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HUNT'S

MERCHANTS' MAGAZINE

AND

COMMERCIAL REVIEW.

SEPTEMBER, 1855.

Art. I.—OUR COMMERCIAL AND POLITICAL RELATIONS WITH CHINA.*

CHINA is of so much importance to the people of the United States, both for the present trade between them and for their probable future relations, that a few remarks upon the state of that empire, and the nature of the present political convulsions, may not be out of place.

Situated as that country is with respect to the western coast of the United States, and taking into view the European influences which now govern the most fertile portions of the rest of Asia, it is apparent that a close connection is most desirable for us, while it would be equally beneficial to her. By favor of their soil, climate, and patient industry, the Chinese produce the two important articles of silk and tea at a cost which will probably never be equaled in cheapness by any other country. There are many other products or manufactures which help to swell the trade, and are important to the civilized world, all making together a Commerce surpassing in value any other of Asia. The importance of tea especially can scarcely be overrated. It is the most healthful beverage that the world knows—invaluable in reducing the consumption of ardent spirits, and promoting health and cheerfulness among the hard-working classes of society.

It needs, indeed, but little consideration of the subject to see that, with the exception of one or two nations of Europe, China will become in the course of time our most important commercial connection, if no untoward

* MR. EDWARD CUNNINGHAM, the writer of the present article, is a member of the firm of Russell & Co., at Canton and Shanghai, China. Mr. Cunningham has resided in China for more than ten years, is a gentleman of great intelligence, and his statements are entitled to implicit confidence.—*Ed. Mer. Mag.*

event intervenes. Placed over against us, across a sea already covered with our sails, swarming with a busy population employed in the production of raw materials, the alliance which subsists between the two nations is founded on such natural grounds that nothing is needed to render it perpetual, and cause an almost unlimited increase to their mutual Commerce, but the exercise of reason and judgment on the part of the stronger power. Reason and judgment, however, while they require the exercise of self-restraint and the practice of justice, are not consistent with the treatment of a nation of the seventeenth century in knowledge and policy, as if it were one of the nineteenth—with the treatment of a child, as if it were a grown man. The civilized world, moved by philanthropic feelings, is too apt to consider any attempt to procure further advantages of trade with Eastern nations, though equally advantageous to them as to us, except by simple request, as unmanly and unchristian.

The sentiment is founded on a noble principle, but overlooking the childish character of the people with whom we have to deal, and whom it may be considered our mission to guide and enlighten, it leads to results quite opposite to the wishes of those who, while they would protect the weak, desire earnestly to give them the blessings of civilization and Christianity. It is a consequence of ignorance and self-conceit that those afflicted with them will admit no new element into their system, believing their condition perfect, and not to be improved by change. Arguments and representations are of no avail in inducing them to receive benefits, proofs of which are before their eyes, for their mental sight is blinded by their preconceived ideas of individual and national superiority.

Our treaty with China, and our recent success in Japan, both flowed from the English war with the former, the first a direct consequence, and the latter through the influence produced upon the minds of the Japanese by the manifest effects of coming into collision with a powerful force from a Western nation.

There seems, indeed, to be but two courses to extend Western connection with such nations—one to require with firmness and determination such concessions as are manifestly for the advantage of both parties in the eyes of a civilized world, and to take them by intimidation and force if refused; the other, to wait for such opportunities as in the course of time present themselves, and, by taking advantage of their necessities, obtain what we require without the appearance of coercion. While the first is not to be condemned hastily when required by the necessities of advancing civilization, the latter is recommended by policy and good feeling when the opportunity is not too far distant from the necessity to make the delay a greater evil than the resort to strong measures.

England and America have now stood for some time in this position to China. While never asking for more than they themselves give to others, or than just international relations would warrant, they wish such concessions of Chinese pride and exclusiveness as will allow the people of both countries to profit to the full by their mutual productions, and have been patiently waiting for their opportunity. It is not much that they ask for the Chinese to give, but much in its ultimate results both for them and for us. They wish to reach to the interior to obtain facilities, to foster and extend their trade in manufactured goods inward, and in tea outward, without hindrance from the exactions of corrupt officials and the interference of interested speculators. They wish to know more of the resources

of the country than they can learn from most imperfect statistics, and from the reports of half-educated Chinese traders. Many of the intelligent foreign merchants residing in China, and those connected with the trade at home, are said to entertain the belief that no advantage can flow from access to the interior and the opening of further ports. But as the proof can only be in the result, and as precedent is against the opinion, it is safer to lay their want of faith rather to the disinclination to change and the convenience of retaining business concentrated at a few ports than to unerring sagacity.

One of the leading merchants of Canton, writing ten years ago on the China trade and after the treaty was signed, closes his article with these words:—

“And Canton must still, and for all time to come, remain the principal port for foreign trade.” And Sir John Davis, in his second book on China, says complacently of Foochow: “Foochow, as I predicted, remains without trade, and will no doubt be ultimately abandoned by her majesty’s government as a useless concession.”

In 1852, the last year of undisturbed trade, Shanghai surpassed Canton in the aggregate amount of trade, and Foochow, brought suddenly to notice by successful American enterprise only one year since, sees its river this season crowded with English ships taking to Great Britain, at a cheaper cost, the tea for which it is the natural outlet, for both its opening and its present trade are independent of the rebellion.

With such results to former prophecies, who will believe in those now made, or draw from them any inference but that the veil over China requires but to be lifted to open new and fuller channels of trade?

To give but one illustration: The two provinces of Hunan and Hupeh, on the Yang-tze-Kiang, produce the best description of Congou tea, which is the soundest and most wholesome class of the herb, and the kind undoubtedly destined, in time, to become the staple of the export to all countries. These teas are now sent to Canton by a difficult and expensive route over mountains and up rivers, 600 miles long.

Hankow, on the Yang-tze-Kiang, the river port of these provinces, is 400 miles from the sea, on one of the finest rivers in the world. This town is already the great distributing point for foreign cotton goods, and we may easily conceive the advantage to the foreign consumer of tea if, by the advent of foreign influence to those parts, the produce should descend the river at a slight expense, instead of paying tolls half through China, and to the foreign producer and native consumer, if cotton goods could be placed at such a point, without having the cost enhanced by the exactions of petty mandarins, and the uninsurable danger of passage through the country.

The great points to gain are, the introduction of goods and the delivery of produce beyond the line of the seaboard under foreign influence and safeguard; and the opportunity to acquire further knowledge of the wants and capabilities of the country, afforded by free access to all parts, and free communication with the natives of different provinces, which, in so vast a country, is equivalent to acquaintanceship with so many distinct kingdoms, so various are they in their characters, customs, and wants.

If it be conceded, that a closer intimacy with China than now exists is desirable, how much more readily will it be allowed that on no account can we suffer the present connection to be broken? Words need not be

wasted upon this point, for undoubtedly both the governments of the United States and England would prevent or remedy such a catastrophe, if in their power, at any cost.

Yet at this moment causes are at work which may destroy that connection, only to be restored, if restored at all, by much expenditure of treasure, and perhaps to be lost forever; while on the other hand, at the same period of time, and influenced by the same causes, the opportunity for which we have waited, presents itself, and which, while allowing us to keep all we have, opens the way for acquiring all we may wish, without violence and without greater expense and exertion, than the use of the ships-of-war already stationed at the ports of the country.

It may be fairly said, that it now depends upon the action of Great Britain and the United States whether we are to see the Chinese trade greatly jeopardized, and perhaps for a time destroyed, or advanced to a greater prosperity than ever to the joint advantage of all.

To support these assertions, we must enter into a discussion of the character of the rebellion headed by Tae-ping-wang.

This movement has been sanctified in the eyes of the Christian world by the religious guise in which it has appeared through the erroneous, but not unnatural interpretation of their use of the Christian Bible. At first sight, it was reasonable to suppose, especially for those not acquainted with the peculiar literature and religious systems of the country, that the party who acknowledged the authority of a foreign doctrine were more or less imbued with its spirit, and were, at all events, liberal in their ideas and opposed to the narrow and bigoted policy of their countrymen.

This impression was heightened by the ready enthusiasm of the English and American missionaries, whose accounts, colored by the excitement into which such unlooked-for success had thrown them, penetrated to every quarter of their two countries, spreading the undoubted belief that China was upon the eve of evangelization.

As the movement progressed, however, and the tenets of the supposed reformers became developed, it was apparent to every observer who looked beneath the surface of things, that the use of the Christian Bible by Tae-ping-wang, was precisely the use already made of the Jewish Bible thirteen centuries before, by Mahomet in Arabia.

Every new dynasty in China has been started with the promulgation of an attachment to pure morals, love for the people, and obedience to the precepts of the sages. Tae-ping-wang, wishing to add to these usual sources of influence, connects himself directly with the heavenly powers, and as a result of this immediate connection and communication, produces portions of a book which he finds ready written to his hand, most admirably calculated, from its Oriental imagery, for effect on Eastern minds, and mingling with them his own rhapsodies and edicts, imposes them on his followers as emanations from heaven, to be added to the classics of the sages, and to be forever installed among the lights of the Chinese mind. When the Susquehanna was at Nanking, the chiefs distinctly told the Americans that their new religion did not come from foreign nations, but was derived from their own ancient philosophy and the revelations of God to Tae-ping-wang, and on this point they have been so consistent in all their statements to foreigners—whether English, French, or American—that nothing but intense desire, influencing its judgment, could have allowed the impression of their Christianity to remain with the Christian world.

There is nothing whatever in the doctrine they profess, or the mode of life they practice, which approaches Christianity nearer than the observances of Mahometanism, or that is more, or even so much in accordance with the tenets and requirements of a pure religion, as the precepts inculcated by Confucius. Of the English and American missionaries in China, the most intelligent have abandoned their belief, where entertained, in the sincerity of *Tae-ping-wang*, and we can especially instance the opinion of the Rt. Rev. Bishop Boon, the head of the American Episcopal Mission, one of the most sagacious minds that have visited China, and certainly not surpassed in intelligence by any now there.

He has become fully confirmed in his early views of *Tae-ping-wang*—that he is a selfish and blasphemous adventurer, intent only upon his own ends, and using the Christian faith, as far as he does use it, only as a tool in the construction of his empire.

Nor, when closely examined, is there more to attract our respect in the policy and military measures of this leader than there is claim to our sympathy in his religion.

His policy is but a repetition of that which has prevailed in China for ages, a simple despotism, rendered, however, more severe than was known before in the country by his pretensions to especial authority from Heaven, and the consequent rigor with which his decrees are enforced, at the pain of instant death. The government of China, hitherto, as well under the Tartars as under their native sovereigns, has been remarkable in its despotism, for its attention to the wishes and interests of the people, and undoubtedly this singular feature, for an Asiatic government, is the living spring which has preserved its unity and stability for so many ages. Unlike the domination of the Caliphs, and the thousand and one conquerors of India and the west of Asia, the principles of government in China were founded on the disinterested inspirations of philosophy, inculcating that the happiness and virtue of the people were the primary object, and their care the main duty of the sovereign. These principles are still recognized, and though the corruption of the subordinates obscures their light, and tyranny often oppresses the inhabitant of the cities, in the country the people enjoy a liberty only known elsewhere to the subjects or citizens of the free governments of the globe.

Tae-ping-wang's edicts, while they occasionally profess care for the interests of the governed, are principally to establish his own undisputed authority and supremacy, and it is apparent to the considerate observer that himself and his family of chiefs and dependents are the main objects of his solicitude.

His military abilities cannot be considered as proved by his advance on, and capture of, Nankin, as yet his only military exploit. A march through provinces where there was no army in the open country, no garrisons in the cities beyond a few disorganized battalions, enervated by idleness and debauchery, and with no strength in their fortifications, was not an exploit proving any great military talent.

Nankin reached and occupied, he had then for the first time to meet actual and energetic opposition, and though his course of action showed sufficient boldness, the result has not justified his judgment. His army at the north, far advanced beyond support, had been destroyed, and the best of his men lost, without a counterbalancing advantage.

We have not yet commented upon that point in his pretensions of the

greatest moment to foreign nations, and in which lies the danger which threatens our relations with China, should he prove sufficiently successful in his enterprise as ultimately to hold the central and southern provinces.

It is a fundamental principle of his doctrine that he is supreme upon the earth. Upon that foundation the superstructure is reared, and the fanatical temper and overbearing self-reliance displayed to the English, French, and American visitors is sufficient assurance that he will treat with no potentate on the earth as an equal, unless compelled at the point of the bayonet. Much stress is laid by missionary writers upon the use of the word "brethren," when addressing their foreign visitors, but it is overlooked that that term is allowed to them only when they come reverently to profess submission and subjection, and that in every case they were forbidden to return unless they did so with the proper gifts for tribute.

Here, then, is the certain germ of a war with the new party, perhaps involving the surprise and destruction of the foreign settlement at Shanghai, with all its valuable property, as the first intimation that we are no longer to flatter ourselves with the title of brethren. We should not consider this, however, as imperiling our connection with China, for such a war could not be refused by England and America, and, at the cost of some treasure to them, and a good deal of blood to China, it could only end in the destruction of the party opposed to them. The greatest danger lies in such a result to the struggle between the rebels and the Imperialists, as will leave the former no heart to provoke foreigners to open conflict, and yet with sufficient strength to hold and distract the southern and central provinces, the seat of the production of tea and silk. A long continuance of trouble and disorganization, and unsettled government, and a division of the coast from those provinces by hostile jurisdictions, would most effectually ruin foreign trade without a chance of remedy through the utmost exertions of foreign powers.

If these views of the rebellion are correct, and the closer the examination the stronger and more unquestionable will be found the proofs, we have nothing to hope, and much to fear from it, if successful, while it gives no promise of advancement to China, religiously or politically.

On the other hand, is the Imperial Government, to whom we are already bound by solemn treaty, and which has maintained its faith with us throughout the ten years which have expired since it was first pledged, and would now doubtless enter into closer ties in consideration of aid, trifling to us, in our strength, but important to it in the emergency which now oppresses it. Its vitality and strength are much greater than would appear from the recent course of events and from the representations made from China, by residents interested for the success of the rebellion. Independently of the great source of strength in the warlike Tartar tribes which live upon the northern border, and which would be too happy to march upon China at the call of the emperor, he has still possession of two-thirds of the empire, draws the greater part of the usual revenue from those quarters, and can recruit his forces from several hardy races of men. The country north of the Yellow River is difficult of attack by an army from the South, as the great distance to be traversed costs it its communications, while every step in advance carries it nearer to the enemy's resources, and against positions growing stronger as their own force grows weaker.

The most, therefore, that the rebel leaders can accomplish, with such strength as they have yet shown, is to dismember the country. Total conquest is out of the question.

The Imperial power, on the contrary, is sufficiently great to retain the whole of the northern provinces, while the western and many of the central and southern, still resist the entry of the rebels, or return to their allegiance and to tranquillity as soon as the insurgents have passed through. The farmers and traders of the districts bordering upon the positions occupied by Tae-ping-wang's forces, look upon them with horror, dreading their irruption into their fields and towns, and hiding their valuables in the earth at the first alarm. They are regarded as thieves by all peaceable people, and that or similar names are invariably used by the Chinese when they converse with foreigners concerning them. So general a feeling is in itself a great element of strength to the Imperial party, as the various districts, so far from aiding the rebellion, seize the first opportunity to return to their old governors.

The main strength of the rebels is undoubtedly from the men trained in the pirate fleets which have for several years preyed upon the Commerce of China, and, were their communication with the coast cut off, and their places of strength upon the Yang-tye-kiang destroyed, they would soon yield to the pressure of the superior forces of the Imperialists. To do this would require the intervention of foreign ships of war, but the force to be exerted would be small, as the Chinese fortifications and gunnery are contemptible when opposed to European ships, though equal to the assaults of their own war-junks.

As to the mode and points in and at which this assistance should be rendered, such points could only be determined by the plenipotentiaries of the two governments after careful consideration of the circumstances existing at the time of the demonstration, and we need not venture to discuss them here. It is probable that the mere knowledge of the fact, that the Imperialists had the aid and countenance of foreigners would half extinguish the insurrection, by giving energy and courage to the Imperial officers.

With such terms as could be made by the foreign powers at this trifling cost, the influence of Christian nations could be so extended through the country that a sensible effect would be made upon the administration of government, and much of the corruption, heretofore existing, be corrected, while the Chinese themselves, acted upon by the free ideas of foreigners, would rise in political knowledge, and in time be better prepared to maintain the cause of the people against their rulers when necessity appeared. Even if such pleasing conjectures should be deemed too flattering, the most practical will not deny that the constant presence of foreign power upon the main thoroughfares of Commerce will tend greatly to prevent disorders when tranquillity is once restored, and give a security to our Commerce which it has never had yet, and which its importance well deserves.

The time has arrived when England and the United States are bound by every consideration of policy to take an energetic and decided part, and that part on the side of the government to which they are already pledged by treaties to maintain friendly connections, and which alone can increase their privileges and preserve to them those already enjoyed. On the one side is the rebellion, without a particle of claim upon our respect or our sympathy, offering the prospect of a bloody war for the mere maintenance of our present rights, on the other is the Imperial Government with claims upon us from previous friendly connections and pledges, ready

to confirm all present privileges, and meet us in our further wishes, for aid which would not cost us one tithe of the contest which threatens us on the other side, and by which we would gain, without violence, and with an increase of friendly feeling on the part of both the governors and the governed, all that we can desire for the promotion of unrestrained intercourse.

It should not be overlooked that the force required for such desirable results is only that which the two countries are, at all events, obliged to keep in the ports of China, to protect the persons and property of their subjects and citizens from destruction by the forces of either party, very likely, at times, to be both in the attitude of foes, if the present policy of neutrality is continued. Nor that all the intervention, that is believed to be requisite, is the simple action of foreign governments in maintaining their actual rights by force, proclaiming publicly their determination to do so, thus giving only such support to the Imperialist cause as would be afforded by the maintenance of public order under their government at the ports which we have already, or are to have, the right by treaty to frequent.

The choice of alternatives seems to be unquestionable. An opportunity, which we might well have prayed for, presents itself, and a catastrophe, which we should feel for years in its effects, threatens us, and we have only to move our little finger to profit by the one and prevent the other.

Art. II.—COMMERCE OF THE UNITED STATES.

NUMBER XVII.

PROGRESS IN PEACE—INDIAN TRADE AT THE WEST—EXTENT OF SETTLEMENT—CLAIMS OF ENGLAND AND FRANCE—OHIO COMPANY—COLLISION—DEPORTATION OF THE ACADIANS.

THE return of peace, in 1748, was earnestly welcomed by all the colonists, but especially by those who had borne the heaviest burdens and incurred the chief dangers of the war, distasteful as to them were some portions of the arrangements at Aix-la-Chapelle.

War, when of that earnest character which imposes a heavy tax upon the energies of the belligerents, whether for the purpose of self-protection, or for the accomplishment of schemes of offense, of acquisition, or, as the popular phrase now is, of "annexation," cannot, however successful, be long agreeable to a civilized people. The condition of physical antagonism is, in every possible phase, utterly repugnant to the interests of an advanced or progressive state of human society.

Not much allowance is, indeed, to be made for the taming of human passions by civilization; for these, divested of what may be termed their diplomatic dress, are essentially as barbarous in an enlightened Caucasian of to-day, as they were in the rough Teuton material that plundered the coasts of that England which it was itself, in another stage of England's being, to become. The difference is simply, that the action of the civilized man's propensities are more *clogged*. His limbs are not free, like the wild man's, to perform whatever species of rude exercise he may fancy;

and if he undertakes to fight, his blows are timed to the unpleasant music of a crash among his surrounding wares. When nations boasting of their pre-eminent intellectual altitude, about equally armed with the destructive forces of modern warfare, and capable of imparting and sustaining equal inflictions, commission heroes to push them against each other, they have worked themselves up, as ladies of spirit sometimes do, until they don't care for a *little ruin*. They don't go at it with the quiet indifference of the savage. War among the community of civilized powers, with their multifariety of delicate peace begotten and peace-nourished interests, is like a game at cricket in a crockery warehouse.

Savages may fight perpetually. It is no trouble for them; they can at any time accommodate you with a set-to, without considering it the slightest inconvenience. If it were not for the ever-available amusement of scalping and roasting each other, they would all die of *ennui*. Civilized people can only fight spasmodically. They have to generate a certain amount of excitement, and when the stimulus has become exhausted, they want to rest awhile until they can recover fresh inspiration. They want to look after the fragments of their shattered goods, and put their shelves again in order; they want to cast up accounts and see how the balance stands on the page of Profit and Loss. They must fight by intervals, and every period of war must have its period of reinvigorating repose.

Upon the peace succeeding to a destructive or costly war, the interests of peace, if their elasticity has not been destroyed, push forward with an energy unknown to the condition of ordinary peace. Men return to their accustomed employments, with a spirit hungered by the interruption; and in the few years which elapse before the current subsides into its natural channel, results are often achieved which seem to obliterate every vestige of flame and powder.

It was so now. In the short peace of 1748-56, the colonies made unexampled strides. Commerce rapidly augmented, by the increase both of exports and imports—the internal resources were more exposed—new productions were developed, under legislative and other stimulus, and old productions extended—population multiplied through the combined sources of natural progression and of emigration—the public credit, left in so depressed a condition, resumed its former vitality, and the burdens which the war, conjoined with all adverse causes, had imposed upon the colonies, seemed but trifles to the vigorous prosperity which rioted in the dissipation of all untoward influences.

The home-government, eminently satisfied with the assistance rendered by the colonies through the war, undertook of itself to take care of the debt occasioned by the contest, without asking from them any unusual contributions to relieve it of the onerous burden. Such measures as were adopted in reference to the colonies, were intended solely, and were well calculated to increase their prosperity. Among these was an act by Parliament, in 1751, prohibiting the northern colonies from creating or re-issuing bills of credit, except on extraordinary occasions. In this inhibition Pennsylvania, though regarded as one of the northern colonies, was not included, her bills being still nearly at par.

Another act of Parliament, in 1753, opened the Levant trade, before confined to the Turkey Company, to all persons in British plantation built vessels, navigated according to law, that is, with a proper proportion of British subjects as seamen, which provision was invariably attached to

whatever acts were passed regarding the outward trade of the kingdom and of its colonies.

As population increased, settlement was gradually pushing westward, but the progress in this direction was much faster in the southern than in the northern colonies, where the leading pursuits induced a stronger tendency to concentration, and where the proportion of considerable towns was much larger than in the lower section. In New England, although the coast was so thickly occupied, nearly all of Maine and Vermont, a large part of New Hampshire, and even a portion of Massachusetts, were yet wilderness region. In New York, population was almost confined to the line of the Hudson River and its branches. In 1753, at the time Benjamin Franklin was appointed Postmaster of Philadelphia and one of the two Deputy Postmasters-General of the colonies, there were but 57 miles of post-road in New York, the total in the colonies being 1,532 miles, of which New Hampshire had the least, and North Carolina the largest, amount.* In Pennsylvania, the population was pushing toward the mountains, in the center of the present State.

In Virginia, the westward tide had passed the Blue Ridge, running through the heart of what is now comprised in the State, and approaching toward the farther range of the Alleghanies, and had met the upper branches of the rivers that empty into the Ohio, at a distance of about two hundred miles from the coast. Toward Carolina, at this time, a strong emigration was going on from the north, especially from Pennsylvania, and there were large bodies of Protestants moving thither from Europe, of whom 1,600 arrived in the year 1752. All these, finding the coast region occupied, their took position in the interior and back parts, approaching toward the hills that form the boundary of the present State of Tennessee.

For the purposes of trade with the Indians, regions had been entered at distances considerably beyond the western limits of population. New York had a single fortified establishment on Lake Ontario. Pennsylvania had of late taken the lead in the Indian trade, the field of her operations being the neighborhood of those great confluents of the Ohio, the Alleghany and Monongahela, with their abundant branches. Following the course of their north-western rivers, the Virginia traders had visited the region of the Upper Ohio, and established friendly intercourse with some tribes of that vicinity. To the territory of the Ohio, Virginia laid claim as being a portion of that colony.† Kentucky, with its great Indian population and abundant resources of trade, seems to have been entirely neglected, except in so far as some of its tribes were perhaps met at other points. The Carolinians had crossed the mountains and entered into Tennessee, to traffic with the powerful nations in that quarter, which was embraced within their charter. The young colony of Georgia, confined by the Spaniards from penetrating to the south, had they been so minded, and limited by their charter to about half the width of the present State, had, in addition to the trade at Augusta, on the Upper Savannah, established some intercourse with the great population of the wilderness interposing between themselves and the French colonies of the Alabama and Mississippi.

* Report of S. R. Hobbie, late Assistant Postmaster-General.

† The whole of the present State of Ohio was included in the charters of Virginia and Connecticut, the former claiming all lands westwardly between 36 deg. 30 min. and 40 deg. N.; the latter all between 41 deg. and 42 deg. N.

The principal of the tribes or families with which the trade of the colonies was conducted was the *Six Nations*, with whom they had, also, important political relations. The domain occupied by them, or over the tribes of which their authority extended, lay in New York and Pennsylvania, and reached even to Virginia, and into the Ohio wilderness. The governors of New York, Pennsylvania, and Virginia, several times assembled for the purpose of effecting joint treaties with them, and the main object of the first Congress of all the colonies, in 1754, was to arrange the terms of alliance with this powerful league, relative to the then impending French war. Excepting this confederacy, almost the whole body of western Indians, whose position was near enough to the English frontiers to make their influence available in the war, were, at least after the war begun, warmly enlisted in behalf of the French; but the steady friendship of the Six Nations compensated in a great degree to the northern colonies, and to New York more than compensated, the attitude of the rest, as the barrier they presented on the side toward Canada was almost impregnable.

The Ohio region, where the traders of Pennsylvania and Virginia resorted, was inhabited by the Twightwees, since called the Miamis, and who before the war were very friendly to the English, the Delawares, who had roved thither from Pennsylvania, the Wyandots, Shawanese, and many others, each of them raising several hundred warriors. The trade at Tennessee and Georgia was carried on with the Cherokees, Chickasas, Creeks, &c., tribes which counted their fighting-men by many thousands.

The French moved through the depths of the continent with a celerity unnatural to the English. Their effort was rather to see how broad an extent of superficial empire they could hold, than to establish the foundations of a durable power. They ridiculed the slow motions of the English, and had the fullest confidence, while acknowledging their utter inferiority in numbers, of acquiring, through their superior celerity, full possession both of the Ohio and Mississippi Valleys, and of confining the English to the Atlantic slope of the Alleghanies. Their course of colonization was accordingly laid out in a direction transverse to that of their rival, so as to intercept the lateral progress of the latter across the continent. They now undertook to complete the barricade by which fifty thousand people were to hem in a million, by drawing a line of forts between the extreme points of their population spots.

Without the efficient aid of France this boundary-line of the fifty thousand would, of course, have been like a spider's web drawn across the pathway of a man. And as the aid of France no more than countervailed the support rendered by England to her colonies, the disparity still remained. In a fair, open field Massachusetts could, in fact, have exterminated the whole French and Canadian force employed in this war, and the colonies offered, in case England should consent to the plan of union devised by them in 1754, to take care of their combined enemies without any assistance from that quarter. The most formidable agencies in the hostile league were the wilderness position in which the enemy was intrenched, his incursive mode of warfare, and the employment of the Indians, with their distressful and perplexing system of operations.

The English claim to the lake region and the Ohio Valley, the field of the present dispute, as gravely asserted at the time, was founded upon the conquest of that territory by the *Six Nations*, who were assumed to be

vassals of England, a position which the confederacy would never have recognized, at least in the sense that their property was the possession of their great white father. A broader claim rested upon the original discovery of North America by Cabot, under which the earlier grants extended *from sea to sea*. The French rested their claims upon the explorations of La Salle, Tonti, and Hennepin, which were perfectly valid in regard to the lakes and the Mississippi, but it does not appear that any of their earlier adventurers had ever navigated the Ohio. They had uniformly passed to and fro between the lakes and the Mississippi by the branches of the latter running from the vicinity of Lake Michigan through Illinois. La Salle knew scarcely more of the Ohio than he did of the Niger, or of the unknown stream since named the Columbia, and the Mississippi system was quite too vast to be appropriated entire by the simple act of sailing along its main artery in an Indian canoe. The French had of late traded somewhat, it would seem, in the Ohio region, and appear, also, to have made some journeys to and from Canada by way of the river itself; but the English had traded there as well, and the former had established neither settlements nor forts along the route. The Indians alone occupied the whole territory.

Thus, the pretensions were about equally respectable, upon which the French undertook to shut up the English within the Alleghanies, and the English to drive the French back into Canada.

From the mid-banks of the St. Lawrence, the nucleus of the colonial empire of New France, fortified posts had been long established along the upper waters of the river, and at its source, on Lake Ontario, was the important fort and trading site of Frontenac, now covered by the British city of Kingston. At the other end of the lake, or rather on the river between the Lakes Ontario and Erie, was the still more important fort and station of Niagara. At the other end of Lake Erie was the fort and town of Detroit, connecting with the various forts and establishments of the upper and greater lakes, and commanding the old avenue to the Mississippi. Beside the full control of the great lake-chain, the French had, also, by a fortification at Crown Point, far within the colony of New York, and in proximity to her northern settlements, acquired complete command of Lake Champlain, and of the trade of Upper New York, and of the upper portion of the present State of Vermont, then a wilderness claimed by the three bordering colonies, New York, Massachusetts, and New Hampshire. They were thus in possession of a vast internal water communication, while the English, excepting a small trade at Lake Ontario, navigated only a few rivers and bays connecting directly with the ocean.

The French had yet been unable, or perhaps deemed it premature, either by fortification or otherwise, to effect the design of securing the possession of the new route between Canada and Louisiana, when the English, anticipating the project, made a movement for the occupation of the territory. A corporation was formed, after the peace of 1748, called the Ohio Company, composed of English merchants and some traders and influential gentlemen of Virginia, to whom the king granted 600,000 acres of land on or about the Ohio, as a portion of Virginia, for the purposes of a fur-trade with the Indians, and for settlement. In 1752, the company had set about their plans with vigor, and to facilitate their operations had commenced a road to extend from the Potomac to the Ohio, across the whole width of Virginia. Grants were also made to other companies in the same region.

The jealousy of the Pennsylvanians, whose Indian trade was about to be monopolized by this association, and whose territories were perhaps to be appropriated, (for Virginia seems to have regarded the western portions of Pennsylvania as a part of her domain,) was highly excited. They alarmed the Indians with the idea that their lands were to be taken from them by the avaricious association, and thus prepared them to act vigorously with the French. It seems, also, that they gave early intelligence to the French of the designs and transactions of the company.

The new governor of Canada, the Marquis du Quesne, was alarmed at this project, and wrote to the governors of New York and Pennsylvania, asserting the claim of France to the country east of the Ohio, as far as the Alleghanies, forbidding any further encroachment upon the grounds of his most Christian Majesty, and declaring that unless the intruders were removed, he would be under the necessity of seizing them, wherever found.

A strong fort was meantime in course of construction at Presque Isle, a peninsula on the southern side of Lake Erie, at the northwest corner of Pennsylvania, the point whence the new route to Louisiana was to diverge from the old. The threat being disregarded, three of the company's traders, while the survey was going on for a settlement in 1753, were seized by a party of French and Indians and conveyed to this fort. A communication was also immediately opened and secured to the Ohio. Southward from the fort at Presque Isle, and within easily communicable distance, a temporary fortification was erected on French Creek, a branch of the Alleghany, and sixty miles further down the same branch at its junction with the Alleghany, another station was formed, at the Indian settlement of Venango, the site of which is occupied by the present town of Franklin, in Venango county, Pennsylvania. These works were only sufficient to protect the few men defending them against small arms, and were designed to be replaced by more effective structures. The last-named point, not a hundred miles from Lake Erie, and about half-way between the lake and the forks of the Ohio, seems as far as the chain was carried this year.

The Twightwees, one of the tribes with whom the English had been trading, in retaliation of the outrage upon their allies, and evincing their willingness to aid them in a contest with the French, seized several French traders and sent them to Pennsylvania. As yet most of the tribes in that neighborhood were adverse to the French, being jealous of their progress and of their evident intentions, and were friendly to the English.

Threatened with the ruin of their whole project, the Ohio Company made loud complaints to Lieutenant-Governor Dinwiddie, of Virginia, who dispatched Major Washington to the French commandant on the Ohio with a missive, demanding the evacuation of the forts built within the dominions of his Britannic Majesty. Major Washington's journey illustrates the state of internal communication at that time. He started from Williamsburg, the capital of Virginia, October 31, 1753, reached Will's Creek, the westernmost settlement of Virginia, in fifteen days, and the forks of the Ohio, fifty miles from Will's Creek, in nine days more; arrived at Venango December 4th, proceeded to the fort beyond, delivered the letter, started on his return on the 15th December, and, though using all expedition, did not reach Williamsburg with the Frenchman's answer until January 16th, 1754.

In the early part of 1754 the Ohio Company sent a party of thirty men to construct a fort at the Ohio forks—the point where the Alleghany and Monongahela merging, the Ohio commences—and the government of Virginia soon after dispatched Major Washington with a regiment from that colony, aided by a company from South Carolina and another from New York, about 400 men in all, to the same point. The first party had just commenced the fortification, when a French force drove them off, and completed the work, a strong fort, which they named Du Quesne. The position is now occupied by the large manufacturing city of Pittsburgh. A large force was stationed at this important point, and a detachment of 1,500 French and Indians being sent out, defeated Washington, and obliged him to return to Virginia.

Meanwhile the French, aided by the Indians, were encroaching at Nova Scotia, in hopes of regaining the whole province. The engagement to neutrality, and even the oaths of allegiance to England which some of them had taken, were no restraint whatever. Gov. Shirley, during this year, made an expedition to Maine, explored the Kennebec, made a treaty with the Indians of that neighborhood, and erected two or three forts for defense of the country, and as trading stations.

Perceiving war to be inevitable, the English government, through the Secretary of State, the Earl of Holderness, had written to the governors of the several colonies, recommending the formation of a *union*, and particular attention to the point of securing the friendship of the Six Nations, enjoining them also to repel force by force, and if possible to dislodge the French from their posts at the Ohio region. Delegates had already been appointed from seven of the colonies—Massachusetts, New Hampshire, Rhode Island, Connecticut, New York, Pennsylvania, and Maryland—to meet at Albany, for the purpose of conferring with the Six Nations; and Gov. Shirley now recommended to the other governors that they should discuss the subject of a confederation.

Having arranged the affair with the Indians, the convention proceeded to the matter of the union, and on the Fourth of July adopted the plan of a confederacy, the delegates of Connecticut alone dissenting. There was to be a President-General and a Grand Council, empowered to make general laws, to declare war, and make peace, to raise money for the defense of the colonies, regulate trade with the Indians and otherwise, lay duties, &c. If the plan were adopted, the convention promised the defense of the colonies and expulsion of the French from their territories, without any assistance from England. For opposite reasons, Parliament and the Provincial Assemblies both rejected the scheme.

The ministry in lieu of this project, suggested a council of the governors, who should be empowered to draw on the British treasury for all necessary expenses, which the colonies should repay through a general tax imposed upon them by Parliament. Of course, the proposition to concede so easily the right of taxing the colonies, and to make room for the appointment of a multitude of greedy officials to “eat out the substance” of the people, was rejected by the colonies.

Early in 1755, France sent strong reinforcements to Canada and Louisburg, and the English government dispatched Braddock, with a respectable force, to Virginia, and Admiral Boscawen, with a fleet, to the Gulf of St. Lawrence, to intercept the French armament, and to look out for matters in that quarter. Massachusetts alone, while co-operating with the rest of the colonies at other points, undertook to oust the French from

Nova Scotia, of which they were like to regain full possession—a result which would have been fatal to the pursuit of the fisheries in the Gulf region by New England. This was the first of four great expeditions made by the colonies during the year, and the only one that was completely successful. The force, consisting of 3,000 men, under Colonels Monckton and Winslow, sailed from Boston on the 20th May in forty-one vessels, landed at Chiquecto Bay, at the head of Bay Fundy, took forts Beau Sejour and Gaspereau, on the neck between the waters of Fundy and the Gulf of St. Lawrence, and also the forts on the New Brunswick coast above, which were abandoned at their approach. Thus was full possession acquired of the province according to the boundaries claimed by England.

As it was considered unsafe to leave the large French population there during the war, the English governor of the province, in concert with Admirals Boscowen and Mostyn and the commanders of the expedition, resolved to deport them in a body, and scatter them through the English colonies, with the view of their being there made naturalized subjects of England.

The Abbé Raynal draws a charming picture of the colony thus despoiled. The numbers of the French Acadians were about 18,000. Originally, the engrossing pursuits were hunting, fishing, and the fur trade; but before the cession to England in 1713, they had established a respectable agriculture. They cultivated wheat, oats, rye, barley, maize, and potatoes, and raised the wool, flax, and hemp, out of which they made their own clothes. They had a little trade with Louisburg, from which they obtained a few European articles in exchange for grain, cattle, and furs. Their exchanges among themselves were still fewer. They knew nothing of paper currency, so common in the rest of North America; even the small amount of specie which had entered was not in circulation. They possessed about 60,000 head of cattle, 70,000 head of sheep, 50,000 hogs, and many horses. They knew nothing of lawsuits, and we may therefore well believe, were virtuous, frugal, industrious, and happy, with manners of the simplest kind. They were devotedly loyal to France, and ready at all times to assist in the re-establishment of her dominion.

The lands, houses, cattle, and other possessions of this primitive people were declared forfeited by the alleged disregard of their former engagements, and about 7,000 of them, being allowed to take their money and a small amount of furniture, were driven on board the vessels, and scattered in their destitute state along the shores of the Southern colonies, where the inhabitants gave them some succor. About 500 were landed in Pennsylvania, of whom over half soon died. Of the balance of the Acadians, some—to avoid the transshipment—fled into the woods and joined the Indians; others escaped to Louisburg, to St. John, (now Prince Edward's Island,) and to Canada; some reached Louisiana and the French colony at Hayti.

The houses left behind them were burned, their lands laid waste, and a complete ravage effected, in order to prevent their return. Those who were exported addressed a pathetic remonstrance to the British government, which was unheeded; but after the peace, they were allowed to return, and lands were given them on taking the oath of allegiance. But in 1772 there were only about 2,000 French remaining in Nova Scotia.

The three unsuccessful expeditions of the year were Braddock's disas-

trous attempt against Fort Du Quesne, which followed the road laid out by the Ohio Company in 1753, widening and improving it as they progressed; that of Gen. Johnson against Crown Point, who, though failing, defeated Dieskau; and that of Gov. Shirley against the forts Frontenac and Niagara.

These results left the whole Western frontier exposed to the ravage of the Indians, who carried more than 1,000 captives from Pennsylvania and Virginia. In the latter colony, they penetrated to and crossed the Alleghanies, and were so furious in their destructive course, and so feebly opposed, that it was feared the whole western population of the colony would be obliged to retire to the eastward of the Blue Ridge.

In the midst of these operations, in 1755 Samuel Hazard, of Philadelphia, petitioned the king for leave to establish a colony of several thousand people on the Ohio. Such a colony, well provided, would have been probably the best defense both of the provinces and of their western territories, but it does not seem to have been encouraged.

The influence of the war, thus far, upon Pennsylvania, is seen in the reduction of her exports from 244,647*l.* in 1754 and 245,644*l.* in 1753, to 144,456*l.* in 1755. Yet the general Commerce of the colonies had not depreciated; but, on the other hand, there was a large increase in the imports of Great Britain.

ART. III.—STATISTICAL VIEW OF THE COMMERCE OF THE U. STATES.

WE propose in the present paper to exhibit as complete a statistical view of the trade, Commerce, and navigation of the United States as the sources of information (chiefly official) will permit. The tabular statements are, in the main, derived from the reports of the Secretary and Register of the Treasury, and although not entirely correct, yet the best and most reliable extant.

Prior to 1821, the Treasury reports did not give the value of imports into the United States. To that period their value, and also the value of domestic and foreign exports, have been estimated from sources believed to be authentic. From 1821 to 1854, inclusive, the value has been taken from official documents.

We commence with a tabular statement exhibiting the gross value of exports and imports, from the beginning of the government of the United States (1789) to the 30th of June, 1854, as here subjoined. In this table, from 1789 to 1842, inclusive, the commercial or financial year of the United States ended on the 30th of September; and in the last-named year it was changed by an act of Congress, so that from 1843 to the present time it ends on the 30th of June.

GROSS VALUE OF EXPORTS AND IMPORTS FROM 1789 TO 1854, INCLUSIVE:—

Years ending—	Domestic produce exported.	Foreign mer- chandise exported.	Total.	Imports. Total.
1790.....	\$19,666,000	\$539,156	\$20,205,156	\$23,000,000
1791.....	18,500,000	512,041	19,012,041	29,200,000
1792.....	19,000,000	1,753,098	20,753,098	31,500,000
1793.....	24,000,000	2,109,572	26,109,572	31,100,000
1794.....	26,500,000	6,526,233	33,026,233	34,600,000
1795.....	39,500,000	8,489,472	47,989,472	69,756,268

Years ending—	Domestic produce exported.	Foreign mer- chandise exported.	Total.	Imports. Total.
1796.....	\$40,764,097	\$26,800,000	\$67,064,097	\$81,436,164
1797.....	29,850,206	27,000,000	56,850,206	75,379,406
1798.....	28,527,097	33,000,000	61,527,097	68,551,700
1799.....	33,142,522	45,523,000	78,665,522	79,069,148
1800.....	31,840,903	39,130,877	70,971,780	91,252,768
1801.....	47,473,204	46,642,721	94,115,925	111,363,511
1802.....	36,708,189	35,774,971	72,483,160	76,333,333
1803.....	42,205,961	13,594,072	55,800,033	64,666,666
1804.....	41,467,477	36,231,597	77,699,074	85,000,000
1805.....	42,387,002	53,179,019	95,566,021	120,600,000
1806.....	41,253,727	60,233,236	101,536,963	129,410,000
1807.....	48,699,592	59,643,558	108,343,150	138,500,000
1808.....	9,433,546	12,997,414	22,430,960	56,990,000
1809.....	31,405,702	20,797,531	52,203,233	59,400,000
1810.....	42,366,675	24,391,295	66,757,970	85,400,000
1811.....	45,294,043	16,022,790	61,316,833	53,400,000
1812.....	30,032,109	8,495,127	38,527,236	77,030,000
1813.....	25,003,132	2,347,865	27,351,997	22,005,000
1814.....	6,782,272	145,169	6,927,441	12,965,000
1815.....	45,974,403	6,583,350	52,557,753	113,041,274
1816.....	64,781,396	17,138,156	81,920,452	147,103,000
1817.....	68,313,500	19,358,069	87,671,569	99,250,000
1818.....	73,854,437	19,426,696	93,281,133	121,750,000
1819.....	50,976,338	19,165,683	70,142,521	87,125,000
1820.....	51,683,640	18,008,029	69,691,669	74,450,000
1821.....	43,671,894	21,302,488	64,974,382	62,585,724
1822.....	49,874,079	22,286,202	72,160,281	83,241,541
1823.....	47,155,408	27,543,622	74,699,030	77,579,267
1824.....	50,649,500	25,337,157	75,986,657	80,549,007
1825.....	66,944,745	32,590,643	99,535,388	96,340,075
1826.....	53,055,710	24,539,612	77,595,322	84,974,477
1827.....	58,921,691	23,403,136	82,324,827	79,484,068
1828.....	50,669,669	21,595,017	72,264,686	88,509,824
1829.....	55,700,193	16,658,478	72,358,671	74,492,927
1830.....	59,462,029	14,387,479	73,849,508	70,876,920
1831.....	61,277,057	20,033,526	81,310,583	103,191,124
1832.....	63,137,470	24,039,473	87,176,943	101,029,266
1833.....	70,317,698	19,822,735	90,140,443	103,118,311
1834.....	81,024,162	23,312,811	104,336,973	126,521,332
1835.....	101,189,032	20,504,495	121,693,527	149,895,742
1836.....	106,916,680	21,746,360	128,663,040	189,980,035
1837.....	95,564,414	21,854,962	117,419,376	140,989,217
1838.....	96,033,821	12,452,795	108,486,616	113,717,404
1839.....	103,533,891	17,494,525	121,028,416	162,092,132
1840.....	113,895,634	18,190,312	132,085,946	107,141,519
1841.....	106,382,722	15,469,081	121,851,803	127,946,177
1842.....	92,969,996	11,721,538	104,691,534	100,162,087
1843.....	77,793,783	6,552,697	84,346,480	64,753,799
1844.....	99,715,179	11,484,467	111,200,046	108,435,035
1845.....	99,299,776	15,346,330	114,646,606	117,254,564
1846.....	102,141,893	11,346,623	113,488,516	121,691,797
1847.....	150,637,464	8,011,158	158,648,622	146,545,633
1848.....	132,904,121	21,128,010	154,032,131	154,998,928
1849.....	132,666,955	13,088,865	145,755,820	147,857,439
1850.....	136,946,912	14,951,808	151,898,720	178,138,313
1851.....	196,689,718	21,698,293	218,388,011	216,224,932
1852.....	192,368,984	17,289,332	209,658,366	212,945,442
1853.....	213,417,697	17,558,460	230,976,157	267,978,647
1854.....	253,390,870	24,850,194	278,241,064	304,562,381

\$4,573,714,067 \$1,321,203,831 \$5,894,917,898 \$6,721,432,934

The table which follows will show at a glance the amount of tonnage belonging to the ship-owners in the United States, in each of the years from 1789 to 1854. Our progress in tonnage is without a parallel in the history of maritime powers. From 123,893 tons in 1789, we have gone on increasing this important auxiliary of trade, till in 1854 we have reached a tonnage of nearly five millions, as will be seen in the following table:—

TONNAGE OF THE UNITED STATES FROM 1789 TO 1854.

In this table the years end from 1789 to 1834 on the 31st of December, and from 1835 to 1842 on the 30th of September, and from the last-named year to 1854 on the 30th June:—

STATEMENT EXHIBITING THE AMOUNT OF THE TONNAGE OF THE UNITED STATES ANNUALLY FROM 1789 TO 1854, INCLUSIVE.

Years.	Registered.	Enrolled and licensed.	Total.	Years.	Registered.	Enrolled and licensed.	Total.
1789	123,893	77,669	201,562	1822	628,150	696,549	1,324,699
1790	346,254	182,128	274,377	1823	639,921	696,645	1,336,566
1791	363,110	189,036	502,146	1824	669,973	719,190	1,389,163
1792	411,438	153,019	564,457	1825	700,788	722,324	1,423,112
1793	367,734	153,030	520,764	1826	739,973	796,213	1,534,191
1794	438,863	189,755	628,618	1827	747,170	873,438	1,620,608
1795	529,471	218,494	747,965	1828	812,619	928,772	1,741,392
1796	576,733	255,166	831,899	1829	650,143	610,655	1,260,798
1797	597,777	279,136	876,913	1830	576,475	615,301	1,191,776
1798	603,376	294,952	898,328	1831	620,453	647,395	1,267,847
1799	662,197	277,212	939,409	1832	686,990	752,460	1,439,450
1800	669,921	302,571	972,492	1833	750,027	856,124	1,606,151
1801	632,907	314,670	947,577	1834	857,438	901,469	1,758,907
1802	560,380	331,724	892,104	1835	885,821	939,119	1,824,940
1803	597,157	352,015	949,172	1836	897,775	984,328	1,882,103
1804	672,530	369,874	1,042,404	1837	810,447	1,086,237	1,896,684
1805	749,341	391,027	1,140,368	1838	822,592	1,173,048	1,995,640
1806	808,265	400,451	1,208,716	1839	834,245	1,262,234	2,096,479
1807	848,307	420,241	1,268,548	1840	899,765	1,280,999	2,180,764
1808	769,054	473,542	1,242,596	1841	945,803	1,184,941	2,130,744
1809	910,059	440,222	1,350,281	1842	975,359	1,117,032	2,092,391
1810	984,269	440,515	1,424,784	1843	1,009,305	1,149,298	2,158,603
1811	768,852	463,650	1,232,502	1844	1,068,765	1,211,330	2,280,095
1812	760,624	509,373	1,269,997	1845	1,095,172	1,321,830	2,417,002
1813	674,853	491,776	1,166,629	1846	1,130,286	1,431,798	2,562,084
1814	674,633	484,577	1,159,201	1847	1,241,313	1,597,733	2,839,046
1815	854,295	513,833	1,368,128	1848	1,360,837	1,793,155	3,154,042
1816	800,760	571,459	1,372,219	1849	1,438,942	1,895,074	3,334,016
1817	809,725	590,187	1,399,912	1850	1,585,711	1,949,743	3,535,454
1818	606,089	619,096	1,225,185	1851	1,726,307	2,046,132	3,772,439
1819	612,930	647,821	1,260,751	1852	1,899,448	2,238,992	4,138,440
1820	619,048	661,119	1,280,167	1853	2,103,674	2,303,336	4,407,010
1821	619,896	679,062	1,298,958	1854	2,233,819	2,469,033	4,802,902

The following table presents a comparative view of the tonnage of the United States, (registered and enrolled,) and also shows the tonnage employed in the whale fishery, and the proportion of enrolled and licensed tonnage, in tons and 95ths, employed in the coasting trade, cod fishery, mackerel fishery, and whale fishery, each year from 1815 to 1854, inclusive:—

Years.	Registered tonnage.	Enrolled tonnage.	Total tonnage.	Registered tonnage in the whale fishery.
1815.....	854,294 74	513,833 04	1,368,127 78	.....
1816.....	800,759 63	571,458 85	1,372,218 53	.....
1817.....	809,724 70	590,186 66	1,399,921 41	8,471 41
1818.....	606,088 64	619,095 51	1,225,184 20	16,134 77
1819.....	612,930 44	647,821 17	1,260,751 61	31,700 40
1820.....	919,047 53	661,118 66	1,280,166 24	35,391 00
1821.....	619,896 40	679,062 30	1,298,958 70	26,070 83
1822.....	628,150 41	696,548 71	1,324,699 17	45,449 42
1823.....	639,920 76	696,644 87	1,336,565 68	39,918 13
1824.....	669,972 60	729,190 37	1,399,163 02	33,165 70
1825.....	700,787 08	722,323 69	1,423,110 77	35,379 24
1826.....	737,978 15	796,210 68	1,534,189 83	41,757 32
1827.....	747,170 44	873,437 34	1,620,607 78	45,653 21
1828.....	812,619 34	928,772 52	1,741,391 87	54,621 08
1829.....	650,142 88	610,654 88	1,260,797 81	57,284 38
1830.....	576,665 33	615,311 10	1,191,776 43	38,911 82
1831.....	620,451 92	647,394 32	1,267,846 29	82,315 79
1832.....	686,989 77	752,460 39	1,439,450 21	72,868 84
1833.....	750,026 72	856,123 22	1,606,149 94	101,158 17
1834.....	857,438 42	901,468 67	1,758,907 14	108,060 14
1835.....	855,520 60	939,118 49	1,824,940 14	97,640 00
1836.....	897,774 51	984,328 14	1,820,132 65	144,680 50
1837.....	810,447 29	1,086,238 40	1,896,685 69	127,241 81
1838.....	822,591 86	1,173,047 89	1,995,639 80	119,629 89
1839.....	834,244 54	1,262,234 27	2,096,478 81	131,845 25
1840.....	899,764 76	1,280,999 35	2,180,764 16	136,926 64
1841.....	845,803 42	1,184,940 90	2,130,744 37	157,405 17
1842.....	975,358 74	1,117,031 90	2,092,390 69	151,612 74
1843.....	1,009,305 10	1,149,297 92	2,158,601 93	152,374 86
1844.....	1,068,764 91	1,211,330 11	2,280,095 07	168,293 63
1845.....	1,095,172 44	1,321,829 57	2,417,002 06	190,695 65
1846.....	1,131,286 49	1,431,798 32	2,562,084 81	139,980 16
1847.....	1,241,312 92	1,597,732 80	2,839,045 77	193,858 72
1848.....	1,360,886 85	1,793,155 00	3,154,041 85	192,179 90
1849.....	1,438,941 53	1,895,073 71	3,334,015 29	180,186 29
1850.....	1,555,711 22	1,949,743 01	3,535,454 23	146,016 71
1851.....	1,726,307 23	2,046,123 20	3,772,439 43	181,644 52
1852.....	1,899,448 20	2,238,992 27	4,138,440 47	193,797 77
1853.....	2,103,674 20	2,303,356 23	4,407,010 43	193,203 44
1854.....	2,333,819 16	2,469,083 47	4,802,902 63	181,901 02

Years.	Tonnage employed in steam navigation.	Proportion of the enrolled tonnage employed in the			
		Coasting trade.	Cod fishery.	Mackerel fishery.	Whale fishery.
1815.....	.....	435,666 87	26,510 33	.....	1,229 92
1816.....	.....	479,979 14	37,879 30	.....	1,168 00
1817.....	.....	481,457 92	53,990 26	.....	349 92
1818.....	.....	503,140 37	58,551 72	.....	614 63
1819.....	.....	523,556 20	65,044 92	.....	686 35
1820.....	.....	539,080 46	60,842 55	.....	1,053 66
1821.....	.....	559,435 57	51,351 49	.....	1,924 40
1822.....	.....	573,080 02	58,405 35	.....	3,133 50
1823.....	24,379 03	566,408 88	67,621 14	.....	585 37
1824.....	21,609 73	589,223 01	68,419 00	.....	180 08
1825.....	23,061 02	587,273 07	70,626 02	.....	.....
1826.....	34 058 75	666,420 44	63,761 42	.....	226 83
1827.....	40,197 55	732,937 65	74,048 81	.....	328 94
1828.....	39,418 25	758,922 12	74,947 74	.....	180 34
1829.....	54,036 81	508,858 10	101,796 78	.....	.....
1830.....	64,471 74	516,978 18	61,554 57	35,973 33	792 87
1831.....	34,445 55	539,723 74	60,977 81	46,210 80	481 82
1832.....	90,813 84	649,627 40	54,027 70	47,427 72	377 47
1833.....	101,849 51	744,198 60	62,720 70	48,725 43	478 39
1834.....	122,815 02	783,618 65	54,403 70	61,082 11	364 16
1835.....	122,815 02	792,301 20	72,374 18	64,443 11	.....

