HUNT'S

MERCHANTS' MAGAZINE

AND

COMMERCIAL REVIEW.

AUGUST, 1856.

Art. I.—AVENUES OF WESTERN TRADE.

Of the future greatness of the trade of the Northwest, we need neither illustration nor argument to convince us. Its development during the last twenty years, from nothing to a value of between three and four hundred millions of dollars, is of itself a fact so astonishing that we are prepared to accept, without incredulity, the most startling speculations. The growth of Chicago, the chief collecting point of this region, from a miserable village of log huts, with a handful of the usual hangers-on of a military outpost, to a great city of nearly one hundred thousand inhabitants, whose daily arrivals and departures of vessels is exceeded by New York alone—is another Western phenomenon which puzzles the sober farmers of New England and the easy-going planters of the Old Dominion.

It was not until the opening of the Erie Canal in 1825 cheapened the precarious and expensive means of transport then existing to the lower end of Lake Erie, that the tide of emigration set in with any force to the Northwest. From that period until about 1840, the exports of this region were small; the surplus products being consumed by the ever-increasing crowd of new settlers.

During the last fifteen years, time and the effect of judicious public improvements have so far developed the resources of this country, that the value of the Lake trade had increased between 1840 and 1850 from $60 to $300,000,000;* and if it has continued to increase in the same ratio,

* Andrews' Report, on Colonial and Lake Trade, to the Secretary of the United States Treasury. 1852; p. 4.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

must now have attained the value of $450,000,000. The total number of tons arriving at tide-water from the Western States, by the Erie Canal, has increased from 158,148 tons in 1840, to 1,213,690 tons in 1853. It is estimated by Mr. John B. Jervis that this trade will double in the next six, and quadruple in the next fifteen years; so that in 1870 there will be an Eastern movement of five millions of tons, the surplus products of the Northwest; and were all this business done through the Erie Canal, the total annual movement would exceed nine millions of ton.*

That this estimate is a safe one, and rather errs in being under than over the mark, no one will doubt who considers how small and insignificant a part of the vast territory tributary to the commerce of the Lakes is now occupied and under cultivation. It is safe to say that out of a region, variously estimated to contain from 550 to 700,000 square miles of fertile territory, not one-twelfth part is now occupied, and that but sparsely. From a country capable of supporting 20,000,000 of people what may we not expect?

Although but few persons could appreciate the immense magnitude of the prize, yet from an early day attempts were made by different sections of the country to direct the Western trade to themselves. The two natural routes to the ocean from this great inland basin are by the Mississippi and by the St. Lawrence rivers. To these we may add a third, that great and only gap in the Alleghany chain which is penetrated by the Hudson River and its tributaries. This route, although at first sight not so apparent as the others, really possesses great natural advantages, and compares very favorably with them, as we may infer from the fact that the expenditure found necessary to overcome the rapids of the St. Lawrence and the Falls of Niagara was considerably greater than the cost of the original Erie Canal.

The Mississippi route, although not requiring so much artificial improvement, has some very serious disadvantages; one of which is the very variable regimen of its tributaries, which half the year are in freshet and the other half nearly dry. Whether this state of things can be obviated by art, it is difficult to say. Those who take an interest in the subject are referred to the able essays of Charles Ellet, Jr., on the improvement of the Mississippi and Ohio navigation.

A more serious objection to the Mississippi, as an outlet of the Northwest, is found in the fact that the heated waters of its mouth and of the Mexican Gulf are unfavorable to the preservation of those cereal products which form the staple of Western export. Mr. McAlpine, in his Canal Reports for 1852–53, has shown that when the enlargement of the Erie Canal is completed, the cereal products of the West can be brought to the New York market from as far South as the confluence of the Ohio and Mississippi rivers, cheaper than to New Orleans; while the products of the hog, which is not slaughtered early enough in the fall to reach the Northern water lines before they are closed by frost, will continue to find their way by the Mississippi River.

The St. Lawrence is the other rival for Western trade; but if we examine what proportion finds its way by that route, we shall see that it not only does not attract any of the trade of the Western States, but is fast losing even the trade of Upper Canada.

