:—

The *Journal* says: "The consumption of coal does not increase as rapidly as was supposed. In 1852 the increase was less than 13 per cent, and left a surplus in the market. In 1853 the increased supply was less than 9 per cent from all sources. To this, of course, is to be attributed the high price of coal during the latter part of the year; but taking the average over 12 per cent it will reach it. We see no good reason to believe that this average per centage in the demand is likely to be exceeded the present year, which would require an increase in the supply of about 622,000 tons in 1854, from all sources, to keep the market healthy.

The increased supply can easily be furnished by the different regions, provided dealers and customers will come forward and take coal early in the spring.

The following is a summary of operations in Schuylkill County:—

Total number of collieries.....	113
Red ash collieries.....	58
White ash collieries.....	55
Number of operators.....	82
Employed at collieries.....	9,792
Miners' houses out of towns.....	2,756
Whole capital invested in these collieries.....	\$3,462,000
By individual operators, about.....	2,600,000
Thickest vein worked at Heckscherville.....	80
Smallest.....	2

All the coal lands now worked in Schuylkill County are owned by six corporations, and about sixty individuals. About twenty-five of the owners reside in Schuylkill County, and the balance abroad. The coal rent will average about 30c. a ton. The product of 1853, in Schuylkill County was 2,551,603 tons. This would give an income of \$765,480 to the landholders, in the shape of rents for the year.

THE NEW JERSEY ZINC COMPANY.

The following extract from the last annual report of the New Jersey Zinc Company, furnishes a summary statement of the production of the dry white oxide of zinc during the years 1852 and 1853, from which it appears "That the total production of 1852 was 2,425,506 lbs., and that of the year 1853, 4,043,415 lbs., being an increase of 70 per cent upon the preceding year, and that the production during the latter half of the year 1853 was increased nearly eighty per cent upon that of the first six months.

During the end of September and beginning of October, the works were stopped to make the necessary connections between the new engine, machinery, and furnaces, which accounts for the comparatively small production during that period, but at the same time the important results of the extension of the works is most satisfactorily illustrated by the very largely increased production during the month of November, which was more than double of the monthly average of the entire year.

The works are now regularly producing at the same rate, over 150,000 lbs. per week, and there is no reason to doubt that the production of the year 1854 will amount to eight millions of pounds, being the double of 1853, and nearly fourfold that of the year 1852. A favorable feature of this large increase of production, is the fact that the general expenses of the company remain the same as before, and amount, consequently, to a greatly reduced per centage upon the enlarged production. Another gratifying circumstance is, that whilst in the year 1852 the proportion of the 2d and 3d qualities of paint was fifteen and one-half per cent upon the whole production, it amounted to only five and one-half per cent during the year 1853; in fact, so much is the process of manufacture improved, that it has been deemed advisable to strike the No. 3 entirely off the list of manufacture.

The report exhibits the financial condition of the company on December 1st, 1853, from which it appears that the business yielded during the year ending November 30th, 1853, a net profit of \$90,592 16.

It also shows the present surplus of assets over liabilities, exclusive of the 10,111 shares of reserved stock, to be \$49,258 10, consisting of bills receivable running to maturity, and manufactured stock and materials on hand, valued at cash prices.

BAGGING FOR MERCHANDISE.

The following communication, coming, says the *New Orleans Delta*, from a well-informed source, will be of interest to many of our readers:—

The stoppage of factories in the West where Kentucky bagging is made, consequent upon the advanced value of hemp—putting it beyond the owner's power to produce the article at present prices—renders it a matter of grave consideration to cotton planters whether they can procure a sufficiency of covering to bale their next crop.

Advices from Boston report that a speculative demand from England existed for India bagging, and prices had advanced to 12½ cents per yard, with but few sellers at that price. The shipments from Calcutta were small—only 1,200 bales known to be on their way to this country. Shipments made subsequent thereto could not arrive before six months.

The stock in Boston is estimated to be.....	bales.	15,000
“ New Orleans.....		5,000
“ Charleston and Savannah.....		1,000
On the way from Calcutta		1,200
Total.....		22,000

Or 8,325,000 yards—only sufficient to cover 1,400,000 bales of cotton.

In Charleston and Savannah, India bagging is the only description used, and estimating their proportion of the next crop at 800,000, only sufficient to cover 600,000 would be left for New Orleans and Mobile.

The stock of Kentucky bagging here and in the West is estimated at 40,000 bales, sufficient to cover only 650,000 bales of cotton leaving a deficiency of the quantity requisite for 950,000, if we calculate that the next crop will reach 3,000,000 bales. The crop may possibly exceed these figures, but there may be some stock of bagging in the country to make up for such an excess.

Kentucky bagging is now selling at 13 cents. At the present value of hemp it cannot be manufactured under 14 cents; the sooner, therefore, it grows to a remunerating price, which will enable the manufacturers in Kentucky to commence again, the less will those who put off supplying themselves to a late period have to pay for what they may require.

METHOD OF TOUGHENING GOLD.

Wolf proposes, in the “*Practical Hand-Book for Jewelers*,” to fuse the brittle gold in a new crucible, and when melted, to throw in one or two pieces of sulphur of the size of a pea, to shake the crucible a little with the tongs, and to cast it rapidly into a heated mold. He also proposes to render small pieces malleable by coating them with powdered borax, and heating them in the blowpipe flame until the surface commences fusion.