Years.	Tonnage employed in steam navigation.	Proportion of the enrolled tonnage employed in the			
		Coasting trade.	Cod fishery.	Mackerel fishery.	Whale fishery.
1836.....	145,556 39	873,023 21	62,307 37	64,425 25	1,573 26
1837.....	154,764 93	956,980 60	80,551 89	46,810 59	1,894 86
1838.....	193,413 58	1,041,105 18	70,064 00	56,649 16	5,229 55
1839.....	204,938 04	1,153,551 80	72,258 68	35,983 89	439 69
1840.....	202,339 29	1,176,694 46	76,035 65	28,269 19	.....
1841.....	175,088 36	1,107,067 88	66,551 84	11,321 13	.....
1842.....	229,661 15	1,045,753 39	54,804 02	16,096 83	377 31
1843.....	236,867 58	1,076,155 59	61,224 25	11,775 70	143 33
1844.....	272,179 33	1,109,614 44	85,224 77	16,170 66	321 14
1845.....	326,018 58	1,190,898 27	69,825 66	21,413 16	206 92
1846.....	347,893 02	1,289,870 89	72,516 17	36,463 16	439 58
1847.....	404,841 59	1,452,623 35	70,177 52	31,451 13	.....
1848.....	427,891 03	1,620,988 16	82,651 82	43,558 78	432 75
1849.....	462,394 25	1,730,410 84	42,970 19	73,853 78	.....
1850.....	525,946 90	1,775,796 42	85,646 30	58,111 94	.....
1851.....	583,607 05	1,854,317 90	87,475 89	50,539 02	.....
1852.....	643,240 69	2,008,021 48	102,659 37	72,546 18	.....
1853.....	514,097 87	2,134,256 30	109,227 40	59,850 48	.....
1854.....	676,607 12	2,273,900 48	102,194 15	35,041 14	.....

The total value of our imports, and the imports consumed in the United States, exclusive of specie, and the value of foreign and domestic exports, exclusive of specie, and the tonnage employed, during each fiscal year from 1821 to 1854, have been as follows:—

IMPORTS, EXPORTS, CONSUMPTION, AND TONNAGE.

Years.	Total imports, including specie.	Imports for consumption.	Domestic exports.	Foreign exports.	Total exports, including specie.	Tonnage.
1821	\$62,585,724	\$43,696,405	\$43,671,894	\$10,824,429	\$64,974,382	1,298,958
1822	83,241,541	68,367,425	49,874,079	11,504,270	72,160,281	1,324,699
1823	77,579,267	51,308,936	47,155,408	21,172,435	74,699,030	1,336,566
1824	80,549,007	53,846,567	50,649,500	18,322,605	75,986,657	1,389,163
1825	96,340,075	66,375,722	66,809,766	23,793,588	99,535,388	1,423,112
1826	84,974,477	57,652,577	52,499,855	20,440,934	77,595,322	1,534,191
1827	79,484,068	54,901,108	57,878,117	16,431,830	82,324,827	1,620,608
1828	88,509,824	66,975,475	49,976,632	14,044,608	72,264,686	1,741,392
1829	74,492,527	54,741,571	55,087,307	12,347,344	72,358,671	1,260,798
1830	70,876,920	49,575,009	58,524,378	13,145,857	73,849,508	1,191,776
1831	103,191,124	82,808,110	59,218,583	13,077,069	81,310,583	1,267,847
1832	101,029,266	75,327,688	61,726,529	19,794,074	87,176,944	1,439,450
1833	108,118,311	83,470,067	69,950,856	15,577,876	90,140,433	1,606,151
1834	126,521,332	86,973,147	80,623,662	21,636,553	104,336,973	1,758,907
1835	149,895,742	122,007,974	100,459,481	14,756,321	121,693,577	1,824,940
1836	189,980,035	158,811,392	106,570,942	17,767,762	128,663,400	1,882,103
1837	140,989,217	113,310,571	94,280,895	17,162,232	117,419,376	1,896,686
1838	113,717,404	86,552,598	95,560,880	9,417,690	108,486,616	1,994,640
1839	162,092,132	145,870,816	101,625,533	10,626,140	121,028,416	2,096,380
1840	107,141,519	86,250,335	111,660,561	12,008,371	132,085,946	2,180,744
1841	127,946,177	114,776,309	103,636,236	8,181,235	121,851,803	2,130,764
1842	100,162,087	87,996,318	91,799,242	8,078,753	104,691,534	2,092,391
1843	64,753,799	37,294,129	77,686,354	5,139,335	84,346,486	2,158,603
1844	108,435,035	96,390,548	99,531,774	6,214,058	111,206,040	2,280,095
1845	117,254,564	105,599,541	98,455,330	7,584,781	114,646,606	2,417,002
1846	121,691,797	110,048,859	101,718,042	7,865,206	118,488,616	2,562,085
1847	146,545,638	116,257,595	150,574,844	6,166,754	158,648,622	2,839,046
1848	154,998,928	140,651,902	130,203,709	7,986,802	154,032,131	3,154,042
1849	147,857,439	132,665,168	131,710,081	8,641,691	145,755,820	3,334,015
1850	178,138,318	164,032,033	134,900,233	9,475,493	161,898,720	3,535,454
1851	216,224,932	200,476,219	178,620,138	10,295,121	218,388,011	3,772,439
1852	212,945,442	195,072,695	154,931,147	12,037,043	209,641,625	4,138,441
1853	267,978,647	251,071,358	189,869,162	13,096,213	230,452,250	4,407,010
1854	304,562,381	276,987,839	215,157,504	21,691,922	278,241,064	4,802,903
	4,370,804,696	3,637,044,006	3,272,599,154	456,306,395	4,055,379,883	75,693,401

The following table furnishes an interesting view of the progress of our import trade in connection with the progress of population and consumption. It will be seen that the consumption of foreign imports from 1821 to 1831 varied but little, from 1831 to 1835 it gradually increased, until it reached in 1836 nearly \$11 per capita. That was a year of extravagance and speculation, and the consumption fell to about \$7 50 the next year, fluctuating from that amount to \$3 or \$4 per head until 1851, when it again increased to more than \$8, and for each of the years 1853 and 1854, it reached \$10 per capita.

STATEMENT EXHIBITING THE VALUE OF FOREIGN MERCHANDISE IMPORTED, RE-EXPORTED, AND CONSUMED, ANNUALLY, FROM 1821 TO 1854, INCLUSIVE; AND ALSO THE ESTIMATED POPULATION AND RATE OF CONSUMPTION PER CAPITA DURING THE SAME PERIOD:—

Years ending—	—VALUE OF FOREIGN MERCHANDISE.—			Population.	Consumption per capita.
	Imported.	Re-exported.	Consumed and on hand.		
1821.....	\$62,585,724	\$21,302,488	\$41,283,236	9,960,974	\$4 14
1822.....	83,241,541	22,286,202	60,955,339	10,288,757	5 92
1823.....	77,579,267	27,543,622	50,035,645	10,606,540	4 71
1824.....	80,549,007	25,337,157	55,211,850	10,929,323	5 05
1825.....	96,340,075	32,590,642	63,749,432	11,252,106	5 66
1826.....	84,974,477	24,539,612	60,434,865	11,574,889	5 22
1827.....	79,484,068	23,403,136	56,080,932	11,897,672	4 71
1828.....	88,509,824	21,595,017	66,914,807	12,220,455	5 47
1829.....	74,492,527	16,658,478	57,834,049	12,543,238	4 61
1830.....	70,876,920	14,387,479	56,489,441	12,866,020	4 39
1831.....	103,191,124	20,033,526	83,157,598	13,286,364	6 25
1832.....	101,029,266	24,039,473	76,989,793	13,706,707	5 61
1833.....	108,118,311	19,822,735	88,295,576	14,127,050	6 25
1834.....	126,521,332	23,312,811	103,208,521	14,547,393	7 09
1835.....	149,895,742	20,504,495	129,391,247	14,967,736	8 64
1836.....	189,980,035	21,746,360	168,233,675	15,388,079	10 93
1837.....	140,989,217	21,854,962	119,134,255	15,808,422	7 53
1838.....	113,717,404	12,452,795	101,264,609	16,228,765	6 23
1839.....	162,092,132	17,494,525	144,597,607	16,649,108	8 68
1840.....	107,141,519	18,190,312	88,951,207	17,069,453	5 21
1841.....	127,946,177	15,469,081	112,477,096	17,612,507	6 38
1842.....	100,162,087	11,721,538	88,440,549	18,155,561	4 87
1843.....	64,753,799	6,552,697	58,201,102	18,698,615	3 11
1844.....	108,435,035	11,484,867	96,950,168	19,241,670	5 03
1845.....	117,254,564	15,346,830	101,907,734	19,784,725	5 15
1846.....	121,691,797	11,346,623	110,345,174	20,327,780	5 42
1847.....	146,545,638	8,011,158	138,534,480	20,780,835	6 60
1848.....	154,998,928	21,128,010	133,870,918	21,413,890	6 25
1849.....	147,857,439	13,088,865	134,768,574	21,956,945	6 13
1850.....	178,138,318	14,951,808	163,186,510	23,246,301	7 02
1851.....	216,224,932	21,698,293	194,526,639	24,250,000	8 02
1852.....	212,945,442	17,289,382	195,656,060	24,500,000	8 00
1853.....	267,978,647	17,558,460	250,420,187	25,000,000	10 00
1854.....	304,562,381	24,850,194	279,712,187	25,750,000	10 00
	\$4,370,804,696	\$639,953,634	\$3,731,211,062	.....	.....

The years in the above table until 1843 end on the 30th of June; the figures for that year are for nine months. From the 30th of June, 1843, to 1854, the fiscal years end on the last-mentioned day of the month.

We now give a table showing the value of merchandise, the product and manufacture of foreign countries, and the produce of our own country exported annually from 1821 to 1854. In this table the years end as stated in the preceding statement.

STATEMENT EXHIBITING THE VALUE OF FOREIGN MERCHANDISE AND DOMESTIC PRODUCE, ETC.
EXPORTED ANNUALLY FROM 1821 TO 1854:—

Years.	VALUE OF EXPORTS, EXCLUSIVE OF SPECIE.					
	Free of duty.	FOREIGN MERCHANDISE. Paying duty.		Domestic produce.	Specie and bullion.	
		Total.		Value of exports.		
1821	\$286,698	\$10,537,731	\$10,824,429	\$43,671,894	\$54,496,323	\$10,478,059
1822	374,716	11,101,306	11,476,022	49,874,079	61,350,101	10,810,180
1823	1,323,762	19,846,873	21,170,635	47,155,403	68,326,043	6,372,987
1824	1,100,530	17,222,075	18,322,605	50,649,500	68,972,105	7,014,552
1825	1,088,785	22,704,803	23,793,588	66,809,766	90,603,354	8,932,034
1826	1,036,430	19,404,504	20,440,934	52,449,855	72,890,789	4,704,533
1827	813,844	15,417,986	16,231,830	57,878,117	74,109,947	8,014,880
1828	877,239	13,167,339	14,044,578	49,976,632	64,021,210	8,242,476
1829	919,943	11,427,401	12,347,344	55,087,307	67,434,651	4,924,020
1830	1,078,695	12,067,162	13,145,857	58,524,878	71,670,735	2,178,773
1831	642,536	12,434,483	13,077,069	59,218,583	72,295,652	9,014,931
1832	1,345,217	18,448,857	19,794,074	61,726,529	81,520,603	5,656,340
1833	5,165,907	12,411,969	17,577,876	69,950,856	87,528,732	2,611,701
1834	10,757,033	10,879,520	21,636,553	80,623,662	102,260,215	2,076,753
1835	7,012,666	17,743,655	14,756,321	100,459,851	115,215,802	6,477,775
1836	8,534,895	9,232,867	17,767,762	106,570,942	124,338,704	4,324,336
1837	7,756,189	9,406,043	17,162,232	94,280,895	111,443,127	5,976,249
1838	4,951,306	4,466,384	9,417,690	95,560,880	104,978,570	3,508,046
1839	5,618,442	5,007,698	10,626,140	101,625,533	112,251,673	8,776,743
1840	6,202,562	5,805,809	12,008,371	111,660,561	123,668,932	8,417,014
1841	3,953,054	4,228,181	8,181,235	103,636,236	111,817,471	10,034,332
1842	3,194,299	4,884,454	8,078,753	91,799,242	99,877,995	4,813,530
1843*	1,682,763	3,456,572	5,139,335	77,686,354	82,825,689	1,520,791
1844	2,251,550	3,962,508	6,214,058	99,531,774	105,745,832	5,454,214
1845	2,413,050	5,171,731	7,584,781	98,455,330	106,040,111	8,606,495
1846	2,342,629	5,522,577	7,865,206	101,718,042	109,583,248	3,905,268
1847	1,812,847	4,353,907	6,166,754	150,574,844	156,741,598	1,907,024
1848	1,410,307	6,576,499	7,986,806	130,203,709	138,190,515	15,841,616
1849	2,015,815	6,625,276	8,641,091	131,710,081	140,351,172	5,404,648
1850	2,099,132	7,376,361	9,475,493	134,900,233	144,375,726	7,522,994
1851	1,744,154	8,552,967	10,295,121	178,620,138	188,915,259	29,472,752
1852	2,533,159	9,498,884	12,037,043	154,931,147	166,968,190	42,674,135
1853	1,894,046	11,202,167	13,096,213	189,869,162	202,965,375	27,486,876
1854	3,260,451	18,500,686	21,761,137	253,220,074	274,981,211	41,422,423
	99,497,701	348,647,235	448,144,936	3,310,611,724	3,758,756,660	334,580,493

In the following table we have a statement of the value of imports into the United States, including specie and bullion, and distinguishing merchandise paying duty and free of duty:—

Years.	VALUE OF IMPORTS FROM 1821 TO 1854.			
	Specie & bullion.	Free of duty.	Paying duty.	Total.
1821	\$8,064,890	\$2,017,423	\$52,503,411	\$62,585,724
1822	3,369,846	3,928,862	75,942,333	83,241,541
1823	5,097,896	3,950,392	68,530,979	77,579,267
1824	8,379,835	4,183,938	67,985,234	80,549,007
1825	6,150,765	4,796,745	85,392,665	96,340,075
1826	6,880,966	5,686,803	72,403,708	84,974,477
1827	8,151,130	3,703,974	67,628,964	79,484,068
1828	7,489,741	4,889,435	76,130,648	88,509,824
1829	7,403,612	4,401,889	62,687,026	74,492,527
1830	8,155,964	4,590,281	58,130,675	70,876,920
1831	7,305,945	6,150,680	89,734,499	103,191,124
1832	5,907,504	8,341,949	86,779,313	101,029,266
1833	7,070,368	25,377,532	75,670,361	108,118,311
1834	17,911,632	50,481,548	58,123,152	126,521,332
1835	13,131,447	64,809,046	71,955,249	149,895,742

* Nine months to June 30, 1843.

Years.	Specie & bullion.	Free of duty.	Paying duty.	Total.
1836.....	\$13,400,881	\$78,655,600	\$97,923,554	\$189,980,035
1837.....	10,516,414	58,733,617	71,759,186	140,989,217
1838.....	17,747,116	43,112,889	52,857,399	113,717,404
1839.....	5,595,176	70,806,616	85,690,340	162,092,132
1840.....	8,882,813	48,313,391	49,945,315	107,141,519
1841.....	4,988,633	61,031,098	61,926,446	127,946,177
1842.....	4,087,016	26,540,470	69,534,601	100,162,087
1843 *.....	22,390,559	13,184,025	29,179,215	64,753,799
1844.....	5,830,429	18,936,452	83,668,154	108,435,035
1845.....	4,070,242	18,077,593	95,106,724	117,254,564
1846.....	3,777,732	20,990,007	96,924,058	121,691,797
1847.....	24,121,289	17,651,347	104,773,062	146,545,638
1848.....	6,360,224	16,356,379	132,282,325	154,998,928
1849.....	6,651,240	15,726,425	125,479,774	147,857,439
1850.....	4,628,792	18,081,590	155,427,936	178,138,318
1851.....	5,453,592	19,652,995	191,118,345	216,224,932
1852.....	5,505,044	24,187,890	183,252,508	212,945,442
1853.....	4,201,382	27,182,152	236,595,113	267,978,647
1854.....	6,906,162	26,327,660	272,546,431	305,780,253

Total..... \$285,586,277 \$320,858,748 \$3,265,577,544 \$4,372,022,569

The warehousing system of the United States went into operation in 1846-7. The Register of the Treasury furnishes us with a table showing the value of goods remaining in warehouse at the close of each quarter from September 30, 1847, to June 30, 1854, as exhibited by the quarterly returns of the collectors of the customs, under the provisions of the act of August 6, 1846, and also the amount of duties payable thereon.

Periods ending—	VALUE OF GOODS IN WAREHOUSE, AND DUTIES:—	
	Value.	Duties.
September 30, 1847.....	\$3,618,758 00	\$1,264,624 55
December 31, 1847.....	4,863,591 00	1,524,887 16
March 31, 1848.....	5,291,179 00	1,669,067 39
June 30, 1848.....	6,272,275 00	1,936,464 00
September 30, 1848.....	5,419,676 00	1,649,182 85
December 31, 1848.....	7,201,246 00	2,152,544 50
March 31, 1849.....	5,450,593 00	1,702,639 37
June 30, 1849.....	7,830,010 00	2,501,394 35
September 30, 1849.....	6,021,627 00	1,927,754 72
December 31, 1849.....	6,163,151 00	1,997,536 75
March 31, 1850.....	5,600,318 00	2,009,165 33
June 30, 1850.....	8,247,055 00	3,077,129 80
September 30, 1850.....	8,162,721 00	2,930,035 49
December 31, 1850.....	7,307,623 00	2,384,419 50
March 31, 1851.....	7,127,751 00	2,293,090 13
June 30, 1851.....	10,047,061 00	3,172,328 08
September 30, 1851.....	12,049,892 00	3,748,594 48
December 31, 1851.....	11,807,493 00	3,575,930 61
March 31, 1852.....	9,819,475 00	3,169,553 74
June 30, 1852.....	8,723,056 00	2,866,564 75
September 30, 1852.....	7,634,993 00	2,626,231 78
December 31, 1852.....	7,236,800 00	2,482,760 55
March 31, 1853.....	7,610,227 00	2,790,943 28
June 30, 1853.....	11,993,170 00	4,625,668 37
September 30, 1853.....	12,410,907 00	4,601,968 45
December 31, 1853.....	16,653,612 00	5,668,427 49
March 31, 1854.....	14,268,403 00	5,068,005 62
June 30, 1854.....	18,314,137 00	6,160,066 25
Total.....	\$243,151,800 00	\$81,576,979 34
Average quarterly value.....	\$8,625,642 00	\$2,913,463 54

* Nine months to June 30, 1843.

VALUE OF GOODS IN WAREHOUSE, AND DUTIES.

We now proceed to give a tabular statement of the value of certain articles, the most prominent, imported into the United States during each of the years from 1845 to 1854, inclusive, (after deducting re-exportations,) and the amount of duty which accrued on each during same period respectively, as follows:—

Articles.	1845.		1846.	
	Value.	Duty.	Value.	Duty.
Woolens	\$10,504,423	\$3,731,014	\$9,935,925	\$3,480,797
Cottons	13,360,729	4,908,272	12,857,422	4,865,483
Hempen goods.....	801,661	198,642	696,888	138,394
Iron and manufactures of .	4,075,142	2,415,003	3,660,581	1,629,581
Sugar.....	4,049,708	2,555,075	4,397,239	2,713,860
Hemp, unmanufactured...	140,372	55,122	180,221	62,282
Salt	883,359	678,069	748,566	509,244
Coal.....	187,962	130,221	336,591	254,149
Total	\$34,003,256	\$14,671,413	\$32,813,593	\$13,653,796

Articles.	1847.		1848.	
	Value.	Duty.	Value.	Duty.
Woolens	\$10,639,473	\$3,192,293	\$15,061,102	\$4,196,007
Cottons	14,704,186	3,956,798	17,205,417	4,166,573
Hempen goods.....	625,871	121,588	606,900	121,380
Iron and manufactures of .	8,710,180	2,717,378	7,060,470	2,118,141
Sugar	9,406,253	3,160,444	8,775,223	2,632,567
Hemp, unmanufactured...	65,220	19,452	180,335	54,100
Salt	878,871	228,892	1,027,656	205,531
Coal.....	330,875	162,008	426,997	128,099
Total	\$45,360,929	\$13,558,853	\$50,344,100	\$13,622,398

Articles.	1849.		1850.	
	Value.	Duty.	Value.	Duty.
Woolens	\$13,503,202	\$3,723,768	\$16,900,916	\$4,682,457
Cottons	15,183,759	3,769,565	19,681,612	4,896,278
Hempen goods.....	460,335	92,067	490,077	98,015
Iron and manufactures of .	9,262,567	2,778,770	10,864,680	3,259,404
Sugar	7,275,780	2,182,734	6,950,716	2,085,215
Hemp, unmanufactured...	478,232	143,470	574,783	172,435
Salt	1,424,529	284,906	1,227,518	245,504
Coal....	382,254	114,676	361,855	108,557
Total	\$47,970,658	\$13,089,956	\$57,052,157	\$15,547,865

Articles.	1851.		1852.	
	Value.	Duty.	Value.	Duty.
Woolens	\$19,239,930	\$5,331,600	\$17,348,184	\$4,769,083
Cottons	21,486,502	5,348,695	18,716,741	4,895,327
Hempen goods.....	615,239	123,048	343,777	68,755
Iron and manufactures of .	10,780,312	3,234,094	18,843,569	5,632,434
Sugar	13,478,709	4,043,613	13,977,393	4,193,218
Hemp, unmanufactured...	212,811	63,843	164,211	49,263
Salt	1,025,300	205,060	1,102,101	220,420
Coal.....	478,095	143,429	405,652	121,695
Total	\$67,316,898	\$18,493,382	\$70,901,628	\$19,950,245

Articles.	1853.		1854.	
	Value.	Duty.	Value.	Duty.
Woolens	\$27,051,934	\$7,459,794	\$31,119,654	\$8,629,180
Cottons	26,412,243	6,599,338	32,477,106	8,153,992
Hempen goods.....	433,604	86,721	59,824	11,631
Iron and manufactures of .	26,993,082	8,074,017	28,288,241	8,486,462
Sugar.....	14,168,337	4,250,501	11,604,656	100,689
Hemp, unmanufactured...	326,812	98,044	335,632	258,195
Salt.....	1,041,577	208,315	1,290,975	258,195
Coal.....	488,491	146,547	585,926	175,777
Total	\$96,916,080	\$26,923,277	\$105,762,014	\$29,297,332

The tables which follow relate to our domestic exports, including cotton, rice, tobacco, breadstuffs, provisions, &c. Cotton, which "is king," comes first in order. The table below shows the quantity and value of that product exported annually from 1821 to 1854, inclusive. We also give in connection the average price per pound in each of the years embraced in this table:—

STATEMENT EXHIBITING THE QUANTITY AND VALUE OF COTTON EXPORTED ANNUALLY FROM 1821 TO 1854, INCLUSIVE, AND THE AVERAGE PRICE PER POUND.

Years.	Sea Island. Pounds.	Other. Pounds.	Total. Pounds.	Value.	Av. cost per lb. cents.
1821.....	11,344,066	113,549,339	124,893,405	\$20,157,484	16.2
1822.....	11,250,635	133,424,460	144,675,095	24,035,058	16.6
1823.....	12,136,688	161,586,582	173,723,270	20,445,520	11.8
1824.....	9,525,722	132,843,941	142,369,663	21,947,401	15.4
1825.....	9,665,278	166,784,629	176,449,907	36,846,649	20.9
1826.....	5,972,352	198,562,563	204,535,415	25,025,214	12.2
1827.....	15,140,798	279,169,317	294,310,115	29,359,545	10
1828.....	11,288,419	199,302,044	210,590,463	22,487,229	10.7
1829.....	12,833,307	252,003,879	264,837,186	26,575,311	10
1830.....	8,147,165	290,311,937	298,459,102	29,674,883	9.9
1831.....	8,311,762	268,668,022	276,979,784	25,289,492	9.1
1832.....	8,743,373	313,451,749	322,215,122	31,724,682	9.8
1833.....	11,142,987	313,535,617	324,698,604	36,191,105	11.1
1834.....	8,085,937	376,601,970	384,717,907	49,448,402	12.8
1835.....	7,752,736	379,686,256	387,358,992	64,961,302	16.8
1836.....	7,849,597	415,721,710	423,631,307	71,284,925	16.8
1837.....	5,286,971	438,964,566	444,211,537	63,240,102	14.2
1838.....	7,286,340	588,615,957	595,952,297	61,556,311	10.3
1839.....	5,107,404	408,566,808	413,624,212	61,238,962	14.6
1840.....	8,779,669	735,161,392	743,941,061	63,870,307	8.5
1841.....	6,237,424	523,966,676	530,204,100	54,330,341	10.2
1842.....	7,254,099	577,462,918	584,717,017	47,593,464	8.1
1843.....	7,515,079	784,782,027	792,297,106	49,119,806	6.2
1844.....	6,099,076	657,534,379	663,633,455	54,063,501	8.1
1845.....	9,389,625	863,516,371	872,905,996	51,739,643	5.92
1846.....	9,388,533	538,169,522	547,558,055	42,767,341	7.81
1847.....	6,293,973	520,925,985	527,219,958	53,415,348	10.34
1848.....	7,724,148	806,550,283	814,274,431	61,998,294	7.61
1849.....	11,969,259	1,014,633,010	1,026,602,269	66,396,967	6.4
1850.....	8,236,463	627,145,141	635,381,604	71,984,616	11.3
1851.....	8,299,656	918,987,433	927,287,089	112,315,317	12.11
1852.....	11,738,075	1,081,492,564	1,093,230,639	87,965,732	8.05
1853.....	11,165,165	1,100,405,205	1,111,570,370	109,456,404	9.85
1854.....	10,486,423	977,346,683	987,833,106	93,596,220	9.47
Total...	307,448,704	17,159,390,935	17,466,839,639	\$1,742,103,398	

The quantity and value of manufactured articles, produced in the United States, exported to foreign countries for the last nine years have been as follows:—

STATEMENT EXHIBITING THE VALUE OF MANUFACTURED ARTICLES OF DOMESTIC PRODUCE EXPORTED TO FOREIGN COUNTRIES FROM THE 30TH DAY OF JUNE, 1845,
TO JUNE 30, 1854.

	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	1854.
Wax	\$162,790	\$161,527	\$184,577	\$121,720	\$118,055	\$122,835	\$91,499	\$113,602	\$87,140
Refined sugar	392,312	124,824	253,900	129,001	285,056	219,588	149,921	375,780	370,488
Chocolate.....	2,177	1,653	2,207	1,941	2,260	3,255	3,267	10,230	12,257
Spirits from grain	73,716	67,781	90,957	67,129	48,314	36,084	48,737	141,173	280,648
Spirits from molasses	268,652	293,609	269,467	288,452	268,290	289,622	323,949	329,381	809,965
Molasses	1,581	20,959	5,563	7,442	14,137	16,330	13,163	17,582	130,924
Vinegar.....	17,489	9,526	13,920	14,036	11,182	16,915	12,220	20,443	16,945
Beer, ale, porter, and cider.....	67,735	68,114	78,071	51,320	52,251	57,975	48,052	64,677	53,385
Linseed oil and spirits of turpentine....	159,915	498,110	331,404	148,056	229,741	145,410	152,837	362,960	1,084,329
Household furniture	317,407	225,700	297,358	237,342	278,025	362,830	430,182	714,556	762,559
Coaches and other carriages.....	87,712	75,369	89,963	95,923	95,722	199,421	172,445	184,497	244,638
Hats.....	74,722	59,536	55,493	64,967	68,671	103,768	80,453	91,261	174,396
Saddlery.....	24,357	13,102	27,435	37,276	20,893	30,100	47,937	43,229	53,311
Tallow candles and soap.....	630,041	606,798	670,223	627,280	664,963	609,732	660,054	681,362	888,557
Snuff and tobacco	695,914	658,950	568,435	613,044	648,832	1,143,547	1,316,622	1,671,500	1,550,327
Leather, boots, and shoes.....	346,516	243,816	194,095	151,774	193,598	458,838	428,708	673,708	893,723
Cordage	62,775	27,054	29,911	41,636	51,357	52,054	62,903	103,216	186,766
Gunpowder	140,879	88,397	125,263	131,297	190,352	154,257	121,580	180,018	211,665
Salt.....	30,520	42,333	73,274	82,972	75,103	61,424	89,316	119,729	169,026
Lead.....	614,518	124,981	84,278	30,198	12,797	11,774	32,725	5,540	26,874
Iron—pig, bar, and nails.....	122,225	168,817	154,036	149,358	154,210	215,652	118,624	181,998	302,279
castings.....	107,905	68,889	83,188	60,175	79,318	164,425	191,388	220,420	458,202
all manufactures of	921,652	929,778	1,022,408	886,637	1,677,792	1,875,621	1,993,807	2,097,234	3,449,869
Copper and brass, manufactures of.....	62,088	64,980	61,468	66,203	105,060	91,871	103,039	108,205	91,984
Medicinal drugs	200,505	165,793	210,581	220,894	334,789	351,585	263,852	327,073	453,752
<i>Cotton piece goods—</i>									
Printed or colored.....	1,229,538	290,114	353,534	469,777	606,631	1,006,561	926,404	1,086,167	1,126,493
Uncolored.....	1,978,331	3,345,902	4,866,559	3,955,117	3,774,407	5,571,576	6,139,391	6,926,485	3,927,148

Twist, yarn, and thread	81,813	108,132	170,633	92,555	17,405	37,260	34,718	22,594	49,315
Other manufactures of.....	255,799	338,375	327,479	415,680	335,981	625,808	571,638	733,648	422,560
<i>Hemp and flax—</i>									
Cloth and thread.....	1,364	477	495	1,009	1,183	1,647	5,468	2,924	24,456
Bags, and all manufactures of	10,765	5,305	6,218	4,549	10,593	6,376	8,154	13,860	55,261
Wearing apparel.....	45,140	47,101	574,834	75,945	207,632	1,211,894	250,228	239,733	200,420
Earthen and stone ware	6,521	4,758	8,512	10,632	15,644	23,096	18,310	53,685	33,867
Combs and buttons.....	35,945	17,026	16,461	38,136	23,937	27,334	28,833	31,395	37,493
Brushes.....	3,110	2,967	2,160	2,924	2,827	8,257	4,385	6,612	9,486
Billiard tables and apparatus.....	1,583	615	12	701	2,295	1,798	1,088	1,673	3,204
Umbrellas, parasols, and sunshades.....	2,477	2,150	2,916	5,800	3,395	12,260	8,340	6,183	11,544
Leather and morocco, not sold per pound..	26,667	29,856	16,483	9,427	9,800	13,309	18,617	6,448	15,882
Fire engines and apparatus	9,802	3,443	7,686	548	3,140	9,488	16,784	9,652	6,597
Printing-presses and types.....	43,792	17,431	30,403	28,031	39,242	71,401	47,781	32,250	33,012
Musical instruments.....	25,375	16,997	38,508	23,713	21,634	55,700	67,733	52,397	126,062
Books and maps	63,567	44,751	75,193	94,427	119,475	153,912	217,809	142,604	187,335
Paper and stationery.....	124,597	88,731	78,307	86,827	99,696	155,664	119,535	122,212	191,843
Paints and varnish.....	52,182	54,115	50,739	55,145	67,597	109,834	85,369	83,020	121,733
Manufactures of glass.....	90,860	71,155	76,007	101,419	136,682	185,436	194,634	170,561	229,382
“ tin.....	8,902	6,363	12,353	13,143	13,590	27,823	23,420	22,988	30,698
“ pewter and lead.....	10,278	13,694	7,739	13,196	22,682	16,426	18,469	14,064	16,478
“ marble and stone	14,234	11,220	22,466	20,282	34,510	41,449	57,240	47,628	88,327
“ gold and silver, & gold-leaf	3,660	4,258	6,241	4,502	4,583	68,639	20,332	11,873	1,311,513
Quicksilver.....									94,335
Artificial flowers and jewelry.....	24,420	3,126	11,217	8,557	45,283	121,013	114,738	66,397	50,471
Trunks	10,613	5,270	6,126	5,099	10,370	12,207	15,035	27,148	23,673
Bricks and lime.....	12,578	17,623	24,174	8,671	16,348	22,045	13,539	32,625	33,194
Articles not enumerated.....	1,379,566	1,108,984	1,137,828	1,408,278	3,869,071	3,793,341	2,877,659	3,788,700	4,953,712
Total.....	\$11,139,582	\$10,476,345	\$12,858,758	\$11,280,075	\$15,196,451	\$20,186,967	\$18,862,931	\$22,599,930	\$26,179,503
Gold and silver coin	423,551	62,620	2,700,412	956,874	2,046,679	18,069,580	37,437,837	23,548,535	38,062,570
Total.....	\$11,563,433	\$10,538,965	\$15,559,170	\$12,236,949	\$17,243,130	\$38,256,547	\$56,300,768	\$46,148,465	\$64,242,073

The quantity and value of tobacco and rice exported in each of the years from 1821 to 1854, with the average cost of each article per hogshead and tierce is given in the following table:—

QUANTITY AND VALUE OF TOBACCO AND RICE EXPORTED ANNUALLY FROM 1821 TO 1854, INCLUSIVE.

Years.	TOBACCO.			RICE.		
	Hogsheads.	Value.	Av. cost per hhd.	Tierces.	Value.	Av. cost per trce.
1821.....	66,858	\$5,648,962	\$84 49	88,221	\$1,494,307	\$16 94
1822.....	83,169	6,222,888	74 82	87,089	1,553,482	17 84
1823.....	99,009	6,282,672	63 45	101,365	1,820,985	17 96
1824.....	77,883	4,855,566	62 34	113,229	1,882,982	16 63
1825.....	75,984	6,115,623	80 48	97,015	1,925,245	19 84
1826.....	64,098	5,347,208	83 42	111,063	1,917,445	17 26
1827.....	100,025	6,577,123	65 75	113,518	2,343,908	17 55
1828.....	96,278	5,269,960	54 73	175,019	2,620,696	14 97
1829.....	77,131	4,982,974	64 60	132,923	2,514,370	18 92
1830.....	83,810	5,586,365	66 66	130,697	1,986,824	15 20
1831.....	86,718	4,892,388	56 41	116,517	2,016,267	17 30
1832.....	106,806	5,999,769	56 17	120,327	2,152,631	17 89
1833.....	83,153	5,755,968	69 20	144,163	2,744,418	19 04
1834.....	87,979	6,595,305	74 96	121,886	2,122,272	17 41
1835.....	94,353	8,250,577	87 44	119,851	2,210,331	19 94
1836.....	109,042	10,058,640	92 24	212,983	2,548,750	11 97
1837.....	100,232	5,795,647	57 82	106,084	2,309,279	21 76
1838.....	100,593	7,392,029	73 48	71,048	1,721,819	24 23
1839.....	78,995	9,832,943	124 47	93,320	2,460,198	26 36
1840.....	119,484	9,882,957	82 72	101,660	1,942,076	19 10
1841.....	147,828	12,576,703	85 07	101,617	2,010,167	19 78
1842.....	158,710	9,540,755	60 11	114,617	1,907,337	16 64
1843.....	94,454	4,650,979	49 24	106,766	1,625,726	15 23
1844.....	163,042	8,397,255	51 50	134,715	2,182,468	16 20
1845.....	147,168	7,469,819	50 75	118,621	2,160,456	18 21
1846.....	147,998	8,478,270	57 28	124,007	2,564,991	20 68
1847.....	135,762	7,242,086	53 34	144,427	3,605,896	24 97
1848.....	130,665	7,551,122	57 78	100,403	2,331,824	23 23
1849.....	101,521	5,804,207	57 17	128,861	2,569,362	19 94
1850.....	145,729	9,951,023	68 28	127,069	2,631,557	20 71
1851.....	95,945	9,219,251	96 09	105,590	2,170,927	20 56
1852.....	137,097	10,031,283	73 17	119,733	2,470,029	20 63
1853.....	159,853	11,319,319	70 81	67 707	1,657,653	24 48
1854.....	126,107	10,016,046	79 42	105,121	2,634,127	25 05
	3,683,479	\$253,594,632		3,958,232	\$74,810,800	

We give below a summary view of the exports of domestic produce, classified, from the United States during the years from 1847 to 1854—a period of eight years:—

EXPORTS OF DOMESTIC PRODUCE, ETC., FROM THE UNITED STATES.

	PRODUCT OF			
	The sea.	The forest.	Agriculture.	Tobacco.
1847.....	\$3,468,033	\$5,996,073	\$68,450,383	\$7,242,086
1848.....	1,980,963	7,059,084	37,781,446	7,551,122
1849.....	2,547,654	5,917,994	38,858,204	5,804,207
1850.....	2,824,818	7,442,503	26,547,158	3,951,023
1851.....	3,294,691	7,847,022	24,369,210	9,219,251
1852.....	2,282,342	7,864,220	26,378,872	10,031,283
1853.....	3,279,413	7,915,259	33,463,573	11,319,319
1854.....	3,044,301	11,646,571	66,900,294	10,016,046

	PRODUCT OF			Specie and bullion.
	Cotton.	Manufactures.	Raw produce.	
1847.....	\$53,415,848	\$10,351,364	\$2,102,838	\$62,620
1848.....	61,998,294	12,774,480	1,058,320	2,700,412
1849.....	66,396,967	11,249,877	935,178	956,874
1850.....	71,984,616	15,196,451	953,664	2,046,679
1851.....	112,315,317	20,136,967	1,437,893	18,060,580
1852.....	87,965,732	18,862,931	1,545,767	37,437,837
1853.....	109,456,404	22,599,930	1,335,264	23,548,535
1854.....	93,596,220	26,179,503	2,602,301	38,062,570

Art. IV.—COMMERCIAL AND INDUSTRIAL CITIES OF THE U. STATES.

NUMBER XL.

THE TOWN OF QUINCY,* IN MASSACHUSETTS.

Town histories, more especially those of New England, are becoming valuable additions to the papers of the American antiquarian. Not a few of their records show in plain but truthful language the changes that have occurred from the first days of their municipal corporation to the present. The frequent public town meetings through the year, the votes passed at those meetings, exhibit a deep interest for the support of religion and education. The Common School system, free to all, and the crowning glory of New England, was nursed into healthful growth by the action of these meetings. A desire to "make the wilderness blossom like the rose," a high-toned love of morality, and profound reverence of Christianity, are characteristics of the New England people, and have been from the days of our Pilgrim fathers.

But this is not all; these town journals of our revolutionary fathers show that patriotism had a seat as tenacious in their hearts as life itself. The tyranny and oppression of the mother country were denounced in open town assemblies, by their resolves, in language as eloquent and heart-

* The following article was prepared by Dr. DUGAN, for many years a resident of this town. Although not an incorporated city, we have been induced to adopt it as one of our series of papers relating to the "Commercial and Industrial Cities of the United States." It has not yet reached in population the number of inhabitants required by the constitution or laws of the Commonwealth of Massachusetts to entitle it to the grant of a city charter. But there are places in the nation of less population, and far less commercial and industrial importance, dignified with the sobriquet of city; besides, its far-famed granite, and its extensive manufacture of boots and shoes, have given it commercial intercourse with almost every State in the Union; and as the birthplace of two Presidents of the United States, the Adamses; the merchant patriot, John Hancock, the first President of the Continental Congress; the Quincys; and Hope, the great European banker, who went from it a poor boy, and amassed in foreign lands a princely fortune; and last and not least, the editor and proprietor of a Magazine, the Merchants', the first work of the kind ever projected or published, which has found its way into every port entered by the sail or steam Commerce of the country. Our readers will, we trust, take our view of the subject, and consider our reasons for devoting so much space to a single town in one of the Old Thirteen States as "good and sufficient," especially when we add that we have curtailed the writer's sketch of some of its fair proportions and minute details. We should also add, as is well known, that within its precincts the first railway was laid. Quincy is a port of entry, and if it has not a custom-house, it has an officer of customs.—*Editor Merchants' Magazine.*

stirring as that found in the immortal Declaration of Independence. The flame of liberty first burst forth in the country towns of Massachusetts; and throughout the septennial period of the war of American independence, they were ever ready and willing at the first call of the constituted authorities, to contribute troops, supplies, and munitions of war to the utmost of their capacities. Next in degree to adoration for the Deity, the love of country pervades the hearts of these people. The New England community are "Unionists," and it is a libel on their character to say otherwise.

In connection with the history of Massachusetts, and even of the United States, the town of Quincy has no little celebrity. The spot is now to be seen on the confines of the village where Hancock was born; and a mile distant, in the south part of the town, stand two remarkable houses, a few feet distant from each, the birthplaces and homes, in their early days, of John Adams and John Quincy Adams. Not a few there are who visit Quincy, strangers from afar, to gaze on the spots where these illustrious men first breathed the air of heaven. Edmund Quincy, the common ancestor of that distinguished family, whose name comes down to the present day in respect and honor, came from England with Rev. John Cotton, flying from religious and civil persecution in the reign of Charles I., and arrived in Boston September, 1633. He received a grant of land at what is now called Quincy, in 1635, and for 221 years it has been held by an honored and often illustrious posterity of the same Edmund Quincy.

William Coddington, afterwards Governor of Rhode Island, was one of the early settlers of this town. Gov. Shirley was at one time a resident; and the father of the celebrated Count Rumford had his home here.

If we examine the map of Norfolk county, Massachusetts, among its twenty-three towns we shall find Quincy laid down in such irregular shape, that no figure in geometry can be likened to it. The length, from the westerly line to the easterly rock on Squantum, is seven-and-a-half miles; its breadth, from Neponset to Quincy Bridge, five miles. "It is bounded westerly and northerly, from the Blue Hill River to Neponset River, on Milton; then by Neponset River, on Dorchester; then by Boston Bay and Town Bay to Quincy Bridge; then southerly and easterly on Braintree to the Blue Hill River, which divides it from Randolph." Geologically, the north part of the town bordering on the ocean is *gray-wacke*; middle part, including the village, argillaceous slate; western or hilly part, extensive *sienite*, or granite and porphyry. One interesting feature of Quincy is, its great diversity of surface. Squantum, nearly surrounded by the ocean, rises 99 feet above the level of the sea; Baxter's Hill, 175 feet; Quincy Common and Penn's Hill, 210 feet; and the everlasting hills of granite, 400 to 600 feet.

The soil of Quincy is generally of an excellent quality and under good cultivation. There are large tracts of salt-meadow in the town, and many large and beautiful farms.

As early as 1622, Mr. Weston and his company of Plymothians, first approached its shores in their settlement of Weymouth. Three years after, Capt. Wolloston, with about thirty others, came over from England and began a plantation here. To this they gave the name of Mount Wolloston, from a neighboring hill, in honor of their leader. This hill is a part of the Mount Wolloston Farm, of some 600 acres, owned by the

Hon. Charles Francis Adams. Many of the scenes of a well-written novel, entitled "Mount Wolloston," and published a short time since in Boston, lay here. Within a few months past, the place has been rendered quite memorable from the circumstance of a three days' encampment of the First Division of Massachusetts Volunteer Companies of Militia on and near the Mount.

A history of Quincy, published in 1827, by Rev. George Whitney, now deceased, makes particular allusion to the many scenes at this noted place—sometimes called *Mare* Mount, or Merry Mount—in which Thomas Morton, one of the company who came over with Mr. Weston, was the chief actor. Mr. Whitney concludes by saying, "that from all we can learn of his character, he was a man of considerable talents, but artful, dishonest, and full of confusion and disorder. He contrived to make himself beloved by the Indians, but was despised and slighted even by the meanest servants of the plantation." Others have taken a different view of Morton's character, and consider he was far too enlightened, intelligent, and liberal for the age or community he lived in. Let us see what was said of him by one of the earliest writers of New England, and his namesake. Morton, in his "Memorial," says: "After this they (at the Mount) fell to great licentiousness of life in all profaneness; and the same Morton became lord of misrule, and maintained, as it were, a school of atheism, and after that they got some goods into their hands, and got much by trading with the Indians, they spent it as vainly in quaffing and drinking, both wine and strong liquors in great excess, as some have reported, ten pounds in a morning; setting up a May-pole, drinking and dancing around it like so many fairies, or furies rather; yea, and worst practices, as if they had anew revived and celebrated the feast of the Romans' goddess, Flora, or the beastly practices of the mad Bacchanalians. The said Morton, to show his poetry, composed sundry rhymes and verses, * * * * * to the detraction and scandal of some persons' names which he affixed to his idle, or idol May-pole. They changed also the name of their place, and instead of calling it Mount Wolloston, they called it Merry Mount, as if their jollity would have lasted always. But this continued not long; for shortly after, that worthy gentleman, Mr. John Endicott, brought over a patent, under the broad seal of England, for the government of Massachusetts, visiting these parts, caused the May-pole to be cut down, and rebuked them for their profaneness, and admonished them to look to it, that they walked better."

Morton became so troublesome to the colonists, that he was twice apprehended and sent to England, as too dangerous a person for a new country. Returning each time after the lapse of a few years, and "being grown old in wickedness, at last ended his days at Pastagua." Soon after the funny scenes of Morton and his followers, the place became a part of Boston, always retaining the name of Mount Wolloston. Extensive grants of land were made from time to time by the General Court to certain inhabitants of Boston proper, who came hither and passed the remainder of their days. Some of their descendents now reside in Quincy on these original grants.

May 13, 1640, at a general court of elections held in Boston, "the petition of the inhabitants of Mount Wolloston was voted and granted them, to be a town according to agreement with Boston, and the town is to be called Braintree,"—probably from a town by that name near Chelmsford,

in England, where Mr. Hooker, the celebrated divine of those days, originated. But Braintree continued a part of Suffolk county, with Boston, until 1790, and in many respects their interests were identified. Ancient Braintree for many years was extensive in territory, embracing the present towns of Braintree, Randolph, and Quincy. But February 3, 1792, the north part or "precinct" of Braintree was incorporated into a distinct town and called Quincy, in honor of Col. John Quincy, a native of the place, and owner of Mt. Wolloston, the first spot settled by white men.

John Quincy, says Mr. Whitney, was born in 1689, graduated at Harvard University in 1708, and was one of the greatest public characters of that period. He held the office of Speaker of the House of Representatives longer than any other person during the charter of William and Mary, and was a representative from Braintree and member of the Executive Council of the province forty successive years. He was great-grandfather to John Quincy Adams.

The growth of the new town was for many years slow, both in population and valuation, but during the last thirty years it has made rapid strides in numbers and resources. The population of Quincy may be set down as follows:—

1792.	1800.	1810.	1820.	1830.	1840.	1850.	1851.
800	1,081	1,281	1,633	3,049	3,309	5,017	6,000

THE VALUATION OF PROPERTY IN THE YEARS, AS FOLLOWS:—

1830.	1840.	1850.
\$528,891 25	\$912,105 00	\$2,200,000 00

While the whole number of dwelling-houses in 1827 did not exceed 240, the dwelling-houses are now over 800 in number.

A section of about five miles of the Old Colony Railroad passes through Quincy, having two depots. Under the present arrangement, nineteen trains stop daily at convenient hours on their way to or from Boston. That a clear idea may be had of the connection of Quincy, by means of this railroad, with the different places on their several routes, the following tabular statement is presented:—

Stations.	OLD COLONY RAILROAD.	Miles from Boston.	Fares.
Crescent Avenue,	} In Dorchester.....	2	\$0 10
Savin Hill,		3	0 10
Harrison Square,		4	0 12
Neponset,		5	0 15
Granite Bridge,	} Branch.....	6½	0 18
Milton Lower Mills,		7½	0 20
Quincy		8	0 25
Milton Upper Mills.....		8½	0 25
Braintree		10½	0 30
South Braintree		11½	0 35
South Weymouth.....		15	0 45
North Abington		18	0 54
Abington.....		19½	0 58
South Abington		21	0 62
East Bridgewater.....		25	0 65
Bridgewater		27½	0 70
North Hanson.....		28	0 70
Hanson		25	0 75
Halifax		28	0 85
Plymton		30	0 90
Kingston		33	1 00
Plymouth		37½	1 12½

Stations.	SOUTH SHORE RAILROAD.	Miles from Boston.	Fares.
East Braintree		11 $\frac{1}{2}$	\$0 34
Weymouth		12 $\frac{1}{2}$	0 36
North Weymouth		13 $\frac{1}{2}$	0 40
East Weymouth		15	0 43
Hingham		17 $\frac{1}{2}$	0 45
Nantasket		19 $\frac{1}{2}$	0 50
Cohasset		22	0 60

The passenger trains are usually twenty-five minutes from Boston to Quincy. Travelers can now go as far as Yarmouth, by the connecting lines of Old Colony, Fall River, and Cape Cod Railroads. It may be as well to add that the receipts of the Old Colony Railroad at Quincy, from passengers and freight, for the year ending November 30, 1853, were as follows:—Passengers, \$23,868 52; freight, \$1,519 93; total, \$25,388 45. The Old Colony Railroad was incorporated March 16, 1844, and has a capital of \$2,100,000. A double track extends to South Braintree, 11 $\frac{1}{2}$ miles. During the past year all the trains ran 212,895, at an average of 19 miles the hour; number of passengers, 598,166; receipts, \$374,879 54; expenses, \$252,063 37, on the 7th September, 1854. By a large vote of the stockholders, the Old Colony and Fall River Railroads were united into one corporation, with a capital of about \$3,000,000.