---

* J. B. Jervis' Report to the Canadian Commissioners of Public Works, on the Caughnawaga Canal. 1855; p. 14.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

Previous to 1850, by far the largest part of Western Canadian trade was done through Montreal and the St. Lawrence, and the trade with the United States was very insignificant. But with the cessation of protection to Canadian products in British markets, and the repeal of differential duties in favor of the St. Lawrence, a trade began to spring up between the two countries, which has been greatly extended by the operation of the United States Bonding Act, which came into effect in 1850, and the reciprocating treaty in 1855. The effect of these two measures has been to divert the trade of Canada West from the St. Lawrence to the New York canals and railways.

In 1854 the value of imports by the St. Lawrence was	$21,171,752
Exports	12,501,372
Total value of trade	$33,673,128
In 1855 the value of imports by the St. Lawrence was	11,494,028
Exports	6,975,500
Total value of trade	$18,469,528

During the same years the reciprocal trade with the United States was as follows:—

In 1854 the value of imports from United States was	$13,553,096
Exports to United States	10,418,000
Total value of trade	$23,971,096
In the year 1855 imports from United States	20,825,432
Exports to United States	20,002,288
Total value of trade*	$40,827,720

Thus, in one year the trade of the St. Lawrence has lost a value of $15,203,600, while the United States trade has gained a value of $16,856,624. Such a revolution in the course of trade is remarkable.

A part of this change is due to the Grand Trunk Railway, which enables Lower Canada merchants to make their spring importations through Portland before the opening of navigation on the canals; but this is a trifle, in comparison with what has actually been diverted through the State of New York.

We shall therefore assume it as an established fact, that at present "the commerce of the West no longer seeks an outlet by the stormy and icy mouth of the St. Lawrence, nor braves the dangers of the Mississippi on its way to the sultry shores of the Gulf of Mexico, but principally follows the chain of the great lakes to the deeply-grooved channels of the Erie Canal, and finds in the low level of the Mohawk valley the only easy passage through the chain of the Alleghanies." We propose, in the limits of this article, to take up the subject of Western trade where it was left by Mr. McAlpine two years ago, in his masterly reports on the New York canals, and investigate the *new routes* which have come into public notice since he wrote, and compare them with each other and with those already existing.

Taking Chicago as our point of departure, we have at present two lines

* Tables of Trade and Navigation of the Province of Canada for the year 1855, presented to both houses of Parliament May, 1856.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

of water communication with New York—one via Buffalo and the Erie Canal, the other via the Welland Canal and Oswego. But Western enterprise is not satisfied with these existing routes, and demands new ones for three reasons.

In the first place, considering the probable increase of their trade, they believe that it will not be many years before the enlarged Erie Canal will be choked up by a plethora of traffic, as the old one has been.

Secondly, they believe in the wholesome influence of competition, and do not like to see their only outlet in the possession of parties over whom they have no control. They remember the effect of the opening of the Canadian canals in bringing down the tolls on the Erie Canal, and that the whole Northwest would annually have been taxed a large sum, on both exports and imports, but for them. Mr. Andrews states* that in the year 1851 the reduction of tolls on railway iron amounted to $553,955, and on wheat and flour to $512,830, or nearly $1,067,000 less than they would have been by the rates of 1845, before the Welland and St. Lawrence canals were opened.

Lastly, experience has proved that the larger the vessel, the cheaper the cost of conveyance. This, of course, has a limit somewhere; and what is the exact size of draft that shall be found most economical, nothing but experience can decide. The present state of our knowledge is, that propellers are a cheaper mode of conveyance than side-wheel or railway craft, and that propellers of 800 tons burden and over, would be more economical than those of 400 tons, which is the largest size that can now pass the Welland Canal locks.

What the exact amount of the saving would be, it is difficult to tell; but one of the most intelligent Western forwarders estimates that in a trip of 1,100 miles, from Chicago to Buffalo, if the gross receipts of a vessel of 300 tons are $1,237 50, she would net $500; while one of 600 tons, out of gross receipts of $2,505, would net $1 600. The saving, in this case, is nine-tenths of one mill per ton per mile.† If we assume that 1,000,000 of tons is annually transported 1,000 miles on the lakes, in vessels of 300 to 400 tons burden, then, by doubling the size of these vessels, the annual saving to the trade would be $900,000. The accuracy of this estimate we have no means of proving; but we are inclined to think that the general result is under-stated. The size of vessels is now limited by the depth of water in the lake harbors, and on the St. Clair flats, and by the locks of the Welland Canal.

Besides these arguments for the improvement of the existing routes, and the opening of new ones, which address themselves particularly to the inhabitants of the Eastern and Western States, the people of Canada have another reason even more cogent.