Both of these methods are resorted to at the United States Mint, but the choice of either depends upon the nature of the accompanying metals that give the gold its brittle character. When there is a quantity of iron present, the gold is fused with a mixture of sulphur, potash, and soda, which will remove it by making the very fusible mixture of sulphurets of iron and alkali. If tin, arsenic, or antimony be present, a good flux is a mixture of borax, soda, and saltpeter, the last for oxidizing the foreign metals into their respective acids, the soda to give base to those acids, and the borax to collect the slag. In both these cases, a sand or clay crucible is preferable to a black-lead pot, in which last the graphite acts reducingly. Where lead is present this process may partially effect its removal; but it is more completely effected during quartenation and by washing the fine gold thoroughly with hot water, after extracting the silver by nitric acid. Another method of removing lead would be to fuse the gold with a little saltpeter, borax, and silica, whereby a fusible slag of oxyde of lead would result, and might be skimmed from the surface of the gold. Palladium and platinum, not unfrequently present in California gold, are also removed by the nitric acid in parting silver from gold. Grains of iridosmin have been observed in California gold, in distinct particles, even after three or more fusions, and seem to have no tendency whatever to enter into an alloy; but, whilst casting such gold, these particles collect at the bottom of the pot, from their greater specific gravity, and, by remelting in a small crucible and carefully casting, they may be obtained mixed with a small quantity of gold. The latter is dissolved by nitromuriatic acid, and the iridosmin obtained pure.

 MERCANTILE MISCELLANIES.

WHARVES AND WHARFAGE AT THE PORT OF NEW YORK.

The corporation of the city of New York, according to the statement of Controller Flagg, has an interest in bulkheads, wharves, and piers estimated to be worth \$3,250,000. Of this amount, the total valuation on the East River is estimated at \$1,829,000, and on the North River \$1,429,000, showing a total valuation of \$3,258,000. Now, the gross receipts for rents of wharves and piers, Mr. Flagg thinks, should be, at the rate of 8 per cent, equal, on the capital invested, to \$260,000. The actual receipts for 1853 were only \$127,000; from which deduct \$37,000 expended for repairs, and we have \$90,000 as the net proceeds—less than 3 per cent on the estimated value of the piers and slips belonging to the city.

The controller suggests such an increase of the rates of wharfage as will secure a fair remuneration for this description of property, under the belief that the character of New York, as a desirable shipping port, will be benefited instead of injured. "We have," says Mr. Flagg, "adhered to low rates of wharfage to keep up the name of the cheapest port on the continent, until we have literally run the shipping into the mud."

The following statement of the rates of wharfage in several ports of the Union, as compared with the port of New York, is given by Mr. Flagg, the controller, in the appendix to his report. It illustrates his position in regard to the low rate of wharfage in New York, and contains facts that will be new to many:—

RATES OF WHARFAGE IN THE PRINCIPAL PORTS OF THE UNION.

The rates of wharfage on employed vessels in the city of New York is but a small fraction on the average of what is charged in nearly every other port in the Union, and also in foreign ports, either on the vessels or cargo, or on both. A few cases out of a multitude will serve to illustrate this subject and set it in a clear light, and also tend to show the inadequate compensation owners of piers in the city of New York now receive.

The sloop *Tecumseh*, of Rhode Island, 70 tons register, and carries 700 barrels, discharged her cargo on pier No. 11 North River, and paid 62½ cents for one day's wharfage, the legal rate. For the privilege of discharging a similar cargo on one of the piers in Rhode Island, she paid the regular wharf-tax of two cents per barrel, or \$14 for the cargo.

The ship *Vicksburgh*, of New York, 468 tons register, and carries 1,700 bales cotton, discharged her whole cargo on pier No. 4 North River in 2½ days, using horse-power for the purpose. To remove this cotton, a horse and cart were required to come on the pier four hundred times, four large or five small bales constituting a load. For this entire use of the pier she paid three days' wharfage, at \$1 62½ per day, or \$4 87½ in all, being the legal rate. In Baltimore she would be required to pay about fifty dollars, in Boston sixty-eight, in Charleston, Mobile, or New Orleans, about the same as in Boston.

The coal-barge *Anthracite*, of Philadelphia, 49 tons register, discharged her whole cargo of 70 tons of coal on pier No. 4, North River, in ten hours, by horse-power, using blocks, one of which was screwed into the pier, and also tackle for the purpose. To discharge this cargo, the horse used was required to traverse a distance of seventy feet each time an iron tub with coal was raised from the barge to the cart; and as nine tubs of coal make a ton and fill the cart, the horse therefore traversed on the surface of the pier, which was covered with pine plank, in drawing and returning, eighteen times to each ton, over a space of seventy feet, or 630 times drawing and 630 times returning, to discharge her cargo of seventy tons of coal. In addition to this, a horse and cart were required to come on the pier seventy times to remove the coal. For this whole use of the pier she paid one day's wharfage, fifty cents, being the legal rate.

In Boston she would have to pay twenty-five cents per ton, or \$17 25 in all, for the privilege of discharging a similar cargo. The harbor master received from the captain of this barge, for his own use and benefit, the legal fee of two dollars, for simply directing him to take his barge into her berth.

The owners of steamboat lines and tow-boats now rent a large number of piers in the city of New York, for their exclusive use, for which they pay nearly twice as much as these piers would produce if thrown open to all vessels, and the legal rate of wharfage only exacted.