The territory of Quincy is at present divided into six school districts. By carrying the reader with us, we propose giving a bird's-eye view of what may be generally interesting in each of these localities. And first of the North District. Situated on the confines of Dorchester and Milton, this was doubtless the farm or northern portion of Mount Wolloston, given by the "Great and General Court," February 13, 1635, to the dearly beloved first minister of Boston, the Rev. John Wilson. He never resided here, but it is said his son, John Wilson, settled here, and erected the venerable house now standing near the lower brook that crosses Neponset Turnpike. Mr. Wilson had two daughters, one of whom married Edmund Quincy, the other a Rawson. The sons-in-law equally divided the extensive farm—Mr. Quincy taking the southern section, Mr. Rawson the northern half. Their descendants are still in possession of a part of these farms. Though nearest to Boston, this district is strictly speaking the agricultural portion of Quincy. The farm of Hon. Josiah Quincy, one of the most beautiful and well cultivated in the State, is here. His son, Hon. Josiah Quincy, Jr., has a summer residence near the ancestral mansion, lately erected at a cost of \$25,000. The country-seat of Samuel A. Appleton, Esq., son-in-law of Daniel Webster, is also here, with many other beautiful residences.

Quarries of slate have been worked in this district for nearly two centuries past. About \$3,000 of hornblende slate are annually quarried here and sent to Boston. Squantum, a well-known peninsula lying on Boston Harbor, about three-and-a-half miles from the city, forms the northern extremity of Quincy. A portion of Squantum is very rocky, but the land is unsurpassed in fertility. In the summer months this has long been a celebrated resort for fishing and sea-bathing. Squantum, still retaining its Indian name, was the residence, in aboriginal days, of the famous sachem Chickataubut. A portion of this place is also the Mas-we-tuset, "a few miles south of Boston," generally admitted to have originated the name of the State. The North District has some fifty houses, and about 500 in-

habitants. The only public building is a neat school-house, erected in 1851.

Ward's Piggery (so called) is located in the northern borders of this district, and is one of the most extensive of the kind in the United States. Fed by the offal of the city of Boston, here are constantly to be found twenty-five hundred to three thousand of the swine tribe, a ready sacrifice to the call of the provision market. No small portion of these swine come from the Western States. By reason of the offensive odor, and fear of unhealthiness, a strong prejudice exists against this establishment with a portion of the community in its vicinity.

The East District is a romantic section of the town, nearly surrounded by the ocean. Not large in territory, but wonderfully varied in surface and form, to say nothing of the indentations of its shores, that meet the wanderer's eye on every side. On the east are the ocean's waves, grand and beautiful at all times to behold; on the other sides, landscape scenery worthy the sketch of any artist. Neither is it devoid of historical importance. A well-written history of Quincy would portray many events of deep interest that occurred in the early days of Massachusetts. Most of the Mount Wolloston Farm lies in this quiet portion of the town. The extreme easterly section of this maritime district, called for many years past Hough's Neck, for an old settler by that name is nearly environed by the sea, is an isolated spot, but fertile land. Some four or five families reside here, whose pursuits are agricultural. Germantown lies westerly of Hough's Neck, and in connection with it forms a peninsula, which is joined to the main land by the Mount Wolloston Farm. It derived its name from emigrants, who came from different parts of Germany about one hundred years since. Prior to 1753, it was called Shed's Neck. We are told that a certain number of enterprising gentlemen from Boston obtained from the General Court a grant to establish a lottery, in order to build a glass-house. The company sent to Germany for artisans, who were glass manufacturers, and the place "soon became a village." The attempt to manufacture glass here was a failure to all concerned, and a severe disappointment to the poor foreigners.

Mr. Whitney, in his history of Quincy, says:—"When the Germans landed, (about one hundred years since,) General Palmer and old Mr. Quincy roasted an ox, and such a merry time never was heard of before or since." It has been said that the first vessel which ever wintered in Massachusetts did so in Town River, near Germantown, probably in 1621-2. Here, in 1789, the famous ship "Massachusetts," whose keel was 116 feet long, was launched. "She attracted great attention at the time, and drew to her launching people from all parts of the State. She was built for the Canton trade, where she went, and was afterwards sold." For many years past vessels have been fitted out at this place for the mackerel, cod, and whale fisheries, and as far back as 1845, the hands employed were twenty-two, and the amount of business each season was not far from \$10,000.

By the liberality of the late Captain Josiah Bacon, of Chelsea, as expressed in his will, and since materially aided by the exertions of R. B. Forbes, Esq., of Milton, well and honorably known to the commercial world, an asylum or retreat for invalid seamen is about to be established at Germantown. A good farm with suitable buildings has been lately secured, the location of which is admirably adapted for this philanthropic purpose.

Quincy Point District lies on the south-easterly portion of Quincy, separated from Weymouth by Fore River, and may be considered the most beautiful part of the town. It was settled by enterprising men, mostly by such as have led a sea-faring life. Mr. Whitney, in 1827, says the Point has already become a place of considerable business, and, for the regularity of buildings and tastes displayed around them, is certainly not equaled by any other part of the town.

If Quincy Point was attractive in 1827, it is now much more so. The population has increased three-fold; the number of houses has more than doubled, and many new streets have sprung into existence. For navigable purposes it is unsurpassed, having the best wharves in Norfolk County. The shores are so bold that a seventy-four-gun ship might fearlessly gambol in its waters, and slumber in safety at the wharves. The main avenue from the stone Temple to Quincy Point Bridge is about two miles in length, and is called Washington-street; of good width, and lined on both sides with neat and often elegant residences. A more lovely ride cannot be found than over this avenue to Weymouth and Hingham.

Ship-building is now in successful operation here, and at the present moment one of 1,800 tons is in good progress, and will soon be launched. About sixty hands are now employed in ship-building. Quincy Point is the principal navigable depot of the town. In 1849, seventeen vessels discharged at Quincy under register, nearly all of which were from Nova Scotia. The coastwise trade from Maine is very large. Great quantities of lumber, coal, &c., find a ready market at the Quincy wharves. It is estimated that two million feet of lumber and three thousand tons of anthracite coal are annually imported into Quincy. The amount of navigation owned here at present is small in tonnage, consisting mostly of lighters for the transportation of stone to Boston and elsewhere. These vessels are strongly built, of about 100 tons burden, in which forty to fifty men are constantly employed. Granite is daily carted from the neighboring ledges to the wharves here, and shipped to all parts of the United States.

We come now to the Central District of Quincy. The district, as now bounded, is not large in territory—perhaps not a mile square, yet compact as any country village should be, to enjoy rural beauty and comfort. About one-quarter of the inhabitants of Quincy may be found residing within its borders. The main village is here, with pleasant streets radiating from its center in every direction. The principal thoroughfares are Adams, Hancock, Washington, and Granite streets. These are long and well settled, and from them ramify very many smaller streets, in each of which will be found comfortable and often costly buildings, besides places of trade and mechanical pursuits of various kinds. In the center of the village on Hancock-street are to be found the banks as follows:—Quincy Stone Bank, with a capital of \$100,000, incorporated March 31, 1836, Josiah Brigham, Esq., President; Mount Wolloston Bank, which received its charter April 28, 1853, capital \$100,000, Hon. Charles Francis Adams, President; the Quincy Savings Bank, incorporated March 18, 1845, and has been very successful. It pays interest at the rate of 5 per cent yearly. The dividends are made in January and July, and if not called for under three months, are added to the principal and placed on interest. After appropriating the amount of the semi-annual dividends, the surplus income is divided every fifth year, and placed in the same manner to the accounts which have existed for one or more years in equitable proportion. The Quincy

Loan Fund Association, whose office is in the Mount Wolloston Bank, has been recently established, and is in a prosperous condition.

The Quincy Mutual Fire Insurance Company, incorporated March 22, 1851, has met with unprecedented success. It has now insured over four-and-a-half million dollars of property, with an accumulated capital of nearly \$160,000, and fast increasing. This office stands high in public confidence. The Town House is here, erected of granite in 1844 at a cost of \$20,000, and for architectural beauty is one of the finest buildings of the kind in Massachusetts. Its dimensions are about 80 by 50 feet. The basement is leased for places of business and trade. The second story contains the main hall, selectmen's room, and a library of 3,000 volumes, presented to the town by John Adams. The other public buildings in this district, besides the large school-house on Coddington-street, are the Universalist meeting-house, built in 1833, and is a good edifice; a Methodist chapel on Sea-street, and the Unitarian church on "Adams's Temple," opposite the Town Hall. This costly edifice was erected of granite in 1828, at an expense of \$34,838. The stone was taken from the granite quarries given to the town of Quincy for that purpose by ex-President John Adams. It contains on the lower floor one hundred and thirty-four pews, and is interiorly richly furnished.

A prominent object of interest to the stranger on visiting this church is a marble monument with a suitable inscription, on the side of the pulpit, erected by John Quincy Adams in memory of his honored father and mother. Under the church, in stone vaults, are the remains of John Adams and his wife, each in sarcophagus. More recently John Quincy Adams and his wife have been placed there in the same manner by their son. The four now repose under the portals of the church in granite coffins.

About one-quarter of a mile east from the Town Hall may be found the basin of Quincy Canal. This company was incorporated in 1826, February 26, and after many delays and misgivings succeeded in constructing a canal, about 140 rods in length, to Town Bay, at a cost of \$10,000. The wharves at its head are capacious and convenient landing places. The canal, according to the charter, is nine feet at least in depth, fifty feet wide, and provided with suitable locks and gates at its outlet. The canal is a source of much commercial benefit to the business community of Quincy.

At or near the junction of Adams and Hancock streets, on the northern borders of the town, may be seen on Hancock Lot the remains of an old cellar, now almost obliterated, over which stood the house that John Hancock, President of the Second Congress and Governor of Massachusetts, was born in. This ancient house was the residence of his father, Rev. John Hancock, minister of the town, and after his decease became the property and residence of his son, the Governor. Col. Josiah Quincy, grandfather of the present Josiah Quincy, Sen., lived also in this house. About two furlongs north of the Hancock Lot is another interesting locality—the home of John Adams and John Quincy Adams, and now the paternal homestead of Hon. Charles F. Adams. The house and out-buildings are ancient and plain to the eye of the passing traveler, but no want of taste is manifested in the beautiful flower-garden that partly surrounds the premises. The extensive lands belonging to this estate are in high cultivation. It is on this farm that Mr. Adams, the only surviving child of John Quincy Adams, in healthful vigor at the age of 47, resides. Mr.

Adams, while a resident of Boston, was repeatedly chosen to the Senate and House of Representatives of the Massachusetts Legislature, and soon became prominent and useful as a legislator. In 1848, he was the candidate of his party for Vice-President of the United States, and in 1852, he was the opposing candidate for Congress to Mr. Edmund, receiving a large vote. Since Mr. Adams's removal to Quincy he has been three times unanimously elected at the annual meeting one of the General School Committee, and as Chairman of the Board has very ably and faithfully filled that office. There are at least seventeen public schools in Quincy, and it is no small task to visit these, as the laws of the State require, by some one of the committee monthly, and by all the board quarterly. In his examination of, and address to, the scholars, he is peculiarly happy, and he has richly won for himself the respect of the teachers and pupils. He, in truth, may be called a friend to public schools. For uprightness of character and intellectual cultivation, he treads well in the footsteps of his illustrious ancestors.

The Quincy *Patriot*, a neutral paper in politics, has been established in this town since January, 1836. During a large portion of this period it has been under the editorial management of Mr. John A. Green, its founder. The *Patriot*, like most village newspapers, has a limited patronage, but is a welcome hebdomadal to its readers. Mr. Green is the present popular and efficient postmaster of Quincy.

Proceeding in order of the districts, we now approach the southern and most populous section of the town, known as the South District. Small in territory, it has a population nearly as large as the center district, judging from the annual returns of school census; the number of children being as large as in the center. This is a flourishing portion of Quincy, and embraces no small part of the actual business men of the town. The community as a whole are industrious, intelligent, and enterprising; a remark which will apply to the citizens of all the districts. Connected with the central portion of the town, the main village of Quincy may be said to extend to Braintree. The principal avenues are Franklin, School, Granite, and Elm streets—all thickly settled. Besides these spacious thoroughfares, we have in this manufacturing district High, Liberty, Pearl, Gay streets, &c., well lined with neat dwellings or places of business. Penn's Hill, 210 feet high, lies partly in this part of the town and partly in Braintree. A view of the surrounding country from the summit is very fine and extensive, embracing a wide area of many miles extent on every side. Nearly all branches of business usually found in country villages are in full operation in this district. But the principal articles of manufacture are boots and shoes. This industrial branch has long since given the town much notoriety. There were manufactured in Quincy, as far back as 1845, 41,876 pairs of boots; 15,605 pairs of shoes; the whole value of which was \$133,273; persons employed, 301.

In 1837, according to the returns of the Selectmen made to the Legislature, 27,437 pairs of boots and 18,602 pairs of shoes were manufactured here in 1836, valued at \$111,881, and giving employment to 221 persons. The past year, ending April, 1854, has been one of great activity, and we hope gain to the shoe and leather dealers of Quincy. One thousand hands of both sexes have been constantly employed, and the value of these manufactured articles has reached at least a half-million dollars. Messrs. Adam and Samuel Curtis, one of the largest and most respected firms in Norfolk

County, residing in the South District, employed nearly 300 hands the past year, mostly in the manufacture of boots.

Within the borders of this district may be found three large and well-built places of public worship, viz.: an Episcopalian, Congregationalist, and Catholic church. Besides a large public school-house, built of stone, the High School, erected in 1851 at a cost to the town of \$7,000, is here. On Franklin-street, at the foot of Penn's Hill, are the two venerable houses in which John Adams, in 1735, and John Quincy Adams, in 1767, were born. They stand a few feet from each other, the easterly being the house of John Quincy Adams's birth. Both two-story, and built after the fashion of a century-and-a-half since, heavy-timbered, with large open fire-places, low studded, and plain finish. The exterior of both is remarkably unostentatious. Connected with these antique buildings is a large farm, the property of Charles Francis Adams.

In the summer of 1822, four years before the decease of ex-President John Adams, the man of whom Jefferson said he was second to Washington only, indeed, for our glorious independence, in consideration of his affection for the place of his nativity, gave to the town of Quincy eight different parcels of land, containing nearly two hundred acres, the income of which was to accumulate until a fund would be realized sufficient to build a stone church, and after that, the erection on the Hancock Lot, over the cellar of the house in which Gov. Hancock was born, a public classical school to be built of stone, "that all the future rents, profits, and emoluments arising from said land be applied to the support of a school for the teaching of the Greek and Latin languages, &c."

The "Temple" was built, as we have already shown, by large contributions from the Religious Society, in 1828. The stone academy is not yet built. The fund now accumulated from the Adams' fund is between seven and eight thousand dollars.

Pursuing the order that we have adopted, we shall bring this sketch to a close, by giving the reader some account of the West District of Quincy. This is the mountainous part of the town, embracing an area of one-third of its territory. Until recently, being in good part forests, it was appropriately styled the "Woods' District." But two public ways crossed its borders, and these were indeed crooked, narrow, and "hard to travel." As the granite business began to develop itself, a change came over this wild and romantic portion of Quincy. Inexhaustible mines were found, not of gold or silver, but, for the real happiness of a people, a better material. The basis of no small portion of this flourishing part of Quincy is *sienite*, or the finest granite in the world. Its proud hills are everlasting monuments of the abundant presence of this primary rock. It penetrates, according to geologists, to a depth of three-score miles, and its visible range is co-extensive with the lofty hills, from three to six hundred feet in height, that pass from Quincy village to Milton. Within ten years many of the finest buildings in the Union have been reared of Quincy granite, and in nearly all the Atlantic cities we behold, in costly edifices, specimens of this imperishable material.

The quarrying of granite has changed this district from a comparative wilderness to the most active scenes of hard and honorable toil. A brief period since, and a stroll through this sylvan, and then remote part of the town, was in the highest degree pleasing to the lover of nature. Its wild scenery—its rugged hills—its forests and meandering rivulet—were as

God had made them in the primeval days of creation. But the magic hand of industry has, within a few annual suns, transformed this once solitary but picturesque region to the habitations or business places of at least a thousand human souls. Dwelling-houses everywhere repose on its hill-sides and valleys, and the church and school-house are in their midst. Scattered over this west portion of the town are to be found the principal quarries or ledges of granite, which have given to Quincy such celebrity. It is preferred to all other kinds in New England, probably from the color, which is darker and more durable. Hornblende enters into the composition of Quincy granite larger in extent than that found elsewhere in the United States—hence its peculiar and beautiful color.

According to the official returns of the Selectmen of Quincy to the Legislature, made in 1837, the granite stone cut the preceding year was 64,590 tons, valued at \$248,737, and giving employ to 533 persons. The statistical returns made in the same way in 1845, state the building stone quarried and prepared at \$324,500, employing 526 hands. The past year has been very prosperous for the granite business. Upon careful inquiry, I find about 1,000 persons are now employed on the Quincy Ledges. The amount of business done the present year (1854) will exceed a half million dollars.

The Granite Railway, incorporated March 4, 1826, and completed in the autumn of the same year at a cost of \$100,000, lies principally in the western borders of Quincy. A section of the railroad touches Milton, and passes through the Railway Village (so called) of that town. It is memorable for being the first railroad built in the United States, and for some time attracted much attention. The late Hon. Thomas H. Perkins, of Boston, whose reputation is world-wide as a merchant, was the chief projector of this then novel enterprise. It runs a course of about three miles from the quarries to the wharves at Neponset River, and the cars have always been propelled by horse-power. Some years since the track was relaid on a stone foundation, and is now very substantial. Since the decease of Mr. Perkins, the railroad and appurtenances, consisting of extensive equipments, with 60 acres of land, and some dozen houses, have been sold to Messrs. Thomas Hollis, Oliver E. Sheldon, Joseph B. Whit-cher, and George Penniman, all of Milton, well and favorably known as large contractors of granite.

Under the auspices of these enterprising gentlemen a new impulse has been given to business in this vicinity.

Art. V.—THE COMMERCE OF THE LAKES:

THE COUNTRY FROM WHICH IT COMES AND IS TO COME.

THE rapid growth and great value of the Commerce of the Lakes is one of the most astonishing facts in the commercial history of the world. Mr. Andrews, in his report to the Secretary of the Treasury in 1851, shows that the value of the Lake trade was then greater than the whole foreign Commerce of the country. Four years ago, when there was but a single railroad running out of Chicago, he gives the aggregate of that traffic at \$326,000,000. Twenty years ago, the Commerce of Lake Michigan was scarcely worthy of notice, and Chicago herself imported most of her provisions from Ohio and Western New York; now her exports are told in millions. The trade of Lake Erie and Lake Ontario commenced a few years earlier; but the entire amount previous to 1820 must have been scarcely worthy of notice, when compared with its present immense value.

So far as the trade of Lake Michigan is concerned, till within the last two years, it has been derived from a very small section of country, when we compare it with the immense territory yet entirely undeveloped, whose Commerce must inevitably, for all time to come, seek the Lake route in its transit to the ocean. It is also very sparsely settled, not one acre in ten having been brought under cultivation, and by consequence where there are now a hundred inhabitants, the country would very easily sustain a thousand. If we take an average of a hundred miles south of Chicago, and a hundred and fifty miles north, by two hundred west, we shall include all the territory whose products two years ago sought the Lake route from the western side of Lake Michigan. This is a very liberal allowance, for till recently a large strip of this territory, on the east side of the Mississippi, sought St. Louis for its market. The territory we have named consists in all of 50,000 square miles.

So much for the country from which that portion of the Lake Commerce which is due to Lake Michigan now comes. Taking our standpoint at Chicago, with a good map of the United States before us, let us turn our eyes southwest, west, and northwest, and endeavor to form some definite ideas of the extent and the productiveness of the country from which it is to come. In order to be sure that you are not deceived, take a pair of dividers; place one foot on Chicago and the other on New York, and then sweep round to the west. The foot will rest on or near the mouth of the south fork of the Platte, say nine hundred miles west of Chicago. Draw a line through this point north and south, and, though we are a long way east of the Rocky Mountains, call the rest of the country south of the Black Hills, a *desert*. It will be observed that all the territory on the Yellow Stone and the Upper Missouri lies west of this line.

For our north and south line we begin at or near Alton, at about the thirty-ninth degree of north latitude, and go up to the northern boundary of Minnesota and Nebraska. The total distance will not vary much from 650 miles. This gives us an area of territory of 585,000 square miles. Add to this, 115,000 square miles for the beautiful country on the Upper Missouri and the Yellow Stone, and we have 700,000 square miles of as

fine country as can be found on the face of the earth, whose productions and trade will swell beyond the figures of the wildest fancy the Commerce of the Lakes.

It may be said that our north and south line reaches too far south. *All* the trade, as far south as Alton, will not seek the Lake route, but a large portion of it will; and as you extend the radius west, say to Independence, Missouri, the line becomes very direct through Quincy to Chicago.

It is very easy to repeat the figures—700,000—which represent the number of square miles contained in the territory we have named; but it is a far different thing to form a definite idea of the immense country which yet remains to be developed, west of the Lakes. Let us make a few comparisons to assist us in our estimate of the future of the great Northwest.

It should be remarked, however, that there are many beautiful valleys in the Rocky Mountains capable of sustaining a large population, and more fertile and beautiful than Switzerland, and enough to form a half dozen such States.

Add up the number of square miles in all the States east of the Mississippi, except Wisconsin, Illinois, and Florida, and you will find that you have only 700,000. If you are startled, as we were, and can scarcely believe the figures, take a newspaper and cut it in the shape of the territory we named east of the Mississippi and lay it on that west of Lake Michigan, and study the map in every possible form, and you will be forced to the conclusion that the Northwest contains a territory larger than the twenty-three older States we have alluded to east of the Mississippi. These States contain some 20,000,000 inhabitants.

But again, England, Ireland, Wales, and Scotland contain in all 115,000 square miles, only one-sixth of the territory of the Northwest, and have a population of 26,000,000. Were the territory we have named equally populous, it could contain 156,000,000. Turkey, Austria, and France have in the aggregate 671,000 square miles, and a population of 84,000,000. Need it be wondered at, that in speaking of the Northwest, Western men are obliged to use terms which venerable old fogies regard as extravagant and even absurd? The simple fact is that this territory is large enough to make fourteen States, of 50,000 square miles each, and is vastly more fertile and capable of sustaining a population many times larger than all the old States of the Union.

A few words as to the resources of the country under consideration. In minerals it is specially rich. It contains the largest and the richest deposits of lead and copper that are known to exist anywhere upon the globe. We need hardly say that we allude to the copper mines of Lake Superior and the lead district of which Galena is the center. Iron and coal are also found in great abundance.

In speaking of its climate and productions, it should be known that the isothermal or climactic lines bend far away to the north as we go west towards the Rocky Mountains. If we mistake not it is nearly as warm at the north bend of Missouri as it is at Chicago. Owing to this fact and the richness of the country, the buffalo range nearly up to the south line of British America.

The agricultural resources of these 700,000 square miles are absolutely beyond the power of man to estimate. It is the opinion of some of our best-informed men that the great plains over which the buffalo now range

in countless thousands must, after all, become the great corn-growing sections of the Union. There, too, will be reared the countless herds of cattle and the hogs driven here to be packed in beef and pork to feed the Eastern States, with an abundance to spare for all the nations of Europe.

A few weeks since, we published an article containing some facts to show that we should ere many years have six new States west of the Lakes as large, as rich, and as populous as Ohio; but the truth is, we had not studied the subject minutely, and hence our figures fell far short of the mark. If we include the portions of our own State and Northern Missouri already noticed, there is territory enough for fourteen States as large as Ohio west of Lake Michigan, the bulk of whose Commerce must always take the Lake route on its transit to the Atlantic seaboard.

Westward, and in all directions through this magnificent valley, our railroads will penetrate as fast as the onward wave of civilization rolls over them. That wave will reach the Rocky Mountains, and on its summits meet the great Eastern surge from the Pacific coast, within the lifetime of the present generation. Thoughts we dare not utter, emotions deep and startling, crowd upon us as we contemplate this immense territory, not to speak of the East and South, and the mighty States of the Pacific coast, filled with intelligent, enterprising, happy freemen.

In view of the above facts, we may be excused for alluding to the position of our favored city. The figures we have given are demonstrable on the plainest principles of evidence, and with all our railroads pouring into the lap of Chicago three-fourths of the Commerce of all this fertile region, he would be a bold reasoner indeed who would dare to predict what will be the population of Chicago at the end of the present century. If the Commerce of the Lakes in 1851 was more valuable than the entire foreign trade of the nation, what figures will represent its worth when forty-five years shall have reared millions of happy homes west of Lake Michigan?

Let our merchants, our real estate owners, and our business men generally, and especially those who have at heart the intellectual and religious welfare of society, all answer these questions for themselves, and act in view of the grave responsibilities which the above facts must suggest to every ingenuous mind. To those who may be disposed to question our conclusions, we commend a more careful study of the geography and the topography of the country between Lake Michigan and the Rocky Mountains, and we are quite sure they will acquit us of all disposition to overstate facts which must be plain to every man who will take the trouble to investigate them.

Art. VI.—FIRST REPORT OF THE MERCANTILE LIBRARY ASSOCIATION OF SAN FRANCISCO.

In compliance with a request of the Mercantile Library Association of San Francisco, communicated to us through FREDERICK A. WOODWORTH, the Corresponding Secretary of that Association, we lay the first annual report of the San Francisco Mercantile Library Association before the readers of the *Merchants' Magazine*. It briefly sketches the history of the Association, its rise, and present condition, and furnishes details not heretofore published, which will be of interest to those who would mark the literary as well as the commercial progress of the New York of the Pacific:—

Gentlemen of the Mercantile Library Association:—

In presenting this, the first regular report of your association, it becomes my duty, as President, to recall to your minds some of the various incidents which have occurred since the commencement of our enterprise, as well as to give, to some extent, a detailed account of our present condition. And inasmuch as this is the first regular report which has been made of our affairs, notwithstanding our two years' existence, it may be necessary to go to our beginning, in order that we may place fairly before the community the various steps by which we have advanced to the position we now occupy, and to which we are mainly indebted through the liberality which has been extended to us by a portion of that community.

It seems to me fitting in this place, and not inappropriate to this occasion, that I should here refer to the endeavor on the part of a number of our citizens to establish the "California Institute" during the fall and winter of 1851 and 1852—the officers and directors were elected, comprising among their number many gentlemen whose names now appear as friends of our institution.

After having furnished rooms for the accommodation of readers, and expended a considerable sum for reading matter, furniture, &c., the enterprise was abandoned, until such time as increase of numbers and interest should warrant its friends in encountering the heavy expense necessary, at that time, to such undertaking.

The existence of our association, under its present organization, dates from the 22d of December, 1852—on which day there assembled in the Common Council Chambers of our city a considerable number of persons friendly to the formation of a Library Association; deeply impressed with the importance of affording to the members of our community the means of such intellectual and moral instruction as experience had taught them to believe was derived from institutions, established and carried on upon a basis and of general character similar to such institutions in the Atlantic cities. With this general object in view the first meeting was organized. J. B. Crockett, Esq., was called to preside, and matters discussed relating to the general interests of this enterprise. To this gentleman we are under many and continued obligations from our commencement—he has ever been ready and willing to aid us by his counsel and encouragement, as well in his character as an able advocate as also as in his position as a firm friend of the institution to which it has been his pleasure to afford assistance in any manner calculated to promote its best interests.

At the meeting referred to proper committees were appointed upon various subjects, to one of which was confided the duty of preparing an address to the people of San Francisco upon the subject of the proposed association. This address was extensively circulated, and a general feeling was enlisted in its favor. In the meantime the committee appointed to solicit subscriptions in aid of the enterprise, reported \$6,000 pledged, and which could be collected whenever it should be required. Under such encouragement it was thought advisable at once to commence operations, and on the 25th of January, 1853, a meeting was

called for the election of officers, which resulted in the return of a full board of officers and directors. Eighty votes were cast, and an excellent feeling prevailed. The officers and directors were as follows:—

David S. Turner, President; J. P. Haven, Vice-President; W. H. Stevens, Recording Secretary; Dr. H. Gibbons, Corresponding Secretary; Charles E. Bowers, Jr., Treasurer; E. E. Dunbar, D. H. Haskell, J. B. Crockett, and E. P. Flint, Directors.

Measures were taken without delay, by proper committees, to secure rooms, furniture, &c., and the Committee on Books purchased from Brig.-Gen. Hitchcock, U. S. A., a valuable private library, consisting of about 2,500 books and pamphlets, and with this collection as a nucleus for future operations our rooms were opened to readers, on or about the first day of February, 1853.

Such, gentlemen, is a brief history of the origin of our association. We have progressed steadily, though at some times under great embarrassments, but our community have at all times liberally responded to our applications for relief, and through their generosity we are able to present to you, at this moment, a library of nearly 4,000 volumes, a large number of periodicals, magazines, &c., regular supplies of newspapers from all parts of the commercial world; our rooms comfortably furnished; free from any pecuniary obligation, and with a few hundred dollars in our treasury.

And now, gentlemen, in view of the success which has attended our enterprise, have we not cause to rejoice over it, and pour out our hearts in gratitude in return for the attainment of a degree of prosperity to which, in our most enthusiastic anticipations, we could not even hope to have realized within so brief a period as two years.

And while we acknowledge a kind overruling Providence which has attended us, and upon all occasions "waited upon our steps," we should not be unmindful of the kindness and liberality which has been extended to us, as well by friends abroad as by our own generous and warm-hearted citizens of San Francisco. During the existence of our association, some feeling of dissatisfaction has been expressed on account of the distinctive name by which we are known—thereby claiming that we were exclusively of a mercantile character, and by our organization excluding those of other professions or occupations. This feeling, however, has been entirely imaginary, for it has ever been the earnest desire of all concerned to unite as much as possible all classes of the community; but it has happened that the great proportion of members has been from among merchants and merchants' clerks, and hence the cause of its having been organized under its present name. However this may be, or whether or not this feeling may have given impulse to the formation of a similar institution among the mechanics of our city, we hail with pleasure the effort to organize and establish the Mechanics' Association, and bid them "God's speed." Wishing them every success in their worthy undertaking, at the same time giving them full assurance that we will ever co-operate with them in such measures, as shall tend to the best interests of all their endeavors to extend valuable information among our citizens, while we enter the lists with them in generous and liberal rivalry as to which shall be able to effect most towards the great object we have in view.

It is perhaps questionable, however, taking into view the great expense necessarily attendant upon such an enterprise, whether the union of all classes or whether two separate organizations might be the most beneficial; perhaps, however, it may be most expedient that there should be separate organizations, each one acting in its own sphere, and thereby securing to their individual advantage some influences which they might not obtain were they consolidated. The aim and object of our institution is to place within the reach of our fellow-citizens the means of acquiring useful information, of elevating their intellectual and moral qualities, as well as to afford to the younger members a comfortable, quiet, and respectable place of resort, where, separate from the evil influences which they encounter in places of public amusement, they may at once spend their leisure hours cultivating their minds and acquiring those habits of sobriety and

morality so essential to the formation of character where character is so valuable and so highly appreciated as it is in our young and prosperous city.

Any measures which shall attain to the accomplishment of those objects, whether it be through the influence of one or more institutions, will meet with the unqualified approbation of our citizens, and will be hailed as an indication of a state of things which is to give to our institutions and to our standing as a people prominence and stability at home as well as character, respectability, and influence abroad. The establishment of libraries, schools, literary and religious institutions is one among the many striking features of San Francisco, and decidedly marks the energy of our people; and their disposition that law, order, and good conduct should be observed, and that society should be formed upon a basis which gives character to other communities, where experience has taught the value of institutions calculated to promote the moral and intellectual capacity of the people.

I propose to give a few moments to the consideration of the present condition of our association, and to our available means for sustaining the heavy expense we must necessarily encounter. In pursuing this subject, however, I shall not attempt to go into detail, but only in brief give a general idea of our condition. The monthly expenses are about \$600—say rent, \$200; librarian, \$175; assistant-librarian, \$80; incidentals, \$145.

To meet this expense we have 472 shareholders and subscribing members, paying each one dollar per month, or \$472 per month, leaving a deficiency of \$128, which sum may be considered fully provided for by the usual increase on our subscription list.

Our roll of members at present consists of—honorary, 41; life, 39; shareholders, paying, 302; subscribing members, paying, 170; total, 552. Number of bound volumes, 3,315, being an increase of 590 volumes since the first of May last.

We have many hundreds of magazines and periodicals, not included in the above estimate, a large supply of daily and weekly newspapers from various parts of our own as well as other countries; in fact, through the kindness of editors and publishers, our reading matter relating to the current affairs of the day is as complete as, in our remote position, we could reasonably expect. I cannot more understandingly bring to your knowledge the continued increase of our association than by giving a statement of the books taken from the library during a portion of the past year; and commencing with the opening of our rooms in our present location, we find that there have been delivered by the librarian to readers, who have removed the same to their residences, books as follows, through the several months say—March, 103; April, 172; May, 166; June, 244; July, 316; August, 346; September, 387; October, 483; November, 598; December, 556; showing the remarkable increase of from *one hundred* to more than *five hundred* within a period of ten months.

This fact, of itself, is a convincing proof of the signal success which has attended our efforts to create a taste and disposition among our citizens to attend our rooms, read our books, and render us such assistance as their presence, the use of their means, and their influence were calculated to afford us.

We have derived much benefit from the appointment of an agent in the city of New York—Mr. C. B. Norton—who has kindly consented to supply us with new publications, and to take charge of and forward to us whatever may be entrusted to his care.

Our receipts by donations during the past few months have been quite large. The following are the names of some of those to whom we are indebted in this respect—to all of whom, on behalf of the association, I beg to tender my grateful acknowledgement for their liberality:—

Hons. Thomas H. Benton, James Savage, John B. Weller, Wm. M. Gwin, A. C. Dodge, R. C. Winthrop, J. A. MacDougal, M. S. Latham, Edward Everett, C. K. Garrison; Messrs. Halleck, Peachy, Billings & Park, Tilden & Little, Britton & Rey, De Witt & Harrison, Farwell & Curtis; W. H. J. Brooks, F. W. Maccondray, William Wood, C. J. Dempster, Theo. Payne, J. H. Purkitt, H. C.

Beals, H. C. Clark, Washington Bartlett, David S. Turner, Henry A. Harrison, W. H. Stevens, A. Thomas, Frank D. Stewart, P. W. Cornwall, Wm. Blackburn, C. C. Wisner, David Jobson, G. W. Murray, Jonah Drake, Richard Rising, G. W. Tickenor, M. Bixley, J. W. Sullivan, P. C. Egan, J. S. Hittell, J. Coolidge Stone, A. G. Randall, John J. Tayker, H. Benham, Thos. C. Downer, Lawrence Phillips, Edwin Lewis, T. W. Sutherland, C. C. Southard, M. M. Noah, H. La Rentrie, Wm. Baker, Jr., D. Hale Haskell, Joseph W. Finlay, George H. Davis, Wm. R. Wadsworth, Conrey, J. P. Haven, J. Smith Homans, Luther Severance, L. L. Blood, John Perry, Jr., Nathan Scholfield, Theo. A. Mudge, James Holden Lander, Charles L. Strong, A. G. Lawrence, F. A. Macondray, F. C. Ewer, Thos. Tennent, J. H. Rider, Capt. John F. Schander, Capt. Wm. MacMichael, Capt. E. S. Coffin, Capt. Cressy, ship "Flying Cloud," Alta California, Pacific, James Lenox, Esq., New York city, B. B. Burt, Esq., Oswego, New York, C. C. Rafu, Esq., Copenhagen, Denmark, by Joseph Frontin, Esq., F. A. Woodworth, Esq., Rev. W. A. Scott, A. D. Bache, Esq., United States Coast Survey, Smithsonian Institute, New York Society Library, New York Mercantile Library, together with many others whose names appear on our books, recorded as patrons of our association.

My limits will not allow me to particularize all the individual favors we have received through the kindness of many friends who have materially assisted us by their donations.

The course of lectures commenced during the past season was not as successful as we could have wished; nor were they generally well attended, and the disinclination for this kind of instruction was such as to induce a suspension of the course, to be renewed again, however, when the public taste shall be more in favor, and public amusements less numerous and less attractive to our people. The debates which have been held at our rooms have occasionally brought forward subjects of much interest, and have generally been conducted with a degree of ability highly creditable to those concerned in them, while the nature of the subjects introduced have stimulated our readers to a critical examination of books of reference and history, as beneficial to their particular purpose as it was to their general stock of knowledge upon such subjects as might be before them. I should do injustice to my own feelings, as well as to the gentleman of whom I am about to speak, if I did not allude to the very efficient aid we have received from our librarian, Mr. Horace Davis; and although he has, to a considerable extent, been relieved in his duties by his faithful assistant, John J. Tayker, yet, when we take into consideration that in addition to his constant service in the library he has arranged, written out, and corrected our catalogue, which was to be compiled after a careful examination of each work in the library, we shall place proper estimation upon the value of his service, this being the first catalogue, and without means at hand, for assistance, which might have been obtained in other cities, rendered it a work of much labor.

The establishment of libraries from the earliest days down to our own times is a subject which has engaged the attention of wise and good men of all countries; and the advantages to be derived from such institutions are especially adapted to our own State and people, and we have before us in the establishment of our own association a proof of the favor with which our enterprise is looked upon by that class of our community of whose approbation we should be proud to be the recipients, and whose encouragement has not failed to give us strength in our most trying condition.

In this connection I beg your indulgence for a few moments, while I digress from the subject before us and notice matters bearing close analogy to that which we are now considering.

I conceive our public schools, public libraries, and our public press the three great engines which control the destinies of our people, and give distinctive character to citizens of the United States. In our public schools our children are trained with such care and with such success that they enter with a peculiar fitness upon the higher grades of intellectual attainment, as they are to be found in our public libraries, which, in the present arrangement of our literary institu-

tions, seem to be so organized as to be admirably adapted to the extension of that condition of intellectual acquirement of which our public schools are only preparatory. And it is through the machinery of the public press that the intelligence which is acquired in our schools and libraries is disseminated through all portions of our country, giving character and influence in a degree corresponding to the extent and respectability which is assumed by those having it in charge.

But I return to the consideration of our subject, and although I am sensible of the liberality with which our efforts have been met by our citizens, I cannot dismiss from my mind that many of them are not aware of the value of our association, or the extent of time and exertion which has been necessary to bring it to its present prosperous condition, and will trust that their liberality will be continued, and their interest in its welfare so increased as to give a wider range to its usefulness and prosperity.

Some attention has been given to the subject of creating a "Building Fund," in order to enable the association to take the necessary steps towards procuring a building adapted to our accommodation, and arranged upon such principles as would not only accommodate our members, but at the same time reduce our expenses for rent, if not even be made to produce an income. This subject is of great interest to us, and will receive the careful attention of those gentlemen to whom its consideration has been committed, and I trust that in their wisdom they may be able at no distant period to bring the matter forward in such manner as shall meet the views of our friends.

Our institution at present is but a miniature of what it is to be, and perhaps may be thought of as a matter of too trifling importance to be the subject of an annual report; but our desire is to attract attention to our real condition and to the objects we wish to accomplish.

The education of young men destined to become merchants, or in any manner connected with commercial pursuits, is a subject which should command our first attention; it is through them and by their various associations, that our successors are to be brought in contact with people of distant countries, and through their means civilization, with its attendant blessings, borne upon the wings of Commerce, is to be conveyed to those benighted regions which are yet without the elevating influences of Commerce—the delights of civilization, or the hopes of immortality, through the glorious system of Christianity. I would now, in conclusion, ask your attention while I refer to matters of a personal character, and to circumstances connected with my retirement from the official position which, through your kindness, I have been permitted to occupy during the past two years.

By a wise provision in your constitution, I was ineligible to re-election, having served the full constitutional term; but were this not so, I could not consent again to devote the time necessary to a performance of the duties required, while I was aware that many others among your members were better calculated to promote the interests of your institution, and better able to devote the time necessary to a performance of the duties devolving upon the president. And it is matter of congratulation that your choice has fallen upon a gentleman in every way calculated to promote your best interests—one who is competent, willing, and energetic, and to whom you may look for such attention as will insure success and prosperity beyond that which you now enjoy.

Many of you are aware that in November of last year I left San Francisco on a visit to the Atlantic States, and that at the regular monthly meeting previous to my departure, my resignation as president of your association was brought forward, which, however, the meeting refused to accept, resolving at the same time that I should retain my official position and represent your interests where ever it should be in my power to promote measures connected with your prosperity. This evidence of your confidence and proof of your kindness, induced its withdrawal, but with the full expectation that I should be relieved from my duties by the election of a new president at the close of the year.

My surprise was great at hearing of my re-election while continuing my visit, and gratified upon my return here to find the improvements which had been ef-

fectured during my absence; the removal to the rooms as occupied at present, the increase of members, improvement in financial affairs, and general condition of prosperity, rendered it evident to me that by judicious and energetic action, you were too firmly established to admit of any doubt as to your future success.

And now, gentlemen, having partially and imperfectly reviewed our transactions for the past two years, and being about to take leave of you in my official capacity, and surrender into other hands the execution of those duties which I have endeavored to fulfill, I feel that I cannot close my remarks without calling to your minds the improvement we discover in our association, in a social view, independent of our moral and literary advancement.

Those of you who were among the first in this enterprise will well recollect how frequently it was necessary to adjourn our monthly meetings for want of a constitutional quorum, and how small the number of visitors at our rooms, as compared with the present—indeed the most striking feature of encouragement is, that we now find our rooms well filled with visitors every evening, quiet, respectful, and attentive, giving their time and attention to the cultivation of their intellectual faculties, and thereby avoiding the dangers to which they must necessarily be exposed by indiscriminate participation in our places of public amusement and entertainments, and the many allurements connected therewith. This is matter of great gratification; and in a few years we shall look back upon our efforts in the establishment of this institution with satisfaction at having taken at least one step towards improvement of the moral and intellectual condition of the citizens of our young and enterprising city.

I cannot refrain from giving expression to my grateful feelings for the many acts of kindness, the ever-respectful attention, and the perfect obedience to rules, as exhibited towards me by the members upon all occasions. This has been to me peculiarly gratifying, and has so fastened upon my heart that I shall not be unmindful to the last day of my life.

To the Board of Directors, and to the officers with whom it has been my privilege to be associated, I cannot find language to give expression to the great gratification I have experienced during my co-operation with them—during all the trials and vexations we have passed through in the establishment of this enterprise we have ever found, upon every occasion, that the execution of a duty called forth the best feelings of all concerned, and no objection or disposition to shrink from service has ever been indulged in by any member of the Board, from our organization down to the present time.

It has been by this concert of united action by the Board of Directors, a fixed determination on their part to succeed in our undertaking, and assisted by the liberality of our citizens, that we find ourselves to-day in the enjoyment of a library and rooms which would be creditable in any Atlantic city of equal size, free from debt, with money in our treasury, and composed of members of such character and standing as to give warrant to the realization of our most sanguine expectations as to the continued prosperity of our institution.

And thus, gentlemen, however unworthily I may have performed the duties which your confidence has entrusted to my care, or however unacceptably I may have presented this my report, the last of my official acts, with a full and perfect assurance of the continued and increasing prosperity of your association, so endeared to me by my connection with it from its commencement, and in the hope that the same unanimity which has prevailed in your councils during the past two years will continue for the future.

With my sincere thanks to you for your attention upon this occasion, I now resign my position into the keeping of my worthy successor, and relinquish to him the execution of those duties which, as president of your association, have occupied my attention.

DAVID S. TURNER.

Art. VII.—COALS FOR WESTERN NEW YORK.

FUEL is so essential to our every-day wants, so promotive of our comfort and happiness, as to exert an influence on all classes of men, extending to the humblest individual. It is alike an important element of individual and national wealth and of social and domestic enjoyment. The commercial prosperity and numerical strength of the State will always be immensely influenced by its price.

We, of Western New York, have now reached a period in our history when the employment of coals will be no other than a question of cheapness.

For greater economy in the transportation of coals from the mines to convenient places of deposit, railways, rudely constructed of wood, were first introduced in England about the year 1650. Iron rails were first used in 1776, at the coal mines of the Duke of Norfolk, at Sheffield.

The writer of this article has no personal interest in any of the coal mines, or either of the canals or railroads herein referred to. His only object is to direct public attention to the subject, yet with great deference to those who are better informed in all that relates to this important topic. If he shall communicate any interesting or useful information, or shall be the means of eliciting it from others, his object will be fully attained.

The sources whence supplies of coals are to be drawn, and the canals or railroads, by means of which they are to be transported, are subjects which may well engage our attention.

The Junction Canal being completed, and the North Branch Canal nearly so, an uninterrupted water communication will be open, within the present season, probably about the 1st of October, between Western New York and the great coal fields of Pennsylvania, on the North Branch of the Susquehanna River in the Wyoming Valley.

The route of this communication is through the Seneca Lake and Chemung Canal to Elmira, thence by the Junction Canal, eighteen miles, to Athens, and thence by the North Branch Canal of Pennsylvania, ninety-four miles, to the coal fields near Wilksbarre; thus connecting the system of internal improvements of Pennsylvania with the New York and Erie Railroad and all the canals of the State of New York.

The opening of this line of communication will constitute an era in the history of Western New York second only in importance to the opening of the Erie Canal.

The geological survey which was made a few years ago at the expense of the State, has entirely settled the question, if it had not previously been determined, that no workable beds of coal will be found in Western New York, or within the limits of the entire State.

Before the geological survey had been made, it was known that in the coal fields of Pennsylvania nearest to our southern border, the coal runs out as the streams decline in the north, and that it would require a total height of mountain above tide-water exceeding five thousand feet at the State line to contain the coal measures; whereas the greatest altitude there is only about fifteen hundred feet. In addition to these facts there are others, resulting from the marked change of geological strata which commences at the extreme northern limits of the coal fields of Pennsylvania.

In the wise and benign provision which Providence has made for man

in the coal formations so wonderfully diffused over the face of the earth, an index is furnished in the underlaying and overlaying strata which are everywhere identical in the coal bearing rocks. These indications nowhere occur in this State. It may therefore be regarded as entirely conclusive that no coal will be found.

Within the present year we have seen notices in the newspapers of Steuben County, that coal had been discovered in the town of Hornby. But for reasons already stated, this, if not geologically impossible, is highly improbable. It may be that a few "pockets of coal" have been found in that region, yet it may also safely be asserted that no workable beds exist there.

It appears by the State survey that both anthracite and bituminous coals were found throughout almost the whole series of its transition and secondary rocks, but invariably in quantities too small for useful or economical purposes, and in geological relations which differ entirely from those of the true coal measures.

This point being settled, the completion of an unbroken line of water communication between Western New York and the coal fields of Pennsylvania, may well be regarded as an improvement of the first importance, and it is consoling to know that the most magnificent development of the coal formation known in the world is found on our southern and western borders. Western New York can well afford to pay tribute to her sister States of Pennsylvania and Ohio for supplies of coal and iron. It is but an exchange of commodities, a reciprocal trade of great advantage to all parties. Ohio draws from us large supplies of salt and lumber, and Pennsylvania requires not only our salt and lumber, but large quantities of gypsum for her wheat lands and agricultural products for her mining districts.

We have several railroads extending from various places in Western New York to the coal fields. However successfully they may compete with canals in the transportation of merchandise and agricultural products, it is quite certain that it cannot be extended to coal, which must everywhere obey the inexorable law of cheapness.

The time has been when more than fourteen hundred teams were constantly employed for a number of years in transporting salt and plaster from Ithaca, on the Cayuga Lake, to Owego, on the Susquehanna River, for the markets of Pennsylvania. But by reason of the cheaper transportation of the foreign articles through the canals extending up the Susquehanna from tide-water, this large and once profitable business has nearly ceased. It will now be revived on the Seneca Lake and this new channel of water communication, and will furnish convenient return freight for the boats employed in the transportation of coal.

The Wyoming Division of the North Branch Canal passes through seventeen miles of the coal lands, with numerous openings on its margin, affording the greatest facility for delivering the coal by dumping it from the mines into shutes, which convey it into the boats.

For a few years past we have been supplied with anthracite coal from Scranton, but at prices higher than will rule in the future. It has usually been sold at this place, Geneva, at \$6 to \$6 50 per ton net. The Wilksbarre coal, also anthracite of the best quality, will now be brought here in boats from the mines at \$3 to \$4 per ton at wholesale.

The Blossburg coal, semi-bituminous, is transported from the mines by

the Corning and Blossburg RR. to the village of Corning, at the western terminus of the Chemung Canal, where it is conveniently discharged from the cars into boats. The price at Corning is \$2 75 per ton. Of all the bituminous coal which now comes to Western New York, none is so good as this variety for working iron and steel, because it contains more carbon, and is more free from the sulphuret of iron. For this reason a considerable quantity is annually sold at Buffalo for the use of blacksmiths and machinists, at an advance of 50 per cent on the price of the rich bituminous coal of Pennsylvania and Ohio.

We shall also soon be supplied with bituminous coal from the vicinity of Towanda, on the North Branch Canal. Also two other varieties of bituminous coal, one from Farrensville, on the West Branch of the Susquehanna, and the other from Ralston. They will be transported from the mines to Elmira by railroad; the former 117 miles, and the latter 50 miles.

Both of these varieties are of approved quality, especially the former, which is highly recommended for generating burning gas. The present price of this coal at Elmira is \$6 per ton, but will be lower in the course of the present season, when the railroad, now in progress, is finished to the mines. The Ralston coal, semi-bituminous, is sold at Elmira at \$3 50 to \$4 per ton. This variety is similar to the Blossburg.

The Shamokin anthracite will also be brought to Elmira by way of Williamsport, the whole distance being 137 miles by railroad, and will be sold at Elmira at about \$3 50 per ton.

To these may be added the bituminous coals of Western Pennsylvania and Ohio, which are shipped from Cleveland and Erie to Buffalo and Oswego.

The most celebrated of those shipped from Erie are the Brookfield, Mount Joy, and Ormsby. These are transported from 65 to 90 miles by the Erie and Pittsburg Canal, and are at present sold at Erie at \$3 75 to \$4 per ton net; present price at Buffalo, \$5. They are in much favor for domestic uses; so much so, that some from the Brookfield mines is regularly sold in the city of New York.

The Ohio coals which are shipped from Cleveland are also of superior quality. These are from beds lying along the Ohio and Erie Canal, and eastward from the lake 50 to 80 miles. It is usually sold at Cleveland at about \$3 to \$4 per ton, and at Buffalo at about \$4 to \$5—present price, \$5. The quality known as Bryer Hill is probably the best.

It has been estimated that twelve thousand square miles of the area of the State of Ohio is underlain by coal, and that the workable beds will yield thirty thousand millions of tons.

The competition which will necessarily exist between these several channels will always insure to Western New York ample supplies of both anthracite and bituminous coals.

The prices of coal in the Wyoming Valley delivered on board of boats last year were as follows:—Lump coal, \$1 50 per gross ton of 2,240 lbs., No. 1, large egg, \$1 75; No. 2, small egg, \$1 75; No. 3, stove, \$1 75; No. 4, nut, \$1 37½; No. 5, chesnut, 81¼ cents; No. 6, pea, 50 cents.

These are regarded by the dealers as full remunerating prices; but this season, owing to the delay in completing the North Branch Canal, and supplies exceeding the demand, the best lump coal has been sold, and is now selling, at one dollar per gross ton, and the other qualities proportionably low.

The toll on the North Branch Canal for the present year is six mills per mile for 2,000 lbs. It is expected that this will be reduced for the coming year to four mills, which was the rate charged in 1854.