We have seen that the Welland and St. Lawrence canals confer an annual benefit upon trade of over $1,000,000. During the last five years these same canals have cost the province of Canada, for repairs and general expenditures, $2,610,780. The receipts during the same period have been $1,835,556, showing a deficiency of $775,224, which, added to $3,700,000—which is the interest on their cost during the same period—

* Andrews' Report, p. 442.

† See remarks of Mr. Crodier, of Oswego, before the Trade Convention of Delegates at Toronto, called to consider the project of a canal to Georgian Bay.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

amounts to $4,475,224, or an annual loss of $895,000. Even supposing that the "construction accounts could be closed," and that the annual expenditures on the canals could stop, the interest on their present cost is $820,000, and the net receipts, after deducting expenses of collection and superintendence, are but $220,000.*

Thus it appears, that if by opening any new routes the business on the Welland and St. Lawrence canals could be increased, the people of Canada have a very strong interest in urging forward such schemes, and lending them aid.

The new projects are three in number. The first is to open a ship canal from the St. Lawrence to Lake Champlain; also having in view the enlargement of the present Welland Canal locks to a size sufficient to pass propellers and steamboats of from 800 to 1,000 tons burden.

The second is to build a ship canal of the same capacity from the Georgian Bay of Lake Huron to Lake Simcoe, and thence across the narrow neck of land that separates that sheet of water from Lake Ontario.

The third scheme contemplates opening up a propeller navigation, on the same scale, from Lake Huron, via French River, to Lake Nepissingue and thence down the Ottawa to Montreal.

The St. Lawrence and Lake Champlain Canal has been under consideration for some years, and various elaborate reports have been made upon it by different engineers, both Canadian and American. After some conflicting opinions as to the question of its proper location, a line has been adopted by the Canadian Commissioners of Public Works, commencing at St. John's, on the Richelieu River, at the lower end of Lake Champlain, and running thence northerly by that river and the present Chambly Canal for some nine or ten miles; and thence westerly to the St. Lawrence River at Lake St. Louis, near the Indian village of Caugh-na-wa-ga, from which the canal has been named. The entire distance is thirty-two-and-a-half miles, and the entire lockage twenty-nine feet, and it is fed directly from Lake Champlain. Its locks will be large enough to pass vessels of from 800 to 1,000 tons burden, and its cost is estimated at from $2,000,000 to $3,000,000.†

In immediate connection with the Caughnawaga project is the enlargement of the present Welland Canal, a rather rebuilding, for the proposition is to widen and deepen the present canal from Lake Erie to Thorold, on the edge of the mountain, and then strike off by a new and independent route to the town of Niagara, just above the mouth of the Niagara River. This, it is thought, could be done as cheaply as to attempt to enlarge the present canal, while it would have the advantages of leaving that undisturbed, and practically doubling its capacity, and would get a better harbor than is now in use at the present terminus on Lake Ontario. The scale of the new canal is for vessels of 800 to 1,000 tons, and the cost is estimated at $6,000,000.

The Welland and St. Lawrence canals have cost the province of Canada

---

* Public Accounts of the Province of Canada for the year 1855, presented to both houses of Parliament April, 1856.

† Report of the Commissioners of Public Works of the Province of Canada for the year 1855, printed by order of the Legislative Assembly May, 1856.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

up to the present time, including interest, $13,668,000;* and, as we have seen, they do not pay 2 per cent on this outlay, although of vast benefit to trade and commerce in general. It is believed by many intelligent persons that a farther expenditure of $3,000,000 on the Caughnawaga Canal, and $6,000,000 on the enlargement of the Welland, would divert such an amount of trade into this Canadian route that it would eventually pay 6 per cent on the whole outlay of say $23,000,000; for they maintain this would be a quicker and cheaper route to New York than any now existing.

As will be seen from our investigations a few pages further on, this assumption is perfectly correct, *provided* the State of New York can be induced to enlarge the present Champlain Canal, from Whitehall to Waterford, on the Hudson River, to the same scale as the proposed Canadian canal, and make such improvements in the river as would make it navigable for vessels of the class which could go through the canal. It is estimated by Mr. Andrews† that the State of New York derives an annual revenue of $450,000 from her tolls upon articles of Canadian trade passing the Oswego and Erie canals.