All vessels pay wharfage according to their registered tonnage at the custom house, which, from some erroneous system used in the measurement, does not give their true burden. Most vessels will carry from one-third to one-half more tons, of either measurement or heavy goods, than they register at the custom house. The law now in being designed that they should pay according to their actual burden, but it has been found impracticable to carry it out.

THE BRITISH ACT ON THE COASTING TRADE.

The act of the British Parliament to admit foreign ships to the coasting trade, received the royal assent in April, 1854, and has been printed.

It repeals the 152d and 191st sections of the 16th and 17th of Victoria, c. 107, and enables the Queen to exercise retaliatory powers, as in the 324th and two following sections of the same act. This act destroys "the last rag of protection," as stated, providing by the second clause that every foreign ship which, after the passing of the act, is employed for carrying goods or passengers coastwise from one part of the United Kingdom to another, or from the Channel Islands to the United Kingdom, or from the United Kingdom to any of the said islands, or from any of them to any other of them, or from any part to any other part, "shall be subject, as to stores for the use of the crew, and in all other respects, to the same laws, rules and regulations, to which British ships when so employed are now subject." Further, by the 3d section it is enacted that foreign ships employed in the coasting trade shall not be subject to higher rates than British ships, and with respect to passengers it is stated to be expedient to provide for the safety of passenger steamers; and it is enacted by the concluding provision that every foreign steam vessel carrying passengers from one place to another on the coast of the United Kingdom of Great Britain and Ireland and the Channel Islands, shall be subject to the provisions of the steam navigation act, 1851. The coasting trade is now thrown open to foreign vessels in the same manner as British ships.

THE SHIP-MASTERS OF MAINE.

The *State of Maine* says, the business of a ship-master has become a leading profession in Maine. This gallant class of men, always most respectable, has rapidly grown into distinction and importance within the last few years. In 1850, Maine had 928 clergymen, 659 physicians, and 560 lawyers—and these professions are all crowded. The average compensation of the clergy of Maine will not exceed \$40 per month, and that of the physicians and lawyers will not exceed, on an average, \$50 per month, or \$600 a year.

Our ship-masters are now far better paid than any class of men in the State. In 1853, Maine put to sea 365 vessels of all descriptions—nearly one-half of them ships of the larger class. Each of these vessels has to be supplied with a master—calling, at least, 300 young men in a single year from Maine into active and profitable employment—requiring as high a degree of practical sagacity, physical energy, and business talent as is demanded in any other trade or profession among us. We have known young men, graduates of college and educated to the bar, leave that profession to take charge of vessels, and retire with a competency in early life, with far better health and more knowledge of the world than they could have obtained in their former pursuit.

So great is the demand for ship-masters, and so rapid is promotion, that a much younger class of men reach the command than formerly. Our ship-masters very often own a share in the ship, and in addition to the ordinary compensation to the master, share a portion of the profits of the voyage. By such a union of capital and skill, our shipping is materially enhanced in value.

THE BUSINESS OF NEW YORK AND BOSTON.

Mr. HASKELL, the present editor of the *Boston Transcript*, has had some experience as a merchant. He writes thus of two of the leading commercial cities of the Union:—

In view of the great superiority of New York, it may be asked, Is she not destined to finally swallow up the trade of Boston? To which we answer, that if the trade of this city was mainly foreign Commerce, there might be some danger of this result. But such is not the fact. The foreign trade of Boston sinks into insignificance when compared with its domestic Commerce. It was estimated, a few years since, at two hundred million, and now must be much more, and probably in amount would approach two hundred and fifty to three hundred million. It is this vast trade in our domestic productions that makes Boston what she is, and this portion of our business is increasing at an unprecedented rate. And we cannot think that there is much danger of decline in a city that shows an increase of nearly \$20,000,000 in taxable property in one year, a gain of ten per cent a year in tonnage, and a like increase in the amount of foreign imports. The increase of business at Boston is probably rapid enough to be healthy and sound; while the great inflation of the business at New York, the tremendous extravagance and speculation incident thereto, may result, at no very distant period, in a general crash, which will spread ruin all around. Then Boston, being under snug sail, will be all the better off for not being so inflated. We think that this consideration should comfort our citizens when they see the vast strides of New York in business, and warn them, while they are urgent for the advancement of their city, to avoid that recklessness and wildness of speculation which must prove disastrous in the end.

EXTRAVAGANT EXPENDITURES: A HINT TO MERCHANTS.

One of the most mischievous phrases in which a rotten morality, says a newspaper paragraph—a radically false and vicious public sentiment, disguise themselves, is that which characterizes certain individuals as destitute of financial capacity. "A kind, amiable, generous, good sort of man," so runs the varnish, "but utterly unqualified for the management of his own finances, a mere child in everything relating to money," &c.—meaning that, with an income of £300 a year, he persisted in spending £600; or, with an income of £500, he regularly spent £1,000, according to his ability to run in debt, or the credulity of others in trusting him. The world is full of people who can't imagine why they don't prosper like their neighbors, when the real obstacle is in their own extravagance and heedless ostentation. The young clerk marries and takes a house, which he proceeds to furnish quite as expensively as he can afford; and then his wife, instead of taking to helping him to earn a livelihood by doing her own work, must have a hired servant to help her to spend his limited earnings. Ten years afterward you will find him struggling on under a double load of debts and children, wondering why the luck was always against him, while his friends regret his "unhappy destitution of financial ability." Had they from the first been frank and honest, he need not have been so unlucky. Through every grade of society this vice of inordinate expenditure insinuates itself. Let a man have a genius for spending, and whether his income is a guinea a day or a guinea a minute, it is equally certain to prove inadequate. If dining, wineing, cigarring, and party-giving wont help him through it, building, gaming, and speculation will be sure to.