No rates have yet been established for the Junction Canal. On the Chemung Canal and all the canals of the State of New York the toll is only one mill per mile on 2,000 lbs., and free of toll when used in the manufacture of salt. It is to be hoped that the enlightened and liberal policy of our Canal Board in this particular may soon be adopted in Pennsylvania and Ohio, and we cannot doubt but it will be.

If the toll on the North Branch and Junction Canals is fixed at six mills for 2,000 lbs., the distance being 110 miles, the toll will be 66 cents from the mines to Elmira, and thence 21 miles by the Chemung Canal, 2 cents and 1 mill to the Seneca Lake, making the toll for the whole distance between Wilksbarre and Geneva 68.1 cents per ton net; but if we increase this to one dollar per ton, and call the freight \$1 50, it will be seen that the probable cost of this excellent coal delivered at Geneva, as before stated, at \$3 to \$4 per ton, according to quality, may be relied on.

It is desirable that the practice of selling coal by the gross ton at one place and by the net ton at another should be changed. In Pennsylvania, at the coal mines, a ton of coal is 2,240 lbs. At the commencement of the anthracite coal trade all sales were made by the bushel. This practice still prevails in regard to much of the bituminous coal, although nearly all the varieties differ in specific gravity.

Anthracite coal, although purchased by the gross ton at the mines, is everywhere in this State sold by the net ton. In Philadelphia all sales, both wholesale and retail, are made by the gross ton.

When coals are sold by the chaldron, a chaldron describes no uniform ascertained quantity in pounds, or uniform number of bushels. Our school books teach us that 36 bushels make a chaldron. In Boston a chaldron of Nova Scotia coal is represented by 2,500, 2,700, 2,880, 2,928, 3,000, and 3,360 lbs., although prior to the reciprocity treaty the duty was uniformly collected on 2,880 lbs. In addition to the inconvenience, not to say loss, which this want of uniformity occasions to dealers and consumers, it is the cause of great discrepancies in the published statements of the coal trade. In England, and generally in Europe, uniformity has been established by law.

Anthracite coals are now transported by railroad from Scranton, in Pennsylvania, to Ithaca, in this State, a distance of 121 miles, and delivered there at \$3 80 to \$4 20 per ton net. The distance from Ithaca to Sodus Bay, on Lake Ontario, is 70 miles, 36 miles of it on the Cayuga Lake. The cost of transportation for the whole distance may be estimated at 80 cents per ton, making the whole cost at Sodus Bay, when the Sodus Canal is finished, \$4 60 to \$5 per ton. But we may safely deduct at least 50 cents per ton from this estimate on all coals passing through the Seneca Lake to the same point, as the transportation of these will be by water, with the additional advantage of return freights of salt and plaster for the interior of Pennsylvania, and agricultural products for the mining districts.

There will be a large and annually increasing northern and western outlet for the Scranton or Lackawanna coal by the Chenango Canal, the Syracuse and Binghamton Railroad, the Syracuse and Oswego Railroad, the Oswego Canal, and the Rome and Watertown Railroad.

In 1850, the population of the State was 3,097,394. Western New York, or so much of the State of New York as lies west of the easterly bounds of the counties of Jefferson, Oneida, Madison, Chenango, and Broome, contains about one-half of the area, and half the population of the whole State, and will in all probability in a few years require as much coal as is at present consumed in both sections.

I believe it is true that nearly all the estimates which heretofore have been made in New York and Philadelphia of the probable consumption of coals have fallen short of actual results. That we shall have a like experience in Western New York is more than probable. We live in an age the progress of which is not to be measured by examples in the history of the past; but I will leave these estimates for a period not far distant, when they can be fortified by ascertained facts which will everywhere surround us.

In respect to this important article we, of Western New York, are just in the dawn of a new era, that will date from the completion of the several canals and railroads herein referred to, and the introduction of coals at low prices.

The probable quantity that will pass through the Seneca Lake after the present year will be an interesting inquiry. That it will greatly exceed the supplies which will come through all other channels is quite certain, for the reason that the topographical formation of the country forbids the construction of any other communication by water from this part of the State with the coal fields of Pennsylvania.

As yet we have no reliable data for such an estimate. That it will be very large there cannot be a doubt. It is equally certain that it will exert a most favorable influence on the value of property and all the various interests of this already highly favored region.

Coal has happily been defined hoarded labor. In our climate, as in England, it ranks among the necessaries of life.

It has been estimated, by highly intelligent persons, that in five years from the completion of this line of water communication, at least 400,000 tons of anthracite coal will be required to supply the demand for the Lakes Ontario and Erie, to be used in generating steam for navigation, and for consumption in various ways in the vast region bordering on those lakes.

To some this may seem extravagant, but a much larger quantity than this is annually transported from the mines near Wilksbarre to the city of New York by a single company. In 1854, the Pennsylvania Coal Company sent 513,000 tons, and will exceed this quantity in the present year.

The completion of the Sodus Canal between the Erie Canal, at Clyde, and Sodus Bay, on Lake Ontario, would greatly facilitate the coal trade between Wilksbarre and the chain of lakes, the St. Lawrence, Canada, &c. It would not be hazarding much to say that the tolls on coal alone will justify the early completion of that canal.

The coals of Ohio and Western Pennsylvania are all bituminous, but anthracite coal is preferred in lake and river navigation, and for the smelting of iron.

In 1820, the entire anthracite coal trade of the United States was only 365 tons; in 1853, it was 5,195,000 tons. The increased demand and consumption has everywhere kept pace with the increased facilities for transportation. A quarter of a century ago not more than one thousand tons of anthracite were annually mined in the United States; now the in-

crease alone is more than a thousand tons per day, and rapidly compounding upon that. With these facts before us, and the new elements daily introduced into the problem of future demand, who shall solve it?

Without dwelling on the importance of coal in a national point of view, I will briefly quote from a few eminent British writers to show the vital influence it has had on the prosperity of Great Britain, and certainly will have on this country.

McCulloch says "it is hardly possible to exaggerate the advantages England derives from her vast beds of coal"—that her coal mines are the principal source and foundation of her manufacturing and commercial prosperity.

Another writer, Porter, says "her coal mines are the source of greater riches than ever issued from the mines of Peru"—"that but for the command of coal, the inventions of Watt and Arkwright would have been of small account."

Another writer says that coal, by the agency of steam, has enabled Great Britain to undersell the world in her manufactures.

Dr. Buckland says the amount of work done in England by means of coal is supposed to be equivalent to that of between three and four hundred millions of men by direct labor. And we are almost astounded at the influence of coal, and iron, and steam upon the fate and fortunes of the human race.

Mr. Page, in his evidence before Parliament, said "the manufacturing interests of this country, colossal as is the fabric which it has raised, rests principally on no other base than our fortunate position in regard to the coal formations. Should our coal mines ever be exhausted it would melt away at once."

In the United States no fears need be entertained of exhausting our coal mines. On either side of the Alleghany Mountains we have more coal than has yet been found in the whole of Europe. The Ohio and Appalachian coal field is the largest in the world. Indiana has one-fifth and Illinois not less than three-fourths of her entire area occupied by the carboniferous strata.

It only remains for our government to foster home industry to insure to us all the advantages which have been realized in Great Britain. Her experience proves that the amount of mineral coal in a country is the measure of its material greatness and prosperity. The uses to which her coals have been applied furnish the true exponent of her great wealth, power, and resources.

And it seems most providential that the discovery of the uses of coal was reserved for an age in which it was most essential. The history of the uses of coal in the United States belongs to the present generation, and had scarcely any existence anterior to the year 1820. Now a wide field is open before us for the development of those economic applications in its use, which in late years have been so remarkable in all that relates to scientific and mechanical progress.

Coals are far more important to the world than gold and silver, because they accomplish more for man; not only in extending the comforts and refinements of life, but in wonderfully advancing science, Commerce, and navigation, the industrial arts, trades, and manufactures. And by the generation of steam they have practically annihilated time and space, and are rapidly carrying knowledge and civilization to the remotest corners of the

habitable globe. The prodigious moral influence which it is destined to exert defies all estimates.

Among the many influences which mark the age in which we live, none is more potent than this. We almost realize in it the power of the fabled eagle, ever pressing upward and onward with an eye that never winks, and wing that never tires.

Z.

GENEVA, August, 1855.

Art. VIII.—COMMERCE AND RESOURCES OF FINLAND.

GEOGRAPHICAL POSITION—ITS RELATIONS TO THE RUSSIAN EMPIRE—POPULATION—GOVERNMENT—TRADE AND COMMERCE—MANUFACTURES—BLOCKADE OF PORTS—PORT OF HELSINGFORS, ETC.

FINLAND (capital Helsingfors) is situated between latitude $59^{\circ} 48'$ and $70^{\circ} 6'$ north, and longitude 21° and 32° east; bounded north by Lapland, east by the governments Archangel and Olonetz, south by the Gulf of Finland and government of St. Petersburg, and west by the Gulf of Bothnia. It has an area of 136,000 square miles, with a flat surface, and is traversed in the center by a chain of low hills, separating the basins of the White Sea and the Baltic. The coast of Finland is deeply indented.

For the following information touching the trade, Commerce, manufactures, and resources of Finland, we are indebted to a correspondent of the Department of State:—

“Finland, elevated to the rank of a grand duchy by the Swedish king Johan III., belonged, as it is generally known, to Sweden until the year 1809, after the war of which year it fell under the Russian scepter. The emperor of Russia is grand duke of Finland. The emperor is represented by a Senate at Helsingfors, consisting of fourteen members. His Majesty, the Emperor Nicolai, guaranteed, as the Emperor Alexander did before him, the Lutheran religion and the Swedish fundamental laws of the country, in a manifesto of December 12, 1825. Finland has a population of about one million and three-quarters; the Swedish and the Finlandian are spoken, and Helsingfors is the capital of the country.

“Agriculture is the principal business of the majority of the inhabitants. The manner in which it is carried on is very singular in some regards. I hope in my next, when I have gathered some necessary details, to treat of this subject.

“The Commerce is pretty flourishing in proportion to the width and situation of the country; the fleet consisting of about 500 vessels, of which the greater part carries on the trade with Sweden, Russia, and Germany. Many sail on the Mediterranean, a dozen go to Brazil, and a few to the East Indies. The principal articles of export are wood products, such as planks, beams, potash, rosin, tar, pitch, fire-wood, &c.; and products of cattle breeding, such as black cattle, sheep, hogs, butter, cheese, tallow, and skins; further, herrings, salmon, grease of sea-dogs, fur-skins, game, &c. The principal articles of import are tobacco, sugar, coffee, tea, cotton, salt, copper and other metals, haddock, stock fish, pigment, wine, arrack, rum, fruits, spices, silken, linen, and stuffs, glass, porcelain, drugs, &c.

“As to the industry, three cotton manufactories occupy the first place. One of these is conducted on a very large scale, with a thousand workmen. These manufactories have the privilege to export their productions to Russia, and consume a considerable quantity of cotton, which has been imported from England. I am this moment negotiating with the manufactories for their drawing the cotton directly from America, as more advantageous for themselves; and I hope

they will pursue the same course with tobacco, which has been bought up in a large quantity in Bremen and Hamburg, at second hand. Here are, also, three manufactories of steam-engines, twenty tobacco, eight cloth, seven porcelain, nine paper, five leather and tan manufactories, &c. These manufactories employ foreign masters and workmen to the number of 160, for the most part Englishmen. Seven docks are much occupied with ship-building, of which two, for the most part, have orders for the Russian government.

"The blockade of the ports at the Baltic Sea by the enemy's fleets stopped, in the year 1854, all communication by sea between Finland and foreign countries. Late in the autumn there arrived, however, in Finland some vessels from Lubeck, loaded with coffee, sugar, spirits, and wine.

"Between northern Finland and Sweden, and between Helsingfors and St. Petersburg, along the coast, communication was, on the contrary, very lively. From Sweden there were brought in, principally, salt, coffee, sugar, and wine—even cotton, tobacco, indigo, and other raw productions for the manufactories. In the month of November, as the blockade discontinued, the port of Stockholm was visited by eighty Finnish vessels.

"The port of Helsingfors was, in the year 1854, visited by 1,689 vessels, large and small, with a tonnage of 31,922 Swedish lasts, (100 Swedish lasts equal to 240 English tons,) and by 3,136 boats. With these were brought in 15,881 cords of wood, 16,027 barrels of salt, 4,898 barrels of salt fish, 8,221 barrels of rye, &c., &c.; and from St. Petersburg, 249,282 mats with meal, of which 227,779 were for the army."

JOURNAL OF MERCANTILE LAW.

COLLISION BETWEEN A SLOOP AND THE STEAMBOAT EMPIRE STATE.

In the United States District Court, New York. In Admiralty, before Judge Ingersoll. Jedediah Chapman and others *vs.* the Steamboat Empire State.

This libel is filed by the owners of the sloop New York against the steamboat Empire State, to recover damages which they have sustained by a collision between their sloop and the Empire State, which took place in the month of July, 1853. The collision occurred at a little before six o'clock in the afternoon, at a point in the East River a little to the east of Pot Rock, in Hell Gate, at about the middle of the river, between Negro Point, on Ward's Island, and Woolsey's Dock, near the bath-house on Long Island shore. The sloop was loaded with a cargo of coal on freight, and the collision, soon after it took place, caused her to sink with the coal on board.

She was bound from New York up the Sound to New Haven. The steamer was also bound from New York up the Sound to Fall River. The guards of the steamboat came in contact with the main rigging of the sloop as she was passing her on the starboard side, which forced out her bolts, thereby causing an opening in the side of the sloop, by which she soon filled with water. The wind at the time was light and baffling, and was from the eastward of south, and was at the rate of from one to two knots. The tide was flood, at the rate of from four to seven knots. At the time the sloop was heading with the tide from a place nearly opposite Negro Point to a point near Woolsey's Dock, on the Long Island shore.

From the time the boat was opposite Hallet's Point the sloop had not altered her course. From Negro Point the tide sets over to Woolsey's Dock. Often there will be two contrary whirls of the tide near the place where the collision happened. When the two vessels came together, the sloop was not far from the middle of the turn tide. The sloop, when she was approaching near to Negro Point, was seen by the captain and pilot of the boat, before the boat

passed Hallet's Point. The sloop had a little steerage way on her. From the time the sloop was first seen by the boat she continued to keep her course. When the sloop was first seen by those having charge of the management of the boat, they assumed that she could bear away after passing Negro Point, and hug the shore of Ward's Island. Whether she could or not in season to have got out of the way of the steamboat, with the wind light and baffling as it was, and the tide strong as it was, does not satisfactorily appear. She did not, however, hug the shore of Ward's Island, but kept on without altering her course in the turn tide. When the pilot of the boat first saw the sloop, before the boat passed Hallet's Point, he made up his mind to pass the sloop on her starboard side, and directed the movements of the boat with that view. In passing Hallet's Point, the boat was slowed, and approached the sloop nearly in her wake, towards her starboard side.

As the boat came near the sloop, the engine of the boat was stopped. The headway which she had on brought her up broadside to the sloop. The bells of the boat were then rung to go ahead, and in passing the sloop the boat crowded the sloop; her guards pressed against the standing rigging of the sloop with such force that the injury was occasioned which caused her to sink. The captain of the boat thought he could pass the sloop without touching her, and supposed at the time that he had so done. At the time the bells of the boat were rung to go ahead, the boat was drifting with the tide towards the shore, and there was danger that she would have gone on shore if she had continued to drift with the tide.

The boat could have passed the sloop in safety on her larboard side, if the captain of the boat, when he passed Hallet's Point, had directed the movements of the boat with that view. He did not, however, so direct her movements, supposing that the sloop would hug the shore of Ward's Island, though the captain of the sloop gave no indications that he would do so. The ordinary course of navigation for sailing vessels in going up the Sound, with the wind from a point east of south, was, after passing Negro Point, to bear away some if they could.

The captain of the sloop did not see the boat until the boat had passed Hallet's Point and was approaching near the sloop. The sloop was in no fault, unless her keeping her course in the turn tide is to be considered as a fault.

In the case of the Jamaica, steam ferryboat, New York *Legal Observer*, vol. 2, p. 242, the district judge, in giving his opinion, says: "A steamboat having had a sailing vessel in full view, time enough to have avoided her, is to be held responsible, *prima facie*, for steering clear, without requiring the latter to do anything." In the case under consideration, the steamboat had the sloop in full view before the boat came up to Hallet's Point, and in time to have avoided her, by pursuing a different course, and the sloop did nothing but keep her course.

In the case of the Naugatuck Transportation Company *vs.* the steamboat Rhode Island, tried before Judge Nelson, which was a case of collision happening near the place where this collision occurred, the judge, in giving his opinion, remarks as follows: "Upon the evidence I should feel bound to hold any vessel responsible for a collision that occurred in attempting to pass another, while struggling in this dangerous strait, there being no fault on the part of the leading vessel."

It is claimed on the part of the Empire State, that after she came near the sloop she could not back, or remain with her engine motionless, and that the only course she could pursue with safety to herself was to go ahead. The remarks of Judge Nelson in the case of the Rhode Island are a sufficient answer to this claim. He says: "The pretext set up for exposing the Naugatuck to the hazard is, that the slowing or stopping the Rhode Island after she had passed Flood Rock, would greatly endanger her own safety and the safety of the lives of the passengers. The answer is, if this be admitted, it was her own fault that she was brought into the dilemma. The Naugatuck was seen in time to have avoided it. Neglecting to avoid it subjects the Rhode Island to all the conse-

queues that followed." And as there was no fault on the part of the sloop in this case—her keeping her course while close-hauled not being considered a fault—the Empire State must be holden responsible for all the consequences which followed the collision.

The answer of the court, therefore, is, that the libelants recover the damage which they have sustained by the collision, and that it be referred to a commission to ascertain and report what the damage is.

For libelants, Mr. Morton and Mr. Haskett; for claimants, Mr. Lord.

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PROMISSORY NOTES—MAKERS AND INDORSERS.

In the city court of Brooklyn, (New York,) before Judge Greenwood. June, 1854. *Kelsey & Kelsey vs. Bradbury.*

A man named Cox made a note, payable to Rouse, or order. He indorsed it to Elliot and Holden. The indorsees obtained a judgment upon it against the maker and indorser. The latter paid the judgment, received back the note, and transferred it to the defendant, who sets it up against a demand, upon which the plaintiffs sue as assignees of the maker. It is contended by the plaintiffs' counsel that the note was merged in the judgment, so that it was no longer the subject of an action, or capable of being transferred by the indorser.

There can be no doubt that if the indorser had paid the note before judgment, although after maturity, he could have recovered upon it against the maker, or put it again in circulation, (1 Cowen, 387, *Havens vs. Huntington, Leavit vs. Putnam*, 3 Comst. R., 494,) payment would not have extinguished the note.

So, after judgment against maker and indorser, the latter may purchase and take an assignment of the judgment, as against the maker, and enforce it against him. (*Corey vs. White*, 3 Barb. S. C. R., 12.) But here the indorser did not take, and perhaps could not have obtained, an assignment of the judgment, and the question is, what is the effect of the judgment upon the rights of the indorser, or of a new indorser, as to the remedies upon the note itself. In *Corey vs. White, ub. sup.*, the court say:—"A judgment extinguishes merely the liabilities of the defendant to the plaintiff, and leaves unaffected the liability of the prior parties to the defendant." A judgment against the indorser alone would not, therefore, affect the liability of the maker to him.

All that the indorser would have to do would be to pay the judgment, and then by repossessing himself of the note he would become again invested with all the rights against the maker which he before had. It would be the same in effect as if the indorser had paid the note before judgment; for the court observes in the same case:—"A judgment has no greater effect in extinguishing a demand than payment." It is settled by the case to which I have last referred, that a recovery in a joint action under the statute against the several parties to a promissory note, has no effect on the contract which exists between them, *as among themselves*, although the plaintiff in the action could not afterwards sue either of them.

Then suppose the maker in this case had been sued separately to judgment, and the indorser had paid the judgment, and received back the note, how could the rights of the indorser against the maker have been prejudiced? The judgment would have been extinguished by the payment, but not the indorser's demand against the maker. The indorser's right of action on the note would have been merged and gone, but not the indorsee's, for that of the latter is not derived from the indorser's, but arises from his relation to the maker upon the note. There is a wide difference between the merger of a demand of a particular party and a merger of the note itself, upon which demands of other parties depend.

The maker cannot be prejudiced by holding this doctrine. He has never paid the note, nor is there any judgment remaining against him, for that has been extinguished by the payment by the indorser.

That the effect of a joint judgment is the same as if separate suits had been brought, is settled by the case of *Corey and White*.

The precise question here raised has not, that I am aware, been determined in

this State, but I am referred to the case of *Prest vs. Van Arsdalen*, 6 Halst., 194, as an authority in favor of the plaintiff. That case arose from an appeal from a judgment in a justice's court, which had been affirmed in the Common Pleas. The opinion of the court is brief, and the decision is put on the ground that by the judgment against the maker, the note had passed *in rem judicatam*. The case of *Bean vs. Smith*, 2 Mason, 268, is referred to by the court as sanctioning the doctrine. I have examined that case, and find that it was a judgment creditor's bill to set aside fraudulent conveyances. One of the minor questions raised, was as to the jurisdiction of the court, and Judge Story, in his very able opinion which he delivered in the case, says upon the point, what is obviously correct, (although it was not necessary to the decision of the case,) that the course of action having passed into *rem judicatam*, the defendant could not go behind the judgment to inquire how the case would have stood as to jurisdiction upon the cause of action itself. In other words, that this matter was *res judicata* between the parties.

With perfect respect for the court which decided the case in New Jersey, I confess that I am unable to see the analogy between the two cases; nor do I perceive how a judgment between indorsee and maker is *res judicata* between indorser and maker. There is no priority between indorser and indorsee so far as the indorser's right of action against the maker is concerned, for that right of action grows out of the relation between the two latter created by the note. There is no indorsement back to the indorser. Nor has the indorser any agency in obtaining the judgment against the maker. How, then, does the doctrine of *res judicata* apply?

In the present case, the note was passed to the indorsees (who obtained judgment) for value, upon the responsibility of the indorser, as well as that of the maker, and the indorser was morally and legally bound to them as much as the maker was. The indorser paid the judgment, and received back the note, and this, I think, placed him upon the same footing, as respects the maker, upon which he was before he passed the note away. Perhaps, as before intimated, if he had desired an assignment of the judgment, he could not have obtained it. The note was not an accommodation note, as between maker and indorser, and there may be a question whether an action could be maintained by the latter for money paid to the use of the former. The note is now in the hands of a holder who took it for value from the indorser, having no knowledge that a judgment was once obtained upon it. The maker has no valid defense to it, other than the purely technical one to which I have referred, and that, I think, cannot prevail.

Equity, as applicable under the code and commercial policy, both favor, I think, the doctrine contended for by the defendant. With these views, I must adhere to the ruling at the trial, and if I should err, leave my error to be corrected by the Supreme Court. New trial denied.

THE CORN TRADE—FALLING OF A STORE—LIABILITY OF OWNER.

Larmour vs. Waring. The plaintiff in this case was a merchant and an importer of Indian corn, and required a loft or store for the storing of a quantity of corn. The defendant represented that he had a loft such as would safely hold 250 tons, trusting in which the plaintiff agreed on and took the loft. It, however, did not turn out to be sufficiently strong to hold 250 tons. The issues to go to the jury were—

1st. Whether the loft was let to the defendant on the representation that the same was capable of carrying 250 tons. 2d. Whether it was in a state at the time so let as to be capable of carrying 250 tons. 3d. Whether the end of the stores fell, as alleged in the plaint, in consequence of the bad construction, or, as the defendant alleged, in consequence of negligent and improper storing. And, further, whether the defendant had appropriated eighty tons of corn, the property of the plaintiff.

Verdict for the plaintiff, £285 15s. 3d. damages and costs. Exceptions were taken to the verdict on the ground that it was contrary to evidence, and the case will consequently be tried in the courts above.

COLLISION—BARK PALERMO AND STEAMSHIP TELEGRAPH.

Judicial Committee of Privy Council, July 13, 1854. Before Sir John Dodson, Sir John Patteson, and Sir Edward Ryan.

This was an appeal from a decree of the High Court of Admiralty in a cause of damage which had been brought on behalf of the bark Palermo against the steamship Telegraph. The collision between them occurred about 10 P. M., on the 28th of November, 1853, in Belfast Lough, the Palermo being at anchor near to Grey Point, with her head to the south, and with her starboard side towards Belfast. The Telegraph was proceeding from Belfast to Liverpool. It was admitted that the Palermo did not comply with the regulations which require all sailing vessels to anchor in roadsteads or fairways to exhibit a constant bright light at the masthead from sunset until sunrise. The question at issue therefore was, whether this non-compliance was not the cause of the collision which occurred. The Palermo stated that the light was hoisted in the mizen rigging. On the part of the Telegraph it was alleged that no light was visible, that if it had been exhibited at the masthead it must have been seen in time to avoid the collision, and that, if exhibited at all, it was on the larboard mizen rigging. The Trinity Masters having advised the learned judge of the court below that, looking at the circumstances of the case, if any comparison was to be drawn between the two positions, the light was more visible on the larboard mizen rigging than it would have been at the masthead, he pronounced for the damage, against which the present appeal was interposed.

Dr. Addams and Mr. Forsyth were heard for the appellants, Dr. Haggard and Mr. Willes for the respondents.

Sir John Pattison, in delivering the judgment of their lordships, said that the sole question for determination was, whether or not the light had been properly placed on board the Palermo. It was quite clear that there had been a departure from the admiralty regulations, and no special reason had been assigned for it. Their Lordships had great difficulty in understanding how the Trinity Masters could have arrived at the conclusion that a light was more visible on the larboard mizen rigging than on the masthead. Their lordships had had the assistance of gentlemen fully conversant with matters of that sort, and they were decidedly of opinion, in which their lordships concurred, that the Trinity Masters had taken an entirely wrong view of the case. By a light being placed at the masthead must be understood the very top of the mast, so that it would be visible all round the horizon. It was quite apparent that the collision was occasioned by a breach of the Admiralty regulations, and, that being so, by the act of Parliament the owners of the Palermo were not entitled to recover. The decree of the court below, therefore, must be reversed, and the Palermo must be condemned in the costs, both in that court and in the court of appeal.

 CHARTER-PARTY—CLAIM FOR NOT RECEIVING A FULL CARGO.

A question of much importance to shipowners and charterers, was recently (January, 1855) heard in the Court of Equity, (Liverpool, England,) before Mr. Baron Martin, and a common jury, in the case of Cuthbert *vs.* Cumming, in which the plaintiff claimed from the defendant the sum of £139 8 3, as compensation for his vessel not having received a full cargo. The facts of the case, as we find them in the Liverpool *Albion*, are as follows:—

A charter-party was made in Liverpool between Wm. Cuthbert and Anthony Cumming, for a voyage between Liverpool and Trinidad, of the brig *Agnes*, of the burden 215 tons, to take out a cargo free, and to return home with a cargo of sugar, molasses, or other lawful produce; freight to be paid on the homeward cargo, at the rate of 95s. per ton net at the Queen's beam. The vessel arrived in Liverpool about the end of July, and discharged the following produce:— 170 hhd. sugar, 32 tierces ditto, 108 barrels ditto, 195 puncheons molasses, 52

bags cocoa, and 1,536 cattle horns; net weight delivered 251 tons 9 lbs. odd. When in Trinidad the captain agreed, by letter, to take on board all barrels furnished for broken stowage at 80s. per ton. After discharging the vessel, the plaintiff first sent in a claim for 29 tons of sugar, and afterwards for 50 tons, to the defendant, without any previous notice of the vessel having arrived with a deficiency, so that, if defendant had been liable, he had not even the opportunity afforded him of having the stowage surveyed, on the plea that the charterer was compelled to find bags of cocoa, and barrels of sugar, as broken stowage, notwithstanding the charterer had refused to insert a clause to that effect when the charter was being negotiated. At the examination of the captain and mate they both swore that the vessel could have carried from forty to fifty tons more than she discharged, having three feet of space between the top tier and deck, although she had stowed four heights of sugar in a hold of fifteen feet eight inches; and they also swore that the vessel had discharged a full load of three hundred and twenty tons of coals in bulk. Messrs. Scrutton, Thompson, Ballard, and Captain Collin, brokers and shipowners, in London, and Mr. Longton, of Liverpool, were examined as to the custom of the trade, and they proved, that unless a special clause was inserted in a charter-party, that broken stowage was part of the agreement, the shipowners could not compel the charterer to furnish the vessel with broken stowage, Mr. Scrutton proving that, in a charter of this same vessel, for a full and complete cargo of sugar, molasses, and other produce, she came home without a full cargo of sugar, without a single tierce or barrel for broken stowage, and the net weight landed was only 219 tons of sugar; independent of this, Mr. Longton proved the vessel had never before discharged the same weight of sugar and molasses on any former voyage to the West Indies. After hearing the arguments on both sides as to the custom, the learned baron agreed that, if the evidence of the custom be that the merchant satisfies such a contract as the one in question, by furnishing as many hogsheads of sugar and puncheons of molasses as can be stowed in the ship, was admissible, and the custom legal, and was proved, the ship was duly loaded; if the custom was not legal, and the evidence was not admissible, the verdict should be for the plaintiff for the amount claimed, with leave to move for a verdict, or for a nonsuit. A nominal verdict for the amount claimed was then taken for the plaintiff, and the question will now be brought before the judges. The learned baron thought that the merchant would satisfy his contract by supplying any of the articles he pleased, some or one of them. He desired the counsel to state to the judges, if he should not be present, that it was his wish a rule should be granted. The learned baron, in speaking of customs, also said that, if a custom at Liverpool was put upon a foreign merchant, it would excite very great surprise.

SALVAGE—RIGHT OF ACTION FOR.

Lipson vs. Harrison and another. The right to sue in a court of common law for salvage must be founded on an implied contract; and, therefore, where the facts of the case do not warrant any such inference, the action will not lie. One of several salvors cannot sue for his share of salvage.

This was an action tried before Justice Wightman, at the Liverpool Assizes. At the trial the plaintiff was nonsuited, leave being reserved to move to set aside the nonsuit, and to enter the verdict for the plaintiff. It appeared at the trial that the plaintiff, being a common sailor, had sailed from Liverpool to Africa in the ship *Swiftsure* in that capacity, on a voyage from Liverpool to the coast of Africa, and that whilst the ship was lying in the Bonny River, on the African coast, in January, the intelligence came on the evening of the 14th that the ship *Lady Worsley*, of which the defendants were owners, was stranded on the bar at the mouth of the river, and in great danger. The plaintiff was that evening ordered by the master of the *Swiftsure* to go next morning to the vessel, which he did, together with the surgeon and six seamen of the ship's company in one boat, and the master of the *Lady Worsley* and others with him, proceeded in

two other boats. The plaintiff's boat got first to the vessel, and found her stranded with all her sails set, the crew having left her; he then, with the others, cut her masts, and ultimately succeeded in getting her into deep water.

The declaration was for money payable for the salvage of a certain bark laden with goods, of which the defendants were owners, and which was struck and stranded on a certain bar, and by the plaintiff saved, got off, and delivered to the defendants. There was no count for work and labor.

At the close of the plaintiff's case, it was contended for the defendants—1st, that an action did not lie for salvage; 2dly, that if it did, the principals of the Swiftsure, as owners thereof, were the parties to sue in this case; and 3dly, that if the action lay, it ought to be brought by all the salvors, and not by the plaintiff alone. Rule refused.

SHIP, MASTER OF—BORROWING MONEY—PLEDGING THE CREDIT OF OWNER—
WHEN JUSTIFIED IN.

Edwards vs. Havill. When a ship has taken her cargo on board, and is ready to start on her voyage, but is wind-bound at the port of loading, which is one day's post from the residence of the owner, and the captain borrows money on her owner's credit, for the purpose of procuring necessary provisions for the ship, the jury may properly infer that there was a necessity for the master to buy the provisions with ready money.

This was an action for money lent. At the trial before Justice Talfourd, at the Bristol Assizes, it appeared that the plaintiff was a broker carrying on business at Newport, in Monmouthshire, and that the defendant was a mason at Exeter. The defendant was the owner of a vessel called the *Dart*, which he had bought of a person named Pearce, who at the time of the transaction in question was captain of the vessel. In January, 1853, Pearce was at Newport with the vessel, and she there took a cargo for Ireland. The ship was wind-bound in the river at Newport for about a fortnight, and Pearce borrowed the money of the plaintiff with which to buy provisions for the ship. This money the plaintiff now sought to recover from the defendant. It appeared that Exeter was one day's post from Newport.

A verdict was found for the plaintiff, leave being reserved to move to set it aside, and enter one for the defendant. Rule refused.

USURY ON RAILROAD BONDS.

The following decision of the Supreme Court of New York, in the case of *Bank against Edwards*, settles the question in regard to the plea of usury on railway bonds issued in that State:—

As to the usury. It is well established that this is a personal defense, and cannot be set up by a stranger to the transaction. (Reading agt. *Weston*, 7 Conn. 413. *Le Wolf* agt. *Johnson*, 10 *Wheat*, 367.) The Chancellor, in *Cole* agt. *Savage*, (10 *Paige*, 583.) attempted to overturn this rule upon the strength of the Revised Statutes (1 R. S. 772) and the statute of 1837. (Sess. L. of 1837, page 487 section 4,) and to extend the defense beyond the "borrower" and his sureties, heirs, devisees, and personal representatives, and confers it also upon subsequent grantees of premises, subject to a usurious mortgage. But the Court for the Correction of Errors, in *Post* agt. *Bank of Utica*, (7 *Hill*, 391,) overruled his decision, and even under our peculiar statutes, confined the defense to those persons only who were bound by the original contract to pay the sum borrowed. (*Livingston* agt. *Harris*, 11 *Wend*, 329.)

Also it is not competent for a subsequent mortgagee to set up usury in the first lieu. That is a personal defense, confined to the borrower, his sureties, heirs, devisees, and representatives, or to those persons only who are bound, by the original contract, to pay the sum borrowed.

BANKRUPTCY IN IRELAND.

The *Freeman's Journal* (Irish) publishes a most important decision, (*McKibbin vs. Northern Bank*), which was pronounced recently (1855) by the Lord Chancellor, in the matter of R. McKibbin, a bankrupt, upon an appeal from the decision of Commissioner Macan by the Northern Banking Company. The bank claimed to be mortgagees not only of the bankrupt's mill, but of the machinery in it, the assignees contending that the machinery being chattels, and in the order and disposition of the bankrupt, belonged to them, the assignees, in whose favor the Commissioner decided. The Chancellor, however, reversed the decision, stating that the question was not whether the machinery could be removed without injury to the building, but whether it was, for trade purposes, part of the erection, which would be valueless without it, and on these and other grounds he decided that the mortgage of the bank over the machinery was perfectly good.

 COMMERCIAL CHRONICLE AND REVIEW.

GENERAL CONDITION OF THE COUNTRY—DESCRIPTION OF THE INCOMING CROPS—PRICES OF PROVISIONS—STATE OF THE MONEY-MARKET—RAILROAD RECEIPTS FOR JULY AND FROM JANUARY 1ST—FOREIGN EXCHANGE—REVISION OF THE TARIFF—MERCANTILE CREDIT—FIRE-PROOF BUILDINGS—THE BANK MOVEMENT—RECEIPTS OF GOLD AND DEPOSITS AT THE NEW YORK ASSAY OFFICE AND PHILADELPHIA MINT—IMPORTS AT NEW YORK FOR JULY AND SINCE JANUARY 1ST—IMPORTS OF DRY GOODS—CASH DUTIES RECEIVED AT NEW YORK—EXPORTS FROM NEW YORK FOR THE MONTH OF JULY AND FROM JANUARY 1ST—EXPORTS OF DOMESTIC PRODUCE—THE PLACE THE UNITED STATES ARE TO TAKE IN FEEDING THE WORLD, ETC.

THE news from the old world is still unfavorable, but in most parts of our own country the accounts are very cheering. It is now settled that the crops are very large throughout the breadth of the land. Wheat has been damaged in many sections by the prevalence of wet weather during the period of harvesting, and in some instances the product of entire fields has *grown* or sprouted, so as to be unfit for choice flour. Throwing this entirely aside, we believe there is enough sound wheat for the consumption of this country, with a larger surplus for export than ever before known. Rye is also abundant, and only small portions were damaged in harvesting. Oats are unusually heavy. Some fields in the State of New York are represented as yielding nearly 100 bushels to the acre, and everywhere this grain has turned out remarkably well. Indian corn promises nobly. The growth has been unprecedented, and the ear now filling is beyond all casualties except a hail-storm or an early frost. Neither of these are likely to prevail universally, so that the abundance of this cereal is almost beyond a contingency. Potatoes have done remarkably well, and the yield will be enormous. The weather has been quite favorable, and the production will be fully one-third above the average in the same ground, while the breadth planted, owing to the extravagant prices of the last two years, is nearly one-third greater than usual. A few years ago the average price of potatoes as dug from the fields throughout New England, was 25 cents per bushel. When the price of lots delivered along the channels of transportation rose to 50 cents per bushel, the production was said to be the best business known in agriculture. Last year the retail price in market rose up at one time to \$2 per bushel, while the farmers along the Long Island Sound obtained \$1 37½ a \$1 50 per bushel, as they came from the field. This year the rot has made its appearance in many places, but no great fears are entertained of extensive damage from this cause, so that potatoes must become cheap as soon as the plenty produces its legitimate effect.

All eyes are now turned to the foreign harvests, and especially to Great Britain, and the precarious weather reported creates some excitement among speculators here. This is the last bulwark of high prices. If the English crops should fail, or become damaged, a brisk demand will be realized for our produce, and the heavy decline in value now anticipated may be prevented. Meantime the new grain crops comes forward very slowly. Millers are afraid to buy at high rates for fear of a loss on the flour, and farmers are afraid to offer a concession lest they should lose the benefit of an active foreign trade. The grass crop, which was thin during the early part of the season, filled up toward the close, and will prove ample for all demands. We have been thus particular in regard to the crops, because the question is so intimately connected with all of our financial and commercial interests.

The demand for money since our last has been more active. Temporary loans have been easily obtained, but time contracts have brought full legal rates, and there has been a more general call for capital. Letters of credit have also been in demand, and there is every indication of a greatly extended business during the next year. The country seems to have nearly recovered from the very general stagnation witnessed during the closing months of the last, and the early part of the current year, and there is everywhere a more hopeful prospect. So long as the increased commercial activity does not divert the attention of the people from agricultural pursuits, there is no danger to be apprehended from it, but the entire monopolization of the loose portion of our laborers by the various railroad enterprises during the years 1852 and 1853, contributed largely toward the subsequent reaction in our career of prosperity.

The important railroads throughout the country have earned handsome dividends, and the prospect for all of them for the coming twelve months is universally promising, owing to the large quantity of produce required to be moved. The following will show the comparative receipts of the principal thoroughfares during the month of July in this and the last year:—

RECEIPTS IN JULY.

	1855.	1854.		
Baltimore and Ohio, Main Stem	\$270,850	\$269,144	Inc.	\$1,706
“ “ Washington Branch..	31,059	30,229	Inc.	830
Chicago and Rock Island	96,692	82,236	Inc.	14,456
Cleveland and Pittsburgh.....	59,102	36,643	Inc.	22,459
Cleveland and Toledo	46,156	30,437	Inc.	15,719
Chicago and Mississippi	63,673	.....	.....	.....
Erie	375,206	407,270	Dec.	32,064
Galena and Chicago.....	182,132	93,956	Inc.	88,176
Hudson River.....	119,495	135,153	Dec.	15,658
Harlem	105,103	89,336	Inc.	15,767
Indianapolis and Cincinnati	28,375	16,403	Inc.	11,972
Illinois Central.....	133,988	.....	.....	.....
Macon and Western.....	23,439	20,293	Inc.	3,146
Milwaukie and Mississippi	47,177	35,556	Inc.	11,621
Michigan Southern and Northern Indiana..	153,658	144,493	Inc.	9,165
Michigan Central.....	133,232	123,382	Inc.	59,850
New York Central.....	466,473	425,766	Inc.	40,707
Norwich and Worcester	26,002	25,645	Inc.	357
New York and New Haven.....	76,087	78,261	Dec.	2,174
Ohio and Pennsylvania.....	62,366	75,626	Dec.	13,260
Pennsylvania Central.....	307,516	209,299	Inc.	98,217
Reading	408,275	390,174	Inc.	18,101
Stonington	21,526	23,722	Dec.	2,196

It will be seen that the above shows an increase in a large majority of cases. The Galena and Chicago has been operated for 209 miles, against 186 for the same time last year. We also annex a statement showing the comparative receipts upon most of the above roads for the seven months ending July 31st:—

	1855.	1854.	
Baltimore and Ohio, Main Stem.....	\$2,157,157	\$2,191,943	Dec. \$34,786
“ “ Washington Branch..	250,578	212,212	Inc. 38,366
Chicago and Rock Island.....	675,695	634,872	Inc. 40,823
Cleveland and Pittsburgh.....	295,377	263,264	Inc. 32,113
Cleveland and Toledo.....	488,924	364,420	Inc. 124,504
Erie.....	3,020,556	2,978,423	Inc. 42,133
Galena and Chicago.....	1,080,530	619,172	Inc. 461,358
Hudson River.....	1,074,057	1,063,225	Inc. 10,832
Illinois Central.....	650,287	.....	.....
Indianapolis and Cincinnati.....	204,800	136,268	Inc. 68,532
Macon and Western.....	176,694	175,370	Inc. 1,324
Milwaukie and Mississippi.....	304,911	211,061	Inc. 91,848
Michigan Southern and Northern Indiana..	1,338,088	1,088,695	Inc. 249,393
Michigan Central.....	1,461,921	984,170	Inc. 477,751
New York Central.....	3,533,801	2,994,824	Inc. 538,977
Norwich and Worcester.....	161,372	176,175	Dec. 14,803
Ohio and Pennsylvania.....	639,941	520,935	Inc. 118,956
Stonington.....	143,892	153,336	Dec. 9,444

With three exceptions, two of them comparatively unimportant, the above show a steady, and in many cases a very large increase upon the business of the preceding year.

Foreign exchange has been in good demand, notwithstanding the large fall-off in imports, and prices have continued above the specie point. Many bill drawers are now selling, however, looking to cover their bills before maturity at a considerable decline from rates now current.

The proposed amendments to the tariff will receive far more attention in the next Congress than it did in the last, and we trust the united wisdom of our legislators will at last hit upon a scheme for revenue likely to be permanent. Nothing short of a free list for raw materials, especially for wool and raw silk, will give any satisfaction to the great mass of our thinking men. After this is secured, a revenue tariff sufficient for an economical administration of the government will be simple enough, and all that is required.

There have been very few failures among any class of merchants during this year, and mercantile credit is higher than ever before. This is beginning to be better understood abroad, and investments in business paper are now sought after by foreign capitalists.

A very large amount of property is lost every year by fires, and we need something more than insurance to prevent a recurrence of such disasters. The remedy is a total change in our system of building. The present structures, used either as dwellings or offices, are almost like tinder-boxes, a single spark sufficing for their entire destruction. The price of insurance would in a little time pay double the increased cost of a safe building, and we hope the time is not far distant when a new order of things will prevail.

The banks throughout the country, being generally well fortified with specie,

have been enabled to extend their discount lines safely, and are thus considerably expanded. The following is a summary of the weekly statements of the New York city banks:—

WEEKLY AVERAGES NEW YORK CITY BANKS.

Date.	Capital.	Loans and Discounts.	Specie.	Circulation.	Deposits.
Jan. 6, 1855	\$48,000,000	\$82,244,706	\$13,596,963	\$7,049,982	\$64,982,158
Jan. 13.	48,000,000	83,976,081	15,488,525	6,686,461	67,303,398
Jan. 20.	48,000,000	85,447,998	16,372,127	6,681,355	69,647,618
Jan. 27.	48,000,000	86,654,657	16,697,260	6,739,823	70,136,618
Feb. 3.	48,000,000	88,145,697	17,439,196	7,000,766	72,923,317
Feb. 10.	48,000,000	89,862,170	17,124,391	6,969,111	73,794,342
Feb. 17.	48,000,000	90,850,031	17,339,085	6,941,606	75,193,636
Feb. 24.	48,000,000	91,590,504	16,370,875	6,963,562	74,544,721
March 3.	48,000,000	92,386,125	16,531,279	7,106,710	75,958,344
March 10.	48,000,000	92,331,789	16,870,669	7,131,998	76,259,484
March 17.	48,000,000	92,447,345	16,933,932	7,061,018	76,524,227
March 24.	48,000,000	93,050,773	16,602,729	7,452,231	76,289,923
March 31.	47,683,415	93,634,041	16,018,105	7,337,633	75,600,186
April 7.	47,855,665	94,499,394	14,968,004	7,771,534	77,313,908
April 14.	47,855,665	94,140,399	14,890,979	7,523,528	77,282,242
April 21.	47,855,665	93,632,893	14,355,041	7,510,124	75,744,921
April 28.	47,855,665	92,505,951	14,282,424	7,610,985	76,219,951
May 5.	47,855,665	93,093,243	14,325,050	8,087,609	78,214,169
May 12.	47,855,665	91,642,498	14,585,626	7,804,977	75,850,592
May 19.	47,855,665	91,675,500	15,225,056	7,638,630	77,351,218
May 26.	48,684,730	91,160,518	15,314,532	7,489,637	75,765,740
June 2.	48,684,730	91,197,653	15,397,674	7,555,609	76,343,236
June 9.	48,684,730	92,109,097	15,005,155	7,502,568	77,128,789
June 16.	48,633,380	93,100,385	14,978,558	7,452,161	77,894,454
June 23.	48,633,380	94,029,425	14,705,629	7,335,653	79,113,135
June 30.	48,633,380	95,573,212	15,641,970	7,394,964	81,903,965
July 7.	48,633,380	97,852,491	15,381,093	7,743,069	85,647,249
July 14.	48,833,380	98,521,002	16,576,506	7,515,724	85,664,186
July 21.	48,833,380	99,029,147	15,918,999	7,407,086	82,079,590
July 28.	48,833,380	99,083,799	15,920,976	7,409,498	81,625,788
Aug. 4.	48,833,380	100,118,569	15,298,358	7,642,903	83,279,990
Aug. 11.	48,833,380	100,774,209	15,280,669	7,714,401	83,141,320
Aug. 18.	48,833,380	101,154,060	14,649,245	7,610,106	81,948,671

This is the first time this year that the total of loans and discounts have exceeded \$100,000,000, but an unusually large proportion of the amount consists of loans on call. We annex a continuation of the weekly averages of the Boston banks:—

	July 17.	July 24.	July 31.	August 6.	August 14.
Capital	\$32,710,000	\$32,710,000	\$32,710,000	\$32,710,000	\$32,710,000
Loans and discounts...	54,270,031	54,320,405	53,661,712	53,384,618	53,490,482
Specie.....	3,220,702	2,971,237	2,758,564	2,792,364	2,989,978
Due from other banks	8,019,938	8,354,851	7,380,987	7,865,895	7,429,420
Due to other banks. .	6,726,199	6,512,890	5,961,554	5,985,877	5,930,427
Deposits	15,449,733	15,447,704	14,664,817	14,757,044	14,758,471
Circulation	7,602,637	7,813,755	7,238,836	7,350,093	7,319,361

The receipts of gold from California continue large, but an unusually large portion is received in bars, and shipped without being deposited at either the Assay Office or the Mint, while large amounts are forwarded to Europe directly from Panama. The following will show the deposits at the New York Assay Office for the month of July, 1855:—

DEPOSITS AT THE ASSAY OFFICE, NEW YORK, FOR THE MONTH OF JULY.

	Gold.	Silver.	Total.
Foreign coins.....	\$1,700	\$1,900	\$3,600
Foreign bullion.....	17,000	9,700	26,700
Domestic bullion.....	1,697,000	12,800	1,709,800
Total deposits.....	\$1,715,700	\$24,400	\$1,740,100
Total deposits payable in bars.....			\$1,722,000
Total deposits payable in coins.....			18,100
Gold bars stamped.....			\$1,736,512

Of the deposits of gold, \$35,000 were in California Mint bars.

The Philadelphia Mint is now partially closed for very extensive repairs. The deposits of gold there for the month of July amounted to \$221,330, and the purchases and deposits of silver to \$436,000, making a total deposit of the precious metals for the month equal to \$657,330. The coinage for the month was \$280,380 in gold, and \$156,000 in silver, making a total of \$436,380, consisting of 69,788 pieces.

The imports from foreign ports since our last have been much larger than for the preceding month, but show a decline as compared with last year. The total receipts at New York for July are \$3,919,403 less than for July, 1854, \$3,769,560 less than for July, 1853, but \$3,366,690 larger than for July, 1852, as will appear from the following comparison:—

FOREIGN IMPORTS AT NEW YORK FOR JULY.

	1852.	1853.	1854.	1855.
Entered for consumption.....	\$11,453,117	\$16,725,643	\$14,253,797	\$13,008,485
Entered for warehousing.....	423,919	2,080,908	3,963,573	2,431,756
Free goods.....	915,154	1,072,502	1,812,917	799,671
Specie and bullion.....	150,067	199,454	198,063	69,035
Total entered at the port.....	\$12,942,257	\$20,078,507	\$20,228,350	\$16,308,947
Withdrawn from warehouse.....	1,095,800	1,702,448	636,832	2,029,164

The total imports at New York since January 1st are \$30,785,349 less than for the same period of last year, \$33,658,654 less than for the same period of 1853, but \$10,018,492 greater than for the same period of 1852. We annex a comparison showing the general summary for the periods referred to:—

FOREIGN IMPORTS AT NEW YORK FOR SEVEN MONTHS FROM JANUARY 1ST.

	1852.	1853.	1854.	1855.
Entered for consumption.....	\$58,498,029	\$93,558,807	\$84,701,111	\$58,906,280
Entered for warehousing.....	5,451,668	13,587,589	17,690,323	16,264,647
Free goods.....	8,259,939	9,669,118	11,044,201	8,562,298
Specie and bullion.....	2,028,248	1,099,516	1,606,090	523,151
Total entered at the port...	\$74,237,884	117,915,030	115,041,725	\$84,256,376
Withdrawn from warehouse.....	9,622,577	8,227,102	11,344,876	14,270,234

The falling off in the entries for warehousing are especially noticeable, while the withdrawals both for the month and the last seven months have largely increased. This shows that the stock in warehouse must have decreased, and also proves that the imports, being wanted for immediate consumption, have not gone beyond the general demand. Of the decline in imports as noticed above, about two-thirds—a much larger proportion than usual—have been in dry goods. The total receipts of this description for the month are \$2,660,107 less than for July of last year, \$3,458,149 less than for July, 1853, but \$1,431,107 greater than for the same month in 1852. The following will show the comparison for the month noticed:—

IMPORTS OF FOREIGN DRY GOODS AT NEW YORK IN JULY.