The greater part of this would be lost if the Champlain canals were built—unless, indeed, she put so heavy a toll on it as to pay the interest on its cost, and reimburse her, moreover, what she lost from the Oswego and Erie canals. But this could not be done without making the new route more expensive than the old ones; hence it seems probable that the State of New York will not enlarge the Champlain Canal until the Erie and Oswego canals get more business than they can do; and it would be manifestly unwise for the Canadian government to embark in so expensive an undertaking until they were sure that the State of New York would co-operate with them.

That, however, is a mere question of time. But there is another point of view from which we may consider the Caughnawaga Canal, by which it does not require the Champlain Canal as a necessary adjunct. We may look upon it as a channel for the trade between the New England States and the West. This is already very large, and becoming more so every year as those States become more manufacturing and less agricultural. It is estimated by a committee of the Massachusetts Legislature who have just reported on the proposed Hoosac Tunnel, that the annual trade of that State alone amounts to 800,000 tons. This is too large an estimate; but it is safe to say that of the 4,000,000 of tons annually passing through the Mohawk valley, nearly one-half is due to New England.

The Ogdensburgh Railway was built by Boston capital, in the hopes that it would afford a channel for that trade. But it has never been able to compete at all with the water lines of communication. By their last report it appears that the total amount of through freight going East and West on that road last year, was but 87,000 tons. The balance finds its way through the Mohawk valley to the Hudson; a very small part goes over the Albany and Boston Railway; by far the largest part goes on to New York, and is thence shipped to the different New England ports.

It is believed by the advocates of the Caughnawaga Canal that freight

* Public Accounts of the Province of Canada for the year 1855.

† Andrews' Report, p. 432.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

could be laid down at ports on Lake Champlain, Burlington, and Whitehall, and distributed by rail over the greater part of New England, cheaper than it could be conveyed through the present Champlain Canal and by the way of New York. New York would then be obliged to complete the ship navigation in self-defence, to prevent her trade being tapped by the New England railways.

Few persons have looked upon the map of the great lakes without noticing the nearness with which the Georgian Bay of Lake Huron and Lake Simcoe—which empties into it—approach to Lake Ontario. By cutting through an isthmus of about 50 miles, a saving of 400 would be made in the trip from Chicago to Oswego. Accordingly, a canal across this point has long been talked of; last year the project was revived, and a convention of delegates from Oswego and Chicago met to deliberate upon it.

Upon closer examination, it is found to be not quite such plain sailing as at first glance might appear. Lake Simcoe is 475 feet above Ontario, and 110 feet above Huron, making a total lockage of 585 feet, against 360 by the way of the Welland Canal and St. Clair River. Moreover, there is a summit ridge between lakes Simcoe and Ontario, which could not be locked over on account of deficiency of water to supply the summit level, and must be cut through and fed from Lake Simcoe. This would require, according to the statements of an engineer who has made some preliminary examinations, a cutting of nearly 200 feet for a mile-and-a-half, and an average cutting of 50 feet for six-miles-and-a-half. This would seem rather a formidable obstacle, but we believe is considered quite a trifle by the friends of the project. The length of artificial navigation is estimated at 94 miles, and, from comparison with other works, the cost is estimated at $25,000,000.* It is understood that careful surveys and estimates are being made; when they are reported, we shall be able to speak with more certainty as to the practicability of this scheme.

Another project which finds great favor with the people of Lower Canada is, the improvement of the Ottawa navigation through to Lake Huron. The saving of distance would be great. From Chicago to Quebec, by the Welland Canal, is 1,657 miles; by the Ottawa route, 1,176 miles, or 481 miles shorter. From Chicago to New York, by the Ottawa and Champlain route, would be 1,358 miles, or 257 miles nearer than by way of Buffalo and the Erie Canal.

As to the practicability of improving this course of navigation so as to admit craft of 800 tons and over, at any reasonable cost, it is impossible to speak with certainty until an accurate survey is made by some reliable engineers. This the Canadian government have announced their intention of doing at an early date. If there be any great difficulty, it will be in getting from the Ottawa to Lake Nepissingue, without too expensive cutting. In other respects the route seems favorable. The Ottawa is a large river, consisting of long reaches, or rather lakes, with little current, from 20 to 50 miles long, separated from each other by short rapids and falls.

The only scientific reports we have on the Ottawa are those of Mr. Hawkins, an engineer who examined it in 1838, and those made in con-

* Report of M. P. Hayes, Esq., to the Toronto Board of Trade, on the Georgian Bay Canal. Toronto, 1856.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

nection with the geological surveys of the province. From these reports it appears that the whole distance from Montreal to Lake Huron is 421 miles, about 60 of which are obstructed by falls and rapids. The total rise and fall is about 700 feet.