MERCANTILE HONOR.

We are pleased to learn that the Hon. Winslow S. Pierce, who went from Illinois to California several years since, and who, by industry and economy—notwithstanding losses by fires at two or three different times, which swept away nearly all his earnings—having secured a small amount of the valuable dust of the country, has returned and honorably paid both principal and interest of debts contracted in this city eight or nine years ago, which, by reason of misfortunes in business, he has been before entirely unable to meet. We are happy to record this instance of mercantile integrity, and wish, for the honor of human nature, that such occurrences were not so rare.
—*Journal*.

EXECUTION OF A BANKRUPT IN HAMBURGH.

The following account of an occurrence which took place in Hamburg is copied from a recent number of the *London Dispatch*. How would such a course answer in any of our commercial cities? The account says:—

At noon, just as the Exchange—crowded with merchants—presented its busiest aspect, two drummers in the civic uniform came up and rolled their drums for the space of ten minutes, causing a great commotion both within and out of the Bourse. While this was going on, workmen were seen over the principal gateway of the building elevating a black board, on which was painted in white letters the name of a merchant of the city who had lately suspended payment and absconded with all his assets. When the name had been fairly set up, a bell called the “shand glocke,” or shame bell, only rung on such occasions, was sounded for two hours from a tower of the Bourse. This penalty of disgrace, called the “execution of a fraudulent bankrupt,” is ordained by a law which can be traced to the 14th century, when the Hanseatic league was at the height of its greatness. At that period, however, the bankrupt’s patent of citizenship and his certificate as a merchant, were also burnt by the hangman.

COMMERCIAL IMPORTANCE OF THE ONION.

The onion is worthy of notice as an extensive article of consumption in this country. It is largely cultivated at home, and is imported, to the extent of seven or eight hundred tons a year, from Spain and Portugal. But it rises in importance when we consider that in these latter countries it forms one of the common and universal supports of life. It is interesting, therefore, to know that, in addition to the peculiar flavor which first recommends it, the onion is remarkably nutritious. According to my analyses, the dried onion-root contains from twenty-five to thirty per cent of gluten. It ranks in this respect with the nutritious pea and the *gram* of the East. It is not merely as a relish, therefore, that the wayfaring Spaniard eats his onion with his humble crust of bread, as he sits by the refreshing spring; it is because experience has long proved that, like the cheese of the English laborer, it helps to sustain his strength also, and adds, beyond what its bulk would suggest, to the amount of nourishment which his simple meal supplies.—*The Chemistry of Common Life*.

THE ARTICLE OF COMMERCE, QUININE.

This famous medicine, says the *Commercial Bulletin*, with which the people of New Orleans have become so well acquainted, has been taken into consideration by the Secretary of the Treasury, in his proposed revision of the tariff. At one time it was classed in the list of free articles, but subsequently it was excluded, and the proposition is now to increase the duty upon it. Heretofore this drug, so universally used, was subject to a duty of 20 per cent—the proposed scheme would raise it to 25 per cent. It is computed that about 300,000 ounces are consumed annually in the United States; but if it is used elsewhere in anything like the ratio it was used in this city last summer, the consumption will greatly exceed that quantity. There are two manufactories of the article in this country, and they have grown rich at the business. The domestic article is far inferior to the imported drug.

EFFECTS OF THE EARLY CLOSING MOVEMENT IN LONDON.

The early closing movement in London has given rise to a change in the customs of business in a different direction. The Bank of England has given notice that from the 1st of March the time of opening will be 10 o’clock, one hour later than formerly. The result of this measure, it is stated in London journals, will be twofold; it will enable the senior employees to live further out of town than they now do, or will take them from their families at a more convenient hour; and it will enable the juniors to partake of the advantages which hitherto have been only afforded to those above them. The junior clerk will now be able to live three or four miles out of London, and walk to his business in the morning—a change by which he will gain both air and exercise, and, as their consequences, health. In another point of view the benefit will be great; the public will have their business transacted within a smaller space of time.

 THE BOOK TRADE.

- 1.—*Merrimac, or Life at the Loom.* A Tale by DAY KELLOGG LEE, author of "Summerfield, or Life on a Farm," and "The Master Builder, or Life at a Trade." 12mo., pp. 353. New York: Redfield.

This volume is in the form of an auto-biography. The principal character relates her own experience. She belonged to a family in Salem, whose home was early broken up, by the loss of property and death of her parents. The second one laid in Massachusetts. After relating the events of her childhood, and the efforts put forth to gain her own livelihood, she gives her history as one of the operatives in the Mills at Merrimac. Her life at the loom is very pleasantly set forth, presenting to the reader the advantages and disadvantages resulting from the circumstances which surround the factory girl. The book gives an insight into the life of this portion of the community, pointing out the temptations which allure the unwise and unsuspecting, and showing the success which attends those, however exposed, whose characters are based on high moral principle. The narrative is well told. Many incidents connected with her own family, and the history of others, add to the interest of the book, and make it acceptable to the reader.

- 2.—*The Poetical Works of William H. C. Hosmer.* 2 vols., 12mo., pp. 374 and 376. New York: Redfield.