	ENTERED FOR CONSUMPTION.			
	1852.	1853.	1854.	1855.
Manufactures of wool	\$2,187,187	\$4,097,250	\$3,154,898	\$2,683,257
Manufactures of cotton	1,089,736	1,847,216	1,751,517	1,004,456
Manufactures of silk	3,074,265	4,824,913	3,625,613	3,458,933
Manufactures of flax	488,586	719,307	590,664	690,757
Miscellaneous dry goods.....	580,595	569,761	637,207	671,003
Total entered for consumption .	\$7,370,369	\$12,058,447	\$9,759,899	\$8,508,406
	WITHDRAWN FROM WAREHOUSE.			
	1852.	1853.	1854.	1855.
Manufactures of wool	\$237,434	\$531,250	\$631,958	\$350,944
Manufactures of cotton	96,970	98,255	237,989	121,677
Manufactures of silk	149,394	233,066	352,623	255,550
Manufactures of flax	32,064	18,957	39,000	89,832
Miscellaneous dry goods	12,416	32,796	52,100	43,158
Total	\$528,278	\$914,324	\$1,313,670	\$861,161
Add entered for consumption.....	7,370,369	12,058,447	9,759,899	8,508,406
Total thrown on the market ...	\$7,898,647	\$12,972,771	\$11,073,569	\$9,369,567

	ENTERED FOR WAREHOUSING.			
	1852.	1853.	1854.	1855.
Manufactures of wool	\$126,623	\$273,785	\$1,085,553	\$224,725
Manufactures of cotton	72,226	119,021	334,278	101,494
Manufactures of silk	130,624	144,791	483,477	214,569
Manufactures of flax.....	16,299	9,488	85,703	74,186
Miscellaneous dry goods	21,556	21,121	79,791	45,124
Total.....	\$367,328	\$568,206	\$2,068,712	\$660,098
Add entered for consumption.....	7,370,369	12,058,447	9,759,899	8,508,406
Total entered at the port	\$7,737,697	\$12,626,653	\$11,828,611	\$9,168,504

The total receipts since January 1st at the same port are \$20,584,600 less than for the corresponding seven months of last year, \$22,697,226 less than for the same time in 1853, and \$269,901 less than for the same time in 1852:—

IMPORTS OF FOREIGN DRY GOODS AT PORT OF NEW YORK FOR SEVEN MONTHS, FROM JAN'Y 1ST.

	ENTERED FOR CONSUMPTION.			
	1852.	1853.	1854.	1855.
Manufactures of wool	\$7,464,841	\$14,913,222	\$11,903,751	\$7,864,810
Manufactures of cotton.....	5,715,788	9,469,017	10,240,642	4,664,731
Manufactures of silk	12,242,731	20,679,454	17,165,873	11,257,784
Manufactures of flax.....	3,423,990	4,918,867	4,303,671	2,915,355
Miscellaneous dry goods.....	2,492,455	3,356,511	3,436,176	2,789,645
Total	\$31,339,805	\$53,337,071	\$47,050,113	\$29,492,325
	WITHDRAWN FROM WAREHOUSE.			
	1852.	1853.	1854.	1855.
Manufactures of wool	\$1,079,138	\$1,164,654	\$1,905,570	\$1,542,617
Manufactures of cotton	1,125,786	701,490	1,782,060	1,772,853
Manufactures of silk	1,401,176	1,008,372	1,798,661	1,833,433
Manufactures of flax.....	615,523	149,641	566,445	872,100
Miscellaneous dry goods.....	239,265	247,543	261,881	578,745
Total withdrawn	\$4,460,888	\$3,271,700	\$6,314,617	\$6,599,748
Add entered for consumption ...	31,339,805	53,337,071	47,050,113	29,492,325
Total thrown upon the market.	\$35,800,693	\$56,608,771	\$53,364,730	\$36,092,073

ENTERED FOR WAREHOUSING.

	1852.	1853.	1854.	1855.
Manufactures of wool.....	\$915,188	\$1,654,251	\$3,181,360	\$1,262,361
Manufactures of cotton	640,864	861,092	1,878,643	1,095,280
Manufactures of silk	1,652,118	1,115,548	2,338,213	1,641,274
Manufactures of flax.....	223,779	190,745	576,593	696,792
Miscellaneous dry goods	222,545	262,912	284,071	536,361
Total.....	\$3,654,489	\$4,084,548	\$8,258,880	\$5,232,068
Add entered for consumption....	31,339,805	53,337,071	47,050,113	29,492,325
Total entered at the port	\$34,994,294	\$57,421,619	\$55,308,993	\$34,724,393

It will be seen from the foregoing that the decline has been general in all descriptions of dry goods, although comparatively heaviest in cotton fabrics.

The cash revenue has not fallen off in the same proportion as the imports, because the duties are not collected on the actual receipts at the port, but on the goods thrown upon the market. The following will show the comparative total for the month, and since the opening of the year:—

CASH DUTIES RECEIVED AT NEW YORK.

	1852.	1853.	1854.	1855.
In July	\$3,240,787 18	\$4,640,107 15	\$4,075,745 78	\$3,787,351 95
Previous 6 months..	14,250,312 88	21,167,329 50	19,737,960 76	14,299,945 71
Total since Jan. 1st.	\$17,491,100 06	\$25,807,436 65	\$23,783,706 54	\$18,087,287 66

The above shows that the total receipts for cash duties in July were \$258,403 83 less than for July of last year, and \$852,765 20 less than for July, 1853, while they were \$546,554 72 greater than for July, 1852. The total since January 1st is \$5,696,418 88 less than for the same period of last year, \$7,720,148 99 less than for the corresponding period of 1853, but \$596,187 60 greater than for the same time in 1852. There is still, however, a large surplus in the Sub-Treasury, and the total is once more increasing. The Secretary of the Treasury has again advertised to redeem a portion of the public debt.

The exports for the month, exclusive of specie, are, unexpectedly, larger than for the same time of last year, the total being \$104,155 above the total for July, 1854; it shows, however, a decrease of \$1,286,716 as compared with July, 1853, but an increase of \$1,044,601 as compared with July, 1852. When the small quantity of produce at the seaboard is taken into consideration, the large exports are certainly a matter of surprise. The total shipments of specie, by a singular coincidence, are about the same as for July of last year:—

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

	1852.	1853.	1854.	1855.
Domestic produce.....	\$2,965,542	\$4,882,957	\$3,768,661	\$3,960,757
Foreign merchandise (free).....	20,759	313,192	252,030	185,557
Foreign merchandise (dutiable)...	325,732	447,201	231,788	210,320
Specie	2,971,499	3,924,612	2,922,452	2,923,324
Total exports	\$6,283,532	\$9,567,962	\$7,174,931	\$7,279,958
Total, exclusive of specie.....	3,312,033	5,643,350	4,252,479	4,356,634

The exports, exclusive of specie, since January 1st are only \$1,779,946 less than for the same period of last year, are \$2,983,370 larger than for the same period of 1853, and \$8,388,819 more than for the same period of 1852, as will appear from the annexed comparison:—

EXPORTS FROM NEW YORK TO FOREIGN PORTS FOR SEVEN MONTHS FROM JANUARY 1ST.

	1852.	1853.	1854.	1855.
Domestic produce.....	\$25,111,363	\$30,305,247	\$34,966,101	\$30,298,181
Foreign merchandise (free).....	541,978	1,010,669	964,603	3,289,114
Foreign merchandise (dutiabie)..	2,745,307	2,488,181	2,636,709	3,200,172
Specie.....	15,595,508	12,579,594	19,108,319	19,998,119
Total exports	\$43,994,156	\$46,383,691	\$57,675,732	\$56,785,586
Total, exclusive of specie	28,398,648	33,804,097	38,567,413	36,787,467

We do not think that the exports for August will fall very largely behind the total for August of last year; while the imports for August will probably show a further very material decline, as the corresponding month of last year was one of very large receipts. After August, we look for a large increase both of imports and exports, but especially in the former, down to the close of the calendar year.

We annex a comparative statement, showing the relative shipments of some of the leading articles of produce since January 1st:—

EXPORTS OF CERTAIN ARTICLES OF DOMESTIC PRODUCE FROM NEW YORK TO FOREIGN PORTS FROM JANUARY 1ST TO AUGUST 20TH:—

	1854.	1855.		1854.	1855.
Ashes—pots...bbls.	5,884	7,876	Naval stores...bbls.	411,679	480,711
pearls.....	799	1,768	Oils—whale...galls.	124,573	157,242
Beeswax.....lbs.	190,433	125,050	sperm.....	291,438	550,292
<i>Breadstuffs—</i>			lard.....	21,981	60,141
Wheat flour..bbls.	712,039	263,512	linseed.....	3,613	7,430
Rye flour.....	10,091	15,017	<i>Provisions—</i>		
Corn meal.....	51,753	35,447	Pork.....bbls.	65,017	118,075
Wheat.....bush.	1,546,402	88,350	Beef.....	44,135	51,055
Rye.....	315,158	5,139	Cut meats, lbs....	14,867,041	14,791,752
Oats.....	34,237	12,111	Butter.....	1,599,676	440,101
Corn.....	2,518,038	2,782,485	Cheese.....	1,418,038	2,004,389
Candles—mold..boxes	35,484	34,259	Lard.....	9,966,258	5,747,558
sperm.....	4,080	8,907	Rice.....trcs	18,013	11,932
Coal.....tons	15,775	6,178	Tallow.....lbs.	3,503,069	1,107,455
Cotton.....bales	225,591	185,279	Tobacco, crude..pkgs	25,840	21,232
Hay.....	2,996	3,704	Do., manufactured.lbs.	1,875,277	3,094,752
Hops.....	629	7,815	Whalebone.....	947,937	1,261,645

The above presents some interesting features. The exports of wheat flour have been only about one-third of the total for the corresponding period of last year. The clearances of wheat, which for the same time last year reached one million-and-a-half of bushels, are this year less than one hundred thousand bushels. The exports of Indian corn have increased. Pork and beef have also been shipped in larger quantities, and cheese has gone forward more freely.

With our wide extent of territory and cheap lands, we ought to contribute largely toward furnishing food for the world. This we shall do, doubtless, more in the future than we have done in the past. We have hitherto been too indifferent in this country in regard to the reputation of our shipments of produce. Pork, beef, and bacon have been, in many instances, badly prepared for market and even our cereal grains have been shipped in too green a state to keep during the voyage. Our shippers are now becoming more sagacious, and we shall soon take the place in this branch of trade, for which the soil and climate of the country peculiarly fit us.

NEW YORK COTTON MARKET FOR THE MONTH ENDING AUGUST 24.

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

Under the influence of freer receipts, improved prospects for the growing crops, and declining markets abroad, our market since the close of our last report on the 20th ult. has been "flat, stale, and unprofitable." But little interest has been manifested for the article—our own spinners have bought only sufficient for their immediate wants. With speculators, the inducement to purchase has not been sufficient, owing to the absence of general export demand, and the few purchasers to be found in the city during the summer months. The quantity shipped abroad during the past month has been large, but it was principally on Southern account, and from first hands here. The quantity in the hands of our own manufacturers is represented to be small, while the weekly takings by the trade from the Liverpool market show that spinners abroad are far from being well stocked. The foreign advices of the past month were disappointing in their character. It was certainly expected that prices would advance under the rapid decrease in exports and decreasing stocks here, while the accounts hence of the growing crop were not of so favorable a character (owing to the great quantity of rain) as to induce spinners to reduce their stocks on hand, in hopes of being relieved by early receipts of the new crop; yet with these prospects and consumption not impaired, prices abroad have declined $\frac{1}{4}$ d. a $\frac{3}{4}$ d. per lb.

The first bale of the new crop was received at New Orleans on the 26th July from Texas, and graded inferior. Last year at the same time and place the first bale of the crop just closing was also received. The receipts of new cotton this year have been 4,000 bales at New Orleans alone. Early receipts, however, form but a poor criterion on which to form a judgment in regard to the extent of the crop.

The sales for the week ending July 27th were estimated at 4,500 bales. The increased firmness on the part of holders, owing to favorable foreign advices, checked the demand, and buyers were not disposed to go on at the advance asked. With but little on sale the market closed firmly at the following quotations:—

PRICES ADOPTED JULY 27TH FOR THE FOLLOWING QUALITIES:—

	Upland.	Florida.	Mobile.	N. O. & Texas.
Ordinary	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{3}{4}$	9 $\frac{3}{4}$
Middling	11	11 $\frac{1}{8}$	11 $\frac{1}{8}$	11 $\frac{1}{8}$
Middling fair	11 $\frac{3}{4}$	12	12 $\frac{1}{4}$	12 $\frac{1}{4}$
Fair	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{3}{4}$	13 $\frac{1}{4}$

Large transactions took place during the week ending August 3d, principally

on Southern account—the sales being estimated at 10,000 a 12,000 bales, at a slight improvement in price on the lower and upper grades. Much confidence was felt in a higher range of prices, and holders at the close were indifferent about selling even at the annexed rates, at which the market closed firm:—

PRICES ADOPTED AUGUST 3D FOR THE FOLLOWING QUALITIES:—

	Upland.	Florida.	Mobile.	N. O. & Texas.
Ordinary	9 $\frac{3}{4}$	9 $\frac{3}{4}$	9 $\frac{3}{4}$	10
Middling	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{3}{8}$	11 $\frac{5}{8}$
Middling fair	12	12 $\frac{1}{2}$	12 $\frac{3}{8}$	12 $\frac{3}{4}$
Fair	12 $\frac{1}{2}$	12 $\frac{5}{8}$	13	13 $\frac{1}{2}$

The market for the week ensuing was sustained with much firmness, the transactions being limited to 9,000 bales by the small amount on sale. The bulk of the week's operations were for export and on speculation. The purchases for the home trade being only for their immediate wants consisted of a few hundred bales. Our own spinners have operated sparingly during the past two months, and must become free purchasers of the new crop now about being received. The following are the rates at which the market closed firmly:—

PRICES ADOPTED AUGUST 10TH FOR THE FOLLOWING QUALITIES:—

	Upland.	Florida.	Mobile.	N. O. & Texas.
Ordinary	10	10	10	10 $\frac{1}{2}$
Middling	11 $\frac{1}{2}$	11 $\frac{3}{8}$	11 $\frac{3}{8}$	11 $\frac{3}{4}$
Middling fair	12 $\frac{1}{4}$	12 $\frac{3}{8}$	12 $\frac{3}{4}$	13
Fair	12 $\frac{3}{4}$	12 $\frac{7}{8}$	13 $\frac{1}{4}$	13 $\frac{3}{4}$

For the week ending August 17th the inquiry was limited, the sales not exceeding 5,000 bales. Holders, however, offered no inducements to purchasers, believing that the small stocks both here and at the receiving ports would be required at an enhanced price before any accumulation of the new crop would materially affect prices. This, together with the calculation that a good cotton crop is difficult to be made out of a wet season, offered no inducement for them to part with their stocks, even under the unfavorable foreign advices to hand. The week closed quiet at the following quotations:—

PRICES ADOPTED AUGUST 17TH FOR THE FOLLOWING QUALITIES:—

	Upland.	Florida.	Mobile.	N. O. & Texas.
Ordinary	9 $\frac{7}{8}$	9 $\frac{7}{8}$	9 $\frac{5}{8}$	10 $\frac{1}{8}$
Middling	11 $\frac{1}{8}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{3}{8}$
Middling fair	12 $\frac{1}{4}$	12 $\frac{3}{8}$	12 $\frac{3}{4}$	13
Fair	12 $\frac{3}{4}$	12 $\frac{7}{8}$	13 $\frac{3}{8}$	13 $\frac{3}{4}$

The market for the week closing at date ruled rather heavy, the sales not exceeding 4,000 bales, at prices a shade in favor of buyers. The cotton year closing on the 1st September, is also a point with many to clear out old stocks, preparatory to a recommencement on the new crop. The market closed quiet at the following:—

PRICES ADOPTED AUGUST 24TH FOR THE FOLLOWING QUALITIES:—

	Upland.	Florida.	Mobile.	N. O. & Texas.
Ordinary	9 $\frac{7}{8}$	9 $\frac{7}{8}$	9 $\frac{5}{8}$	10
Middling	11	11 $\frac{1}{2}$	11 $\frac{3}{8}$	11 $\frac{1}{2}$
Middling fair	12 $\frac{1}{8}$	12 $\frac{1}{4}$	12 $\frac{3}{8}$	12 $\frac{7}{8}$
Fair	12 $\frac{1}{2}$	12 $\frac{3}{4}$	13	13 $\frac{1}{2}$

JOURNAL OF BANKING, CURRENCY, AND FINANCE.

CONDITION OF THE BANKS IN THE CITY OF NEW YORK.

Mr. GEORGE D. LYMAN, the efficient manager of the Clearing House in the city of New York, has furnished for publication the following complete table, showing the movement of the banks of the city since the weekly statements were ordered by law of the State of New York. In a future number of the *Merchants' Magazine* we shall give a similar statement of the banks in Boston since the act of Massachusetts took effect:—

		Average amount of loans and discounts.	Average amount of specie.	Average amount of circulation.	Average amount of deposits.
August	6, 1853*	\$97,889,617	\$9,746,452	\$9,510,465	\$58,418,756
	13.....	95,862,277	10,654,618	9,451,945	58,166,712
	20.....	93,866,970	11,092,552	9,414,696	58,817,718
	27.....	92,886,954	11,319,049	9,427,191	57,431,808
September	3.....	91,741,338	11,268,049	9,554,294	57,502,970
	10.....	91,108,347	11,380,693	9,597,336	57,545,164
	17.....	90,190,589	11,860,235	9,566,723	57,612,301
	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
	8.....	89,128,998	10,266,602	9,673,458	57,985,760
	15.....	87,837,273	11,330,172	9,464,714	59,068,674
	22.....	85,367,981	10,303,254	9,388,543	55,748,729
	29.....	83,400,321	11,866,672	9,300,350	53,335,462
November	5.....	83,092,630	11,771,880	9,492,158	55,500,977
	12.....	82,882,409	12,823,575	9,287,629	56,201,070
	19.....	83,717,622	13,691,324	9,151,443	57,446,424
	26.....	84,802,530	13,343,196	9,032,769	58,673,076
December	3.....	85,824,756	12,830,772	9,133,586	58,433,207
	10.....	86,708,028	12,493,760	9,075,704	57,838,076
	17.....	87,865,073	12,166,020	8,939,830	58,312,478
	24.....	87,760,623	11,981,270	8,867,261	58,145,831
	31.....	90,162,106	11,053,478	8,927,013	58,963,976
January	7, 1854.....	90,133,887	11,506,124	9,075,926	60,835,362
	14.....	90,010,012	11,894,453	8,668,344	58,396,956
	21.....	90,068,738	11,455,156	8,605,235	59,071,252
	28.....	89,759,465	11,117,958	8,642,677	58,239,577
February	4.....	90,549,577	11,634,653	8,996,675	61,208,466
	11.....	91,434,022	11,872,126	8,994,083	61,028,817
	18.....	92,698,085	11,742,384	8,954,464	61,826,669
	25.....	93,529,716	11,212,693	8,929,314	61,293,645
March	4.....	94,558,421	10,560,400	9,209,830	61,975,675
	11.....	94,279,994	9,832,483	9,137,555	60,226,583
	18.....	93,418,929	10,018,456	9,255,781	61,098,605
	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
	8.....	92,551,808	10,188,141	9,713,215	60,286,839
	15.....	91,636,274	11,044,044	9,533,998	60,325,191
	22.....	90,376,340	10,526,976	9,353,854	59,225,902
	29.....	90,245,049	10,951,153	9,377,687	50,719,381
May	6†.....	90,739,721	11,437,040	9,823,008	63,855,510
	13.....	90,245,928	12,382,068	9,507,797	64,203,671
	20.....	90,886,728	12,118,043	9,480,018	63,382,661
	27.....	90,981,974	10,981,531	9,284,807	61,623,670

* First statement made under the law requiring the banks to make a weekly statement.

† From this date the statement has been made up at the Clearing House in a tabular form, and furnished to the press.

		Average amount of loans and discounts.	Average amount of specie.	Average amount of circulation.	Average amount of deposits.
June	3*.....	\$91,916,710	\$10,281,969	\$9,381,714	\$71,702,290
	10.....	91,015,171	9,617,180	9,807,889	72,495,859
	17.....	90,063,573	10,013,157	9,144,284	71,959,105
	24.....	88,751,952	9,628,375	9,009,726	69,598,724
July	1.....	88,608,591	11,130,800	9,068,253	71,457,984
	8.....	88,347,281	12,267,318	9,195,757	72,718,443
	15.....	90,437,004	15,074,093	8,837,681	75,227,333
	22.....	92,011,870	15,720,309	8,768,289	75,959,082
August	29.....	92,588,579	15,386,864	8,756,777	74,790,656
	5.....	93,723,141	14,468,981	9,124,648	76,378,487
	12.....	93,435,057	13,522,023	8,917,179	74,626,989
	19.....	92,880,103	14,253,972	8,855,528	73,834,568
September	26.....	91,447,075	14,395,072	8,811,369	73,731,179
	2.....	91,391,188	14,714,618	8,934,632	72,856,727
	9.....	91,528,244	14,446,317	8,968,707	73,831,235
	16.....	91,639,782	14,484,259	8,820,609	74,467,701
October	23.....	92,095,911	12,932,386	8,802,623	72,938,453
	30.....	92,102,013	12,042,244	8,712,136	71,795,423
	7.....	91,880,525	10,630,517	8,918,492	70,285,610
	14.....	88,618,936	11,130,377	8,534,188	69,141,597
November	21.....	87,092,810	10,320,163	8,497,556	65,627,886
	28.....	84,709,236	9,826,763	8,131,933	62,792,637
	4.....	83,369,101	10,004,686	8,238,126	62,229,011
	11.....	82,717,052	10,472,538	8,197,444	61,662,387
December	18.....	82,191,994	10,801,532	7,877,604	62,181,007
	25.....	81,699,705	10,200,983	7,718,158	60,334,199
	2.....	81,678,423	10,488,383	7,849,289	62,962,583
	9.....	80,593,636	10,484,501	7,480,833	60,278,866
January	16.....	80,946,663	11,471,841	7,261,111	61,367,098
	23.....	80,721,224	11,490,495	6,914,866	58,931,704
	30.....	81,653,637	12,076,147	7,075,880	62,828,020
	6, 1855. . .	82,244,706	13,596,963	7,049,982	64,982,158
February	13.....	83,976,081	15,488,525	6,686,461	67,303,398
	20.....	85,447,998	16,372,127	6,681,355	69,647,618
	27.....	86,654,657	16,697,260	6,639,823	70,136,618
	3.....	88,145,697	17,439,196	7,000,766	72,923,317
March	10.....	89,862,170	17,124,391	6,969,111	73,794,342
	17.....	90,850,031	17,339,086	6,941,606	75,193,636
	24.....	91,590,505	16,370,875	6,963,562	74,544,721
	3.....	92,386,125	16,531,279	7,106,710	75,958,344
April	10.....	92,331,789	16,870,669	7,131,998	76,259,489
	17.....	92,447,345	16,933,933	7,061,018	76,522,227
	24.....	93,050,773	16,602,729	7,452,231	76,289,923
	31.....	93,634,041	16,013,105	7,337,633	75,606,186
May	7.....	94,499,394	14,968,004	7,771,534	77,313,908
	14.....	94,140,399	14,890,979	7,523,528	77,282,242
	21.....	93,632,893	14,355,041	7,510,124	76,744,921
	28.....	92,505,951	14,282,424	7,610,985	75,219,951
June	5.....	93,093,243	14,325,050	8,087,609	78,214,169
	12.....	91,642,498	14,585,626	7,804,977	75,850,592
	19.....	91,675,500	15,225,056	7,638,630	77,351,218
	26.....	91,160,518	15,314,531	7,489,637	75,765,740
July	2.....	91,197,652	15,397,674	7,555,609	76,343,236
	9.....	92,109,097	15,005,155	7,502,568	77,128,789
	16.....	93,100,385	14,978,559	7,452,161	77,849,454
	23.....	94,029,425	14,705,629	7,335,653	79,113,185
August	30.....	95,586,424	15,640,146	7,396,119	81,904,372
	7.....	97,852,491	15,381,092	7,743,069	85,647,249
	14.....	98,521,002	16,576,506	7,515,724	85,664,186
	21.....	99,029,147	15,918,999	7,407,086	82,079,590
28.....	99,083,799	15,920,976	7,409,498	81,625,788	

* Country bank balances included in deposits by all; previous to this date only by a few banks.

It is now two years since the statements were commenced, and the following will show the total addition of the weekly averages for the year ending July 28, 1855, compared with the total for the previous year:—

	1854.	1855.
Loans.....	\$4,690,181,881	\$4,688,097,192
Specie.....	596,813,662	735,515,384
Circulation.....	479,876,178	402,419,673
Deposits.....	3,199,800,399	3,775,339,284

The following is the yearly average for each of the above items for the years named. Year ending July 28:—

	1854.	1855.
Loans.....	\$90,195,805	\$90,059,561
Specie.....	11,477,186	14,144,527
Circulation.....	9,228,388	7,738,840
Deposits.....	61,534,623	72,602,679

The above shows that while the average of loans for the year ending July 28, 1855, is a little less than for the year ending at the same time in 1854, the average of specie has very largely increased, and the circulation has diminished.

CONDITION OF THE NEW ORLEANS BANKS.

In the *Merchants' Magazine* for July, 1855, (vol. xxxiii., page 90,) we gave a table (which we compiled from the official statement of the Louisiana Board of Currency) showing the condition of the banks in New Orleans for the weeks ending Saturday, May 19 and June 2, 1855; also a comparative statement for the four weeks ending May 12, May 19, May 26, and June 2. We now compile from the same official source similar statements for each succeeding week, commencing with the week ending June 9th, and closing with the week ending July 7th, 1855:—

ACTIVE MOVEMENT—LIABILITIES.

WEEK ENDING JUNE 9.

WEEK ENDING JUNE 16.

Banks.	Circulation.	Deposits.	Due distant and local banks.	Circulation.	Deposits.	Due distant and local banks.
Bank of Louisiana.	\$938,144	\$2,453,210	\$494,135	\$893,989	\$2,508,569	\$559,241
Louisiana State...	1,090,880	2,909,763	338,737	1,091,750	2,796,105	295,849
Canal.....	929,855	898,170	200,691	914,810	911,829	205,650
Citizens'.....	2,141,245	2,861,160	28,600	2,175,080	2,723,305	34,535
Mech. & Traders'..	353,870	700,885	40,808	345,510	706,149	52,236
Union.....	590,190	415,008	132,958	552,025	507,582	149,812
Southern.....	228,540	191,288	1,200	213,600	197,947	1,200
B'k of N. Orleans.	527,685	720,237	31,541	528,835	729,624	22,931
Total.....	\$6,810,409	11,089,621	1,268,670	\$6,715,599	11,081,110	1,321,454

RESOURCES.

Banks.	Specie.	90-day paper.	Exchange.	Specie.	90-day paper.	Exchange.
Bank of Louisiana.	\$1,918,246	\$2,435,895	\$461,513	\$2,000,972	\$2,427,901	\$476,158
Louisiana State...	1,690,267	3,259,291	142,183	1,504,828	3,196,921	161,462
Canal.....	749,463	1,694,977	765,859	713,628	1,604,256	728,258
Citizens'.....	1,625,180	3,397,167	598,132	1,691,635	3,336,943	598,132
Mech. & Traders'..	288,689	1,079,470	51,009	312,346	1,042,281	51,098
Union.....	192,768	676,121	366,812	215,057	676,266	424,395
Southern.....	148,027	293,485	575,223	132,288	251,944	596,697
B'k of N. Orleans.	336,156	1,038,995	77,786	250,220	1,067,288	134,696
Total.....	\$6,949,396	13,833,401	3,038,619	\$6,830,974	13,609,800	3,115,279

COMPARATIVE STATEMENT FOR FOUR WEEKS.

	June 2.	June 9.	Decrease.	June 16.	June 9.	Decrease*
Specie.....	\$7,386,601	\$6,949,396	\$437,205	\$6,830,974	\$6,949,396	\$118,422
Circulation.....	6,920,424	6,810,449	110,015	6,715,599	6,810,449	94,050
Deposits.....	11,814,723	11,089,621	725,101	11,081,110	11,089,621	8,511
Short loans.....	14,193,024	13,883,401	809,623	13,609,800	13,883,401	280,601
Exchange.....	3,459,050	3,038,619	420,431	3,115,279	3,038,619	*76,680
Due distant banks.	1,155,006	1,268,670	282,331	1,321,454	1,268,670	*57,784

LONG AND SHORT LOANS.

June 2	\$21,100,337	June 16.....	\$20,922,713
June 9	20,864,923	June 9.....	20,864,923
Total dec. for week..	\$235,414	Total dec. for week..	\$57,790

ACTIVE MOVEMENT—LIABILITIES.

WEEK ENDING JUNE 30.

WEEK ENDING JULY 7.

Banks:	Circulation.	Deposits.	Due distant and local banks.	Circulation.	Deposits.	Due distant and local banks.
Bank of Louisiana.	\$895,714	\$2,455,304	\$552,626	\$894,959	\$2,304,024	\$567,887
Louisiana State...	1,041,775	2,632,173	335,898	1,039,010	2,684,250	332,826
Canal.....	911,695	722,131	159,841	886,525	716,963	170,084
Citizens'.....	2,174,400	2,545,310	46,978	2,169,125	2,263,458	63,970
Mech. & Traders'..	356,435	637,424	23,821	349,395	733,114	31,603
Union.....	570,680	496,833	65,605	566,965	393,937	104,001
Southern.....	214,945	193,410	1,200	210,793	173,971	23,200
B'k of N. Orleans.	499,430	583,580	32,155	506,345	565,763	31,006
Total.....	\$6,685,342	10,316,156	1,218,121	\$6,622,147	\$9,834,471	1,324,677

RESOURCES.

Banks:	Specie.	90-day paper.	Exchange.	Specie.	90-day paper.	Exchange.
Bank of Louisiana.	\$1,971,732	\$2,299,202	\$444,231	\$1,966,771	\$2,269,222	\$385,891
Louisiana State...	1,456,624	3,062,672	196,344	1,580,036	3,009,153	154,216
Canal.....	604,387	1,518,760	596,613	517,147	1,565,930	538,935
Citizens'.....	1,753,891	3,118,083	436,604	1,489,893	3,047,977	481,535
Mech. & Traders'.	301,051	939,915	143,976	343,084	815,519	155,068
Union.....	184,123	620,158	414,976	168,560	626,647	385,647
Southern.....	179,071	133,995	576,457	149,925	189,461	549,808
B'k of N. Orleans.	221,316	945,832	142,855	233,721	883,897	124,316
Total.....	\$6,672,195	12,678,637	2,953,056	\$6,498,637	12,407,831	2,775,461

COMPARATIVE STATEMENT FOR FOUR WEEKS.

	June 30.	June 23.	Decrease.	June 30.	July 7.	Decrease.
Specie.....	\$6,672,195	\$6,741,585	\$69,390	\$6,672,195	\$6,498,637	\$137,558
Circulation.....	6,665,074	6,635,342	29,752	6,665,074	6,622,147	42,927
Deposits.....	10,316,156	10,754,117	437,961	10,316,156	9,834,471	482,685
Short loans.....	12,678,637	13,129,413	450,776	12,678,637	12,407,831	270,806
Exchange.....	2,953,056	3,269,955	316,899	2,953,056	2,775,461	177,595
Due distant banks.	1,218,121	1,284,259	66,138	1,218,121	1,324,687	*106,566

LONG AND SHORT LOANS.

June 30	\$20,358,209	June 30.....	\$20,358,209
June 23.....	20,584,495	July 7.....	20,254,486
Total dec. for week..	\$226,286	Total dec. for week..	\$103,723

For the purpose of further comparison we give the condition of the banks of New Orleans for the week ending Saturday, July 7, 1855, and the week ending Saturday, July 8, 1854, as follows:—

	July 8, 1854.	July 7, 1855.		July 8, 1854.	July 7, 1855.
Specie.....	\$7,615,915	\$6,498,637	Deposits.....	\$10,387,606	\$9,834,471
Circulation....	6,793,919	6,622,147	Exchange.....	3,085,921	2,775,461
Loans.....	13,101,221	12,407,831	Due dist. banks.	1,085,940	1,324,687

* Increase.

This shows in some items considerable variation; say in specie a decrease of \$1,117,287; in loans of \$693,390; in deposits of \$553,135; in exchange of \$310,460; in collection accounts an increase of \$240,747; or a difference, say decrease in exchange balances of \$551,000 at the present time.

SEMI-ANNUAL DIVIDENDS ON STOCKS IN BOSTON.

The following dividends (according to the report of JOSEPH G. MARTIN, Stock Broker, Boston,) were payable at the dates given in July, 1855, all in the city of Boston, excepting the Peterboro and Shirley Railroad, at Charlestown, and the Worcester and Nashua Railroad, at Worcester, but a large portion of these are owned in Boston or the immediate vicinity. The dividend of the Berkshire Railroad is a quarterly one, at 7 per cent per annum, at which the road is leased to the Housatonic Railroad.

The dividends of January, 1855, are also given for comparison, but such corporations as have passed two or more dividends are omitted. Among these are the Boston and Providence, Eastern, Fitchburg, and Manchester and Lawrence Railroads, and the Chicopee, Middlesex, New England Worsted, Nashua, Salmon Falls, and Middlesex Manufacturing Companies.

The 6 per cent dividend of the Michigan Central Railroad, in January last, was for the year previous, and payable in stock. The present is a cash one—the first semi-annual dividend ever declared by the company, which is intended to be continued, instead of annual payments as heretofore.

The Peterboro and Shirley Railroad, in Massachusetts, pays a cash dividend of 2 per cent, par \$100; and all scrip of the 25 per cent stock dividend, declared some months since, must be converted into shares and entered on the books of the corporation before July 10, in order to obtain their cash dividend.

The dividend of the Douglass Ax Company is for a year on \$300,000, the capital having been increased from \$120,000.

The dividend of the North American Insurance Company is for five months, the time of making up the six months' accounts being changed from June 30 to May 31.

The Worcester and Nashua Railroad has resumed dividends, after having passed one in January last, in order to pay off some maturing liabilities, and they will probably now be continued regularly.

RAILROAD COMPANIES.

Payable.	Stocks.	Capital.	Dividends,		Amount,
			Jan. '55.	July, '55.	
July 15	Berkshire.....	\$320,500	1½	1½	\$5,609
2	Boston and Lowell.....	1,800,000	.	3	54,800
2	Boston and Maine.....	4,155,700	4	3	124,671
2	Boston and Worcester.....	4,560,000	3	3	135,000
	Cape Cod.....shares	9,000	*3	.	.....
2	Cheshire.....	2,158,200	.	2	In bonds
2	Lexington and W. Cambridge, pref.	120,000	3	3	3,600
2	Lexington and W. Cambridge, old.	120,000	2½	2½	3,000
17	Michigan Central.....	6,021,900	*6	4	240,876
2	New Bedford and Taunton.....	300,000	3	3	15,000
2	Old Colony and Fall River.....	3,015,100	3	3	90,463
10	Peterboro and Shirley.....	340,000	.	2	6,800
2	Pittsfield and North Adams.....	450,000	3	3	13,500
	Providence and Worcester.....	1,500,000	3	.	.....
2	Stoughton Branch.....	85,400	4	4	3,416
2	Taunton Branch.....	250,000	4	4	10,000
5	Western.....	5,150,000	3	3½	180,250
2	Worcester and Nashua.....	1,800,000	.	2	36,000
Total dividends.....					\$923,075

* Payable in stocks.

MANUFACTURING COMPANIES.					
Payable.	Stocks.	Capital.	Dividends,		Amount, July, '55.
			Jan. '55.	July, '55.	
July 16	Bates	\$800,000	3	4	\$32,000
2	Cocheco.....shares	2,000	.	\$18	36,000
2	Contoocook.....	140,000	.	12	16,800
10	Douglass Ax.....	300,000	.	6	18,000
	Lancaster Mills.....shares	2,000	\$10	.	.....
	Lowell.....shares	2,900	\$30	.	.....
	Manchester Print.....	1,800,000	3	.	.....
2	Naumkeag.....	700,000	4	4	28,000
	Perkins*.....	1,000,000	.	2	20,000
2	Sandwich Glass.....	400,000	5	5	20,000
2	Stark Mills.....	1,250,000	3	4	50,500
Total dividends.....					\$220,800

INTEREST ON BONDS.					
July 2	Albany city, 1855	\$140,000	3	3	\$4,200
2	Albany 6's, Western Railroad....	1,000,000	3	3	30,000
2	Boston city stock.....	About	.	.	37,000
3	Boston and Providence Railroad..	About	3	3	3,000
2	Boston and Worcester Railroad...	425,000	3	3	12,750
2	Cheshire 6's	730,000	3	3	21,900
2	Concord and Montreal.....	About	.	.	6,000
2	Dorchester and Milton	39,500	3	3	1,185
2	Grand Junction, 1st mortgage....	350,000	3	3	10,500
2	Massachusetts State 5's.....	500,000	2½	2½	12,500
2	Michigan Central	About	.	.	25,000
2	Norwich city.....	.....	.	.	1,500
2	Old Colony and Fall River.....	175,000	3	3	5,250
2	Peterboro and Shirley.....	23,000	3	3	702
2	Portland city 6's.....	About	3	3	15,000
2	United States Loan.....	About	.	.	50,000
2	Vermont & Massa. 6's, July, 1855..	956,800	3	3	28,704
Total dividends.....					\$265,197

MISCELLANEOUS.					
July 2	American Insurance Company....	\$300,000	8	8	\$24,000
8	East Boston Dry Dock Company .	250,000	3	3½	8,750
2	Franklin Insurance Company.....	300,000	6	6	18,000
2	North American Insurance Comp'y	200,000	5	4	8,000
2	United States Hotel Company....	230,000	2	2	4,600

RECAPITULATION.			
Miscellaneous.	Interest on bonds.	Manufacturing bonds.	Railroad dividends.
\$63,350	\$265,197	\$220,800	\$923,075

The following are the totals for July and January in each of the years 1854 and 1855:—

January, 1854.	July, 1854.	January, 1855.	July, 1855.
\$1,472,422	\$2,240,580	\$1,917,772	\$3,021,440

ASSESSED VALUE OF PROPERTY IN CONNECTICUT.

In the *Merchants' Magazine* for July 1855, volume xxxiii, page 92, we published a table showing the several items of assessment in the whole State for the years 1853 and 1854. That table, however, did not embrace railroad stock and some bank stock. From the grand list of the State of Connecticut for the 1st of October, 1854, prepared by the Controller, and from the returns of the several Town Clerks, we are enabled to make the following extracts and comparative exhibit of the assessed value of the various items of the several counties, as follows:—

* Payable on demand.

Counties.	Dwelling-houses.		Bank and ins. stock.	Merchandise.	Mech. & m ^{rs} operations.
	No.	Value.			
Hartford	11,519	\$12,498,498	\$4,014,878	\$2,226,646	\$2,470,815
New Haven	10,797	14,048,191	5,395,012	1,986,191	2,993,948
New London	7,064	7,530,187	2,279,797	585,877	450,408
Fairfield	11,203	10,054,021	2,084,407	1,135,200	1,259,093
Windham	5,098	2,091,549	677,983	186,140	330,648
Litchfield	7,633	4,459,366	1,561,720	379,492	1,076,145
Middlesex	4,490	3,795,943	1,275,344	316,355	414,524
Tolland	3,463	1,775,952	396,345	117,080	978,162
Total	67,267	\$56,852,707	\$17,685,481	\$6,918,981	\$9,673,743

The total value of horses in the State is \$2,328,263; of neat cattle, \$5,150,921; carriages, \$887,275; clocks and watches, \$434,095; of pianos and musical instruments, \$303,911; railroad, city, and other bonds, \$5,978,511. The total value of property in the State is \$203,739,831.

THE SAN FRANCISCO MINT.

In February, 1848, gold was discovered at Sutter's Mill. The gold produce for the six following years we have estimated at 8, 25, 40, 56, 63, and 68 millions respectively, amounting in all to \$260,000,000, of which \$220,000,000 were coined at the United States Mints on the Atlantic before the 1st of January, 1854, leaving \$40,000,000—nearly one-sixth of the whole amount estimated to have been coined here—carried to foreign lands, or to remain uncoined in the hands of the miners. The whole amount of money coined at the United States Mints since their establishment has been \$381,000,000, of which considerably more than one half was gold from California. More than \$60,000,000 have been coined in this city, but a large amount of it has been recoined at the United States Mints. The only private coining establishment now in operation here is that of Kellogg & Richter, which is doing a very heavy business.

The large amount of our gold produce, the distance of California from the Atlantic mints, and the high cost of making remittances, made it early a matter of importance to have a mint in San Francisco; but it was not until the 3d July, 1852, that an act was passed for its establishment. The contract for the erection of the building was not taken within due time, and on the 3d March, 1853, the time for receiving proposals was extended. Finally, during the last summer arrangements were made, though the building provided for was far from being such a one as California deserved. It was commenced last fall on Commercial street, near Montgomery, and is sixty feet square and three stories high, of brick, and fire-proof.

The following is a sketch of the gold coining process—for the silver coining, though some of it will be done, is of comparatively little importance. The mint will go into operation on Saturday, and will be prepared to coin \$30,000,000 yearly, or about \$93,000 daily.

DEPOSIT ROOM.

The first room in the regular order of the business of the mint is the deposit room. Here the metal is taken and weighed, and a receipt given. The scales are very large and nice, and cost in Boston about \$1,000. The gold is then taken to the

MELTING ROOM,

Where each deposit is melted separately in a black-lead crucible, and upon the melted mass saltpeter and soda are thrown and stirred round to oxydize the base metals, and the gold and more sterling metals, thoroughly mixed, are cast into a bar. After being taken to the weigh room and weighed, it is ready for the

ASSAY DEPARTMENT.

The assayer, with a chisel, chips off a corner from the bar, and the chip is melted and cast into a button, to give a round form, so that it may be easily rolled out. It is rolled into a ribbon and filed down until it weighs exactly ten grains, weighed by a scale which turns at the thousandth part of a grain. The ribbon is rolled up with sheet lead, placed in a cup called a cupel, made of calcined bone ashes, and placed in a heat sufficient to melt the gold, and the base metals, copper, tin, etc., are absorbed by the porous material of the cupel, or carried off in oxydation. The gold is then pure, except an admixture of silver, and perhaps a little iridium or platinum. The button is again rolled out into a ribbon about as thick as ordinary letter paper, and boiled in nitric acid, which dissolves the silver and leaves the gold pure, which is weighed, and the amount which it has lost gives an exact measure of the quantity of impurity in the original bar. Thus, if the piece assayed weighs nine grains, then nine-tenths of the bar is pure gold; and the clerk of the deposit room can immediately give a certificate of the amount of coin due the depositor.

GRANULATING MELTING ROOM.

After the bars have been assayed they are, as a general rule, thrown in together indiscriminately as the property of the mint. The first process in the granulating room is to melt the gold with twice the weight of silver, and while melted it is poured into water mixed with a little nitric acid, and the metal falls to the bottom of the tub in fine grains. The granulated gold is taken out and cast into large stone or porcelain pots, holding about fifteen gallons of nitric acid. These pots sit in hot water heated by steam, and the boiling acid soon leaves the gold pure from all silver, copper, lead, tin, zinc, or other base metals.

It is taken out, filtered, washed, dried, and again taken to the melting room, where it is melted with one-ninth its weight of copper, which makes it the standard alloy of nine hundred thousandths fine. No silver is used in the alloy. The gold thus alloyed is run into bars a foot long, an inch thick, and of the proper width for coin, from an inch and a half for double-eagles down to half an inch for dollars. The bars are delivered over to the coiner.

DRAWING AND CUTTING ROOM.

The coiner's first process is to put the bars through the rolling-mill, which has two heavy rollers of cast-steel, ten inches long and eight inches in diameter, rolling together. The bars are thus rolled out a number of times, until they are nearly the proper thickness for the coin. The rolling-mill is made so that the bars can be rolled out to any thickness. The bars, when rolled out several times, become somewhat brittle, and are then taken to the

ANNEALING ROOM.

This room contains a furnace of brick work, with long chambers to receive the bars, which are placed in copper tubes, and heated to a cherry red. The gold is thus made softer and more ductile, and is again taken to the rolling-mill and rolled sufficiently, and again annealed previous to being drawn. The bars cannot be rolled out to an exactly equal thickness, and to secure exactness in this respect the bar is drawn through an orifice in a piece of steel, and this orifice being somewhat smaller than the bar as rolled, reduces the whole to the same exact width and thickness. The bar, not quite so thick as the coin, is taken thence to the cutting machine, which, by a punch, cuts off from the bar round pieces, a little longer than the intended coin. These pieces are called blanks. The blanks are carried to the annealing room, and washed with soap and water. They are then taken to the

ADJUSTING ROOM.

Here each blank is weighed separately, and made the exact weight for the coin. If too heavy, the blank is filed down; if too light, it is thrown into a box to be remelted. The work in this room is done entirely by ladies.

COINING AND MILLING ROOM.

The adjusted blanks are run through the milling machine, which compresses the blank to the exact diameter of the coin, and raises the edge. The purpose of making the edge thicker is to make the coin pile neatly, to protect the figures, and to improve the general appearance. About two hundred and fifty blanks are milled in a minute.

The milled blanks are carried back to the annealing room, placed in an air-tight cast-iron box, and placed in the furnace to be annealed, so that they may take the impression well. When they are at a cherry red they are taken out and poured immediately into water with a little sulphuric acid. This softens and cleans the gold. The blanks are taken out, washed with cold water, put into hot water again, taken out, mixed in with saw-dust, which is then sifted off, and the blanks are dried and perfectly clean.

They are again taken to the coining and milling room, and stamped. The coining machine is elegant and massive. The blanks are placed in a tube or pipe, and from this the machine takes them one by one, puts them between the dies, stamps them, throws them out of the die, and carries them down into a box, and they are then delivered to the Treasurer, and are ready for circulation.

Such are the main features of the process. The treatment of silver is, of course somewhat different. The difference between the United States coin and the California coin is, that the latter is alloyed with silver, the former with copper. The California gold contains a good deal of silver, and it is troublesome and expensive to separate it from the gold; besides, it is more difficult to make a copper than a silver alloy. The California coin being one-tenth silver, is worth more than the United States coin, and a premium is paid for it at the United States mints. There are about seventy-five cents worth of silver in a hundred dollars of California coin. The copper is a much better alloy, being harder, more durable, and more beautiful.

All the machinery is of the best quality, having been manufactured under the supervision of George Eckfelt, of the Philadelphia Mint. It has been put up under the direction of John M. Eckfelt. The officers of the mint are Dr. Birdsall, Superintendent; John R. Snyder, Treasurer; Col. Harazthy, Assayer; John Heuston, Melter and Refiner; and John M. Eckfelt, Coiner. About thirty men will be constantly employed.

THE FREE AND CHARTERED SYSTEMS OF BANKING COMPARED.

BY J. THOMPSON, BANKER, OF NEW YORK.

We commence by defining the two systems:—

Free Banking.—Full permission for any individual or association to bank, by complying with general laws; those general laws requiring ample security deposited with the State authorities for all issues of currency. Engraving and printing only on order from the State officer; circulating notes received through the State authorities, secured, registered, and countersigned; periodical reports of condition; specie payments, or liquidation by the State officer.

Chartered Banking.—Special privileges granted to certain individuals, with power to make a currency without security, and in many of the States without limit; and, generally speaking, the stockholders and officers of these close corporations are exempt from any liability on their corporate indebtedness.

The practical working of the two systems is illustrated by recent failures, as follows:—

CHARTERED BANKS.

Lewis County Bank, New York	Worthless.
Shipbuilders' Bank, Maine	Worthless.
Eastern Bank, West Killingly, Connecticut.....	Worthless.
People's Bank, Paterson, New Jersey	Worthless.
Bank of Milford, Delaware.....	Worthless.
Erie and Kalamazoo Bank, Michigan.....	25 cents.
Bank of Circleville, Ohio	50 cents.
Cochituate Bank, Boston.....	50 cents.

FREE BANKS.

Knickerbocker Bank, New York City.....	Par.
Eighth Avenue Bank, do.	93 cents.
Empire City Bank, do.	Par.
Bank of Bainbridge, Penn Yan, New York	Par.
Wheat Growers' Bank, New Jersey.....	90 cents.
Merchants' Bank, New Jersey	90 cents.
Oshkosh City Bank, Wisconsin.....	Par.
Germania Bank, Wisconsin.....	Par.
And five in Illinois.....	All par.

We have not included broken banks in the Southern States, partly because the chartered banks that have failed there were of the most extreme wild-cat character, and partly because no Southern free bank has failed. Thus, we clearly prove that the free banking system is decidedly the least likely to throw a loss on the public. We will now look at the feasibility or adaptation of the two systems of banking to the wants of the community.

In the State of New York both systems are in active operation. The Bank of Commerce, Republic, Metropolitan, &c., were organized under the free banking law. The Bank of New York, Phenix, Mechanics', &c., reorganized under the free law when their charters expired. The Manhattan, Merchants', &c., are close corporations, their charters not having expired. The same parallels may be drawn between the State banks—a portion of the best are under each system.

Had we space, we would take up the bank reports, and show that the banks under the two systems are equally liberal in accommodations to the public.

In the State of New York, the free banking system being engrafted in the constitution, must root out the corporation system as fast as their charters expire. In Connecticut and New Jersey the friends of close corporations have secured majorities in the legislatures, and by giving charters to the free banks, have virtually repealed the free banking law. In Illinois and Wisconsin the free is the only banking law. In Vermont, Ohio, Indiana, and Tennessee, both systems prevail; and in Massachusetts, New Hampshire, Maine, Pennsylvania, Maryland, Virginia, Carolinas, and Georgia, the close charter system prevails.

The three States that have the greatest interest in fostering the free banking system are Pennsylvania, Virginia, and Missouri. The first has a debt of forty millions, one-half of which would be held by her own citizens if it were made the basis of her currency. The benefit of paying interest on State debts to its own citizens, instead of drawing off the amount every six months into the pockets of foreigners, must be the subject of another article. Virginia needs some machinery that will place and sustain her stocks at par, in order to finish her programme of internal improvements; the adoption of the free banking system is the only thing she can do to accomplish this. The same may be said of Missouri.

In re-chartering the Bank of England, the British government engrafted the free bank feature, by requiring the issue department to hold consols or bullion to the

amount of circulation outstanding. This was a measure of consummate policy. The people look upon consols as better than any other paper security, because the bank holds millions on millions of them.

The fact that two-thirds of the entire debt of the State of New York is held by the Bank Department for account of banks, in which the wealth, talent, interest, and pride of the entire State is involved, places her credit on a par with the best on earth. Foreigners often say, "No danger when so many of your own citizens are interested."

In Missouri, Virginia, North Carolina, and Georgia, the banks are owned and used by a few who are already rich and selfish. The public works of these States are the desire and pride of the whole population. The banks never assist in prosecuting those works. There is wisdom, then—there is a necessity in shaping the banking laws for the benefit, as well as for the safety of the people at large. Not one in a hundred of the people of any State has an interest in the banks, except to know the notes (money) which they hold, and on which the bank gets interest, are good. Every person who puts a bank-note into his pocket helps the bank. Let the laws, then, be so made as to compel the banks to do something beneficial to the State.

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**THE MINT OF THE UNITED STATES.**

SILVER FOR COINAGE PAID FOR IN SILVER COINS ONLY AT THE MINT.

PHILADELPHIA, July 23, 1855.

The Director of the Mint gives notice, in pursuance of an authorization from the Secretary of the Treasury, and in consequence of the present accumulation of silver coin at the Mint, that from and after the first day of August next, and until further notice, the purchases of silver for coinage will be paid for in silver coins only, and not in gold.

The silver offered for purchase will be weighed, melted, and assayed, as usual, and the standard weight determined therefrom, in ounces troy, to the hundredth part of the ounce, and will be paid for (as at present) at the rate of \$1 22½ per standard ounce. The receipt given at the first weighing must be presented by the seller or his order, and usually payment may be expected on the day following the date of receipt, or the second day following.