Of these 60 miles of obstructed navigation, 20 are already improved; but only the Lachine Canal, eight-and-a-half miles long, is large enough to admit vessels of 800 to 1,000 tons. St. Anne's lock is not deep enough; the Grenville canals and the Rideau at Ottawa City have locks only 33 feet wide. The government is now building a canal on the St. Lawrence scale, 3 miles long, between the Chats and Chandiere lakes, 20 miles above Ottawa City. This leaves some 48 miles yet to be built and rebuilt. Of course, with our present knowledge, we cannot say what this will cost; but it is not probable that, even if no extraordinary difficulties are found, the Ottawa canals could be built for less than double the cost per mile of the St. Lawrence canals, owing to the hardness of the rock, which is granite, primitive limestone. and hornblende, mixed with veins of quartz, and to the difficulty of transporting labor and supplies to such a wild country. We may therefore assume the minimum cost of this improvement to be $12,000,000.

There is one great advantage this route would have over all others, namely, a certainty of return freights. The Ottawa country contains inexhaustible supplies of pine, and abundant power to convert it into sawed lumber. Owing to the cheapness of up-freights, Chicago now draws from the east end of Lake Ontario much lumber that formerly went to the Albany market; and it is reasonable to expect that her influence would be felt far down on the Ottawa.

This improvement must be a gradual one. It would be of little use, unless the Caughnawaga and Champlain canals were first built, to give it an outlet. It is probable that unless the surveys of the Canadian Board of Works find too great obstacles, the scheme of making a through navigation will be adopted, and will be gradually carried out by extending the canals up the Ottawa, and thus opening the country for settlement, until they are completed through to Lake Huron.

It will be both interesting and instructive to compare the cost of conveying a ton of freight—say ten barrels of flour—from Chicago to New York and to Quebec, by the existing routes, with the probable cost of conveyance by the new ones we have been speaking of.

We shall consider the cost rather than the charges, as the one is less fluctuating than the other; the elements on which it depends being affected alike on different routes.

The cost of conveying a barrel of flour from Chicago to Buffalo, in the class of propellers now generally used, is from 25 to 30 cents; 27½ cents per bbl. would be equal to 2½ mills per ton per mile, and this, we think, is a fair basis of comparison. We have previously seen that the estimated saving would be nearly one mill per ton per mile, if vessels of a larger class were used. In order to be on the safe side, we shall call it but half a mill, and assume the cost of conveyance on long down voyages, on propellers of 800 tons and over, at two mills per ton per mile. This is the same as Mr. McAlpine's estimate.

The cost of transport on the old Erie Canal was 7½ mills per ton per mile, and Mr. McAlpine estimates that the enlargement will reduce it to 4. On ship canals, the sizes being equal, the cost of transport depends on the

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

amount of lockage. On canals of low lockage, like the present St. Lawrence and proposed Caughnawaga and Champlain canals, the cost in propellers of large size would not exceed 3 mills per ton per mile.

In canals of great lockage, like the Welland, the present cost of transport is nearly 6 mills per ton per mile. The enlargement, by reducing the pressure of business, would certainly reduce it to 5, and this is considered a fair estimate for the cost of transport on the proposed Toronto and Ottawa canals.

The question of tolls is a more difficult one, inasmuch as they are often varied arbitrarily—being placed very low to attract trade, and raised very high when it is thought that the trade is secured. As we are comparing different routes, we must in our assumptions take care that they are *comparatively* correct as regards one another.

The toll on flour on the Erie Canal has been 6½ mills per ton per mile. The rate established by the Canal Board, to take effect the present season, is but 3 mills per ton per mile.

The toll on a ton of wheat or flour passing the Welland Canal is 45 cents, or 16 mills per mile; on the St. Lawrence canals, 30 cents, or 7 mills per mile. But wheat and flour, and some few other articles, going through both canals, only pay toll on the first. This is about 6 mills per ton per mile for the whole length of canals. After the proposed improvements are finished, a toll of 5 mills per ton per mile would probably be found sufficient to pay a good return on the whole investment.

The Ottawa and Toronto canals, costing double as much, should not have a less toll than 10 mills per ton per mile.