It is not often that two volumes of poetry, by the same author, issue from the press at once. Most writers of verse are extremely modest in the extent of their publications, and come before the public quite daintily, as if it was a fearful personage to meet face to face. We like the bold, manly courage of Mr. Hosmer, in presenting to us in a compact form the various poetical effusions from his pen, some of which have been so long floating in the columns of the newspaper press. The volumes are such as to give an honorable reputation to any author, more especially in this instance will they increase the flattering reputation their author enjoys as a poet. The contents of the first volume consist of the more lengthy and severe poems of Mr. Hosmer, while the latter comprises occasional poems, historic scenes, martial lyrics, songs and ballads, funeral echoes, sonnets, &c. The versification is easy, flowing, and polished, rich in thought, and possessing many sparkling passages. These volumes must meet with extensive favor from the public.

- 3.—*The Shores of the Black Sea in the Autumn of 1852: With a Voyage down the Volga, and a Tour through the Country of the Don Cossacks.* By LAWRENCE OLIPHANT. From the Third London edition. 12mo., pp. 266. New York: Redfield.

The reader will at once conceive the importance to be attached to this volume, by considering that those provinces of the Black Sea which Russia has appropriated to herself within the last sixty years, compose a territory as extensive as Turkey in Europe, to which they formerly belonged. The shores of the Volga also, through which the author passed, form the granary of the Russian Empire. The narrative conveys very full information relative to the character of the people, the resources of the country, and the power and efficiency, or inefficiency, of the Russian government in that portion of the continent. At this time, when a war which will test all the resources of Russia is so imminent, this volume cannot fail to be read with satisfaction by all who feel an interest in the most momentous affairs of the world.

- 4.—*Classic and Historic Portraits.* By JAMES BRUCE. 12mo., pp. 352. New York: J. S. Redfield.

We find in this book the characteristics of those personages of antiquity, classical and historical, and those of a later period, who in their age and country have made themselves either illustrious or infamous, according to their virtues or vices. The compiler differs in his sketches as far as possible from the oft-told history of their lives, having collected from every source available to him, a description of the personal appearance, manners, and private habits and tastes of those famed on the page of history. The ideas of beauty which have prevailed in different ages and countries are discussed, and references to painting, sculpture, and the kindred arts are introduced, which tend to make the book instructive and interesting.

- 5.—*The Divine Character Vindicated.* A Review of some of the principal features of Rev. Dr. E. BEECHER'S recent work, entitled "The Conflict of Ages, or the Great Debate on the Moral Relations of God and Man." By Rev. MOSES BALLOU. 12mo., pp. 412. New York: Redfield.

The author of this volume, in his examination of the work of Dr. E. Beecher, does not come before the public in the light of a mere disputant, desirous chiefly of a theological combat, but as one seeking for the truth on the great point under consideration, and desirous of exposing errors in the work which now takes a foremost position in the investigation. The author entertains those ameliorated views of the Divine Character and relations to man, which are so worthy of one who regards the affections as more noble than the passions, and forgiveness as a higher trait than revenge. His opinions are urged with ability and force, and should be studied by all who have read the other work, or who feel an interest in the general subject.

- 6.—*A Child's History of England.* By CHARLES DICKENS. Vol. 2. 16mo., pp. 307. New York: Harper & Brothers.

This book contains the history of England from the reign of Henry VI., to the revolution of 1688. This, as well as volume one, is finely adapted for the reading of children; it is written in an attractive form, and will lead the young mind to acquire a taste for historical composition, if they have not a natural love of it. "Dickens," with his matchless power of description, certainly possesses the faculty of interesting the young. The characters who lived and flourished within the period of which this book treats, the scenes, which include an account of the Reformation, and the events of the reign of Henry VIII., though so familiar to the general reader, are invested with new interest from the pen of this distinguished author. This history will be a valuable addition to a juvenile library.

- 7.—*Carlington Castle: A Tale of the Jesuits.* By C. G. H., author of "The Curate of Linwood," "Amy Harrington," "Norman Leslie," &c. 12mo., pp. 334. New York: Bunce & Brothers.

This story, the leading events of which, we are told, are true, presents a thrilling picture of the sufferings and trials of one whose tender frame might well have yielded to a frightful accumulation of horrors, had not an abiding faith and an exalted moral courage preserved her through her trials. It is impossible to become acquainted with instances of such lofty fortitude as evinced by the heroine of this book without a thrill of admiration; and it is also impossible to read of the atrocities and cruelties, both physical and mental, that were inflicted upon her, without a feeling of almost vehement indignation.

- 8.—*Spiritual Progress; or Instructions in the Divine Life of the Soul.* From the French of FENELON and MADAME GUYON. Intended for such as are desirous to count all things but loss that they may win Christ. Edited by James W. Metcalf. 12mo., pp. 348. New York: M. W. Dodd.

This work is intended to be simply devotional, and matter of a purely sectarian or controversial character has been, as far as possible, omitted. It contains the Spiritual Letters of Fenelon, and a Short and Easy Method of Prayer by Madame Guyon; besides "A Concise View of the Way to God, and of the State of Union," by the latter.

- 9.—*January and June.* Being Out-door Thinkings and Fire-side Musings. By BENJ. F. TAYLOR. 12mo., pp. 281. New York: Samuel Hueston.