For the information of bullion dealers, country banks, &c., it may be stated that, according to the above rate of purchase, the yield of various classes of coin or bullion will be about as follows:—

|                                                                                        |        |
|----------------------------------------------------------------------------------------|--------|
| Five-franc pieces, each .....                                                          | \$0 99 |
| Mexican and South American dollars .....                                               | 1 06½  |
| Old Spanish dollars.....                                                               | 1 05   |
| Revolutionary or "hammered" dollars, (often mistaken for the true Spanish dollar)..... | 1 01   |
| Half-dollar of the United States, coined before 1837.....                              | 0 52½  |
| The same since 1837, to the last change of standard in 1853 .....                      | 0 52½  |

Quarter-dollars are proportionally less productive of premium, while dimes and half-dimes, coined before 1837, have lost rather more by wear than the premium would make up; those coined since 1837, to 1853, will average a premium of 3½ per cent on their nominal value.

|                                                               |        |
|---------------------------------------------------------------|--------|
| German, Swedish, Danish, and Norwegian crowns, each .....     | \$1 11 |
| Old French crowns .....                                       | 1 14   |
| German florins.....                                           | 0 41½  |
| Prussian and Hanoverian thalers.....                          | 0 72   |
| American plate, best manufacture, \$1 20 to \$1 22 per ounce. |        |
| Genuine British plate, \$1 25 per ounce.                      |        |

These regulations will take effect at the branch of the mint at New Orleans when the purchase of silver is resumed at that institution, of which notice will be given by the Superintendent.

At San Francisco the purchases may be paid for in gold or silver, at the option of the Superintendent thereat, until a sufficient supply of silver bullion is received to meet the public demand for silver coin at that institution.

JAMES ROSS SNOWDEN, Director United States Mint.

#### TAXATION OF INCORPORATED COMPANIES IN NEW YORK.

There is a law of the State of New York for remission and commutation of taxes of incorporated companies. It is under the provisions of title 4, chap. 13, part 1, of the Revised Statutes, as amended July 21, 1853.

The act of July, 1853, provides "that moneyed or stock corporations authorized to make dividends on their capital, and not in the receipt, during the preceding year, of net profits or clear income equal to 5 per cent on such capital, after deducting the assessed value of their real estate, shall be allowed to commute by paying dividends directly to the treasurer of the county a sum equal to 5 per cent on their actual net profits or clear income."

To entitle corporations, however, to this privilege of commutation, the necessary proof must be submitted to the satisfaction of the Board of Supervisors.

It appears from this that the Committee on Annual Taxes—John Kelly and Henry Hoffmire—made a report to the Board of Supervisors, July 13, 1855, growing out of applications under the law for relief, which report was published in some of the papers, in which they state as follows:—

"Since the operation of this law would virtually exempt a large amount of corporation capital hitherto subject to taxation, your committee concluded to consult with R. J. Dillon, Corporation Counsel, and submit the affidavits for his examination and report. The affidavits attached have been returned by the Corporation Counsel, as justifying the remission of the tax, or the commutation thereof. In all cases in which net profit or clear income has been received, that amount is made subject to commutation; but where no profits or income have been received, the assessment must be stricken from the assessment rolls."

Under this decision of the Corporation Counsel, the said committee submitted two resolutions—the first allowing the following named incorporations to commute by paying 5 per cent on their net annual profits or clear income during the preceding year, viz.:—The Sun Mutual Insurance Company, on \$30,000; the Atlantic Bank, on \$16,564; the New York India-Rubber Company, on \$1,000; and the New York Balance Dock, on \$5,000. The other resolution—that the following incorporations be struck from the assessment rolls, not having been in receipt, during the preceding year, of any net profits or clear income whatever, viz.:—The Union, New York, Commercial, Astor, and Mercantile Insurance Companies, the Hamilton, St. Marks, and People's Fire Insurance Companies, the United States Mail Steamship Company, the Third and Sixth Avenue Railroads, the South-street, Dry Dock, Grand, Bowery, and South Ferry Stage Companies, the Blank Book Ruling and Paging Company, Gas Regulator Company, Knickerbocker Life Insurance Company, Knickerbocker Ice Company, East River Bank, and St. Nicholas Insurance Company.

#### THE BANK OF CHARLESTON.

The annual report of this institution has been published, from which it appears that the net profits of the bank for the year, deducting current expenses, amount to \$256,132; dividends declared, \$252,864; surplus, 12,068.

The present number of stockholders amount to 2,018, held as follows:—

|                                           |             |
|-------------------------------------------|-------------|
| By individuals in their own names .....   | \$1,910,000 |
| By widows, guardians, executors, &c. .... | 262,500     |
| By banks and incorporated bodies.....     | 983,300     |

Amounting in all to..... \$3,160,800

A great reduction in circulation has occurred within the last two years. On referring to the reports of the two preceding years, it appears that at similar periods of the year they had in circulation—

|                                                       |             |
|-------------------------------------------------------|-------------|
| In 1853 ....                                          | \$2,111,000 |
| And in 1854 .....                                     | 1,376,000   |
| And by the present report, they have only .....       | 656,000     |
| Showing a reduction within the above periods, of..... | 1,455,000   |

CITY FINANCES OF SAN FRANCISCO.

DEBT.

|                                   |                    |
|-----------------------------------|--------------------|
| 10 per cents of 1851 .....        | \$1,500,000        |
| Less sinking fund .....           | 126,059            |
|                                   | <u>\$1,382,951</u> |
| 7 per cents school, of 1854 ..... | 60,000             |
| 3 per cent scrip, unfunded.....   | 50,000             |
| 10 per cents fire, of 1855.....   | 200,000            |
| Mortgage on City Hall.....        | 27,000             |
| Floating debt to be funded .....  | 1,600,000          |
|                                   | <u>\$3,319,941</u> |

Total to July, 1855..... \$3,319,941

RESOURCES.

|                                       |                  |
|---------------------------------------|------------------|
| Taxables, \$52,000,000.               |                  |
| Tax list, \$1,118,000, good for ..... | 800,000          |
| Licenses.....                         | 120,000          |
| Fines and wharf rents .....           | 26,000           |
|                                       | <u>\$946,000</u> |
| Annual total .....                    |                  |
| Interest on debt.....                 | \$278,600        |
| Sinking fund .....                    | 75,000           |
| City expenses .....                   | 321,400          |
| Contingencies .....                   | 110,000          |
|                                       | <u>785,000</u>   |
| Annual surplus .....                  | <u>\$161,000</u> |

BRITISH REVENUE IN 1854 AND 1855,

We give below an abstract of the net produce of the revenue of Great Britain in the years ended 30th of June, 1854, and 1855, showing the increase and decrease:—

| Sources.                     | Years ended June 30, |                   | Year ended June 30, 1855. |                |
|------------------------------|----------------------|-------------------|---------------------------|----------------|
|                              | 1855.                | 1854.             | Increase.                 | Decrease.      |
| Customs .....                | £21,242,795          | £20,284,369       | £958,426                  | £.....         |
| Excise .....                 | 16,976,397           | 15,206,380        | 1,770,017                 | .....          |
| Stamps .....                 | 7,187,892            | 6,916,320         | 271,572                   | .....          |
| Taxes .....                  | 2,937,239            | 3,160,665         | .....                     | 223,426        |
| Property tax .....           | 11,456,171           | 6,370,500         | 5,085,671                 | .....          |
| Post-office.....             | 1,239,424            | 1,247,000         | .....                     | 7,576          |
| Crown lands.....             | 270,572              | 325,000           | .....                     | 54,428         |
| Miscellaneous.....           | 901,904              | 960,572           | .....                     | 54,668         |
|                              | <u>62,212,394</u>    | <u>54,470,806</u> | <u>8,085,686</u>          | <u>344,098</u> |
| Total ordinary revenue... .. |                      |                   |                           |                |
| Deduct decrease .....        |                      |                   | 344,098                   | .....          |
| Increase on the year... ..   |                      |                   | 7,741,588                 | .....          |

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## COMMERCIAL REGULATIONS.

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### THE RIGHTS OF CONSULS AND COMMERCIAL AGENTS.

Notwithstanding the somewhat vague speculations of Vattel and some other continental authors, on the question whether consuls are *quasi* ministers or not, (Vattel, *Droit des Gens*, 1 iv., ch. 8; De Cussy, *Reglements Consulaires*, sec. 6; Moreuil, *Agents Consulaires*, p. 348; Borel, *Des Consuls*, ch. 3.) it is now fully established by judicial decisions on the continent, and by the opinions of the best modern authorities there, that consuls do not enjoy the diplomatic privileges accorded to the ministers of foreign powers; that in their personal affairs they are justiceable by the local tribunals for offenses, and subject to the same recourse of execution as other resident foreigners; and that they cannot pretend to the same personal inviolability and exemption from jurisdiction as foreign ministers enjoy by the law of nations. (Fœlix, 1, ii., tit 2 ch. 2, sec. 4; Dalloz, *Dic. de Jurispr., tit. Agents Diplomatiques, No. 35*; *Ch. de Martens, Guide Diplomat.*, s. 83.)

In truth, all the obscurity and contradiction as to this point in different authors arise from the fact that consuls do unquestionably enjoy certain privileges of exemption from local political obligation; but still, these privileges are limited, and fall very far short of the right of ex-territoriality. (Masse, *Droit Commercial*, tome 1, Nos. 438, 439.)

Thus, in the United States consuls have a right, by the constitution, to the jurisdiction of the Federal courts as against those of States. They are privileged from political or military service, and from personal taxation. In some cases we have, by treaty, given to consuls, when they are not proprietors in the country and do not engage in Commerce, a domiciliary and personal immunity beyond what they possess by the general public law; and the extreme point to which these privileges have been carried in any instance may be seen in the consular convention of the 23d of February, 1853, between the United States and France. (Session Acts, 1853-4, p. 114.)

A consul is not such a public minister as to be entitled to the privileges appertaining to that character, nor is he under the special protection of the law of nations. In civil and criminal cases, where not otherwise provided by treaty stipulations, he is subject to the laws of the country in which he resides. (1 Kent, 44; Opinions of Attorneys-General; Ex. Doc. No. 55, 2d session 31st Congress, pp. 265, *et seq.*; De Clercq, *Formulaire*, tome 2, pp. 52, 33.)

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### BUSINESS HOURS AT THE CUSTOM-HOUSES OF THE UNITED STATES.

JAMES GUTHRIE, the Secretary of the Treasury, under date June 15th, 1855, has prescribed the following regulation in regard to the hours for official business at the several custom-houses in the United States, to go into effect at each port from the date of its receipt:—

“The custom-houses at Boston, New York, Philadelphia, Baltimore, Charleston, New Orleans, and San Francisco shall be open for the transaction of business with merchants and others from nine o'clock, A. M., to three o'clock, P. M., and the office hours for the functionaries belonging to said ports shall be from nine o'clock, A. M., to four o'clock, P. M., and until the business of the day shall be accomplished, according to the requirements of the collector of the port.

“The custom-houses at each of all the other ports shall be open for the transaction of business during the same hours, and the functionaries shall keep the same official hours if the business shall require it.”

## ENTRY OF MERCHANDISE WITHOUT INVOICE.

The Washington *Union* states on the authority of the Treasury Department, that in all cases hereafter where the importer desires to enter on appraisement, in the absence of an invoice, under the second section of the act of 1st March, 1823, he will make a written application to the collector, under oath or affirmation, setting forth the circumstances under which the merchandise was imported, and the cause, if any known to him, why the invoice is not produced; and before any such entry can be allowed, the merchandise must be sent to the appraisers' store, or to a bonded warehouse, for examination by the appraisers, who will call upon the importer for the exhibition by him of any letters, accounts, or other documents he may have in regard to the importation, and examine him on oath or affirmation touching any matter or thing which they may deem material in ascertaining the true market value or wholesale price of the merchandise thus presented for entry. The answer to these interrogations shall be in writing, under oath or affirmation, and subscribed by the importer, and shall be transmitted, with a report of the case, by the appraiser to the collector, who will forward the same to the Secretary of the Treasury, who, from information placed from time to time in his possession, as well in regard to particular importation as the general Commerce of the country, may often advise collectors of facts and circumstances not otherwise known to them, which might enable those officers to exercise a more careful and intelligent discretion in such cases.

No entry by appraisement without invoice will, therefore, be permitted until the case has been submitted to the department, and its views, and the facts which it may think proper to communicate, received, except in cases of perishable goods, and where the merchandise does not exceed one hundred dollars in value, the application of the importer being made under oath; in which case the collector, if he thinks it expedient, may, under the direction conferred on him by the second section of the act of 1st March, 1823, admit to entry on appraisement without submitting the same to the department.

It not unfrequently happens that articles are imported for the personal use of the importer, and not as merchandise, which might be exposed to injury in the process of opening, examining, and re-packing in the public store; but which, nevertheless, ought not to be delivered without examination. In such cases the collector, if he thinks it expedient, will direct the proper officer of the customs to examine the package or packages at the residence of the owner, or at such other proper place at the port as he may designate. In no case, however, can such examination be omitted without the special permission of the department.

## OF UNCLAIMED GOODS BY OWNER OR CONSIGNEE.

The Washington *Union* states on the authority of the United States Treasury Department, that all goods unclaimed by the owner or consignee at the expiration of the period allowed by law for the discharge of the vessel in which the same may have been imported, shall be sent by the collector to stores owned or leased by the United States, (of the first-class,) if there be any at the port. If there be no such stores, then said goods shall be deposited in a private bonded warehouse, the collector paying to the proprietor the storage and labor for the time the merchandise remains in the warehouse unclaimed, and charging the same on the goods, if sold, or entered in pursuance of law. The owner or consignee of goods thus sent to the public store, and of which no entry has been made, may, at any time thereafter, within the period provided by law, be allowed the privileges herein granted to bonded merchandise, on making due entry thereof for warehousing.

## CUSTOM-HOUSE REGULATIONS IN REGARD TO PASSENGERS' BAGGAGE.

On the arrival of any steamer from Europe, the collector is required to detail an experienced entry clerk, who, with a similar clerk to be designated by the naval officer, and an assistant appraiser or examiner, to be detailed by the appraisers, shall, together with the inspector on board, examine all the passengers' baggage, appraise the dutiable value of the same, and assess the duty, if any. The duty thus assessed is to be entered by the collector's clerk in a record to be kept of such examination, together with the value, description of the articles, and amount of duty.

This record is to be checked with the initials of the three clerks and inspector, and the amount of duty to be paid collected by the collector's clerk, who is required to deposit his book and the money received with the cashier, as "the entry of passengers' baggage per steamer ———, from ———," which amount of duties and entry is to go into the cashier's daily receipts in the same manner as any other entry of merchandise for consumption. After the examination and collection of duty, if any, the delivery of baggage is to be made to the respective owners by the inspector on board, under the general baggage permit, it being understood that the assignment of clerks above mentioned is made under that permit, to see that it is properly executed; and no baggage, with or without special permit, except when authorized by this Department, is to be delivered without an examination by all these officers.

Should any passenger's baggage contain dutiable articles to the value of over \$500, they are to be sent to the appraiser's store for regular entry and appraisement, as provided by law. This regulation is issued by the Department to prevent any delay to passengers from having small articles in their baggage which may be subject to duty, and does not apply to any articles of merchandise regularly packed, or to sample packages, which must in all cases go to the appraiser's store.

## OF THE AUTHENTICATION OF SHIPS' PAPERS AT BUENOS AYRES.

DEPARTMENT OF STATE, WASHINGTON, JUNE 11, 1855.

The following translation of a decree of the government of Buenos Ayres relating to the authentication of ships' papers, is published for general information:—

[TRANSLATION.]

DEPARTMENT OF THE TREASURY, BUENOS AYRES, JANUARY 31, 1855.

All measures heretofore adopted for compelling captains of vessels sailing from foreign ports where there are consuls of this country to have their papers authenticated by such consuls, having proved ineffectual, and the government desiring to make the conveniences of Commerce harmonize with the obedience which said captains owe to the fiscal regulations which have here been violated with impunity, it has resolved and decreed:—

ART. 1st. The custom houses of the State shall give entry to vessels arriving from ports where there are consular agents of the State, even when they do not bring with them papers authenticated, as they should be, by said agents.

2d. In the case mentioned in the preceding article, the captains of said vessels shall be obliged to pay double the consular fees which they ought to have paid in the port of their departure, which amount shall be received by the collector, he paying one-half into the treasury, and depositing the other half in bank to the credit of the consul to whom it belongs.

3d. This fine of a double fee, established in the preceding article, will begin to be imposed five months after the publication of this decree, the regular consular fees being collected in the meanwhile.

4th. Let this be communicated to those whom it may concern; let it be published and inserted in the *Registro Oficial*.

IRENEO PORTELA.

A true copy—J. W. FUENTE, Chief Clerk.

## EXAMINATION OF DRUGS BY THE CUSTOM-HOUSE AUTHORITIES.

To carry fully into effect the provisions of the act of June 26th, 1848, "to prevent the importation of adulterated and spurious drugs and medicines," collectors of customs will require, in all cases of entry of "drugs, medicines, medicinal preparations, including medical essential oils used wholly or in part as medicine," either for warehouse or consumption, that all the articles named in the entry, and accompanying invoice or invoices, be taken possession of and sent to the appraiser's store, or some convenient warehouse, there to be fully examined and tested by the examiner of drugs in the manner required in said act. A return is required to be made by that officer, and approved by the appraisers, that the goods have been examined and found fit for use as medicine, before the duty accruing on said goods can be received by the collector, or, if the same be warehoused, before they can be withdrawn for transportation or consumption.

If these drugs, &c., form part of an invoice, a separate entry may be made of such portion, and the remainder entered under the usual provisions of law, to avoid the delay required in the examination of the drugs.

Should the drugs, &c., or any part thereof, on examination as provided in the act referred to, be found unfit for use as medicine, the entry of such part, or the whole, if all be so returned, shall be charged to the warehouse form, and the goods be exported from warehouse, or destroyed by the collector, as provided in said act.

## OF PASSENGERS IN VESSELS COMING TO THE CITY OF NEW YORK.

The following act to amend "An act concerning passengers in vessels coming to the city of New York," passed May 5th, 1847, was passed April 13th, 1855, is published in the *Merchants' Magazine* for the information of all parties interested in its provisions:—

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:—*

SECTION 1. The persons hereafter becoming chargeable upon any city, town, or county within this State, for the payment of any expense of whose maintenance and support incurred by any such city, town, or county, it is made the duty of the Commissioners of Emigration to provide by the "Act concerning passengers in vessels coming to the city of New York," passed May 5th, 1847, or any act amendatory thereof, shall be deemed and taken to include all persons otherwise within the description and provisions of such act or acts, who are or shall become the inmates of any almshouse, lunatic asylum, workhouse, hospital, nursery, house of refuge, asylum for juvenile delinquents, house of correction, penitentiary, jail, bridewell, or prison, under commitment, sentence, or conviction, by any officer or officers, court or magistrate, under any law of this State, as vagrants or disorderly persons.

Sec. 2. This act shall take effect immediately.

## OF SEIZURES FOR INFRACTION OF THE REVENUE LAWS.

Collectors of customs are required to report all cases of seizures made for infractions of the revenue laws to the Secretary of the Treasury within three days after such seizures shall have been made, specifying in such report the property seized, for what offense, and how and on what terms it is kept, and a brief statement of the facts and circumstances giving rise to the seizure. This report, it should be distinctly understood, is to be made to the Secretary of the Treasury, and is not to supersede the report now required to be made by collectors to the Solicitor of the Treasury in regard to fines, penalties, forfeitures, and seizures, which will continue to be made as heretofore.

## PORTS OF ENTRY, ETC., ON THE BORDERS OF CANADA.

On the 2d day of July, 1855, FRANKLIN PIERCE, President of the United States of America, issued the following proclamation:—

Whereas the act of Congress of the 28th September, 1850, entitled "An act to create additional collection districts in the State of California, and to change the existing district therein, and to modify the existing collection districts in the United States," extends to merchandise warehoused under bond the privilege of being exported to the British North American Provinces adjoining the United States, in the manner prescribed in the act of Congress of the 3d of March 1845, which designates certain frontier ports through which merchandise can be exported, and further provides "that such other ports, situated on the frontiers of the United States, adjoining the British North American Provinces, as may hereafter be found expedient, may have extended to them the like privileges on the recommendation of the Secretary of the Treasury, and proclamation duly made by the President of the United States, specially designating the ports to which the aforesaid privileges are to be extended:"—

Now, therefore, I, Franklin Pierce, President of the United States of America, in accordance with the recommendation of the Secretary of the Treasury, do hereby declare and proclaim that the ports of Rouse's Point, Cape Vincent, Suspension Bridge, and Dunkirk, in the State of New York; Swanton, Alburg, and Island Pond, in the State of Vermont; Toledo, in the State of Ohio, Chicago, in the State of Illinois; Milwaukee, in the State of Wisconsin; Michilimackinac, in the State of Michigan; Eastport, in the State of Maine; and Pembina, in the Territory of Minnesota, are, and shall be, entitled to all the privileges in regard to the exportation of merchandise in bond to the British North American Provinces adjoining the United States which are extended to the ports enumerated in the 7th section of the act of Congress of the 3d of March, 1845, aforesaid, from and after the date of this proclamation.

## OF THE INSPECTION OF FLOUR, BEEF, AND PORK IN JEFFERSON, LA.

The following act of the Legislature of Louisiana was passed in 1855, and approved March 15th, in the same year:—

AN ACT RELATIVE TO INSPECTION OF FLOUR, BEEF, AND PORK IN THE PARISH OF JEFFERSON.

SECTION 1. *Be it enacted by the Senate and House of Representatives of the State of Louisiana in General Assembly convened,* That it shall be the duty of the Governor to appoint a suitable person to be flour, beef, and pork inspector in and for the parish of Jefferson.

SEC. 2. *Be it further enacted,* That said inspector shall be entitled to the same fees as are now allowed to the inspector of flour, beef, and pork in and for the city of New Orleans.

SEC. 3. *Be it further enacted,* That he shall have and exercise the same rights, privileges, and powers as are conferred by the several laws of this State upon the inspectors of flour, beef, and pork for the city of New Orleans.

SEC. 4. *Be it further enacted,* That all laws contrary to the provisions of this act, and all laws on the same subject matter, except what is contained in the Civil Code and Code of Practice, be repealed.

## CUSTOM-HOUSE APPRAISEMENT OFFICE.

All communications and papers, whether invoices, appraisement orders, damage warrants, or others, passing between the custom-house proper and the appraisers, are required to be transmitted by an officer of the customs or an official messenger; nor shall any importer, agent, or any other person than one in the employment of the customs, be admitted to the appraiser's office without a written permission from, or accompanying a principal appraiser. From the places or rooms in the appraiser's department in which merchandise is examined, under the law regulating appraisements, all persons are required to be excluded except the officers and employees of the customs or appraisers, whose duties under the law and instructions of the Secretary of the Treasury require them to have access to those rooms or places.

## SEA FREIGHT NOT A DUTIABLE CHARGE.

Upon consideration of the tariff act of 1846, as amended by the first section of the act of the 3d of March, 1851, and the several decisions of United States courts upon said acts, it is deemed proper to declare that when goods are shipped from the country of their production, and it shall appear to the collector by the bills of lading, or other satisfactory proof, that they were intended for importation into the United States, whether by direct or indirect voyage, by sea, through ports of another country, by one or more shipments, no part of the said freight from the country of their production to the United States shall be added to the value of the said goods to make up the dutiable value. If the practice at any port has been different, the collector at such port will make known this decision to the appraisers, in order that their practice shall hereafter conform to the above construction. Collectors will, also, on application of the parties, examine the cases of this class in which freight has been added to the dutiable value, and duties thereon have been paid under protest, and report the facts in each case, and the amount of the excess of duty paid, in order that the department may take the necessary action for the return of the excess.

## COMMERCIAL STATISTICS.

## SHIP-BUILDING IN PHILADELPHIA.

From a lengthy history of ship-building in 1854, giving the names, tonnage, and builder of each vessel, the following summary is compiled:—

|                              | —LAUNCHED.— |          | —ON STOCKS.— |          |
|------------------------------|-------------|----------|--------------|----------|
|                              | Vessels.    | Tonnage. | Vessels.     | Tonnage. |
| T. Bireley . . . . .         | 13          | 1,429    | 2            | 500      |
| Vaughan & Linn . . . . .     | 1           | 1,500    | 1            | 1,200    |
| William Cramp . . . . .      | 4           | 2,495    | 2            | 2,919    |
| Hillman & Streaker . . . . . | 5           | 534      | .            | ....     |
| Bireley & Linn . . . . .     | 4           | 728      | .            | ....     |
| John K. Hammitt . . . . .    | 1           | 240      | .            | ....     |
| M. Vandusen . . . . .        | 1           | 120      | 1            | 120      |
| Reaney, Neafe & Co. . . . .  | 2           | 253      | 1            | 246      |
| Stewart & Walters . . . . .  | 4           | 1,060    | 2            | 455      |
| Total . . . . .              | 35          | 8,357    | 9            | 5,440    |

## COMMERCE WITH CUBA.

The increase of the trade of the United States with the port of Havana over that of all other nations, notwithstanding the bad feeling that has existed between the two countries, is truly wonderful. The *Havana Mercantile Report*, of the 7th of August, gives a statement of the number of vessels, their tonnage, and the nations to which they belong, which entered the port of Havana during the first six months of the ten years last past. The increase in the total tonnage for the first six months of the year, from 1846 to 1855, is a trifle more than 100 per cent. While the American tonnage has increased more than 200 per cent, the Spanish and British is nearly stationary. For the first six months in 1846, the American tonnage employed in this trade was 71,722; the Spanish, 55,528; and the British, 32,969. The total number of vessels which entered that port during the six months ending July 1st, 1855, was 1,080, of a tonnage of 364,933; and of these, 570, of a tonnage of 231,484 were American,

58,338 Spanish, and 32,165 British. The French tonnage has increased from 1,761, in the first six months of 1846, to 8,269, for the same period of 1854, and 23,233, more than two-thirds of the British, in 1855. In the tonnage of other nations—Belgian, Dutch, Danish, Bremen, Hamburg, and others—there has been no material increase.

We give in this connection a statement of the exports of sugar from Havana and Matanzas, in each of the last five years, as follows:—

EXPORTS OF SUGAR IN BOXES FROM HAVANA AND MATANZAS.

|                         | 1851.   | 1852.   | 1853.   | 1854.   | 1855.   |
|-------------------------|---------|---------|---------|---------|---------|
| United States .....     | 230,720 | 249,248 | 149,574 | 154,386 | 197,179 |
| Great Britain.....      | 32,702  | 9,655   | 14,358  | 67,410  | 42,053  |
| Cowes and a Market..... | 231,652 | 150,090 | 225,513 | 274,372 | 213,230 |
| Baltic.....             | 101,654 | 35,617  | 39,885  | 15,486  | 28,968  |
| Hamburg and Bremen..... | 20,969  | 32,529  | 15,171  | 44,277  | 33,683  |
| Holland .....           | 6,974   | 11,156  | 3,826   | 7,930   | 10,992  |
| Belgium.....            | 15,009  | 22,451  | 11,626  | 24,903  | 21,317  |
| Spain .....             | 72,312  | 102,729 | 81,750  | 81,380  | 196,348 |
| France .....            | 25,882  | 43,077  | 50,650  | 67,580  | 118,803 |
| Trieste and Venice..... | 14,068  | 32,030  | 29,682  | 41,866  | 19,785  |
| Leghorn and Genoa ..... | 5,213   | 2,500   | 7,507   | 3,428   | 5,563   |
| Other parts.....        | 10,285  | 7,420   | 5,839   | 4,737   | 15,256  |
| Total.....              | 767,440 | 698,502 | 635,361 | 787,755 | 903,177 |

COMMERCE OF BRITISH, IRISH, AND SCOTCH PORTS.

The proportionate trade of the various ports of England, according to the London *Sun*, is not generally known, and the comparison is in some respects curious. If tonnage were to decide the question, London would stand above Liverpool; but when exports are brought under notice, the latter stands almost doubly as high as the former. The tonnage inwards, and the declared value of British and Irish exports in 1854 were as follows:—

|                | Tonnage.  | Exports.    |               | Tonnage. | Exports.  |
|----------------|-----------|-------------|---------------|----------|-----------|
| London .....   | 2,667,823 | £22,330,372 | Leith.....    | 135,586  | £527,697  |
| Liverpool..... | 2,190,404 | 46,719,177  | Glasgow.....  | 125,481  | 4,905,557 |
| Hull.....      | 504,318   | 10,003,122  | Greenock..... | 144,152  | 554,508   |
| Bristol.....   | 162,538   | 751,718     | Dublin.....   | 71,602   | 41,474    |
| Newcastle..... | 441,193   | 1,521,551   | Cork.....     | 87,323   | 148,096   |
| Southampton..  | 262,276   | 2,334,141   | Belfast.....  | 53,837   | 28,755    |

The extraordinary amount in favor of Liverpool must arise mainly from its proximity to the textile manufacturing districts, and the great trade with the United States.

IMPORTATION OF GUANO INTO GREAT BRITAIN.

The imports into Great Britain of guano, as far as can be ascertained from official documents, since the commencement of the trade in 1841, have been as follows:—

| Years.     | Tons.   | Years.    | Tons.     |
|------------|---------|-----------|-----------|
| 1841.....  | 2,881   | 1848..... | 71,415    |
| 1842.....  | 20,398  | 1849..... | 83,488    |
| 1843.....  | 3,002   | 1850..... | 116,926   |
| 1844.....  | 104,251 | 1851..... | 243,014   |
| 1845.....  | 283,300 | 1852..... | 129,889   |
| 1846.....  | 89,220  | 1853..... | 123,166   |
| 1847.....  | 82,392  | 1854..... | 201,623   |
| Total..... |         |           | 1,554,915 |

The imports for 1854 embrace only eleven months.

## NAVIGATION AT SAN FRANCISCO.

STATEMENT OF THE TONNAGE ARRIVING AT THE PORT OF SAN FRANCISCO, FOR THE FIRST SIX MONTHS OF 1855, COMPARED WITH A CORRESPONDING PERIOD OF 1854:—

|                             | 1855.    |         | 1854.    |         |
|-----------------------------|----------|---------|----------|---------|
|                             | Vessels. | Tons.   | Vessels. | Tons.   |
| Eastern domestic ports..... | 76       | 81,455  | 97       | 90,530  |
| Pacific domestic ports..... | 470      | 96,783  | 48       | 24,614  |
| Great Britain.....          | 19       | 9,362   | 29       | 17,737  |
| Continent of Europe.....    | 16       | 6,072   | 12       | 5,551   |
| Vancouver's Island.....     | 7        | 1,552   | 12       | 2,196   |
| Russian possessions.....    | 4        | 1,696   | 3        | 1,013   |
| Chili.....                  | 10       | 4,028   | 26       | 11,147  |
| Peru.....                   | 2        | 248     | 3        | 425     |
| Mexico.....                 | 10       | 1,459   | 14       | 2,318   |
| Sandwich Islands.....       | 29       | 6,301   | 20       | 3,071   |
| Other Pacific isles.....    | 13       | 1,766   | 11       | 1,842   |
| Panama.....                 | 12       | 22,805  | 19       | 26,920  |
| Central America.....        | 16       | 15,907  | 13       | 15,891  |
| Río de Janeiro.....         | 3        | 1,560   | 2        | 466     |
| China.....                  | 20       | 8,728   | 30       | 16,550  |
| Australia.....              | 12       | 3,281   | 13       | 5,111   |
| Whaling voyages.....        | 4        | 742     | ..       | .....   |
| Other ports.....            | 8        | 2,415   | 6        | 1,311   |
| Total.....                  | 731      | 266,160 | 358      | 226,674 |

## THE BRITISH FISHERIES.

The report of the commissioners for the British fisheries for the year 1854 is just out. The herring fishery of 1854 presents a few features calling for remark. The gross catch during the year amounted to 746,351½ barrels, being—from various adverse circumstances—less by 168,449½ barrels than the catch of 1853, which was a most remarkable one. The quantity of herrings cured in 1854 was 636,562½ barrels, and the quantity branded, 211,844 barrels. The proportion of the quantity branded to the quantity cured was higher than in 1853, indicating improved and more careful curing; and the quantity exported actually exceeded in 1854 what had been known in any previous year, having amounted to 361,696½ barrels, or 19,066 more than the export of 1853. The increase of export indicates a growing confidence in the superiority of Scotch-cured herrings. The demand was steady throughout the year, at high prices, in the face of the Russian war.

The returns of the cod and ling fisheries indicate an increase; the gross produce was 167,762½ cwt. and 6,166½ barrels, being an increase of 900½ cwt. and 1,044 barrels over the cure and produce of 1853.

The fishings thus reported on were fortunately accompanied with few fatal accidents to the men employed; but those that did occur show the necessity of forming places of refuge on different parts of the coast for fishing boats only, which might be done if Parliament would vote a more liberal sum than the £3,000 at present voted for the erection of harbors. The improvement in the habits and characters of the fishers is discernible, but slow. Many difficulties have been experienced by the Board in administering the act against trawling.

In 1854, 10,891 boats, manned by 40,359 fishermen and boys, were employed in the shore curing department of the fisheries, and the total number of persons engaged in the fisheries reported on was 67,884, being a decrease on 1853 of 83 boats, 686 fishermen, and 2,796 persons in the total number employed. The tonnage employed in carrying salt amounted to 32,649 tons, and the number of hands to 2,404. The tonnage employed in exporting amounted to 42,954 tons, and the number of hands to

3,499. The tonnage of fishing-boats was 72,414; the number of square yards of netting employed in the fisheries, 77,210,571; the number of yards of linen, 30,519,664; and total value of boats, nets, and lines, £587,420.

#### PRICES OF FLOUR IN PHILADELPHIA FOR SIXTY YEARS.

The following table shows the average prices of flour in the Philadelphia market in June of each year from 1795 to 1855, inclusive:—

|           |         |           |        |           |        |
|-----------|---------|-----------|--------|-----------|--------|
| 1855..... | \$10 12 | 1835..... | \$6 25 | 1815..... | \$8 75 |
| 1854..... | 8 72    | 1834..... | 5 50   | 1814..... | 6 75   |
| 1853..... | 4 62    | 1833..... | 5 62   | 1813..... | 8 25   |
| 1852..... | 4 20    | 1832..... | 6 00   | 1812..... | 8 50   |
| 1851..... | 4 25    | 1831..... | 5 50   | 1811..... | 10 12  |
| 1850..... | 5 27    | 1830..... | 4 62   | 1810..... | 9 00   |
| 1849..... | 4 55    | 1829..... | 6 62   | 1809..... | 6 25   |
| 1848..... | 5 44    | 1828..... | 4 50   | 1808..... | 5 00   |
| 1847..... | 8 25    | 1827..... | 5 00   | 1807..... | 7 25   |
| 1846..... | 3 91    | 1826..... | 4 37   | 1806..... | 8 00   |
| 1845..... | 4 25    | 1825..... | 5 25   | 1805..... | 11 00  |
| 1844..... | 4 10    | 1824..... | 5 87   | 1804..... | 7 00   |
| 1843..... | 5 00    | 1823..... | 7 50   | 1803..... | 6 25   |
| 1842..... | 5 50    | 1822..... | 6 87   | 1802..... | 7 00   |
| 1841..... | 5 00    | 1821..... | 4 00   | 1801..... | 11 50  |
| 1840..... | 4 75    | 1820..... | 4 75   | 1800..... | 10 00  |
| 1839..... | 6 25    | 1819..... | 6 00   | 1799..... | 9 50   |
| 1838..... | 7 62    | 1818..... | 10 25  | 1798..... | 6 75   |
| 1837..... | 9 18    | 1817..... | 11 25  | 1797..... | 8 50   |
| 1836..... | 6 81    | 1816..... | 9 00   | 1796..... | 12 50  |

#### COMMERCE OF KERTCH.

The distance from Yenikale to Kertch is about nine miles, across a verdant plain Kertch is completely built of stone, and the houses are handsome. It contains a population of about ten thousand souls. It was a place only of slight importance when it was ceded by the Porte to Russia in 1774, but it soon after recovered its original splendor, to the detriment of Theodosia, the ancient Kaffa. All the Commerce carried on at Theodosia was removed by the Russian government to Kertch, where all vessels bound to the Sea of Azoff were compelled to undergo a quarantine of four days. The larger vessels had their cargoes brought to them in lighters from Taganrog or from Rostof; but those of lighter draught of water crossed the bar and loaded at Taganrog. On their return they were obliged to transfer half their cargoes at Yenikale into lighters, and to reship it at Kertch, after having passed over the shallows. Notwithstanding these difficulties, the Commerce of Kertch and of the Sea of Azoff rapidly increased, and in 1851 not fewer than 1,000 vessels entered the Sea of Azoff.

#### EXPORT OF PORTER FROM DUBLIN.

The Dublin *Freeman's Journal* has compiled, with a considerable amount of labor, the following statement of the total export of Porter for twelve months, from the 6th of May, 1854, to the 4th of May, 1855:—

|                              |              |                        |           |
|------------------------------|--------------|------------------------|-----------|
| Arthur Guinness, Sons & Co.. | Hhds. 42,366 | N. Caffrey & Sons..... | Hhds. 839 |
| Robert Manders & Co.....     | 19,058       | Edward Smithwick.....  | 300       |
| Joseph Watkins & Co. ....    | 6,652        | Jameson, Pim & Co..... | 667       |
| John D'Arcy & Son.....       | 5,018        | Lynch & Co.....        | 169       |
| P. & J. Sweetman.....        | 4,919        | W. Cairns.....         | 128       |
| Brenan, Price & Co.....      | 4,418        | Woolsey & Co.....      | 63        |
| Findlater & Co.....          | 2,808        |                        |           |
|                              |              |                        | 87,905    |

BRIMSTONE TRADE OF SICILY.

The export of brimstone from Sicily to Europe and the United States in 1853 and 1854 is given in the following table:—

|                      | 1853.         |              |           | 1854.         |              |           |
|----------------------|---------------|--------------|-----------|---------------|--------------|-----------|
|                      | Jan. to June. | July to Dec. | Total.    | Jan. to June. | July to Dec. | Total.    |
| England.....cantars  | 336,522       | 227,272      | 563,794   | 676,094       | 219,215      | 895,309   |
| North France .....   | 75,833        | 82,282       | 158,115   | 90,977        | 61,370       | 152,347   |
| South France .....   | 176,193       | 76,308       | 252,501   | 95,095        | 67,158       | 162,253   |
| Rest of Europe ..... | 104,712       | 131,858      | 236,670   | 225,319       | 70,507       | 295,826   |
| United States.....   | 25,604        | 10,273       | 35,877    | 50,403        | 34,205       | 84,608    |
| Total .....          | 718,864       | 527,993      | 1,246,857 | 1,137,888     | 452,455      | 1,590,343 |

SUGAR, COFFEE, AND INDIGO IN JAVA.

THE FOLLOWING ARE THE ESTIMATED CROPS OF JAVA FOR THE LAST YEAR:—

|              | Private account. | Government. | Total 1854. | Total 1853. |
|--------------|------------------|-------------|-------------|-------------|
| Coffee ..... | 84,800           | 993,000     | 1,077,800   | 748,296     |
| Sugar .....  | 775,000          | 860,000     | 1,635,000   | 1,683,000   |
| Indigo ..... | 328,400          | 632,700     | 961,100     | 937,000     |

RAILROAD, CANAL, AND STEAMBOAT STATISTICS.

TAXABLE VALUE OF RAILROADS IN OHIO.

TABULAR STATEMENT EXHIBITING THE TAXABLE VALUATION AT WHICH THE PROPERTY OF THE RAILROAD COMPANIES OF OHIO WAS ENTERED ON THE DUPLICATE OF 1854, TOGETHER WITH THE AMOUNT OF TAXES CHARGED THEREON, IN THE SEVERAL COUNTIES IN WHICH RAILROADS ARE LOCATED, DISTINGUISHING BETWEEN THE TAXES FOR STATE PURPOSES AND THOSE ASSESSED UNDER A LEVY BY TOWN, CITY, OR COUNTY AUTHORITY.

| Counties.     | Total taxable valuation. | State taxes. | City, town, and borough tax. | Taxes for county, township, road, bridge, poor, &c. | Total taxes. |
|---------------|--------------------------|--------------|------------------------------|-----------------------------------------------------|--------------|
| Allen.....    | \$179,711                | \$637 97 4   | \$5 36 2                     | \$1,548 74 7                                        | \$2,192 08 3 |
| Ashland...    | 103,815                  | 368 54 3     | 58 4                         | 569 23 0                                            | 938 35 7     |
| Ashtabula..   | 361,894                  | 1,284 72 4   | 20 33 9                      | 1,818 96 9                                          | 3,124 03 2   |
| Athens ...    | 9,887                    | 35 09 8      | 48 6                         | 80 61 7                                             | 116 20 1     |
| Belmont ...   | 75,229                   | 267 06 3     | .....                        | 366 36 1                                            | 633 42 4     |
| Butler.....   | 475,255                  | 1,687 15 5   | 145 56 7                     | 1,142 74 8                                          | 2,975 47 0   |
| Carroll* ...  | 64,737                   | 229 81 6     | 9 4                          | 176 59 0                                            | 406 50 0     |
| Champaign..   | 339,984                  | 1,206 94 3   | 60 00 0                      | 1,227 06 2                                          | 2,494 00 5   |
| Clark .....   | 541,719                  | 1,923 10 2*  | 751 71 2                     | 1,845 15 5                                          | 4,519 96 9   |
| Clermont...   | 76,346                   | 271 02 8     | 49 54 8                      | 288 97 7                                            | 609 55 3     |
| Clinton* ...  | 252,211                  | 895 34 9     | 17 16 2                      | 992 49 3                                            | 1,905 00 3   |
| Columbiana.   | 596,306                  | 2,116 88 6   | 123 61 5                     | 2,041 32 6                                          | 4,281 82 7   |
| Coshocton..   | 51,800                   | 183 89 0     | .....                        | 300 31 0                                            | 484 20 0     |
| Crawford...   | 388,632                  | 1,202 14 3   | 126 52 1                     | 2,104 49 9                                          | 3,433 16 3   |
| Cuyahoga..    | 1,456,818                | 5,171 70 4   | 8,007 58 3                   | 5,166 61 9                                          | 18,345 90 6  |
| Darke .....   | 341,399                  | 1,211 96 6   | 46 20 0                      | 1,781 87 7                                          | 3,040 03 3   |
| Defiance ...  | 12,012                   | 42 64 2      | 8 83 7                       | 119 58 7                                            | 171 06 6     |
| Delaware ..   | 371,535                  | 1,318 94 5   | 81 51 0                      | 3,089 15 0                                          | 4,489 60 5   |
| Erie .....    | 745,227                  | 2,645 55 6   | 783 97 2                     | 4,443 61 0                                          | 7,873 13 8   |
| Fairfield* .. | 103,522                  | 367 50 3     | 14 96 4                      | 383 84 0                                            | 760 30 7     |
| Fayette....   | 70,991                   | 252 01 8     | 17 41 1                      | 351 44 8                                            | 628 87 7     |
| Franklin ...  | 837,112                  | 2,971 74 7   | 401 95 6                     | 2,464 43 3                                          | 5,839 13 6   |
| Fulton.....   | 46,873                   | 166 39 9     | .....                        | 752 93 4                                            | 913 33 3     |
| Geauga.....   | 500                      | 1 77 5       | 2 4                          | 1 60 6                                              | 3 40 5       |

Railroad, Canal, and Steamboat Statistics.

| Counties.    | Total taxable valuation. | State taxes. | City, town, and borough tax. | Taxes of county, township, road, bridge, poor, &c. | Total taxes. |
|--------------|--------------------------|--------------|------------------------------|----------------------------------------------------|--------------|
| Greene.....  | \$483,350                | \$1,715 89 2 | \$481 90 4                   | \$1,470 68 7                                       | \$3,688 48 3 |
| Guernsey ..  | 201,508                  | 715 35 3     | 54 19 3                      | 784 94 4                                           | 1,554 49 0   |
| Hamilton ..  | 1,500,965                | 5,328 42 6   | 3,667 11 0                   | 12,456 78 1                                        | 21,452 31 7  |
| Hancock....  | 35,313                   | 125 36 1     | 11 61 5                      | 145 64 8                                           | 282 62 4     |
| Hardin ....  | 399,399                  | 1,417 86 6   | 22 05 0                      | 2,423 72 0                                         | 3,863 63 6   |
| Harrison.... | 255,368                  | 906 55 6     | .....                        | 1,116 00 1                                         | 2,022 55 7   |
| Henry.....   | 19,188                   | 68 12 5      | .....                        | 173 22 3                                           | 241 34 3     |
| Highland...  | 42,160                   | 149 66 8     | .....                        | 160 45 4                                           | 310 12 2     |
| Hocking....  | 11,580                   | 41 10 9      | .....                        | 34 74 0                                            | 75 84 9      |
| Holmes.....  | 170,553                  | 605 46 4     | 6 94 6                       | 1,023 22 8                                         | 1,635 63 8   |
| Huron.....   | 825,082                  | 2,929 04 1   | 151 45 5                     | 4,576 43 7                                         | 7,656 93 3   |
| Jackson....  | 148,472                  | 527 07 6     | .....                        | 837 12 2                                           | 1,364 19 8   |
| Jefferson... | 386,854                  | 1,373 33 2   | 96 69 0                      | 1,666 31 4                                         | 3,136 33 6   |
| Knox*.....   | 195,954                  | 695 63 6     | 21 83 8                      | 767 85 6                                           | 1,485 38 0   |
| Lake.....    | 381,382                  | 1,353 90 6   | 73 10 8                      | 1,689 57 5                                         | 3,116 58 9   |
| Lawrence...  | 82,423                   | 292 61 1     | 122 87 0                     | 367 88 6                                           | 783 35 7     |
| Licking*...  | 648,754                  | 2,303 07 6   | 185 86 4                     | 2,444 75 2                                         | 4,933 69 2   |
| Logan.....   | 482,974                  | 1,714 55 7   | 667 99 8                     | 1,677 26 4                                         | 4,069 81 9   |
| Lorain.....  | 870,252                  | 3,089 39 4   | 78 38 0                      | 4,226 84 1                                         | 7,394 61 5   |
| Lucas ....   | 504,420                  | 1,790 69 1   | 1,142 05 0                   | 5,956 40 6                                         | 8,889 14 7   |
| Madison* ..  | 298,758                  | 1,060 59 0   | 33 00 0                      | 1,072 78 2                                         | 2,166 37 2   |
| Mahoning...  | 125,929                  | 447 04 7     | 2 19 1                       | 569 18 0                                           | 1,018 41 8   |
| Marion....   | 268,987                  | 954 90 5     | 24 64 0                      | 988 63 8                                           | 1,968 18 3   |
| Mercer.....  | 12,000                   | 42 60 0      | .....                        | 56 40 0                                            | 99 00 0      |
| Miami.....   | 219,736                  | 780 06 2     | 76 59 0                      | 1,296 54 2                                         | 2,153 19 4   |
| Montgomery   | 787,230                  | 2,794 66 6   | 1,817 67 6                   | 1,990 41 3                                         | 6,602 75 5   |
| Morow.....   | 318,626                  | 1,131 11 8   | .....                        | 1,168 85 5                                         | 2,289 97 3   |
| Muskingum.   | 510,798                  | 1,813 33 3   | 500 72 5                     | 1,769 41 2                                         | 4,083 47 0   |
| Ottawa....   | 268,320                  | 952 53 6     | 11 79 0                      | 1,979 77 5                                         | 2,944 10 1   |
| Paulding...  | 1,530                    | 5 42 2       | .....                        | 23 27 8                                            | 28 71 0      |
| Perry.....   | 34,510                   | 122 51 0     | .....                        | 122 89 4                                           | 245 40 4     |
| Pickaway...  | 97,159                   | 344 91 4     | 49 81 8                      | 332 65 0                                           | 727 38 2     |
| Portage....  | 209,150                  | 742 48 2     | 81 85 6                      | 1,014 02 4                                         | 1,838 36 2   |
| Preble*...   | 420,720                  | 1,493 55 6   | .....                        | 1,621 94 9                                         | 3,115 50 5   |
| Putnam....   | 1,350                    | 4 79 2       | .....                        | 9 72 0                                             | 14 51 2      |
| Richland...  | 793,050                  | 2,815 32 7   | 348 51 1                     | 2,738 61 0                                         | 5,902 44 8   |
| Ross .....   | 317,545                  | 1,127 28 5   | 37 80 0                      | 1,322 45 8                                         | 2,487 54 3   |
| Sandusky...  | 606,178                  | 2,151 93 2   | 362 41 4                     | 4,346 37 5                                         | 6,860 72 1   |
| Scioto.....  | 187,725                  | 666 42 4     | 68 01 7                      | 527 29 9                                           | 1,261 74 0   |
| Seneca ....  | 202,144                  | 717 61 1     | 73 77 7                      | 875 13 7                                           | 1,666 52 5   |
| Shelby ....  | 198,624                  | 705 11 5     | 9 10 3                       | 1,283 30 6                                         | 1,997 52 4   |
| Stark.....   | 497,410                  | 1,765 80 5   | 14 81 3                      | 1,852 66 6                                         | 3,633 28 4   |
| Summit....   | 375,777                  | 1,334 01 8   | 364 75 9                     | 1,346 16 3                                         | 3,044 93 0   |
| Trumbull ..  | 6,200                    | 22 01 0      | 1 00 0                       | 27 86 0                                            | 50 87 0      |
| Tuscarawas.  | 304,023                  | 1,079 28 2   | .....                        | 1,504 47 8                                         | 2,583 76 0   |
| Union .....  | 183,971                  | 653 09 9     | 7 99 6                       | 888 36 7                                           | 1,549 46 2   |
| Vanwert...   | 26,057                   | 92 50 2      | 6 07 5                       | 277 26 8                                           | 375 84 5     |
| Vinton.....  | 17,002                   | 60 35 7      | 92 5                         | 105 39 6                                           | 166 67 8     |
| Warren ....  | 450,612                  | 1,599 67 2   | .....                        | 1,896 31 5                                         | 3,495 98 7   |
| Washington.  | 27,461                   | 97 48 7      | 22 83 1                      | 123 66 0                                           | 243 97 8     |
| Wayne.....   | 557,345                  | 1,978 57 5   | 58 34 0                      | 1,696 92 5                                         | 3,733 84 0   |
| Williams...  | 7,463                    | 26 49 4      | .....                        | 55 97 0                                            | 82 46 4      |
| Wood .....   | 149,561                  | 530 94 1     | 159 00 0                     | 2,182 47 3                                         | 2,872 41 4   |
| Wyandot...   | 296,458                  | 1,052 42 6   | .....                        | 1,655 63 2                                         | 2,708 05 8   |

Total, 1854. \$23,878,877 \$84,770 01 4 \$21,581 21 5 \$115,770 90 2 \$222,122 13 1  
 Total, 1853. 17,591,893 89,718 63 5 12,804 12 3 100,225 94 6 202,748 70 4

In the counties marked thus (\*) the penalty of 50 per cent is included in the taxable valuation.

FREIGHT OVER THE PENNSYLVANIA RAILROAD.

We compile, from the official statement, the entire tonnage of the Pennsylvania Railroad for 1853 and 1854. We take the total of each class of freight, from first to fourth, both inclusive. The tonnage is given in pounds:—

COMPARATIVE STATEMENT OF THE PENNSYLVANIA RAILROAD TONNAGE FOR 1853 AND 1854.

|                         | Sent from Philadelphia to Pittsburgh. |            | Received at Philadelphia from Pittsburgh. |            |
|-------------------------|---------------------------------------|------------|-------------------------------------------|------------|
|                         | 1854.                                 | 1853.      | 1854.                                     | 1853.      |
| Total first class ..... | 45,932,640                            | 43,044,035 | 3,437,566                                 | 2,258,401  |
| second .....            | 22,977,912                            | 17,036,824 | 11,087,560                                | 8,984,118  |
| third .....             | 3,667,662                             | 6,315,885  | 21,101,630                                | 9,280,954  |
| fourth.....             | 17,657,124                            | 2,207,773  | 72,025,149                                | 57,151,131 |
| During year.....        | 89,935,338                            | 77,674,604 | 107,651,905                               | 77,674,604 |

  

|                        | Sent from Philadelphia to way stations. |            | Received at Philadelphia from way stations. |            |
|------------------------|-----------------------------------------|------------|---------------------------------------------|------------|
|                        | 1854.                                   | 1853.      | 1854.                                       | 1853.      |
| Total first class..... | 5,897,800                               | 4,650,423  | 2,016,397                                   | 2,049,436  |
| second.....            | 8,707,412                               | 9,333,668  | 4,710,706                                   | 1,971,958  |
| third.....             | 5,934,798                               | 3,844,904  | 3,526,209                                   | 6,041,400  |
| fourth.....            | 6,092,008                               | 3,476,290  | 85,679,884                                  | 7,530,264  |
| During year.....       | 26,632,018                              | 21,305,285 | 95,933,153                                  | 37,593,168 |

The increase over 1853, it will be perceived, is enormous—the freight sent from Philadelphia to Pittsburgh showing an increase of 12,260,734 pounds; to way stations an increase of 4,926,733 pounds; from Pittsburgh to Philadelphia 29,977,301 pounds; and from way stations 58,339,998 pounds—total increase, 107,504,766 pounds. The tonnage between the different way stations exhibits an increase of 73,422,579 pounds—making a grand total of 180,927,345 pounds freight more carried on the road in 1854 than in 1853.