The cost of transport, including tolls, on the different canals now constructed and proposed, will stand thus:—

	Mills per ton per mile.		Mills per ton per mile.
Old Erie Canal	14	Caughnawaga	8
Enlarged Erie Canal	7	Enlarged Champlain	8
Present Welland alone	22	Ottawa canals	15
Welland and St. Lawrence	10	Toronto canals	15
St. Lawrence	8		

Taking these data, we will now calculate the cost of conveying ten barrels of flour from Chicago to New York by the present Erie Canal via Buffalo:—

	Miles.	Mills.	
Chicago to Buffalo	1,100	2½	$2 75
Transhipment at Buffalo	....	..	0 20
Buffalo to Troy	364	14	5 09
Troy to New York	151	4	0 60
	1,615	..	$8 64

After the enlargement of the Erie Canal is completed, and the cost of conveyance is reduced to 7 mills, including tolls, the total would be $6 10. If the state of the St. Clair flats allow the use of the largest class of propellers between Chicago and Buffalo, reducing the cost of the lake voyage to 2 mills, the total will be reduced to $5 56.

By the way of the present Welland Canal and the Oswego and Erie enlarged canals:—

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

	Miles.	Mills.	
Chicago to Oswego	1,250	2½	$3 15
Welland Canal	28	22	0 62
Transhipment at Oswego	..	..	0 20
Oswego to Troy	209	7	1 46
Troy to New York	151	4	0 60
	1,638	..	$6 03

The effect of enlarging the Welland Canal would be to reduce the cost of the lake voyage half a mill; and as the enlargement of the Welland is in close connection with the Caughnawaga Canal, whose prosperity depends in a measure on the Champlain Canal, which is under the control of the State of New York, we shall be obliged to suppose that the Canadian government will have to give up their present discriminating toll on the Welland in favor of the St. Lawrence canals, and charge the same toll to vessels going to Oswego as they would if they went down the St. Lawrence; for if they should refuse to do this, the State of New York might retaliate by placing a heavy toll on the Champlain Canal.

The cost by the Oswego route, supposing the Welland to be enlarged, would stand:—

	Miles.	Mills.	
Chicago to Oswego	1,250	2	$2 50
Welland Canal	28	10	0 28
Transhipment at Oswego	...	..	0 20
Oswego to Troy	209	7	1 46
Troy to New York	151	4	0 60
	1,638	..	$5 04

Were the proposed canal built from Georgian Bay to Toronto, the cost by that route, and by the Oswego enlarged canals as before, would be:—

	Miles.	Mills.	
Chicago to Oswego	750	2	$1 50
Canal	94	15	1 41
Transhipment at Oswego	...	..	0 20
Oswego to New York	360	..	2 06
	1,204	..	$5 17

Were the proposed Caughnawaga Canal built, and the Welland Canal locks enlarged, the cost by this route would be:—

	Miles.	Mills.	
Chicago to east end of Lake Ontario	1,263	2	$2 53
Welland Canal	28	10	0 28
East end of Ontario to Caughnawaga	143	2	0 29
Caughnawaga and St. Lawrence canals	65½	8	0 52
St. John's to Whitehall	120	2	0 24
Chicago to Whitehall	1,619½	..	$3 86
Transhipment at Whitehall	...	..	0 20
Champlain Canal	65	14	0 91
Waterford to New York	155	4	0 62
	1,839½	..	$5 59

But if the Champlain Canal was enlarged to the same scale, and certain improvements made in the bed of the Hudson River, so that vessels draw-

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

ing ten or eleven feet water could come up to Waterford, the cost would be:—

	Miles.	Mills.	
Chicago to Whitehall	1,619½	.	$3 86
Champlain Canal	65	8	0 52
Toll on river improvements—say	...	.	0 10
Waterford to New York	155	2	0 31
	1,839½	.	$4 79

By the proposed Ottawa route to the St. Lawrence, and thence by the Caughnawaga and enlarged Champlain canals, it is probable that the navigation of a rapid river like the Ottawa could not be effected so cheaply as lake nagivation, or that on a river of the character of the Hudson. It has been deemed a fairer comparison to assume the cost of transport on the navigable parts of the Ottawa at 3 mills per ton per mile. We shall then have:—

	Miles.	Mills.	
Chicago to mouth of French River on L. Huron	575	2	$1 15
Ottawa canals	50	15	0 75
Ottawa, navigable to Caughnawaga	361	3	1 08
Caughnawaga Canal	32½	8	0 26
St. John's to New York, as before	340	..	1 17
	1,358½	..	$4 41

From the above comparison of routes, it appears that the Ottawa route is the cheapest, the cost being $4 41.