This book is prettily illustrated. It is filled with sketches on various subjects, some in verse, others in prose. They are the jottings down of thoughts by the way-side and fire-side, gracefully and pleasantly written. A spirit of love and harmony with nature characterizes its pages, which added to their pure and lofty sentiments, renders the book attractive as well as meritorious.

- 10.—*Traces of the Roman and Moor; or Twice trodden Tracks Through Lombardy and the Spains.* By a Bachelor. 12mo., pp. 450. New York: Lamport, Blake-man & Co.

A very pleasant and agreeable book of travel, embracing descriptions of those splendid nations, who, overrunning in their turn both the northern part of Italy and Spain, left such vestiges in these countries as will ever be easily recognized in the "Traces of the Roman and the Moor." The volume is handsomely printed, and has a beautifully engraved view of Seville.

11.—*The Life of Harman Blennerhassett*. Comprising an authentic narrative of the Burr Expedition; and containing many additional facts not heretofore published. By WILLIAM H. SAFFORD. 12mo., pp. 289. Cincinnati: Moore, Anderson, Wilstach & Keys.

The author has collected all that was available with regard to the earlier fortunes of Blennerhassett, and the motives which probably induced him to seek a home in the New World. It has been the subject of much comment and curiosity; various conjectures have arisen, both favorable and otherwise, touching his early history. What should have led one of such noble descent and literary attainments to renounce the hereditary honors consequent upon family, for the secluded life of an unpretending Republican? The design of this volume "is to strip the subject of the mysteriousness which ignorance, willful prejudice, or a love of the marvelous, has thrown around it," and to show what he was, and reveal to the reader the acts and character of the man. This the author seems to have done fairly, without screening the faults, or exaggerating the virtues of either Blennerhassett or Burr, with whom the subject of the book was so unfortunately connected. An interesting account of the Burr Expedition is given. The book can be commended, aside from its biography, for the historical interest it affords. It is interesting and instructive.

12.—*Gustavus Lindorm*: or "Lead us not into Temptation."—By EMILIE F. CARLEN, author of "One Year of Wedlock," "The Bride of Omberg," etc., with a preface to her American readers, by the Author. From the original Swedish, by Elbert Perce. 12mo., pp. 343. New York: Charles Scribner.

This is another of a series of translations, from the works of a Swedish authoress distinguished for purity of style and sentiment, and rare simplicity in descriptions of home life. Mrs. Carlen is the wife of a Swedish clergyman, is just beginning to be known on this side of the Atlantic. A writer remarks: "At home she is more celebrated than Miss Bremer. Her pictures of domestic life, her portraits of character in the more secluded walks of life—of the fine sensibilities, pure thoughts and lofty emotions of the human heart, and her descriptions of the scenery of her native land—its misty mountains, its green valleys, its winter storms, its radiant summer skies—have won her, deservedly, the high fame she enjoys."

13.—*The Barclays of Boston*. By Mrs. HARRISON GREY OTIS. 12mo., pp. 419. Boston: Ticknor, Reed & Fields.

"The Barclays of Boston" is written by one familiar with Boston society. The scenes are supposed to be drawn from life. There is much sprightliness and vivacity of style in the story, which shows that the authoress was shrewd in her observations of persons and customs of society. Many of the characters are portrayed with ability, and give the book the interest of a romance; but unlike a skillful romancer, the author leaves the two lovers, Gerald Sanderson and Georgianna Seaton, upon whom the main interest of the reader is turned, in a state of suspense, which is not quite as satisfactory as to have brought them to a happy union. The story, however, displays considerable tact.

14.—*Rob of the Bowl*. A Legend of St. Inigoe's. By J. P. KENNEDY, autor of "Swallow Barn," "Horse Shoe Robinson," &c. &c. 12mo., pp. 432. New York: G. P. Putnam & Co.

This story refers to a period in the history of Maryland heretofore involved in obscurity. The records connected with the events of that time have long been buried from the public in forgotten repositories. Many of them were lost, crumbled away under the touch of time. Those saved from the wreck by antiquarian research, the author has weaved and founded the materials of a large portion of his story. It is historical, and he endeavors to do justice to the partisans on either side, in that war of intolerance which marked that epoch. It is valuable on account of its historical character, aside from the story, which adds to its interest.

15.—*A Manual for Notaries Public*. By BERNARD ROELKER, A. M., of the Boston Bar. 8vo., pp. 173. New York: G. P. Putnam & Co.

This work is adapted to the use of notaries public and bank officers, and will be found useful to bank customers. It comprises a summary of the law of bills of exchange and of promissory notes, both in Europe and the United States, checks on bankers, sight bills, approved forms of protest and notice of protest, and a great number of legal discussions, with other matters of interest to the great banking interests of the country.

16.—*Thesaurus of English Words.* So classified and arranged as to facilitate the expression of ideas, and assist in literary composition. By PETER MARLE ROBERT. Revised and Edited, with a list of foreign words defined in English and other additions, by B. SEARS, D. D. 12mo., pp. 468. Boston: Gould & Lincoln.

This work differs from a dictionary in this respect, the words instead of being alphabetically placed are arranged according to the ideas which they express. An ordinary dictionary simply gives the meaning of words, merely the idea the word is intended to convey. The object of this volume is, the idea being given, to find the word or words by which that idea may be most fitly and accurately expressed. The words are classified according to their signification. The work, as the author remarks, is intended to supply, with respect to the English language, a desideratum hitherto unsupplied in any language. It may be made extremely useful and convenient, facilitating the expression of ideas in literary composition, and giving to the English student a power and habit of expressing his thoughts with perspicuity and correctness. The book contains an ample vocabulary, which could be made of great advantage to those who desire and seek for a full command of the English language. To such a one, Roget's "Thesaurus" will be an invaluable manual.