EARNINGS OF RAILROADS IN 1854 AND 1855.

The following is a comparison of the earnings of some twenty different railways for the first six months of the years 1854 and 1855:—

|                                          | 1855.     | 1854.     |               |
|------------------------------------------|-----------|-----------|---------------|
| Bellefontaine and Indiana.....           | \$134,423 | \$111,214 | Inc. \$23,209 |
| Baltimore and Ohio .....                 | 1,886,307 | 1,922,799 | Dec. 36,492   |
| Baltimore and Ohio Washington Branch...  | 219,519   | 181,983   | Inc. 37,536   |
| Chicago and Rock Island .....            | 579,003   | 552,636   | Inc. 26,367   |
| Cleveland and Pittsburgh.....            | 236,275   | 226,621   | Inc. 9,654    |
| Cleveland and Toledo.....                | 442,768   | 333,983   | Inc. 108,785  |
| New York and Erie.....                   | 2,645,350 | 2,571,153 | Inc. 74,197   |
| Galena and Chicago.....                  | 898,398   | 526,015   | Inc. 372,382  |
| Hudson River.....                        | 954,562   | 928,072   | Inc. 26,490   |
| Illinois Central .....                   | 516,900   | New.      | .....         |
| Indianapolis and Cincinnati .....        | 176,433   | 119,865   | Inc. 56,568   |
| Michigan Central .....                   | 1,278,689 | 860,788   | Inc. 417,901  |
| Michigan Southern & Northern Indiana ... | 1,184,430 | 944,202   | Inc. 240,228  |
| Milwaukee and Mississippi .....          | 255,919   | 125,425   | Inc. 80,494   |
| Macon and Western .....                  | 153,255   | 165,077   | Dec. 11,822   |
| New York and Harlem.....                 | 502,619   | 452,876   | Inc. 49,743   |
| New York Central .....                   | 3,067,528 | 2,569,058 | Inc. 498,470  |
| Norwich and Worcester .....              | 135,370   | 150,530   | Dec. 15,160   |
| Ohio and Pennsylvania .....              | 577,575   | 445,359   | Inc. 132,216  |
| Pacific (Missouri).....                  | 76,864    | .....     | .....         |
| Stonington .....                         | 122,366   | 128,614   | Dec. 6,248    |

With few exceptions, it will be seen, there has been a considerable increase as compared with last year.

**THE CONTRACT SYSTEM ON THE NEW YORK CANALS.**

During the past winter WILLIAM J. McALPINE, Esq., late State engineer, and other associates, made a proposition to the Senate to keep the canals of the State in repair for \$700,000 per annum, \$432,000 less than the cost of repairs for the previous year. This general proposition was not accepted, but a partial trial of the system has been made on section No. 1 of the Erie Canal. This section, eighteen miles long, has now been under trial since the opening of the canal this season, under responsible contractors, and has been found to operate in the most satisfactory manner. The repairing for this section during each of the previous three years cost \$100,000, and the contract was taken to keep it in repair for five years for \$43,000 per annum—saving to the State \$57,000 each year. This section has been kept in better condition, and boats have experienced less delay and trouble in passing the locks than during any former year.

The following is an extract from a recent report of the State Canal Board on the contract system, and shows what its members think of it:—

“The continually-increasing cost of the canal repairs admonishes us that this lavish expenditure must be arrested, and greater economy exercised in their management, or their revenues will be soon entirely swept away.

“The results of the experiment of letting the repairs by contract are thus far of the most encouraging character, and affords strong grounds of hope and belief that it will ultimately be found to be the only system under which the canals of our State can be made productive of revenue.”

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**KINGSWOOD TUNNEL OF THE BALTIMORE AND OHIO RAILROAD.**

This tunnel is 4,100 feet in length, cut through slate rock, the excavation being 28 feet in width, to accommodate two tracks. The side walls are of solid masonry, laid in cement, and extend ten feet above the tracks. About 3,000 feet of the tunnel will require arching. For more than 2,000 feet the side walls are now completed, and are being rapidly extended for the remaining 1,000 feet. The arch is to be composed of brick for the greater portion, and of iron for some 1,300 feet. The iron arching is already nearly completed, about 1,000 feet having been placed in the weakest and most troublesome parts of the work. The greater portion of the weak section of the tunnel which had been interrupting the business of the road during the month of July is embraced in this, and is now permanently secured. The iron castings which form the arch are in two pieces, each three feet wide, and strengthened by broad latitudinal ribs. Each piece weighs one ton, making some 900 tons of iron in the 1,300 feet. This forms a very substantial as well as a novel ceiling.

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**MERCHANDISE IN BOND TO PASS ON THE GREAT WESTERN RAILROAD.**

The Washington *Union* states, on the authority of the Treasury Department, that merchandise in bond may be allowed to pass over the Great Western Railroad, from the port of withdrawal to its port of destination in the United States, through that part of Canada between Niagara and Detroit, only in United States bonded cars, constructed and secured in the manner hereinafter prescribed; the cars to be locked on their departure from the port of withdrawal, the collector at that port retaining one key, and unlocked only at the port of destination, the collector of the latter being provided with another key. The conductors appointed as inspectors of the revenue by the collectors at Detroit and Niagara, under the authority heretofore given by this Department, to take charge of baggage and freight cars in transit over the Canadian section of the route from one port to another in the United States, will have also the

charge of the United States bonded cars, and will be required to see that the locks and fastenings remain undisturbed, and will be provided with a manifest, as required in other cases of transportation in bond, to be delivered to the collector at the port of destination, and on which they will duly certify that the bonded cars have not been opened, nor any access to their contents had on the route.

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## JOURNAL OF INSURANCE.

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### LAW OF INSURANCE COMPANIES IN NEW HAMPSHIRE.

The following act in relation to insurance companies in the State of New Hampshire was passed at the last session of the Legislature of that State, and approved by the Governor July 11th, 1855. It takes effect from and after its passage, and is of course now in force:—

#### AN ACT IN RELATION TO INSURANCE COMPANIES.

SECTION 1. *Be it enacted, &c.*, That the directors of any insurance company incorporated by the laws of this State may appoint such agent or agents for the purpose of taking applications for insurance, as they may from time to time deem expedient, under the following limitations and directions:—

SEC. 2. Such directors before appointing any such agent or agents, shall fix and limit the fees to be paid to him or them by the applicants for the taking of applications, and the cash premium to be paid by the applicant for insurance and in pay for the policy; and every policy issued upon an application shall state the fees for the application, amount for the policy, and cash premium that should, by the rules so fixed by the directors, be paid prior to, or on receipt of such policy.

SEC. 3. The directors shall, upon appointing any agent or agents, prescribe to him or them the town or towns in which he may take applications, and shall specify the same in the commission issued to him, and no agent shall be permitted to take any application except in the town or towns named in his commission, nor shall any company appoint more than two agents in a county to take applications other than in the town in which the agent resides.

SEC. 4. Every agent appointed by any board of directors under the provisions of this act shall, before taking any application, give a bond to the company, with good and sufficient sureties to the satisfaction of the directors, conditioned for the payment of all premiums due from the agent to the company, and to repay upon demand any further or larger fees received by him than the rules of said directors prescribe; and such bond may be sued in the name of such company for the benefit of any person from whom any money has been taken contrary to said rules, and if any company shall neglect to take such bond from any agent, said company shall be directly liable to the person from whom such agent shall take any money contrary to said rules, and the form of action in such cases may be assumpsit for money had and received, or a special action on the case, at the election of the party.

SEC. 5. Any corporation or individual that shall violate any of the provisions of this act shall, for each offense, in addition to the liabilities before specified, be subject to a fine of not less than \$50 nor more than \$200.

SEC. 6. No policy issued by any insurance company upon any application taken by any such agent shall be void by reason of any error, mistake, or misrepresentation, unless it shall appear to have been intentionally and fraudulently made; but said company may, in any action brought against them on said policy, file in offset any claim for damages which they shall have actually suffered thereby, and the jury may deduct from the claims of the plaintiff the amount of said damages as they shall find it.

SEC. 7. All acts and parts of acts inconsistent with the provisions of this act are hereby repealed.

## TAXES ON INSURANCE COMPANIES IN OHIO.

TABULAR STATEMENT EXHIBITING THE TAXABLE VALUATION AT WHICH THE PROPERTY OF THE INSURANCE COMPANIES OF OHIO, AND OF THE AGENCIES OF FOREIGN INSURANCE COMPANIES, WAS ENTERED ON THE DUPLICATE OF 1854, TOGETHER WITH THE AMOUNT OF TAXES CHARGED THEREON IN THE SEVERAL COUNTIES IN WHICH SAID COMPANIES AND AGENCIES ARE LOCATED, DISTINGUISHING BETWEEN THE TAXES FOR STATE PURPOSES AND THOSE ASSESSED UNDER A LEVY BY TOWN, CITY, AND COUNTY AUTHORITY:—

| Counties.       | Total taxable valuation. | State taxes. | City, town, and borough taxes. | Taxes for county, township, road, poor, etc. | Total taxes.  |
|-----------------|--------------------------|--------------|--------------------------------|----------------------------------------------|---------------|
| Ashland.....    | \$2,500                  | \$8 87 5     | \$10 00 0                      | \$18 50 0                                    | \$37 37 5     |
| Ashtabula.....  | 2,464                    | 8 74 7       | .....                          | 9 82 7                                       | 18 57 4       |
| Athens.....     | 140                      | 49 7         | 10 5                           | 1 74 3                                       | 2 34 5        |
| Brown.....      | 2,200                    | 7 85 9       | 15 40 0                        | 15 29 3                                      | 38 55 2       |
| Butler*.....    | 4,747                    | 16 85 2      | 27 78 5                        | 9 17 8                                       | 53 81 5       |
| Champaign....   | 56,660                   | 201 14 3     | 169 98 0                       | 184 14 5                                     | 555 26 8      |
| Clark.....      | 4,714                    | 16 73 3      | 37 71 2                        | 14 37 9                                      | 68 82 4       |
| Clermont.....   | 6,504                    | 23 08 9      | 5 51 8                         | 17 61 3                                      | 46 22 0       |
| Columbiana....  | 14,009                   | 49 73 2      | 9 80 6                         | 94 56 2                                      | 154 10 0      |
| Cuyahoga.....   | 165,704                  | 588 24 9     | 1,864 17 0                     | 347 97 8                                     | 2,800 39 7    |
| Erie*.....      | 24,216                   | 85 96 6      | 94 50 4                        | 172 38 6                                     | 352 85 6      |
| Fairfield*..... | 6,703                    | 23 79 6      | 14 24 4                        | 36 42 1                                      | 74 46 1       |
| Franklin.....   | 26,429                   | 93 82 2      | 85 89 2                        | 104 39 7                                     | 284 11 1      |
| Hamilton.....   | 503,422                  | 1,787 14 8   | 3,231 96 9                     | 3,413 00 1                                   | 8,432 11 8    |
| Harrison.....   | 104                      | 36 9         | 10 4                           | 65 2                                         | 1 12 5        |
| Highland.....   | 240                      | 85 2         | 24 0                           | 99 6                                         | 2 08 8        |
| Jefferson.....  | 3,820                    | 13 56 1      | 11 46 0                        | 24 63 9                                      | 49 66 0       |
| Knox.....       | 1,591                    | 5 54 6       | 6 36 4                         | 6 44 5                                       | 18 35 5       |
| Lake.....       | 3,182                    | 11 29 6      | 11 13 8                        | 8 43 1                                       | 30 86 5       |
| Lawrence.....   | 637                      | 2 26 0       | 3 50 3                         | 3 82 1                                       | 9 58 4        |
| Licking.....    | 2,278                    | 8 08 7       | 15 77 3                        | 10 01 4                                      | 33 87 4       |
| Logan.....      | 200                      | 71 0         | 50 0                           | 1 44 0                                       | 2 65 0        |
| Lucas.....      | 80,080                   | 284 28 4     | 1,199 24 5                     | 797 36 6                                     | 2,280 89 5    |
| Medina.....     | 4,134                    | 14 67 5      | .....                          | 18 39 7                                      | 33 07 2       |
| Miami.....      | 3,142                    | 11 15 2      | 10 67 0                        | 32 35 0                                      | 54 17 2       |
| Montgomery...   | 5,182                    | 18 39 6      | 34 45 9                        | 10 62 1                                      | 63 47 6       |
| Muskingum....   | 19,777                   | 70 21 8      | 142 39 1                       | 84 05 6                                      | 296 66 5      |
| Pickaway.....   | 2,193                    | 7 78 6       | 6 57 9                         | 14 68 4                                      | 28 94 9       |
| Portage.....    | 940                      | 3 33 6       | 3 76 0                         | 3 99 5                                       | 11 09 1       |
| Preble.....     | 673                      | 2 38 8       | 2 01 9                         | 4 17 4                                       | 8 58 1        |
| Richland*.....  | 5,204                    | 18 47 3      | 36 42 7                        | 15 37 5                                      | 70 27 5       |
| Ross.....       | 14,632                   | 51 94 6      | 61 45 4                        | 94 37 4                                      | 207 77 4      |
| Sandusky.....   | 484                      | 1 76 7       | 3 19 4                         | 2 65 5                                       | 7 61 6        |
| Scioto.....     | 3,174                    | 11 26 6      | 26 97 8                        | 7 77 9                                       | 46 02 3       |
| Seneca.....     | 100                      | 35 5         | 75 0                           | 41 0                                         | 1 51 5        |
| Stark.....      | 9,478                    | 33 64 6      | 37 91 0                        | 48 33 7                                      | 119 89 5      |
| Summit.....     | 2,955                    | 10 49 0      | 11 65 4                        | 11 31 5                                      | 32 45 9       |
| Trumbull.....   | 1,514                    | 5 37 8       | 3 02 8                         | 7 10 4                                       | 15 51 0       |
| Tuscarawas....  | 533                      | 1 89 2       | .....                          | 3 01 2                                       | 4 90 4        |
| Warren.....     | 1,485                    | 5 27 2       | .....                          | 7 46 3                                       | 12 73 5       |
| Washington....  | 1,253                    | 4 44 8       | 10 64 4                        | 5 76 9                                       | 20 86 1       |
| Wayne*.....     | 667                      | 2 36 7       | 2 00 1                         | 5 73 6                                       | 10 10 4       |
| Wood.....       | 864                      | 3 06 7       | 12 96 0                        | 19 39 7                                      | 35 42 4       |
| Total in 1854.. | \$990,928                | \$3,517 79 4 | \$7,122 29 2                   | \$5,690 12 7                                 | \$16,330 21 3 |
| Total in 1853.. | 897,064                  | 4,574 98 5   | 7,151 75 9                     | 5,385 93 8                                   | 17,112 68 0   |

In the counties marked thus (\*) the penalty of 50 per cent is included in the taxable valuation.

## THE INSURANCE LAW OF KENTUCKY.

FROM THE STATUTE LAW ADOPTED IN 1840 AND REVISED IN 1850.

SEC. 1. The tax on an agent of any insurance company or association of individuals, acting without the authority of an act of incorporation granted by the Commonwealth

of Kentucky, to effect insurance against loss or damage of any kind to life or property, on water or on land, in or out of this Commonwealth, in any way or manner, or on agencies to grant annuities, shall be two dollars and fifty cents upon each one hundred dollars of the premium received or agreed to be received by such agent or other person for him for insurance effected or upon policies granted.

SEC. 2. The agents referred to in the foregoing section shall, on the first Mondays in May and November in each year, file with the Clerk of the County Court of the county in which he resides and transacts business, a true and correct list and statement of all such premiums received or agreed to be received within the six months next preceding, verified by his oath before the clerk, and pay to the clerk the tax aforesaid.

The agent or person who violates any of the provisions of this and the preceding section, or fails to comply with the same, besides the amount of tax, shall forfeit and pay one thousand dollars; and the principals of such agents shall also be liable to the like penalty, and may be proceeded against by proper remedies in law or equity, whereby to secure and compel the payment of the same.

## STATISTICS OF POPULATION, &c.

### RESULTS OF THE CENSUS OF GREAT BRITAIN.

NUMBER VIII.

#### GENERAL RESULTS OF THE CENSUS.

The inquiry exhibits, up to the present time, the area and the population of every county, town, parish, township, or place, having a defined boundary, at the date of each of the six censuses that have been taken since the year 1801, as well as the proportions of the sexes and the rate of increase of the population. The constituent parts of the English family are then indicated, as well as the proportional numbers of families to dwellings. The distribution of houses and of towns of various orders over the country is shown; the populations of the towns and of the country are separately enumerated. The density and proximity of the population, on the hypothesis of equal distribution, are set forth. The origin of the territorial divisions is discussed. The population of each of the islands in the British archipelago is stated. An account is rendered of the changes and the population of the ancient subdivisions of the country; their irregularities are pointed out; and the inaptness of the hundred, for modern purposes, is recognized. The subdivision of the counties into districts, or unions, and sub-districts, under the acts for the amendment of the poor law and for the registration of births, deaths, and marriages, is described, by which, with the addition of the small districts which were allotted to each enumerator in taking the census, a series is formed of nine orders of territorial division, each including all that precede it—house, enumeration district, township (or parish,) subdistrict, district (or union,) county, division, country—as England and Wales, or Scotland, and, finally, Great Britain.

The most important result which the inquiry establishes is the addition, in half a century, of ten millions of people to the British population. The increase of population in the half of this century nearly equals the increase in all preceding ages; and the addition in the last ten years of two millions three hundred thousand to the inhabitants of these islands, exceeds the increase in the last fifty years of the eighteenth century.

Contemporaneously with the increase of the population at home, emigration has proceeded, since 1750, to such an extent as to people large States in America, and to give permanent possessors and cultivators to the land of large colonies in all the temperate regions of the world, where, by a common language, commercial relations, and the multiplied reciprocities of industry, the people of the new nations maintain an indissoluble union with the parent country. Two other movements of the population have been going on in the United Kingdom—the immigration of the population of Ireland into Great Britain, and the constant flow of the country population into the towns. The current of the Celtic migration is now diverted from these shores, and chiefly flows in the direction of the United States of America, where the wanderers find friends and kindred. The movement of the country population to the towns went on unnoticed by the earlier writers, and it has never yet been clearly exhibited;

but it is believed that the tables of the birthplace of the inhabitants of the towns and countries will determine its extent and character. It is a peculiarity of this movement in these latter times that it is directed to new points, where the towns engage in a manufacture as one vast undertaking, in which nearly the whole population is concerned, as well as to the county towns and to London.

Amidst all these great and unexampled changes in the population, two questions arise of great importance: "Can the population of Great Britain be sustained at the rate of emigration which is now going on, and which will probably be continued for many years?" To assist in solving this problem, the new question of "matrimonial condition" will enable us to show, in the final publication, the comparative numbers of unmarried and married men and women in the country at each age of life in each district. The solution of a different question of equal difficulty and importance, "Can the population of England be profitably employed?" will be facilitated by the new classification of the people at each age, according to their occupations.

It is one of the obvious physical effects of the increase of population, that the proportion of land to each person diminishes; and the decrease is such that within the last fifty years the number of acres to each person living has fallen from 5.4 to 2.7 acres in Great Britain; from four to two acres in England and Wales. As a counter-vailing advantage, the people have been brought into each other's neighborhood; their average distance from each other has been reduced in the ratio of 3 to 2; labor has been divided; industry has been organized in towns; and the quantity of produce, either consisting of or exchangeable for the conveniences, elegancies, and necessities of life, has, in the mass, largely increased, and is increasing at a more rapid rate than the population.

One of the moral effects of the increase of the people is an increase of their mental activity, as the aggregation in towns brings them oftener into combination and collision. The population of the towns is not so completely separated in England as it is in some other countries from the population of the surrounding country; for the walls, gates, and castles which were destroyed in the civil wars, have never been rebuilt, and the population has outgrown the ancient limits, while stone lines of demarcation have never been drawn around the new centers of population; tolls have been collected since a very early period in the market-places, but the system of *octroi*, involving the examination by customs officers of every article entering within the precincts of the town, has never existed. The freemen in some of the towns enjoyed, anciently, exclusive privileges of trading, but the freedom could always be acquired by the payment of fines; and by the great measure of Municipal Reform (1835) every town has been thrown open to settlers from every quarter. At the same time, too, that the populations of the towns and of the country have become so equally balanced in number—ten millions-and-a-half against ten millions-and-a-half—the union between them has become, by the circumstances that have led to the increase of the towns, more intimate than it was before; for they are now connected together by innumerable relationships, as well as by the associations of trade.

It will be seen in the final publication, that a large proportion of the population in the market towns, the county towns, the manufacturing towns, and the metropolis, was born in the country; and that in England town and country are bound together not only by the intercourse of Commerce and the interchange of intelligence, but by a thousand ties of blood and affection.

The town and the country populations are now so intimately blended, that the same administrative arrangements easily apply to the whole kingdom.

The vast system of towns, in which half the population lives, has its peculiar dangers, which the high mortality and the recent epidemics reveal. Extensive sanitary arrangements, and all the appliances of physical as well as of social science, are necessary to preserve the natural vigor of the population, and to develop the inexhaustible resources of the English race. The crowding of the people in houses in close streets, and the consequent dissolution of families, arising out of defective house accommodation, are evils which demand attentive consideration.

The activity of the intelligence and religious feelings of the people has led to an increased demand for instruction and for places of public worship. The extent to which this demand has been met has hitherto been imperfectly known, and is not easily determined; but we believe, that as far as the inquiry can be prosecuted in a statistical form, the returns respecting schools, literary institutions, churches, chapels, and congregations, will throw much light upon the educational institutions and the spiritual condition of the people of Great Britain.

EMIGRATION FROM GREAT BRITAIN.

It appears by the Fifteenth General Report of the Colonial Land and Emigration Commissioners, dated 30th of August, 1854, lately printed by order of the British Parliament, that during the forty years between January, 1815, and December, 1854, the whole number of emigrants who left the United Kingdom was 4,116,958, of which number nearly three-fifths emigrated during the last eight years, and nearly one-third in the last four years.

The total number who emigrated in 1854 was less than in the two preceding years. The following table will show the destinations to which the emigration has fallen off, and the extent of the decrease:—

| Years.    | British North America. | United States. | Australian Colonies. | Other places. | Total.  |
|-----------|------------------------|----------------|----------------------|---------------|---------|
| 1852..... | 32,873                 | 244,261        | 87,881               | 3,749         | 368,764 |
| 1853..... | 34,522                 | 230,885        | 61,401               | 3,129         | 329,937 |
| 1854..... | 43,751                 | 193,065        | 83,237               | 3,366         | 323,429 |

The great decrease is in the emigration to America, and almost entirely in the number of Irish. Of the emigrants who left the United Kingdom in 1853, there were 192,609 Irish, but in 1854 only 150,209.

The Commissioners examine the causes of this falling off in the Irish emigration. A decrease to some extent, they say, might have been expected under any circumstances, from the reduction which took place in the population between 1841 and 1850, viz: from 8,175,134 to 6,515,795, followed by an emigration in the next three years, which must have left the population of Ireland at the beginning of 1854 at little more than 6,000,000. But this does not sufficiently account for the change. The decrease cannot, it seems, be explained by any falling off in the funds applicable to emigration, as the Commissioners found that the amounts remitted through the bankers and merchants, who supplied him with information on the subject, were in 1854 larger than in any previous year. The Commissioners reproduce the returns since they first obtained them—"a testimony of generosity and self-denial unparalleled in the world." The amounts were in—

| 1848.    | 1849.    | 1850.    | 1851.    | 1852.      | 1853.      | 1854.      |
|----------|----------|----------|----------|------------|------------|------------|
| £460,000 | £540,000 | £957,000 | £990,000 | £1,404,000 | £1,439,000 | £1,730,000 |

The real causes of the decrease are to be found, the Commissioners believe, "in the improved position of the laboring classes in Ireland; and secondly, though in a less degree, in the diminution of employment in the United States, arising from the recent commercial crisis, and to some extent also in the operations of the 'Know Nothing' party."

The Commissioners infer that the secondary causes alluded to have had some effect in stopping emigration, from the effect they produced on those who had already reached the United States. "In former years the human current flowed only one way; in the last year a considerable return current has set in." During 1854, the number of emigrants who returned from the United States to Liverpool alone amounted to no less than 12,578.

With respect to the general emigration to Australia, it appears that there sailed from Great Britain for Australia in 1854, exclusive of ships chartered by the Commissioners, 152 passenger ships, carrying 35,949 passengers. In addition to which, there were 371 ships, (not carrying a sufficient number to bring them under the Passengers' Act,) carrying 6,223 passengers.

The emigration carried on to the Australian Colonies by the Board of Commissioners, and at the expense of the government, in 1854, was as follows:—127 ships, carrying 41,065 passengers. The total emigration to Australia in 1854 was 83,237 souls, conveyed in 650 ships.

## POPULATION, DWELLINGS, AND FAMILIES IN NEW YORK.

The following table, made up from the returns of the Marshals, exhibits the number of people, dwellings, and families, and the average number of families to each dwelling in the several wards of the city of New York:—

| Wards. | Population. | Dwellings. | Families. | Av. No. families to a house. | Wards. | Population. | Dwellings. | Families. | Av. No. families to a house. |
|--------|-------------|------------|-----------|------------------------------|--------|-------------|------------|-----------|------------------------------|
| 1.     | 13,253      | 699        | 2,708     | $3\frac{7}{8}$               | 12.    | 18,451      | 1,776      | 2,308     | $1\frac{1}{2}$               |
| 2.     | 3,249       | 293        | 443       | $1\frac{3}{4}$               | 13.    | 26,298      | 1,737      | 5,471     | $3\frac{1}{2}$               |
| 3.     | 7,000       | .....      | .....     | ..                           | 14.    | 24,000      | .....      | .....     | ..                           |
| 4.     | 23,650      | 1,177      | 4,690     | $4\frac{1}{8}$               | 15.    | 23,776      | 2,269      | 3,685     | $1\frac{8}{8}$               |
| 5.     | 21,661      | 1,591      | 4,246     | $2\frac{7}{8}$               | 16.    | 40,680      | 3,059      | 8,180     | $1\frac{1}{2}$               |
| 6.     | 23,639      | 1,270      | 5,099     | $4\frac{1}{8}$               | 17.    | 60,952      | 3,479      | 12,526    | $3\frac{5}{8}$               |
| 7.     | 32,506      | 2,483      | 6,351     | $2\frac{1}{2}$               | 18.    | 39,851      | 2,589      | 7,551     | 3                            |
| 8.     | 34,612      | 2,560      | 7,109     | $2\frac{7}{8}$               | 19.    | 40,000      | .....      | .....     | ..                           |
| 9.     | 37,059      | 8,349      | 7,788     | $\frac{5}{8}$                | 20.    | 46,925      | 2,927      | 10,096    | $3\frac{3}{8}$               |
| 10.    | 25,000      | .....      | .....     | ..                           | 21.    | 20,475      | 2,365      | 6,065     | $2\frac{3}{4}$               |
| 11.    | 53,334      | 2,498      | 11,087    | $4\frac{3}{4}$               | 22.    | 23,073      | 2,332      | 4,857     | $2\frac{1}{8}$               |

The average number of persons to a family in the respective wards may be ascertained by dividing the population by the families. Thus, for example, in the Seventeenth Ward, the largest in population, numbering 60,952 souls, according to the returns, there are 3,479 dwellings and 12,526 families—which averages some eighteen people, and four families to each house, and about five persons to each family. In this ward, however, as in some others, there are dwellings whose occupants may be counted by fifties and by hundreds, crowded together as on shipboard. In the Fifteenth, the aristocratic ward, *par excellence*, the people number 23,776, the houses 2,269, and the families 3,685, being an average of about three families to every two houses, and something over an average of six persons to each family.

## NAUTICAL INTELLIGENCE.

## PUBLICATION RESPECTING THE MARKING OF THE WESER CHANNEL.

The Chamber of Commerce of Bremen, referring to the publication of the 20th of July last, respecting the alteration in the marking of the channel of the mouth of the Weser, hereby informs all whom it may concern that the alteration of the first Weser Key Buoy, announced in said publication, has taken place:—

“The Weser Key Buoy, lying in the mouth of the Weser, (the first buoy on entering,) and which was formerly painted red, has been taken away, and in the place thereof a buoy of similar form and designation, but painted black, has been laid down.”

The Chamber of Commerce further informs all whom it may concern that, in consequence of the laying down of buoys, which has lately been completed, the following alterations have taken place in the marking of the channel of the Weser:—

“a. The first white outside buoy in the new channel, which was marked No. 1, and which lay at the extreme point of the red lands, has been removed.

“b. In place thereof a black buoy has been laid down, but somewhat more to the northward and further inwards.”

This buoy is marked A, and lies in seven fathoms at low water. The bearings thereof are as follows:—

The steeple of Wangerooze, S. W. by W.  $\frac{1}{2}$  W. The red A, or Pear Buoy, S. W.

by  $\frac{3}{8}$  W. The church at Minsen, S. by W.  $\frac{3}{8}$  W. The White Buoy, No. 1, S. E. The Weser Key Buoy, W.  $\frac{3}{8}$  N.

Ships coming from the northward, and sailing towards the Black Buoy, marked A, will have to steer their course south-east from this buoy through the new channel.

"c. The white buoys, formerly marked with Nos. 2, 3, 4, and 5, are now marked with Nos. 1, 2, 3, and 4.

"d. North-easterly from the White Buoy, No. 1, (formerly No. 2,) lying in the new channel, a black buoy has been laid down."

This buoy is marked B, and lies in six-and-a-half fathoms at low water. The bearings are as follows:—

The steeple of Wangerooze, W. S. W.  $\frac{1}{2}$  W. The White Buoy, No. 1, S. W.  $\frac{3}{8}$  W. The church at Minsen, S. S. W.  $\frac{1}{2}$  W. The Black Buoy A, W. N. W.  $\frac{1}{2}$  W.

The soundings are in English measure.

#### PRINCES CHANNEL, ENTRANCE TO THE THAMES.

TRINITY HOUSE, LONDON, May 30, 1855.

It having been considered advisable that the alterations hereinafter specified should take place in the positions of the light vessels, and also in the buoyage of the Princes Channel, notice is hereby given that the same will take place on or about the first of August next; that is to say, as respects Light Vessels, the Tongue Light Vessel will be removed about seven cables N. W. by W. from her present position; and the Girdler Light Vessel about three cables S.  $\frac{3}{4}$  W. from her present position, and on the same line of bearing from the Maplin Light as at present. And as respects the buoyage—a buoy, colored red, to be called "West Girdler," will be laid on the S. W. end of the Girdler Sand; and a buoy, checkered black and white, to be called "East Tongue," will be laid on the east end of the Tongue Sand, as a day mark for the entrance to the Queen's Channel.

Further particulars will be published as soon as the said alterations have been carried into effect.

By order,

J. HERBERT, Secretary.

#### FIXED LIGHT AT GIJON, NORTH COAST OF SPAIN.

The Spanish government has given notice that on the 15th June last, 1855, a fixed light, of the natural color, would be exhibited in the vicinity of the Hermitage of Santa Catalina, near the entrance of the port of Gijon, in the province of Oviedo, on the north coast of Spain.

The height of the light is 170 feet above the level of the sea, and it will be visible from the deck of a ship from ten to twelve miles in clear weather. The position of the light tower is in latitude  $43^{\circ} 35' 13''$  north; longitude,  $5^{\circ} 37' 46''$  west of Greenwich.

JOHN WASHINGTON, Hydrographer.

HYDROGRAPHIC OFFICE, ADMIRALTY, LONDON, July 10, 1855.

This notice affects the following Admiralty Charts:—Bay of Biscay, No. 64; Gijon Bay, No. 77; and Spanish Lighthouse List, No. 155, (a.)

#### FIXED LIGHT AT MARSEILLE, SOUTH COAST OF FRANCE.

The French government has given notice, that on and after the 15th August next, a fixed red light will be exhibited on the tower recently erected on the southern head of the mole of the Port de la Joliette, at Marseille. The light stands at an elevation of 81 feet above the level of the sea, and will be visible at a distance of 8 miles, in clear weather. The tower is in latitude  $43^{\circ} 17' 56''$  N., longitude  $5^{\circ} 21' 26''$  W. of Greenwich.

JOHN WASHINGTON, Hydrographer.

HYDROGRAPHIC OFFICE, ADMIRALTY, LONDON, July 27, 1855.

This notice affects the following Admiralty Charts:—Mediterranean, General, No. 2,158; Palamos to Ventimiglia, No. 1,188; Banduff to Riou Isle, No. 149; Port of Marseille, No. 150;—also Mediterranean Lighthouse List, 31a.

## THE MARITIME DISASTERS OF 1854.

E. MERRIAM, the indefatigable gatherer of facts and figures, has been employed for seven months in compiling the accounts of shipwreck and loss of life and property on the ocean in the year 1854—his manuscript pages already number 1,245, exclusive of those of a large volume covered by the Index. The number of vessels which have been lost or injured are 5,382, exclusive of steamers and boats upon the lakes and rivers yet to be added, which will probably swell the aggregate to about 6,000. The loss of life has been very great, and will exceed 9,000 persons, and the loss of property may be set down in the round sum of forty millions of dollars.

The several and respective cases of loss are being classified and arranged under separate heads, embracing losses by fire from lightning, from spontaneous combustion, and from other causes, loss by ice, by collision, by steam, &c.

## JOURNAL OF MINING AND MANUFACTURES.

## THE LIFE-SHIP—PROPOSED TO BE PATENTED.

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

SIR:—It is established in the history of marine architecture, that the first or simple principle of floating bodies is immutable as a law in nature, and can be subjected to no change, whether we consider the raft, the canoe, the river boat or the barge, when navigation in its infancy was limited to the mouths of rivers and the indented bays or creeks of a home coast, or contemplate the noble fleets of commercial enterprise equipped to encounter the stormy seas and oceans of the world. In all the same principle remains; and that is aerostation in its weight, volume, and active resistance of any force to which it could be subjected.

Air although invisible is known to be a substance possessing the properties of matter. It is impenetrable, ponderable, compressible, dilatable, and in every state perfectly elastic. It acquires force in proportion to its compression; and, unlike all other bodies, its elasticity is increased in proportion to its weight, when brought in contact with any resisting body. It is 816 times lighter than its own bulk in water. At a mean temperature, 1,000 cubic inches weighs 305 grains; and it is remarkable, that while it presents itself as the most powerful and secure agent of navigation under control, that it has never been studied but in connection with the construction of a ship's sails: science directing all its energies to improvement in the hull, so far as relates to strength, capacity, and symmetry, without reference to that available power which, skillfully employed, not only affords a positive and reliable security to ship, cargo and human life, but also a sensible reduction in the wear and tear of sails and rigging, and a greatly increased speed in traversing the waters.

It is not contemplated to question strength and beauty of model on which practical skill and science have been so successfully elaborated, more particularly in our own country, with an arduous and zeal unrivaled, but to point out the means by which those majestic works of mechanic art may be protected in their strength, against the destructive storms and tempests of elemental warfare—a protection only to be found, in a graduated diminution of resistance; that is, by infusing a lifefulness to the ship's timbers; in other words, a power of respiration, corresponding with the action of the wind upon the sails, or motive power of the steam engine.

It is self evident on inquiry into the nature of causes and effects, that nothing can be more erroneous than the system of counterbalancing buoyancy by ballast, without

any adequate provision of a countervailing power, by which its downward or sinking pressure in excess, might be checked or restrained in a heavy swell of the sea, with a strong gale straining on the canvas. The object of ballast is to reduce so much of buoyancy as is necessary to seat the floating body with a consistent draught or hold upon the waters, securing a trim riding under sail, preventive of pitching and rolling in stress of weather, and keeling over in a storm. Now these are the real objects of ballast and the balancing of cargo; and it must be admitted on all hands, by nautical men, that the means are not perfectly adequate to the end. Ballasting is necessary, but the positive counteraction of its baneful influences imperative: to which I have directed my attention for many years. By my process, which is that of aerostation by certain horizontal cylinders so placed as, in connection with the kelson, to form a perfect triangle, and certain stanchions so arranged fore and aft as a lifting power, with certain other auxiliary aids not stationary, but immediately available under any emergency. All those ends can be answered which will expedite sailing or steaming under any stress of weather, with the most perfect security against foundering at sea, by collision, or wrecking on shore with the loss of cargo and life.

In the first place, my horizontal cylinders are so disposed of as to become suspensive and adjustive; and they will prevent the possibility of the ship or other vessel pitching or rolling in a storm. Preserving a due and equal balancing power, their action must be consistent with the natural laws of elasticity and fluidity, immutable to change, as found in the rebound or regressing motion of antagonistic bodies impinging on each other and retreating with elastic force.

In the second place, that elasticity, which is in fact buoyancy restored without diminishing the ship's necessary draught, assimilates the action of the hull with the wind in the sail, and available to the orders of the ship's master, either of crowding or taking in sail as circumstances may require.

In the third place, a sailing ship so constituted and appointed could not fail, head winds and dead calms alone excepted, of making the shortest trips by a reduction of at least one-third of the ordinary passage in fair weather. Argument in this matter is supererogatory: the diminution of the resisting power producing as of consequence, a proportional increase in speed.

It is now nearly twenty years since I built the first life-boat that ever floated on the waters of New York Bay. My object then, however, was not a mere boat, but an exhibit of my theory of supplying the ship itself with its own means of safety under the most afflictive storms, and the preservation of human life by a less equivocal means than that of boats, with the disastrous consequences too frequently attending them in the hour of danger and alarm. I have, since that period, at repeated intervals, enlarged and improved upon my original design.

Very respectfully yours,

WILLIAM EARLE.

#### THE USE OF LIME-WATER IN MAKING BREAD.

It has lately been found, says Dr. Sheridan Muspratt, in his new work on chemistry, that water saturated with lime produces in bread the same whiteness, softness, and capacity of retaining moisture, as results from the use of alum; while the former removes all acidity from the dough, and supplies an ingredient needed in the structure of the bones, but which is deficient in the *cerealia*. The best proportion to use is, five pounds of water saturated with lime, to every nineteen pounds of flour. No change is required in the process of baking. The lime most effectually coagulates the gluten, and the bread weighs well; bakers must therefore approve of its introduction, which is not injurious to the system, like alum, &c. A large quantity of this kind of bread is now made in Munich, and is highly esteemed.

## THE COAL FIELDS OF ARKANSAS.

DR. SHUMARD, of Fort Smith, and the well-known geologist of Captain Marcy's expeditions, publishes in the Fort Smith *Herald* the following statement in relation to the extent of the Arkansas Coal Field, which extends, according to his observations, to Fort Belknap, four hundred and fifty miles from Fort Smith. The great Arkansas Pacific Railroad will run immediately through this inexhaustible field of coal:—

1. On Poteau River several seams have been discovered. Thickness and character unknown.
2. Good coal is found in the greatest abundance on Bayouceil (Brazil) Creek. In character it is the same as that found near Fort Smith; thickness of seams, from five to eight feet.
3. In the Narrows, about sixty miles west of Fort Smith, bituminous coal and of good quality—thickness or seams, from one to two feet.
4. Near Gaine's Creek, ninety miles west of Fort Smith—character bituminous, coal of fair quality and very abundant.
5. Six miles west of the last locality a seam of good coal, one foot thick, has been discovered.
6. Twelve miles west of Gaine's Creek, several seams have been found—character, bituminous; thickness of seams, from one to two feet.
7. Eight miles west of Mr. Blackburn's, quality good—thickness of seams, over ten feet.
8. Twelve miles east of Boggy Depot, quality good—thickness of seams unknown.
9. Twenty miles north of Boggy Depot, an extensive outcrop of the very best character of bituminous coal has been discovered—thickness of seams, from five to eight feet.
10. Six miles east of Red River—quality good; thickness of seams unknown.
11. Between Fort Washita and Fort Arbuckle—quality good; thickness of seams unknown.
12. Twelve miles west of Preston, Texas, good coal has been discovered, and of thickness sufficient to justify the working.
13. Thirty miles west of Preston—quality good; thickness of seams unknown.
14. Ninety miles west of Preston—thickness of seams unknown; quality good.
15. On the Brazos River, at Fort Belknap, Texas, an extensive outcrop occurs—coal of the very best quality; thickness of seams, from ten to fifteen, and probably twenty-five feet.

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 THE GROWTH AND MANUFACTURE OF FLAX IN BELGIUM.

The linen industry is the most ancient branch of Belgian manufactures. It has had numerous vicissitudes, but nevertheless remains one of the most important sources of wealth to that country. It possesses the advantage of obtaining the chief portion of its raw material at home. In 1846, when the last agricultural returns were collected, there were 74,698 acres under flax, or one-eighth of the entire arable lands of Belgium. The produce was estimated at 465,918 bushels of seed, and 17,405 tons of fiber. Hemp was grown to the extent of 4,300 acres, yielding 1,201 tons of fiber, and 43,100 bushels of seed. According to the best authorities, the culture of flax has increased one-sixth since 1846.

Formerly, weaving was carried on exclusively in the cottages of the weavers, but of late years, in Flanders, factories have been established, where the weavers come daily to work, and this system is found to work well both as to the quantity executed and the quality of the weaving.

By the census of 1846, it appears that the number of persons employed in the Belgian linen manufactures was 60,023, as follows:—

Men.....	18,563		Boys.....	3,852
Women.....	7,348		Girls.....	20,193

The total wages paid amounted to £364,405. The average earnings of the men was 8d. per day; of women, 4½d.; of boys, 4d.; and of girls, 3½d.

THE AMERICAN VERD ANTIQUE MARBLE.

We learn from the *Green Mountain Freeman* that at the October Session of the Legislature (in 1853) of Vermont, a company was incorporated under the above name for the purpose of working marble in Roxbury. There are as fine marbles in America as there are in the world, and we have no doubt but American works in marble will yet be more extensive than all the rest of the world put together.

The difference between Verd and other Vermont marbles, however, was not at that time, nor is it even now generally, but very imperfectly understood. It is described by the editor of the *Freeman* as being like no other marble in Vermont, like no other in the United States, and, indeed, it is like no other known quarry in the world. It is the green antique marble—the *verd antico* of the Italians, the same that has been found in the ruins of the Grecian or Roman temples; but from what part of the Eastern Continent it was brought, or whether any more remains in its original locality, is at this day wholly unknown. The discovery of such a splendid marble, therefore, was no ordinary occurrence, and led very naturally, as soon as the existence of such a quarry was clearly ascertained by the discoverers, to the formation of the company in question. The quarry was first found, it is said, by a gentleman from Bethel, in an examination, probably, of the well known Serpentine Ledge, which lies on the railroad in Roxbury, nearly a half mile south of this quarry, but which is altogether a different thing. Serpentine, however, is one of the components of the verd antique marble, and limestone the other—a combination that takes the highest possible polish, and then presents, with its irregular sprays of white, on a field of green, much the appearance of the dark green ice of a newly frozen pond, fractured by a slight blow from the head of an ax.

The editor of the *Freeman* informs us that he visited this remarkable quarry, and the works put in operation by the company to avail themselves of its valuable products. There are now about twenty five hands in employment in blasting and getting out the stone from the ledge, trucking it down on their wooden railway to the factory, fifteen or twenty rods distant, and attending the machinery, which consists of five gangs of saws and polishers, driven by a thirty-five horse power steam-engine. We were shown by the kind and intelligent superintendent, Mr. Rundlett, a great variety, of specimens of all shapes and sizes, and in all the different steps of manufacture, from the rough block to the mirror-like surface of the polished cenotaph or table. Among this was a table, four feet square and about two inches thick only, which was worked to meet the order of the Governor-General of Canada, and which, we will venture to say, will be pronounced equal in finish and beauty, to say the least, to any marble table to be found either in America or Europe.

These marbles readily sell at \$1 per foot surface; and as the demand for them increases as fast as the knowledge of them extends, and as the quarry seems inexhaustible, this establishment must soon be an important and noted one, alike advantageous to the State and the enterprising company, under whom the works are being so perseveringly prosecuted.

ALUMINUM, OR FRENCH SILVER.

The public have been interested lately respecting a new method of obtaining in large quantities from that most abundant of deposits—common clay—a metal which rivals in beauty with silver, and surpasses it in durability, not to mention other qualities. The discoverer, for so we must call him, is Mr. Sainte-Clair Deville. Alluminum, which hitherto existed only in small quantities, and esteemed rather as a curiosity, can now be produced in quantities sufficient and cheap enough to replace copper, and

even iron in many respects, and thus place "the new silver" superior in some points to the real article, into such common use, as to suit the means of the poorest persons.

The *National Intelligencer* learns from Paris that the members of the Academy of Science and the numerous auditory were loud in their admiration and surprise at the beauty and brilliancy of many ingots of aluminum, presented by Mr. Dumas, the celebrated chemist. It was impossible to believe they were not silver until taken into the hands, when their extraordinary lightness at once proved the contrary. That a metal should weigh so little seemed almost incredible.

The price of aluminum a short time since in France was about the rate of gold ! but owing to recent discoveries, reducing the expense of extracting it, the cost of production was now about one hundred times less ; and there was little doubt that the effect of competition in its manufacture, together with the advantage of throwing it open to the industrial resources of the world, would be to reduce the price as low as five francs the kilogramme, or about forty cents a pound.

STATISTICS OF AGRICULTURE, &c.

THE VARNISH TREE OF TEXAS.

A letter has been received from a correspondent in Texas, in which he alludes to a varnish-tree which they have cultivated, and says that they are ignorant of the manner of obtaining the varnish from it. Believing the varnish-tree of which he speaks to be the same as the *rhus vernicifera* of Japan, the *Union* gives the method recommended at the Patent Office, as given by Thunberg.

The very best Japan varnish is prepared from this tree, which grows in great abundance in many parts of that country, and is likewise cultivated in many places on account of the great advantages derived from it. This varnish, which oozes out of the tree on being wounded, is procured from stems that are three years old, and is received in some proper vessel. At first it is of a lightish color, and of the consistence of cream, but grows thicker and black on being exposed to the air. It is so transparent when laid pure and unmixed upon boxes or furniture, that every vein of the wood may be seen.

For the most part a dark ground is spread underneath it, which causes it to reflect like a mirror, and for this purpose recourse is frequently had to the fine sludge which is got in the trough under a grindstone, or to ground charcoal; occasionally a red substance is mixed with the varnish, and sometimes gold-leaf ground very fine. This varnish hardens very much, but will not endure any blows, cracking and flying almost like glass, though it can stand boiling water without any damage. With this the Japanese varnish over the posts of their doors, and most articles of furniture which are made of wood. It far exceeds the Chinese and Siamese varnish, and the best is collected about the town of Jassino. It is cleared from impurities by wringing it through very fine paper; then about a hundredth part of an oil called *toi*, which is expressed from the fruit of *bignonia tomentosa*, is added to it, and being put into wooden vessels, either alone or mixed with native cinnabar, or some black substance, it is sold all over Japan. The expressed oil of the seeds serves for candles. The tree is said to be equally poisonous as the *rhus venenata*, or American poison tree, commonly called the swamp sumach.

WHEAT CROP OF EACH COUNTY IN THE STATE OF OHIO.

TABULAR STATEMENT EXHIBITING THE NUMBER OF ACRES OF LAND IN EACH COUNTY OF THE STATE OF OHIO CULTIVATED IN WHEAT DURING THE YEARS 1850, 1851, 1852, AND 1853, TOGETHER WITH THE NUMBER OF BUSHEL YIELDED IN EACH COUNTY, AND THE AVERAGE YIELD PER ACRE, AS ASCERTAINED BY THE TOWNSHIP ASSESSORS, ACCORDING TO LAW.

	ACRES SOWN.				BUSHEL YIELDED.				AV. YIELD OF BUSHEL PER ACRE.			
	1850.	1851.	1852.	1853.	1850.	1851.	1852.	1853.	1850.	1851.	1852.	1853.
Adams.....	.....	15,972	20,183	18,901	.....	149,140	258,057	191,096	....	9.8	12.7	10.1
Allen.....	14,872	15,560	14,054	12,820	231,277	299,426	147,494	116,680	15.5	19.2	10.6	9.1
Ashland.....	32,382	30,613	29,430	23,847	633,996	573,176	473,331	206,815	19.2	18.7	16.0	8.7
Ashtabula.....	.....	4,301	2,236	4,865	.....	75,905	38,685	75,102	....	17.6	17.3	15.4
Athens.....	17,468	15,843	17,125	12,961	221,369	196,008	209,653	148,424	12.6	12.3	12.2	11.4
Auglaize.....	9,721	10,900	12,226	10,950	139,788	162,361	130,403	96,615	14.3	14.8	10.6	8.8
Belmont.....	39,189	38,106	34,738	33,331	667,311	563,467	508,430	394,852	17.0	14.7	14.6	11.8
Brown.....	24,980	20,320	20,891	25,058	360,093	207,820	256,456	316,721	14.4	10.2	11.8	12.2
Butler.....	31,131	26,242	24,947	24,804	529,390	377,738	397,625	367,030	17.0	14.3	15.9	14.8
Carroll.....	34,915	29,412	27,934	21,014	577,235	427,714	325,131	155,132	16.5	14.5	11.6	7.4
Champaign.....	34,542	32,676	33,607	30,157	665,873	600,641	535,510	410,294	19.2	18.3	15.9	13.6
Clark.....	24,488	25,030	24,018	24,249	491,954	447,319	421,963	393,433	20.0	17.8	17.5	16.2
Clermont.....	.....	21,484	17,671	17,665	.....	203,498	248,257	236,824	....	9.4	14.0	13.4
Clinton.....	17,626	17,562	16,773	14,045	288,995	201,445	216,209	198,581	16.3	11.4	12.8	14.1
Columbiana.....	35,721	29,909	28,829	25,854	606,261	459,887	390,791	264,293	16.9	15.3	13.5	10.2
Coshocton.....	47,311	37,437	37,388	35,980	862,809	519,094	597,310	333,999	18.0	13.8	15.9	9.3
Crawford.....	21,599	20,164	18,029	15,073	409,643	310,843	128,812	165,135	18.9	15.4	7.1	11.0
Cuyahoga.....	6,711	7,337	3,175	4,149	97,966	125,357	48,290	51,669	14.5	17.0	15.2	12.4
Darke.....	.....	24,217	20,919	24,139	.....	373,939	324,958	293,593	...	15.4	15.5	12.2
Defiance.....	6,583	6,076	6,725	6,243	94,207	83,009	84,124	71,151	14.3	13.6	12.5	11.4
Delaware.....	.....	12,075	11,445	8,857	.....	175,767	127,800	107,665	....	14.5	11.1	12.2
Erie.....	12,578	11,142	9,789	7,731	297,587	214,194	162,314	122,810	23.6	19.2	16.6	15.9
Fairfield.....	39,472	37,643	36,579	34,011	690,089	609,724	569,323	469,004	17.4	16.1	15.5	13.8
Fayette.....	9,901	9,502	8,380	6,686	149,564	119,480	113,124	107,672	15.1	12.5	13.4	16.1
Franklin.....	16,071	17,710	17,590	12,457	294,162	275,781	309,784	180,862	18.3	15.5	17.6	14.5
Fulton.....	8,117	8,360	8,668	7,025	127,705	139,055	118,179	118,644	15.7	16.5	13.6	15.2
Gallia.....	13,986	13,391	14,372	14,787	125,433	124,931	156,763	146,086	8.9	9.3	10.9	9.9
Geauga.....	4,386	3,767	3,563	2,688	59,528	61,040	54,675	36,615	13.7	16.2	15.3	13.6

TABULAR STATEMENT—(CONTINUED.)