Next comes the enlarged Welland and Caughnawaga, the cost being $4 79. But if the Champlain Canal remain unenlarged, the cost would be $5 59, and it would be rivaled by the Oswego route, which would be $5 04 by the Welland, and $5 17 by the Toronto route.

It will be seen that although the Toronto route saves 434 miles over that by the Welland Canal, we have made it 13 cents per ton dearer. This is owing to the toll, which we have estimated at 5 mills on the Welland and 10 mills on the Toronto Canal. This seems proper, when we consider that the total cost of the Welland, after its enlargement, is estimated at $10,500,000, and the Toronto Canal at $25,000,000.

The prosperity of Oswego, it will be seen, depends in a great measure upon large vessels being able to reach Lake Ontario; for if the present size only can get there, she is rivaled by Buffalo, the cost standing at $5 56 that way, against $6 03 by way of Oswego and the present Welland Canal. Hence the interest taken by the Oswego people in the enlargement of the Welland, or the building of the proposed Toronto Canal.

Let us now briefly examine into the sums thought necessary to carry out these proposed improvements.

We have seen that the State of New York, by the expenditure of some fourteen millions of dollars on the Erie Canal, opened a route by which a ton of freight could be conveyed to New York city from Chicago for $8 64, and by a further expenditure of twenty-two millions in enlarging her canal, she will reduce it to $5 56.

An expenditure of six millions more in enlarging the Welland Canal would reduce it to $5 04. Three millions on the Caughnawaga, and eight on the Champlain and Hudson River improvements, or seventeen

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

millions in all, would reduce it to $4 79; while an expenditure of twenty-five millions on the Toronto route would only reach $5 17.

By the Ottawa route, we have seen the cost is $4 41. The carrying out of this improvement will depend entirely on the cost—or, in other words, how much it is desirable to spend on a new route to reduce the price per ton between Chicago and New York 38 cents below the Welland Canal route price.

The excessive cost of the Toronto Canal must be a barrier to its execution while cheaper routes can be found.

It is evident that the way in which the greatest saving of the cost of transportation can be effected with the least outlay of capital, is in enlarging the Welland Canal, constructing the Caughnawaga, and enlarging the Champlain canals.

It only remains to speak of the competition between New York and Montreal or Quebec, as ports of export. We will first examine the cost of conveying a ton of freight to Quebec by the several routes heretofore mentioned:—

FIRST, BY THE PRESENT WELLAND CANAL ROUTE.

	Miles.	Mills.	
Chicago to east end of Lake Erie	1,100	2½	$2 75
Welland Canal and St. Lawrence canals	71	10	0 71
Port Dalhousie to Montreal, free navigation	306	2½	0 76
Montreal to Quebec	180	2½	0 55
	1,657	..	$4 77

SECOND, BY THE ENLARGED WELLAND.

Chicago to east end of Lake Erie	1,100	2	2 20
Welland Canal	28	10	0 28
Port Dalhousie to Montreal	366	2	0 61
St. Lawrence canals	43	8	0 34
Montreal to Quebec	180	2	0 36
	1,657	..	$3 79

THIRD, BY THE OTTAWA.

Chicago to French River	575	2	1 15
Ottawa and Lachine canals	60	15	0 90
Ottawa, navigable	361	3	1 08
Montreal to Quebec	180	2	0 36
	1,176	..	$3 49

It will be seen that it is $0 79 cheaper from Chicago to Quebec than to New York by the present route, and if all the proposed improvements were carried out, it would still be 92 cents cheaper per ton. The question arises—Why does so much of the Western trade go to New York?

In the first place, lake vessels going to Buffalo or Oswego are sure of return freights; while, if they went to Quebec, a majority of them would come back light. While the imports of the West are done through New York, her exports must take the same route.

In the next place, the largest part of the surplus products of the West are not exported from this country. The Eastern States are the great consumers, and becoming more so every year, as agriculture yields to manufactures—more mouths to feed and less hands to raise food. It is computed that out of equal to three million barrels of breadstuffs arriving

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

at New York annually, only one million is exported. The rest is consumed on this side of the Atlantic. No one needs to be told that New York is nearer the home market than Quebec.