17.—*The Lamplighter.* 12mo., pp. 523. Boston: John P. Jewett & Co. Cleveland, Ohio: Jewett, Proctor & Worthington.

This new publication is one of the most interesting romances which has appeared for some time. As an evidence of its popularity, it has already reached its twentieth thousand. It is purported to be written by a lady who is but little known as a writer. The plot of the story is admirably conceived. The reader follows the fortunes of Gerty, the poor homeless child, with intense interest. Her self-sacrifice and devotion to Uncle True, (a noble character in the lower walks of life,) and to Blind Emily, her teacher and benefactress, is beautifully portrayed; indeed there is not a character but is well sustained. The story is replete with incidents which surprise and captivate us, though the chief merit of the book is the moral and religious sentiments which pervade it. The effect of kindness in molding the character of children, the power of faith and hope to carry one through the darkest scenes of this earthly pilgrimage, are illustrated in these pages with great beauty and pathos. The unfolding of these sentiments invests some of her characters with an indescribable charm. The book has a good moral influence.

18.—*History of the French Protestant Refugees, from the Revocation of the Edict of Nantes to our own Days.* By CHARLES WEISS, Professor of History in the *Lycee Bonaparte*. Translated from the French by WILLIAM HENRY HERBERT. With an American Appendix, by a descendant of the Huguenots. 2 vols., 12mo., pp. 382 and 419. New York: Stringer & Townsend.

This work has received the almost universal commendation of the best and ablest English journals. Blackwood's Edinburgh Magazine devoted a long article to its examination, and bestowed upon it almost unqualified commendation. The author has judiciously, we think, avoided touching even incidentally the religious question excited within the three centuries between the Roman and Reformed Church; neither has he revived the irritating controversy which still separates many of the noblest spirits. The work is replete with interest; and this translation by Mr. Herbert is admitted on all hands to be free from the slightest foreign idiom, and in as pure Saxon-English as if originally composed in that tongue. It is highly commended by such men as Geo. B. Cheever, D. D., the Rev. Drs. Potts, De Witt, Knox, Spring, Boardman, Dowling, Johns, Bacon, and other American clergymen of different denominations.

19.—*Annie Grayson; or Life in Washington.* By MRS. LASSELLE. 12mo., pp. 345. New York: Bunce & Brothers.

An interesting story, written to warn the young of giving themselves up to fashion, from a love of pleasure and outward display. The scenes portrayed are pictures drawn from life. The author endeavors to show that duplicity and falsehood may seem to prosper; its fruit is bitterness; whilst the practice of virtue is the only sure guide to happiness. The characters of the book are well drawn, the faults of society exposed in such a manner, that it cannot fail to impress the youthful readers of the dangers which beset their path, from pursuing the wrong course, as well as to lead them to appreciate the beauty of early piety, which is so truthfully and attractively presented in the pages of this volume.

- 20.—*A New and Complete Gazetteer of the United States*: Giving a full and comprehensive Review of the present Condition, Industry, and Resources of the American Confederacy; Embracing also important Topographical, Statistical, and Historical Information, from recent and original sources; Together with the Results of the Census of 1850, and Population and Statistics in many cases to 1853. By THOMAS BALDWIN and J. THOMAS, M. D. 8vo., pp. 1365. Philadelphia: Lippincott, Grambo & Co.

This is a new, and to a considerable extent an original work. It embraces a vast amount of information respecting the United States, which has evidently been gathered from authentic sources, with great care and discrimination. Indeed the editors, with a frankness somewhat rare, unhesitatingly acknowledge the various sources through which their information has been obtained, and thus enable us to speak confidently of the high estimation in which this work is entitled to be regarded. We have examined its contents with much care, and can speak in the most explicit terms of its fullness, completeness, and systematic arrangement. In its contents are all the post-offices of the country to a recent date; all the counties, townships, &c., with copious details of their productions, manufactures, Commerce, inhabitants, and national curiosities. Much historical information is added in relation to all the important and memorable places of the country. In a few instances, we notice that places are repeated, but in a work of some thirty thousand names it would be impossible to avoid it. The substantial manner in which the work has been issued is highly creditable, and is such as is worthy of the best Gazetteer of the United States ever published.

- 21.—*The Diætics of the Soul*. By ERNEST VON FEUCHTERSTEBEN, M. D. pp. 214. New York: C. S. Francis & Co. Boston: Crosby & Nichols.

This treatise is a practical demonstration of the power which the mind, in a healthy state, exercises over the body. Also a knowledge of those means by which the soul is preserved in a state of health in the right exercise of those powers. The book contains twelve chapters, treating upon the general actions of the mind, the imagination, the will, understanding, passions, affections, &c. Appended to the treatise is a diary useful for those who desire self-improvement. It is an evidence of the popularity of the work, that at the time of its translation it had already passed through its seventh edition in Germany. It is valuable as a work of moral philosophy, and may be commended for its originality and usefulness.

- 22.—*Life and Sayings of Mrs. Partington, and others of the Family*. By B. P. SHILLABER. 12mo., pp. 384. New York: J. C. Derby. Boston: Phillips, Sampson & Co. Cincinnati: H. W. Derby.