	ACRES SOWN.				BUSHEL8 GATHERED.				AV. YIELD OF BUSHEL8 PER ACRE.			
	1850.	1851.	1852.	1853.	1850.	1851.	1852.	1853.	1850.	1851.	1852.	1853.
Greene	28,550	24,618	24,209	23,806	576,258	388,195	442,598	373,257	20.1	15.7	18.2	15.7
Guernsey	35,402	23,523	29,766	23,410	564,787	367,592	372,222	213,246	15.9	12.8	12.5	9.1
Hamilton .....	.....	6,365	6,076	3,495	.....	79,264	92,110	53,214	....	14.4	15.1	15.2
Hancock	23,451	24,488	22,080	17,884	355,051	359,520	146,928	169,820	15.1	14.6	6.6	9.5
Hardin	6,024	8,179	6,153	3,756	88,469	98,809	36,852	41,834	14.6	12.0	5.9	11.1
Harrison	31,415	27,466	24,795	21,293	532,778	430,645	318,174	168,305	16.9	15.6	12.8	8.0
Henry .....	.....	1,849	2,265	1,772	.....	25,959	26,670	21,423	....	14.0	11.7	12.1
Highland	38,394	32,967	30,465	27,509	495,392	304,201	358,726	285,073	12.9	9.2	11.7	10.4
Hocking	17,939	16,503	17,026	15,603	220,437	182,061	100,950	177,678	12.2	11.0	11.2	11.4
Holmes	33,704	26,875	26,875	23,509	640,459	426,114	426,114	207,721	19.0	15.8	15.8	8.8
Huron	21,882	18,770	17,981	13,856	441,604	331,428	232,581	171,703	20.1	17.6	12.9	12.4
Jackson	10,423	12,141	11,847	11,387	94,861	94,163	116,469	111,303	9.1	7.7	9.8	9.8
Jefferson	35,062	29,540	28,975	19,401	616,180	469,401	349,589	188,703	17.5	15.8	12.0	9.7
Knox	39,936	23,627	35,886	21,875	762,267	446,645	505,377	116,771	19.0	15.6	14.0	5.3
Lake	5,183	5,761	5,506	4,474	82,286	100,889	85,329	65,102	15.8	17.5	15.4	14.5
Lawrence	2,959	2,030	2,123	2,128	25,959	15,186	16,067	24,347	8.7	7.4	7.5	11.4
Licking	48,187	39,921	40,610	31,943	849,116	537,270	507,326	290,855	17.6	13.4	12.4	9.1
Logan	39,525	24,271	25,640	20,208	795,542	378,290	372,639	266,205	20.1	15.5	14.3	13.1
Lorain	11,555	11,156	9,076	6,519	206,301	193,307	106,916	79,345	17.8	17.3	11.7	12.2
Lucas .....	.....	4,289	4,085	3,878	.....	83,189	52,736	55,779	....	19.3	12.9	14.4
Madison	4,019	5,763	5,359	4,039	64,610	83,257	77,640	60,183	16.0	14.7	14.4	14.9
Mahoning	16,731	16,563	13,777	12,575	325,497	294,396	212,340	142,748	19.4	17.7	15.4	11.4
Marion	8,294	8,031	6,777	4,960	144,832	108,204	70,825	69,189	17.4	13.4	10.4	13.9
Medina	17,698	15,619	13,961	11,263	350,303	229,015	253,849	155,910	19.7	19.1	18.1	13.8
Meigs .....	.....	12,117	13,253	11,705	128,593	142,645	166,392	144,023	....	11.7	12.5	12.3
Mercer	8,272	11,479	10,528	10,632	120,099	203,749	128,905	120,352	14.5	17.7	12.2	11.3
Miami	26,563	26,218	25,298	25,300	565,565	467,555	419,909	366,860	21.2	17.8	16.5	14.5
Monroe	24,131	19,434	20,485	18,294	301,219	232,770	217,500	185,229	12.4	11.9	10.6	10.1
Montgomery	36,094	32,128	28,000	28,182	788,784	566,952	497,870	464,437	21.8	17.6	17.7	16.5
Morgan	42,578	28,280	29,497	26,730	661,104	435,282	416,080	326,514	15.5	15.3	14.1	12.2
Morrow	19,389	17,100	15,602	9,071	364,432	246,995	104,766	77,820	18.7	14.4	6.7	8.6
Muskingum	58,649	50,244	53,740	45,668	1,003,096	754,619	801,957	489,377	17.0	15.0	14.9	10.7
Noble .....	.....	19,461	20,749	15,984	.....	257,286	230,533	175,071	....	13.2	11.1	10.9

Ottawa.....	3,309	2,933	2,766	2,634	65,411	52,702	44,352	40,897	19.7	17.9	16.0	15.3
Paulding	1,389	1,174	1,401	1,411	19,588	13,858	17,304	18,470	14.1	11.8	12.3	13.1
Perry	34,766	31,008	31,378	26,769	537,900	413,694	421,286	292,164	15.4	13.3	13.4	10.9
Pickaway.....	20,152	19,425	18,899	13,511	338,829	295,964	274,257	213,168	16.8	15.2	14.7	15.8
Pike	6,001	6,124	6,413	6,306	52,596	45,708	60,641	55,727	8.7	7.4	9.4	8.8
Portage	14,664	12,951	11,466	9,313	255,402	232,563	193,375	132,555	17.4	17.9	16.8	14.2
Preble.....	28,172	26,452	23,919	25,279	471,605	376,561	341,896	298,298	16.7	14.2	14.2	11.8
Putnam	7,431	8,471	7,444	7,810	96,363	127,328	69,798	69,352	12.9	15.0	9.3	8.9
Richland.....	41,219	35,080	35,167	26,306	795,213	557,059	470,643	242,977	19.2	15.8	13.3	9.2
Ross.....	25,832	25,320	24,637	21,533	359,046	296,430	327,603	291,990	13.8	11.7	13.2	13.6
Sandusky.....	17,193	13,684	14,759	13,288	330,344	244,822	210,466	193,656	19.2	17.8	14.2	14.6
Sciota .....	.....	3,254	3,577	5,451	.. . .	29,117	38,188	60,967	....	8.9	10.6	11.2
Seneca	40,895	40,160	34,443	32,070	836,824	725,513	428,052	402,987	20.4	18.0	12.4	12.6
Shelby	13,960	15,675	15,831	16,346	239,820	243,110	194,501	219,956	17.1	16.5	12.2	13.4
Stark.....	53,407	47,864	44,504	41,471	1,071,177	892,233	956,513	612,256	20.0	18.6	21.5	14.8
Summit	23,728	21,599	20,831	19,098	485,404	415,890	460,132	324,882	20.4	19.2	22.0	17.0
Trumbull.....	10,718	11,667	10,346	8,246	190,017	205,464	156,411	103,117	17.7	17.6	15.1	12.5
Tuscarawas.....	49,077	41,378	43,924	36,227	883,071	656,172	669,131	437,223	17.9	15.8	15.2	12.1
Union	5,836	8,502	8,346	6,285	103,202	122,826	92,601	70,701	17.6	14.4	11.0	11.3
Van Wert	4,481	5,519	5,405	5,553	60,604	78,950	61,734	59,467	13.5	14.3	11.4	10.7
Vinton.....	8,287	8,660	8,957	8,079	77,244	83,900	87,470	78,809	9.3	9.6	9.7	9.7
Warren	25,990	24,258	23,327	19,450	447,042	325,118	369,311	299,048	17.2	13.4	15.8	15.4
Washington.....	21,236	19,037	19,370	18,111	264,316	224,800	243,681	222,594	12.4	11.8	12.5	12.2
Wayne.....	.....	43,805	43,568	38,006	.....	832,059	885,510	478,560	.....	18.9	20.3	12.6
Williams .....	.....	8,241	9,744	10,346	.....	105,272	136,416	140,643	.....	12.7	14.0	13.6
Wood .....	.....	5,580	5,014	3,945	.....	88,274	52,111	41,669	.....	15.8	10.3	10.5
Wyandot.....	.....	9,914	.....	6,436	.....	141,226	.....	86,963	.....	14.2	.....	12.6
Total.....	1,658,106	1,657,252	1,624,715	1,421,826	28,769,139	25,309,225	22,962,774	17,118,311	17.3	15.2	14.1	12.0

The preceding tabular statement is derived from the "Annual Report of the Auditor of State, on the Condition of the Finances of Ohio," and we take this opportunity of acknowledging our indebtedness to WILLIAM D. MORGAN, Esq., the Auditor, for an early copy of his able and interesting report. In a subsequent number of the *Merchants' Magazine* we shall embody other equally valuable statistics from the same official and authentic source.

THE SORGHO SUCRE: A RIVAL OF THE SUGAR-CANE.

We published in a former number of the *Merchants' Magazine* some account of this newly discovered plant, and now give the opinion of Count David de Bauregard, who transmitted the report of the French Agricultural Commission at Toulon to the French consul at Cork, in Ireland. This opinion was sent to Hon. James Buchanan, United States Minister to England, by Mr. B. James Hackett, from whom it was received by the United States Commissioner of Patents:—

"I hasten to forward you by this post the report drawn up by the Agricultural Commission at Toulon respecting the *holcus saccharatus*, an article introduced into France from China in the year 1851, by Mr. De Montigny, the French consul at Shanghai. No new feature has appeared, but I continue to think that the plant is one of the most valuable which exist; that it will yield the greatest advantage not only in Europe, wherever the climate permits the late maize to grow to perfection, but even under the tropics, where it may replace with advantage the sugar-cane, because it will there grow three crops in the same space of time as is required for one of the sugar-cane, and that besides it is more exempt from the injuries of the white ant, which destroy its rival."

POSTAL DEPARTMENT.

STATISTICS OF POSTAGE IN THE PRINCIPAL CITIES OF THE UNITED STATES.

The following is a comparative statement of the amount received for letter postage at the principal cities in the United States, during the years ending 31st March, 1853 and 1855. To make it more intelligible, the population in 1850 and the increase per cent, are also given:—

Post-offices.	Population, 1850.	Letter postage.			Inc'se p. c.
		1853.	1855.		
Boston, Massachusetts.....	136,881	\$149,272 64	\$183,322 83	23	
New York, New York.....	515,547	455,133 05	564,530 34	26	
Philadelphia, Pennsylvania.....	121,376	151,961 70	179,669 79	18	
Baltimore, Maryland.....	169,054	86,573 93	107,840 11	24½	
Washington, Dist. of Columbia..	40,001	26,449 26	30,045 50	13½	
New Orleans, Louisiana.....	118,375	74,304 52	77,819 30	5	
St. Louis, Missouri.....	77,860	32,041 37	46,021 52	45	
Cincinnati, Ohio.....	115,435	58,045 05	76,514 80	33½	
Chicago, Illinois.....	29,963	20,521 94	44,392 48	116	

It will be seen that the increase on letter postage is much greater in Northern cities than in Southern. A statement of the amount of postage on letters sent to the respective offices named, and there to be remailed and sent to other offices, shows the same disparity, as follows:—

	1853.	1855.		1853.	1855.
Boston.....	\$250,837 04	\$313,494 38	St. Louis.....	86,211 31	89,461 22
New York.....	781,378 25	913,971 54	Louisville....	48,825 34	56,234 06
Buffalo.....	37,002 03	112,200 91	Cincinnati....	50,098 77	62,330 29
Philadelphia..	71,439 26	95,991 90	Cleveland....	61,202 64	88,616 82
Baltimore....	36,256 04	43,648 46	Indianapolis..	50,841 20	76,659 22
New Orleans..	63,897 73	63,264 22	Chicago.....	141,202 64	282,876 90

WHY LETTERS ARE NOT RECEIVED.

Recent investigations in the city of New York show, says the *Washington Union*, that the removal of postage stamps from letters, and then dropping the letters *unpaid* into the office, is practiced there to a great extent, chiefly by the lads with whom they are sent to be mailed. The stamps thus fraudulently acquired are exchanged for

fruits or other refreshments, and then resold below their legal value to such as are willing to buy. One individual has thus bought from the proprietor of a single fruit-stand some sixty or seventy of these stamps. Letters thus deposited, bearing no evidence of prepayment of postage, are of course not mailed; and the public, as well as those immediately interested, blame the Post-Office Department because they fail to reach those to whom they are addressed.

COMPENSATION OF POSTMASTERS IN THE UNITED STATES.

When the commissions and allowances of a postmaster taken together (as charged in his quarterly account) exceed \$500 in amount, he is required to render, with his quarterly account, an account to be called the *commission account*; stating on the one side the amount of the commissions and allowances, and on the other his own compensation for the quarter, as limited by law, and the incidental expenses of his office necessarily and actually incurred during the quarter. The proper vouchers and receipts must accompany the charges for incidental expenses, and must specify distinctly the several objects—whether for rent, fuel, light, stationery, &c.—and the names, ages, sex, and rate of compensation and time paid for, of each and every person employed as assistant or clerk. If the amount of the commissions and allowances fall short of the amount of the compensation and expenses, the postmaster has no claim on the United States for the deficiency; and if the amount exceed such compensation and expenses, the postmaster is required to add the excess to the balance to be acknowledged by him as due the United States on his quarterly return for the same quarter.

REGULATIONS AS TO FOREIGN LETTERS.

When a postmaster finds that a vessel is ready to sail, by which it will be convenient to send letters to their place of destination, he should carefully examine all such letters, and see that there are none among them destined to another place. He should then count them, and enter their number in a bill. If there are few letters, and no mail-bag is furnished for them by the master of the vessel, the postmaster may make them into a bundle like a common mail, taking care to inclose the certificate with them, and sealing the wrapper with the office seal. If a bag is furnished, the string is required to be sealed with the office seal; and if there are many letters, and no bag is furnished by the master of the vessel, it is the duty of the postmaster to furnish one, and charge it to the department.

CORRECTED PROOF-SHEETS.

The *Union* learns from the Department that the postage charged for corrected proof-sheets sent by mail is the same as pamphlet postage, in case the corrections are only those of typographical errors. If new matter is introduced by the corrections, or any notations made by which information is asked or conveyed, or instructions given in writing, the sheets are subject to letter postage.

NEWSPAPER POSTAGE IN THE UNITED STATES.

The *Union*, speaking on the authority of the Post-Office Department, says:—

“In determining newspaper postages, the distances are to be computed from the office of publication, and by the route over which the mail is carried, and not from the county line of the county in which the paper is published. The postage is chargeable by the newspaper, not by the sheet; and if two or more newspapers are printed on one sheet, full postage must be charged on each.”

MERCANTILE MISCELLANIES.

CHARACTER: AN ESSAY FOR MERCHANTS.

[BY RICHARD SMITH, ESQ., EDITOR OF THE CINCINNATI PRICE CURRENT.]

In business transactions there is for most articles a measure of value, and the importance of property to the possessor is usually estimated by the price thus arrived at. Money is the standard legal commodity by which value is determined and exchanges effected, and the preference that is given to money over all other articles that compose property or the basis of wealth, renders it easy for the possessor of the former to secure anything real or personal that may be desired. Thus everything of a material nature is regarded as liable to change of ownership—all are saleable and purchaseable commodities; and it is for this reason that property is of itself not sufficient to secure to the possessor peace or happiness. Although there is, to a certain extent, a connection between mind and matter, there are some things peculiar to the former, which are not subject to the control of the latter, and these are essentially necessary to happiness. Without them life proves a burden, and the possessor incapable of enjoying anything, however well calculated it may be in itself to secure temporal enjoyment. Their character being, as remarked, essential to happiness, and not being obtainable for money, they are exceedingly precious; still, in many cases, the slender cord by which they are held is often trifled with, and few realize their full importance until they have permitted them to depart.

Among the features to which we have referred, the reader will readily discover CHARACTER as standing most prominent. This, to a man of business, and indeed to every person, is as dear as life itself—and one that should, therefore, be guarded with as much care as the other; sometimes people, who are devoid of a good character, become possessed of wealth, and the latter secures for them, in many cases, a position in society to which they never could have attained if compelled to rely for promotion on *merit*. But this at best is but a forced position, and the respect rendered in such cases, proves merely nominal. The place is held entirely by the strength of dollars, and in the event of this failing, the feelings of contempt that were previously suppressed, are manifested without restraint; and even if the money-power should continue to the end of life, the memory of the characterless man would be buried with his body, and his epitaph, if written at all, would refer to one whose absence could not be lamented; or its sentiments, if otherwise expressed, would be in keeping with the principles upon which in life he was respected. But feelings of genuine respect can only be rendered to the man whose character is unstained. Such respect as is awarded to the possessor of an unspotted character is not purchaseable, nor does it require a pecuniary effort to command it. As well might a human being lift his voice in derision of nature, when arrayed in all her splendor, as attempt to withhold respect from an HONEST MAN. To the latter nothing in the world can be compared; such a character approaches nearer than anything else to the perfection of the Creator, and it therefore tends to secure to man that unalloyed happiness enjoyed by the father of our race when in his perfect state.

Character should therefore be, as already remarked, carefully guarded. No amount of prosperity can compensate for a character lost in the pursuit or acquirement of wealth. Yet how few, comparatively, succeed in so guarding it; and how many sacrifice it for that which cannot in any degree compensate for it. Stand aside from the bustling scenes of business for a few years. Mark the young man as he enters the

arena of mercantile life. He commences with buoyant hopes and pure intentions; but as he falls in with what are termed the "customs of trade," he begins to compromise that strict integrity with which he commenced the world, and step by step he descends, and finally he emerges from active life with a character deeply spotted, and a mind terribly harrassed. To avoid this end requires a purity and steadfastness of purpose, and apparent sacrifices in the beginning and throughout the entire course of business. The grasping desires and avaricious propensities peculiar to the age are the main difficulties in the way of sustaining a good character. These evil features lead men to cast not only their property but their standing into the scale of chance, and in such cases if both do not disappear together, the latter rarely rises. Business may be conducted on strictly correct principles, but this can rarely be done under the influence of an insatiable desire for wealth. This is the great besetting sin of business men. It induces them to misrepresent in selling, to deceive in accordance with the various unhealthy customs of trade, which countenance a departure from the rules of strict integrity, and tolerate stealing on a small scale in almost every shape, except that of extracting money directly from a customer's pocket. There is but little difference, *morally*, between stealing direct and selling wood for merchandise, or taking advantage in any way of parties whose confidence may induce them to trust their interests or property to the care of another. Yet in almost innumerable shapes the latter is practiced, and so general have these practices become that, as already intimated they are, by common consent, classed among the customs of trade. But custom can never make wrong right; and in the practice of such acts it were unavailing to refer for justification to the course of others. To sustain a GOOD CHARACTER, therefore, the man of business must be unyielding in his opposition to everything wrong, whether contrary to, or in accordance with, the rules tolerated by custom or common permission.

COUNTING-ROOM EDUCATION.

In looking over the life of Alexander Hamilton, by Dr. Renwick, says our cotemporary of the Philadelphia *Merchant*, we were struck with a just acknowledgment made by the distinguished writer respecting the influence of counting-room education. It is seldom that literary men have a favorable word to say of the initiatory department of mercantile life, and all who have read the introduction to Hawthorne's "Scarlet Letter," have met a good specimen of the severity with which day-book and ledger life can be treated, as though it were adverse to everything dignifying and noble. But in the Life of Hamilton, by Dr. Renwick, we have an admission no less remarkable than just. It appears that in early age Hamilton's father became embarrassed in his pecuniary matters, and the son looked about him for self-maintenance. A situation was secured for him in a commercial house in St. Croix, and he entered the counting-room of an eminent merchant.

He advanced so rapidly in the acquirement of the knowledge of business affairs and the tact of good management, that while very young most important trusts were committed to his keeping. But mercantile affairs did not suit him, and those fine abilities which he afterwards displayed were permitted to find a fitting sphere of rapid development. Means to pursue classical studies were furnished him, and the world knows that one of the ablest and most influential minds of America was that of Alexander Hamilton. Dr. Renwick says:—

"We cannot, however, but consider his early introduction to the business of a counting-house as having a favorable influence on his subsequent career. The habits of order and regularity in a well-conducted commercial establishment are never forgotten, and are applicable to every possible pursuit. Nor is the exercise of mercantile correspondence without its value in a literary point of view. To those with little previous education, or who have not an opportunity of improving themselves afterward, this exercise may communicate no elegance of style, but where the use of language has once been attained, the compression of thought and conciseness of expression on which merchants pride themselves, give a terseness and precision of diction which those educated in any other profession can rarely equal."

Now this is high praise, coming as it did from within the walls of a college. It is a broad view of counting-room education, and suggests many ideas that it would be well to dwell upon. Too many minds, especially those inclined to literary pursuits, regard the counting-room merely as a sort of magician's retreat, where the art of changing the dollar into a double eagle is taught and learned—where the faculties of the mind are trained into a sort of dray-horse business, and what is learned there has to them no more connection with any other portion of life than the blotter has with the prayer-book. They see the clerk, his pen and ink, his invoices and his books, his letters, and they deem the copying-press a capital invention to break up the monotony of the pen-and-ink life of the poor drudge. As to the training of the faculties, the development of habits of order and regularity, the stern discipline of the moral powers, the aids afforded to induce a ready, clear, concise expression of what must be said, and kindred matters—these are all overlooked, and they must be indebted to some discerning and comprehensive mind for any means of seeing how a counting-room education may exert a "favorable influence" on any subsequent career. We have frequently been struck with the rapid advances made by those who have left mercantile life for the bar or the pulpit, attributable only to the tact by which they were able to seize opportunities promptly—tact developed in the counting-room, where emergencies sometimes stir a man's soul as no college examination or trial sermon ever roused up human nature.

Much of the results of which we have been speaking depends on the aims with which the counting-room is entered by the young man. If the young man goes in as to a treadmill, only a treadmill will he find. He will shirk everything beyond the simplest routine of prescribed duties. The boundary of his vision will be exceedingly limited; and instead of seeing in him the promise of the intelligent, influential, and honored merchant, you behold almost certain evidence that he will never attain to anything beyond the narrowest conception of mercantile life, and will furnish a good model for the satirist who hates everything like Commerce, because it suggests the possession of money, which he has not.

It is a good sign of the times that so increased and improved have become the facilities for preparatory commercial education. Commercial institutes and colleges are increasing in all our large cities. In these the young man finds his ideas of counting-room life radically changed. He discovers that the more accomplishments he can carry to the desk, the better the promises of true success; and instead of the old notion of confining attention to book-keeping and penmanship, we have now, in these educational establishments, professors and lecturers on commercial geography, commercial law, political science, &c., and such an education is imparted as impresses the student with the great fact that no enlargement of his mental acquirements can fail to be of use to him in the long run of mercantile life. We are beginning to bring back the ancient idea of the merchant when he was deemed the paragon of accomplishments, furnished with all forms of knowledge, and holding himself bound to acquit himself nobly not only in possessing a comprehensive knowledge of the little world about him, but also of the greater world, with all its diversities, bringing from afar knowledge that poured the best light on things near.

Every day the ideal of the true merchant is increasing in dignity and attraction. The "almighty dollar" is no symbol of him; but treaties, laws, courtesies, and amenities, binding discordant nations and peoples in bands of amity, making the interests of Commerce far better for man's regard than the fortunes of war. And however we behold the confusion of war now impeding the progress of mankind, it is to the merchant that we owe the most potential influence to preserve peace where it is now enjoyed, and to hasten the end of wars where they are raging.

STICK TO A LEGITIMATE BUSINESS.

Well directed energy and enterprise, says the *Merchant*, are the life of American progress, but if there is one lesson taught more plainly than others by the great failures of late, it is, "safety lies in sticking to a legitimate business." No man—merchant, trader, or banker—has any moral right to be so energetic and enterprising as to take from his legitimate business the capital which it requires to meet any emergency. When a crowd of creditors stand vainly waiting for their dues, it is little comfort to them to be told "Well, one thing must be remembered, and that is, the money has been wide spread to aid important enterprises!" The old maxim—"Be just be-

fore you are *generous*”—comes up at such times with great force, and the creditor naturally asks, “What right had this house to be *enterprising* with my money outside of their legitimate business?”

Apologies are sometimes made for firms who have failed by recurring to the important experiments they have aided, and the unnumbered fields of enterprise where they have freely scattered their money. We are told that individual losses sustained by those failures will be as nothing compared with the benefits conferred on the community by their liberality in contributing to every public work. We do not see the force of this reasoning. A man's relations to a creditor are vastly different from his relations to what is called “the public.” The demands of the one are definite, the claims of the other are just what the ambition of the man may make them; and it is no excuse for any house in their time of failure to set up as an apology that in serving “the public” they have wronged individuals.

The histories of honorably successful business men unite to exalt the importance of sticking to a legitimate business; and it is most instructive to see that, in the greater portion of the failures which we are permitted to analyze, the real cause of disaster was the branching out beyond a legitimate business in the taking hold of this and that tempting offer, and for the sake of some great gain venturing where they did not know the ground, and could not know the pit-falls. They would have escaped all this had they kept to operations within the field of their legitimate business; or should they fail in some time of sudden and stern trial, it will be to their honor to be able to say, “We have lost by the vicissitudes of trade, and not by rash and foolish attempts to play a side game.”

The lesson of the times is—*stick to a legitimate business*. Concentrate attention, abilities, operations there; and bridle those imaginings which send fancy abroad to gather false promises and lure to ruin.

AN EXTENSIVE LIVERPOOL MERCHANT.

The editor of the *Pennsylvania Inquirer*, Philadelphia, publishes the annexed figures, showing the operations of JAMES McHENRY, of Liverpool, for a single year, viz.: from September, 1853, to September, 1854—or rather, the imports by that house from the United States during the time specified. The aggregates are as follows:—

Cotton bales	59,140	Bacon, in bulk cwt.	7,731
Flour bbls.	348,871	Hams hhds.	198
Wheat bush.	424,188	Lard tierces	7,137
Indian corn	1,066,071	Lard bbls.	7,923
Indian meal bbls.	12,442	Lard kegs	160
Bacon boxes	31,230	Beef tierces	7,441
Bacon hhds.	865	Pork bbls.	1,669

In addition, large quantities of other American products, amounting in value to many millions of dollars. Not a dollar of the immense totals has been lost to the American shippers—and although Mr. McHenry was compelled, temporarily, to suspend in consequence of the defalcation of other parties, we are glad to learn that he has recommenced business without the slightest loss of character, and under the most favorable auspices.

The *Inquirer* adds: “We have enjoyed his acquaintance for upwards of twenty years, and we never knew a more honorable man, or one of more rectitude and correctness in his dealings. We bear this testimony with especial pleasure, and with the fullest confidence. He has our best wishes for a long and happy life, and a truly prosperous career. He is yet young, active, and vigorous—and although his character has been submitted to a fiery ordeal, it has stood the test in triumph and without a spot or blemish.”

THE CANADIAN RECIPROCITY TREATY.

The *Oswego Times* says no class of our citizens will probably derive greater benefits from reciprocal free trade than our millers. To say nothing of the Canadian wheat crop, the removal of the twenty per cent duty opens to them the flour markets of the St. Lawrence, which are frequently better than the Eastern markets of the seaboard, as has been the case the present season. Most of the flour manufactured here is now being shipped to Montreal and Quebec, their market being better than the New York market. This will not always be the case when prices are reduced to the export value; but the large consumption of the Lower provinces, which buy most of their breadstuffs, will always give importance to the markets of the St. Lawrence.

COPPER ORE AND COTTON: DANGEROUS FREIGHT.

The ship *Georgia*, says the Liverpool *Albion*, from Savannah, arrived at Liverpool on the 8th of June, brought some copper ore in cases, which proves to be an exceedingly dangerous cargo, for so great was the heat evolved during the passage, from the sulphur contained in the ore, that some of the cases were taken out of the ship completely charred, the lids being a mass of charcoal; while the cotton stowed immediately above them was partially burnt, and when landed from the ship was so much heated as to make it painful for a man to thrust his hands into the bales. We believe the copper ore from Adelaide, continues the *Albion*, when first shipped to England, was of a similarly dangerous character, till means were taken to destroy the sulphur by roasting the ore. In its present state, the ore from the mines of Georgia is not fit to be brought across the Atlantic, and must undergo a process similar to that of the Australian ore to remove all danger from it.

COMMERCIAL VALUE OF GIRLS IN CHINA.

The Charleston *Mercury* says the present condition of China is a melancholy demonstration of what conservatism may do for a family. The lowest rung on the social ladder is occupied by the oldest living nation—a nation that claims to be the only civilized. The poorer classes in the neighborhood of Hong Kong are selling their children for twenty-four cents each. This price applies to girls of seven to ten years, and the purchaser must take them away at once and support them. They are chiefly employed as servants. Older girls being more—or, to speak commercially, “we quote girls from seven to ten years at twenty-five cents; ten to fifteen years, one dollar. Fifteen to twenty years are more in demand, and cannot be had under seventy to one hundred dollars.”

THE MERCHANT'S CLERK.

Too seldom is this important character noticed with the honor that is due him. He is to business what the wife is to the order and success of home—the genius that gives form and fashion to the materials for prosperity which are furnished by another.

Wealth descends best when it falls into the hands of the merchant's son who has been also his clerk, for thus received riches are made the instruments of enterprise and public good, instead of dissipation, evil example, and ruin. There is no such relish in expenditure as that which comes from the consciousness of having had an honorable part in the acquisition.

 THE BOOK TRADE.

- 1.—*A Treatise on Pneumatics*; being the Physics of Gases, including Vapors. Illustrated by numerous fine Wood Engravings. By MARTIN H. BOYLE, M. D., A. M., Professor of Natural Philosophy and Chemistry in the Central High School of Philadelphia, Member of the American Philosophical Society, &c., &c. 8vo., pp. 123. Philadelphia: E. & C. Biddle.

The frequent inquiries made in regard to the principles, various constructions, and modes of using the different meteorological instruments, which come within the subject treated of in this comprehensive little volume, and increasing interest felt in the material, natural, or physical sciences, induced the author to prepare the present work. It contains a full description of the different air-pumps, and the several experiments which may be formed by them; also, the different barometers, pressure gauges, hydrometers, and other meteorological instruments, explaining the principles on which they act, as well as the modes of using such instruments. The work is systematically arranged, and the explanations appear to be clear, full, and intelligible. A series of tables for the use of the different instruments is added. The volume contains numerous appropriate wood-cut illustrations, made expressly for the work, many of them entirely original. The work supplies a gap in scientific literature which has been much wanted.

- 2.—*An American among the Orientals*; including an Audience with the Sultan, and a Visit to the interior of a Turkish Harem. By JAMES E. P. BOULDEN, M. D. 12mo., pp. 178. Philadelphia: Lindsay & Blakiston.

It is well remarked by the unassuming author, in his brief and pertinent preface, that the novel characteristics of the Turks, their singular observances and beliefs, and the attitude in which they now stand before the world, owing to the complicated condition of the Russo-Turkish question, involving in a bloody struggle, not only Turkey and Russia, but the great western powers of Europe, render authentic accounts of their manners and customs peculiarly interesting. The author resided several months at Constantinople, and appears to give a truthful narrative of what came under his own observation, rather than borrow from the writings of former tourists. The work is written in a pleasant and readable style.

- 3.—*Mountains and Molehills*; or Recollections of a Burnt Journal. By FRANK MARRYAT, author of the "Eastern Archipelago." 12mo., pp. 393. New York: Harper & Brothers.

The author was in California some two years, from the spring of 1850 to the spring of 1852, and revisited that country in the winter following. He has produced an agreeably written and vivacious account of life in California, the journey across the Isthmus, &c. It furnishes entertainment to the adventurous, and to all those who wish to become acquainted with the state of society in California at the time of the author's visit. The numerous engravings are designed to portray the characteristics of the people.

- 4.—*Harper's Story Books*. A Series of Narratives, Dialogues, Biographies, and Tales, for the Instruction and Entertainment of the Young. By JACOB ABBOTT. Embellished with numerous beautiful Engravings.

The third volume of "Stories," by the inimitable Abbott, the most successful, instructive, and entertaining writer of children's books in our day. The present volume contains three stories, viz.: "Virginia;" "Tamboo and Joliba, or the Art of being Useful;" and "Timboo and Fanny, or the Art of Self-Instruction." The books are handsomely printed and beautifully illustrated with engravings on wood.

- 5.—*Harper's Magazine*. Vol. X, December, 1854, to May, 1855. 8vo., pp. 864. New York: Harper & Brothers.

The tenth semi-annual volume of this popular periodical before us, will not lose by comparison with any that have preceded it. The volumes already published furnish an amount and variety of reading that could scarcely be obtained in any other form for the same outlay. With more than a hundred thousand purchasers, we may fairly estimate that it has at least one million monthly readers.

6.—*Cone Cut Corners*; the Experiences of a Conservative Family in Fanatical Times. By BENAULT. 12mo., pp. 456. New York: Mason & Brothers.

The pictures of New England life exhibited within these pages are remarkably vivid and faithful. We see at once, in the portraits and scenes described, a sample of many a village in our midst—the characters invested with a life-like power. "Elder Grains," and the account of the donation party, are excellent. It is a book for the times, relating to a prominent subject of interest, now being discussed, and ought to have a wide circulation in temperance circles, yet there are other moral lessons to be learned from its perusal. The follies of fashionable life, and the foibles incident to obscure villages, are naturally depicted, and we feel that people who lived in and came from the city to "Cone Cut Corners," are a fair representation of many a New England village. The story, as a work of fiction, has great merit, but the greatest interest lies in the moral influence which is diffused, so skillfully and truthfully.

7.—*Mary Lyndon*; or Revelations of a Life. An Autobiography. 12mo., pp. 388. New York: Stringer & Townsend.

We find in these pages the honest utterances of one who has lived, loved, and suffered. She has dared to record her experience of life, and reveal her wrongs, with an earnestness and depth of feeling which such sufferings only could prompt. The work may be said to be devoted to the wrongs of women. Many may not agree with some ideas expressed, still none can gainsay the fact, that it is a work of considerable merit, and written with an intensity of purpose, which the reader will perceive in every page. The author appears to be an ultra-reformer, and her criticisms on existing society are often as just as they are severe. Some important truths can be learned in this recital of wrongs, although we are not prepared to receive all that is suggested, though it is done with apparent truth and honesty of purpose.

8.—*Doesticks—What he Says*. By Q. K. PHILANDER DOESTICKS, P. B. 12mo., pp. 330. New York: Edward Livermore.

The humorous sketches of Doesticks which have widely appeared in newspapers, together with many that have not before been published, are included in this volume. The style of the author is original, eccentric, and some of these "airy nothings" are capital. These pieces will be appreciated by the good-natured and fun-loving, and will serve to dispel the clouds that hang around the brow of the sad and the careworn. "A New Patent-Medicine Operation," "Doesticks on a Bender," "Running with the Machine," "Disappointed Love," "Mysterious Secrets of the K. N.'s," "Keeping the Maine Law," "The Kentucky Tavern," are some of the matters treated of. Doesticks also visits the Baby Show at Barnum's. The volume is handsomely printed and illustrated.

9.—*Star Papers*; or Experiences of Art and Nature. By HENRY WARD BEECHER. 12mo., pp. 359. New York: J. C. Derby. Boston: Phillips & Sampson.

Many are familiar with these papers, all having been published in the *Independent*, and designated by a star. We welcome their appearance in this neat, readable, and attractive form. Some of the articles are home letters, written while visiting historic places in Europe; most of the other pieces were sketched during vacation, in the solitude of the country. The reader cannot but enter into the enthusiasm, beauty, and naturalness of the scenes which Mr. Beecher has described in his own masterly, spirited, and original style.

10.—*Waikna*; or Adventures on the Mosquito Shore. By SAMUEL A. BARD. With Sixty Illustrations. 12mo., pp. 366. New York: Harper & Brothers.

This is a readable narrative of adventure on that part of the eastern coast of Central America known as the Mosquito Shore. The character and habits of the people, and the scenery, are described, and the artist has illustrated the descriptions with spirited engravings. An historical sketch of the Shore, which has been invested with interest on account of the controversy between Great Britain and the United States concerning it, is given in the appendix.

11.—*Joy and Care: A Friendly Book for Young Mothers*. By Mrs. L. C. TUTHILL. 12mo., pp. 222. New York: Charles Scribner.

A series of letters and answers, being the correspondence of an inexperienced young mother and an experienced relative, concerning the care and management of children. Written in an off-hand, natural, epistolary style, and calculated to give many friendly and useful hints which can be made practically beneficial.

- 12.—*The Six Days of Creation*; a Series of Familiar Letters from a Father to his Children, describing the Natural History of each day's Mercies. With particular reference to the illustration of Scriptural Truth. By W. G. RHIND. 12mo., pp. 347. Philadelphia: Parry & McMillan.

This finely-printed and handsomely-illustrated volume purports to have been written by one whose head and heart were full of one "great thought"—"salvation through Christ"—whom he sees in all his works. In order to adapt the work to American readers, certain modifications and emendations, with additions, have been made by the American editor. The work, we are assured, remains entire. Besides the steel-plate engravings, illustrating the six days of creation, we have numerous wood-cuts of the animals supposed to have been created during the six days.

- 13.—*Which: the Right Way or the Left?* 12mo., pp. 536. New York: Garrett & Co.

The difference between true and false religion is ably illustrated in this work—an earnest zeal for the right, and power of discriminating good from evil in individuals and society, is here presented. It lays bare fashionable religion, and exposes many of the sins in business life. The story is well told, the incidents and scenes naturally drawn. We think the moral and religious tendency of the book excellent. The contrasts of character are striking and impressive, and while it interests for its vivid and life-like portraiture, it will have its influence for the great truths so ably and earnestly set forth within its pages.

- 14.—*Personal Recollections of the Stage*. Embracing Notices of Actors, Authors, and Auditors, during a period of Forty Years. By WILLIAM B. WOOD, late Director of the Philadelphia, Baltimore, Washington, and Alexandria Theaters. 12mo., pp. 477. Philadelphia: Henry Carey Baird.

The author of this work, now seventy-six years of age, retired from the stage in November, 1846, a veteran in theatrical life, as an excellent actor and able manager. In the course of the author's professional life of so long a period, occur many interesting reminiscences. The historical sketch of those theaters with which Mr. Wood was connected will be found interesting to many readers, and the work as a whole is a valuable contribution to the history of the American stage.

- 15.—*Abridgement of the History of England*. By JOHN LINGARD. With continuation from 1688 to the Reign of Queen Victoria. By JAMES BURKE, Esq., A. B., to which is added Original Notes with Questions. By M. J. KERNEY, A. M. 12mo., pp. 693. Baltimore: John Murphy & Co.

This abridgement of the celebrated history of Lingard appears to contain the important and most interesting portions of the original work. The continuation comprises a period of deep interest in England's history. The abstract of geography of England in Saxon times, the list of eminent men, natives of that country, and the marginal notes, are useful features of the work. There is, too, a sketch of the British Constitution.

- 16.—*The Artist's and Tradesman's Companion*. With Illustrations. Compiled by M. LAFAYETTE BYRN, M. D., author of the "Complete Practical Brewer," "The Complete Practical Distiller," &c., &c. 12mo., pp. 214. New York: Stringer & Townsend.

This volume contains information on the manufacture and application of varnishes to painting and other branches of art; instructions for working enamel, foil, and in the art of glazing, imitation of gold color, tortoise shell, marble, and the art of staining wood and metal, imitation of fancy woods, granite, precious stones, silver, brass, and copper, house and carriage painting, and other matters relating to the arts—the whole presented in a simplified manner.

- 17.—*Harper & Brothers' Book List*. With an Index and Classified Table of Contents. 12mo., pp. 186. New York: Harper & Brothers.

Copies of the several works named in this catalogue would form a most valuable library, embracing in its range nearly every department of literature and science. In history, biography, voyages and travels, theology, art, science, and general literature, the collection is quite complete. The Harpers are not only the most extensive publishers in the world, but the most varied and general. They are not confined to any single class of publications, but range over the whole universe of subjects, illustrating in their long and successful career that "to the making of books there is no end."

18.—*The Escaped Nun*; or Disclosures of Convent Life, and the Confessions of a Sister of Charity. 12mo., pp. 344. New York: De Witt & Davenport.

This book purports to have been written by a nun, who entered a convent and took upon herself the usual oaths reluctantly, and with a thorough distaste for the claims which such an institution has upon its members. She professes to give a more minute detail of their inner life, and a bolder revelation of the mysteries and secrets of nunneries, than have ever before been submitted to the American public. Besides the history of the author, the book contains the history of the Orphan Nun of Capri—also confessions of a Sister of Charity. Although we have no predilection for convent life, and this book records many startling immoralities which might be transacted within its walls, still we cannot take this experience as a criterion of the life of a Sister of Charity, or a just view of the government of such communities.

19.—*London Art Journal for July, 1855.* New York: Virtue, Emmons & Co.

The three quarto steel engravings given in this number are, "The Princess Amelia," from the picture by Sir T. Lawrence in the Royal Collection, painted in 1792. This is in the artist's best style, "playful in fancy and sweet in expression." The second plate, the "Gate of the Metwaleys, Cairo," from a painting in the Royal Collection by D. Roberts, is a good picture. The third is "Hope," from the bas-relief by J. Gibson, R. A., a beautiful work of art. Hope is symbolized as one of the Christian virtues. A few pages of engravings of works in the Paris exhibition are given, pagged separate from the journal. There are twenty-two articles on art and art literature in this number, interspersed with fine wood engravings. We are pleased to learn that the circulation of this work in this country is increased with the issue of every new number. It is well worthy the most liberal support.

20.—*Peeps from a Belfry*; or the Parish Sketch-Book. By Rev. F. W. SHELTON, author of the "Rector of St. Bardolph's," "Salander," etc. 12mo., pp. 294. New York: Charles Scribner.

Interesting reminiscences in the experience of a pastor, written in a simple and genial style, and with a great deal of quiet humor. Some of the sketches are very amusing, particularly "Father Boyle, or the Danger of Pulling Down High Church Steeples," the "Square Pew," etc. Other incidents are marked with a sweetness and pathos which are peculiarly attractive, and will win the admiration of many a reader. Among those, we would refer to the chapters, "A Burial among the Mountains," "The Child's Funeral," "The Heart of Adamant," all simply and touchingly related.

21.—*The Missing Bride*; or Miriam the Avenger. By Mrs. EMMA D. E. N. SOUTHWORTH, author of the "Lost Heiress," the "Wife's Victory," etc. 12mo., pp. 635. Philadelphia: T. B. Peterson.

Mrs. Southworth has a wide reputation as a novelist. Many of her works have had an extensive sale, and have been so much read that whatever comes from her pen is eagerly sought for by those who appreciate her writings. The scenes of this work are founded on fact, and are portrayed with much vigor and naturalness. In all her works, we find that she has a just appreciation of human nature, and her descriptive powers are excellent. This story may be commended for its high moral tone, as well as for its beauty and originality of style.

22.—*Panama in 1855.* An Account of the Panama Railroad, of the Cities of Panama and Aspinwall; with Sketches of Life and Character on the Isthmus. By ROBERT TOMES. 18mo., pp. 246. New York: Harper & Brothers.

The author of this book went out as an invited guest of the Panama Railroad Company in January, 1855, and resided on the Isthmus a short time. He has written a book that will no doubt be useful to the traveler, and instructive to those interested in the commercial development of the Isthmus under the auspices of the Panama Railroad. The writer's picturesque descriptions and lively sketches will render the book acceptable to the general reader. It contains a map of the railroad and a number of appropriate illustrations.

23.—*Principles of the Revolution*: showing the Perversion of them, and the consequent Failure of their Accomplishment. By Joshua P. BLANCHARD. Boston: Dammell & Moore. 1855.

An aged Boston philanthropist has thus given the world a sad contrast of our country's promise with her performance; its ability demands notice; its spirit deserves eulogy; its conclusions are too gloomy to be readily accepted.

- 24.—*The Law of Contracts*. By THEOPHILUS PARSONS. 2 vols. Boston: Little Brown & Co.

If merchants would take pains to familiarize themselves with the leading principles of commercial law, they might often save themselves from heavy losses, and oftener still from heavy law expenses incurred in defending their rights; and if any merchant is disposed to try the experiment, he will find Parsons on Contracts an excellent work of study and reference. It is a reliable authority, is unusually full and comprehensive in its view of the subject, and is written in a clear, lucid style, by no means always to be found in law books. Moreover, the non-professional reader is not bewildered by the contradictory quotations from authorities, with which professional treatises are commonly to a great extent filled. These are confined to the foot-notes. In the text he will find simply a plain, straightforward, intelligible statement of the law as it stands, on each topic under consideration. Volume first of this work was published about two years since, and has become the standard work upon the subject of contracts with the legal profession. Volume second, which completes the work, is just published. A work on "Commercial Law," by the same author, is announced.

- 25.—*Land, Labor, and Gold; or Two Years in Victoria, with Visits to Sydney and Van Dieman's Land*. By WILLIAM HOWITT. 2 vols., 12mo., pp. 440 and 426. Boston: Ticknor & Fields.

We have abundant evidence in the volumes before us that Mr. Howitt's two years in Victoria, and his visits to other lands, were not unprofitable. The information is of the most varied character, just such as every emigrant would desire to possess, and it is conveyed in a pleasant and familiar style. The condition of the British Australian Colonies is described by the writer as singular and anomalous beyond conception, and what is not the less extraordinary is, that it is almost totally unknown either in England or the United States. We commend the work particularly to merchants in the United States, who have commercial intercourse with these colonies, and the statesman and politician, who would study the philosophy of "land, labor, and gold." The handsome style in which the work is published adds not a little to its attractions.

- 26.—*Cleve Hall*. By the author of "Amy Herbert," "The Experience of Life," etc. 12mo., pp. 485. New York: D. Appleton & Co.

Those who have read Miss Sewell's former works will welcome this, and those who have not read them, will, in a perusal of Cleve Hall, get an insight into the pure and fascinating style which characterizes her writings. The present story is not behind any of the others in the refined, moral, and religious sentiments which are inculcated. Each character—whether base, mean, noble, or beautiful—is delineated with a view to a beneficial moral tendency. Roland is finely represented, and indeed many others, showing what changes can be made in characters, where there is a true aim, and life is consecrated to a noble purpose. The scenes are well sustained and vividly presented; the interest is kept unflagging to the end.

- 27.—*Le Cure Manque; or Social and Religious Customs in France*. By EUGENE DE COURCILLON. 12mo., pp. 255. New York: Harper & Brothers.

There is much to interest the reader in this volume. It is a good story, besides being a sketch of travel; and one will be led not only about the metropolis, but into the rural districts, where French life, with its social and religious manners and customs, is faithfully represented. The writer shows the influence of Romanism upon the humbler classes, who still cling to the old usages and superstitions which have been discarded by the more enlightened people; that when this religion is received as the priests would have it received, it has a tendency to keep them ignorant and superstitious. The author draws his convictions from his own experience, having been born and reared in the provinces.

- 28.—*Putnam's Monthly: a Magazine of American Literature, Science, and Art*. Vol. V., January to July, 1855. 8vo., pp. 668. New York: Dix & Edwards.

The volume before us completes the fifth semi-annual issues of this truly American serial. Under the auspices of that accomplished publisher, George P. Putnam, it acquired a reputation and a popularity as just as it was deserved, and its value and interest has not been diminished in the least since it has passed into the hands of its present liberal and enterprising publishers. The best talent in the country has been enlisted in its support, and it numbers among the contributors to its pages many of the best names of our American literature.

29.—*The O'Doherty Papers*. By the late WILLIAM MAGINN, LL. D. Annotated by Dr. SHELTON MACKENZIE, editor of "Shiel's Sketches of the Irish Bar," "The Noctes Ambrosianæ," etc. 2 vols, 12mo., pp. 374 and 383. New York: J. S. Redfield.

Dr. Maginn, well known as the Sir Morgan O'Doherty of Blackwood's Magazine, and as the leading contributor for many years to Fraser's and other periodicals of note, may be regarded as one of the most popular magazine writers of his time. The combined learning, wit, eloquence, eccentricity, and humor of Maginn, obtained for him, long before his death, (in 1843.) the title of "The Modern Rabelais." His magazine articles possess extraordinary merit. He had the art of putting a vast quantity of animal spirits upon paper, but his graver articles—which contain sound and serious principles of criticism—are earnest and well-reasoned. The present collection contains his Facetiæ, (in a variety of languages,) Translations, Travesties, and Original Poetry; also his prose tales, which are eminently beautiful, the best of his critical articles, including his celebrated Shakspeare Papers, and his Homeric Ballads. The periodicals in which he wrote have been ransacked, from "Blackwood" to "Punch," and the result is the two volumes of great interest. The editorship of these papers could not well have been intrusted to better hands, or a more discriminating mind, than Dr. Mackenzie, a countryman and cotemporary of Dr. Maginn. The biography of the latter is highly creditable to the scholarship of Dr. Mackenzie, the accomplished writer.

30.—*Speeches and Addresses*. By HENRY W. HILLIARD. 8vo., pp. 497. New York: Harper & Brothers.

The twenty-eight speeches and orations contained in this volume were, with the exception of one oration on Charles Carroll, of Carrollton, delivered in 1832, spoken since 1838, and a majority of them in the National House of Representatives, of which body Mr. Hilliard was an able and prominent member for many years. His speeches in the House are upon important and interesting topics. The others were delivered either in his own State or in different parts of the Union. Mr. Hilliard is a gentleman of excellent judgment and broad views, and his graceful productions evince great ability, cultivation, and fine scholarship. We have perused some of them with much gratification. The oration delivered before the citizens of Montgomery, (Ala.) on the "Life and Character of Henry Clay," is a discriminating description of the "Man of Ashland" as an orator and statesman, and an account of his life, services, and principles, and a beautiful tribute to his imperishable fame. "Daniel Webster: his Life and Character," also furnishes a theme for an able address before the Literary Club and citizens of Montgomery.

31.—*History of the Crusades; their Rise, Progress, and Results*. By MAJOR PROCTOR, of the Royal Military Academy. 8vo., pp. 480. Philadelphia: Lindsay & Blakiston.

This is an able work on the Crusades, which constituted such interesting chapters in the world's annals. When at this time four of the great powers of Europe are engaged in war from a misunderstanding relative to the Holy Places at Jerusalem, the mind naturally reverts to the Holy Wars of Palestine during the Middle Ages. The work is written in a vigorous, entertaining style. The American editor has revised the work, and made some additions. There are over one hundred and fifty beautiful illustrations.

32.—*A Visit to the Camp before Sebastopol*. By RICHARD C. McCORMICK, JR., of New York. 12mo. New York: D. Appleton & Co.

The author visited the Crimea, and in these pages describes the camp of the Allies and the interesting localities in the vicinity of the besieged city, and tells us of many things that he saw and heard. The volume contains a number of maps and illustrations, which will contribute to impart a better understanding of the relative locations of places, the positions of the contending armies, and the appearance of the surrounding country.

33.—*Nanette and her Lovers*. A Tale of Normandy. By TALBOT GWYNNE. 12mo. pp. 313. New York: Riker, Thorne & Co.

The plot of this tale is laid at the time of the French Revolution, and many of the incidents have a relation to the political affairs of that stormy period. Nanette is an interesting heroine, and the events of her life are simply portrayed, showing that circumstances, beyond which we have no control, often tend to the reward of those who are truly good.