The contents of this volume are too well known to need much comment—Mrs. Partington requires no introduction; her sayings are well appreciated, and deserve to be collected in the attractive form in which Mr. Shillaber now presents them to the public. We would not have such wise and genial sayings scattered to the four winds. The author is justified in giving them so permanent a home, adorned with the portrait of the good lady. They will afford the reader a fund of amusement. We regard the sayings of Mrs. Partington, (alias Shillaber,) as among the finest things of the kind. The wit is free from vulgarity, and there is a vein of pathos, humor, and benevolence, running through the volume, that will lose nothing by comparison with the happiest productions of the best writers in "Punch."

- 23.—*Life and Adventures of a Country Merchant*. A Narrative of his Exploits at Home, during his Travels, and in the Cities. By J. B. JONES. 12mo., pp. 396. Philadelphia: Lippincott, Grambo & Co.

The title of the book is suggestive of the contents. Mr. Jones is well known among the Western writers as the author of "Wild Western Scenes" and some other works. This volume gives an account of his visits to Eastern cities, his adventures as a merchant, &c. Some of the scenes are very amusing and humorously described. As a picture of mercantile life it is not of much value.

- 24.—*Trials and Confessions of an American Housekeeper*. 12mo., pp. 312. Philadelphia: Lippincott, Grambo & Co.

The scenes of this volume are drawn from life. The author graphically and feelingly describes the trials, perplexities, and incidents of housekeeping, written from her own experience. There is much that is grave and instructive, as well as agreeable and amusing. It is written in a spirited style, full of incident, and is well worth reading.

25.—*Mysteries of Bee Keeping Explained*: Being a Complete Analysis of the whole Subject—consisting of the Natural History of Bees; Directions for obtaining the greatest amount of pure surplus Honey with the least possible Expense; Remedies for Losses given, and the Science of "Luck" fully illustrated; the result of more than Twenty Years' Experience in extensive Apiaries. By M. QUIMBY. 12mo., pp. 376. New York: C. M. Saxton.

A comprehensive and excellent treatise from the pen of a practical bee keeper. His knowledge is the result of experience, in devoting a long period of his life to the study of the nature and habits of bees. The author gives many interesting facts connected with natural history, and a great deal of useful information regarding the habits and instincts of this insect. Those engaged in bee keeping will find this an invaluable manual, and especially those who desire the greatest possible advantage. Mr. Quimby writes, had he been possessed of this information twenty years ago, he might have realized hundreds of dollars. His course has been, first to suffer a loss, and then find out a remedy or preventive—from which the reader may be exempt.

26.—*Fern Leaves, from Fanny's Portfolio*. With Original Designs by Fred. M. Coffin. 12mo., pp. 400. New York. J. C. Derby. Auburn and Buffalo: Miller, Orton & Mulligan.

Filled with a variety of articles, some sad, others gay. Written in a captivating, sprightly manner, blended with humor and pathos, and marked by many true and useful hints. It is full of incidents, some very touchingly written. The success of "Little Ferns, for Fanny's Little Friends," by the same author, will make way for the public appreciation of this no less meritorious volume. It may be commended for its strong common-sense ideas, yet embellished with much grace and beauty. The reader will be richly entertained by a perusal.

27.—*Margaret; or Prejudice at Home, and its Victims*. 12mo., pp. 362. New York: Stringer & Townsend.

This volume appears in the form of an autobiography. Margaret gives an account of twelve years of her life. The first fifteen were passed in obscurity—her parentage unknown. The scenes are laid in England and France. She relates the history of her own life, seeks out her origin, and portrays the trials and difficulties which marked her course. The evil effects of prejudice are shown, and the sorrows of the down-trodden and oppressed in her own land are described. The story has a good moral tendency, and is calculated to do good as well as to entertain.

28.—"*Gleason's Pictorial*" has reached its 6th volume, and has enjoyed an unprecedented success from the first, having gradually reached the limit of its own power of multiplication in a weekly issue of over one hundred thousand copies. The *Flag of Our Union* has been still more productive, as it has a circulation of seventy-three thousand without the expense of such copious illustrations as the *Pictorial*. Frederic Gleason, the proprietor, has realized a fortune by remarkable tact as well as industry, and is at present on a European tour preparing for the further improvement of his *Pictorial*. Two features of his publications deserve the commendation of all. One is, that while we might desire more instruction and less amusement, more science or history and less fiction in his pages, he has never catered to a vitiated taste. M. M. Ballou (the editor) has never given currency to vulgar jokes, or stories of doubtful tendency. A second thing is, that it does one's heart good to see mechanics so delightfully situated—his one hundred and fifty printers, engravers, binders, &c., are lodged like princes; and one who visits Boston cannot do a better thing than look in upon what was once a stately museum, then a hotel of great pretensions, and now a hive of unceasing, ever-cheerful, well-rewarded industry. Mr. Ballou, the son of the celebrated "Father Ballou," a still younger man than Mr. G., takes pleasure in showing the mammoth establishment to intelligent strangers, and his energy, sagacity, and *bon-homme* have contributed immensely to make this one of the most successful literary enterprises in the world. It is hardly necessary to add, that his illustrated sheet circulates abroad as well as over the whole United States, and that in each of the large European capitals he has a large number of regular subscribers. To improve the quality of the paper used for his engravings is the next step of advance. We shall then have an American paper fully equal to the London *Illustrated News*, and at half the price.