But beside that larger part of Western product which is used for home consumption seeking New York, the other part which is destined for foreign markets will seek it also.* In the note will be found a table extracted from an able little pamphlet recently published at Montreal, entitled "Letters on Canadian Trade and Navigation," by Hon. John Young, M. P. This shows the cost of conveying a barrel of flour from Montreal to Liverpool and from New York to Liverpool, from 1846 to 1855, from which it appears that the freights from New York to Liverpool have ruled at $5 per ton, and from Quebec at $9 per ton.

Let us now examine the cost of conveying a ton of wheat or flour from Chicago to Liverpool, by New York and by the St. Lawrence—the port charges and insurance being assumed as equal, although they are both in favor of New York:—

FIRST, BY THE ERIE CANAL.

Chicago to New York .....miles	1,615	$5 56
New York to Liverpool.....	3,150	5 00
	4,765	$10 56

SECOND, BY THE PRESENT WELLAND CANAL AND ST. LAWRENCE.

Chicago to Quebec .....miles	1,657	$4 77
Quebec to Liverpool.....	2,910	9 00
	4,567	$13 77

A difference in favor of the New York route of $3 21. Even taking the most favorable case that could occur for the Quebec route, the construction of the Ottawa canals alone, we have the cost to Liverpool by that route, $12 49, or $1 93 dearer than the New York route. Although the St. Lawrence route is so much the shorter, it is evident that while ocean freights rule so much higher that way, it cannot compete with New York.

The cause of this is, that so much more is imported by New York than by Quebec. Ships and steamers, having full loads out, are prepared to return freight from New York very low; while, on the other hand, the majority of vessels coming to the St. Lawrence arrive in ballast, and depend upon the home voyage for their profits. This is what makes freights between Quebec and Liverpool rule so high.

That this state of things will last forever, no one should be bold enough to assert. A time may arrive when a direct trade will spring up between

---

* TABLE SHOWING THE FREIGHT OF A BARREL OF FLOUR FROM MAY 1ST TO DECEMBER 1ST, FROM MONTREAL AND NEW YORK TO LIVERPOOL IN THE YEARS QUOTED, IN STERLING CURRENCY.

NEW YORK TO LIVERPOOL.	s.	d.	MONTREAL TO LIVERPOOL.	s.	d.
Average in 1846.....	2	8	Average in 1846.....	5	2
" 1847.....	3	9	" 1847.....	5	4
" 1848.....	1	8	" 1848.....	4	2
" 1849.....	1	7½	" 1849.....	3	6
" 1850.....	1	3½	" 1850.....	3	0½
" 1851.....	1	1½	" 1851.....	2	11¾
" 1852.....	1	4½	" 1852.....	2	11½
" 1853.....	2	6	" 1853.....	4	3½
" 1854.....	2	6	" 1854.....	3	2

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

Chicago and Liverpool or London. Quebec, by receiving a steady supply of inward freights, may see the outward freights lowered to something near those from New York. But it is clear that Chicago cannot import through New York and export through the St. Lawrence. When she has accumulated capital enough to import direct, then she may export direct.

That this is improbable, no one who has witnessed what the West has done in the last ten years, will venture to assert; and, on the other hand, it is equally clear that New York need fear neither this nor any other rivalry. Her position as the emporium of the Western continent is fixed beyond a shadow of doubt.

Art. II.—THE GOLD OF CALIFORNIA AND PAPER MONEY.

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

THE admirable article in the May number of your *Magazine*, on "the Gold of California," by the Hon. Thomas G. Cary, of Boston, deserves the careful attention of all who desire information as to the great movements which operate upon the commerce of the world, and influence the life and well-being of individuals and the nation. Gold is a lever of immense power in moving the fabric of society, the action of which should be understood by every business-man, at the cost of some study, for a higher purpose than his own immediate traffic or selfish ends. The custom of ages has so identified gold with money, that we have come almost to consider it as nothing but money. As money it is in everybody's thought, on everybody's tongue, and in many hands; but thought about, talked about, and desired as it is by all, it is as little known, or as poorly comprehended in its character of money, as if it had been appointed to that office by the present Congress of the United States. It is said that we, of this country, worship the almighty dollar. Surely, it is best to know whether our deity be a God or a devil.

Much has been written about gold since its discovery in California; but most of the writers have so involved the subject in the metaphysical mists of political economy, that common men can derive very little assistance or knowledge from their labors. It is, therefore, refreshing to meet with a good, plain, comprehensive essay, like the one in question, adapted to the purpose of instructing the many, and to the many I commend it for its practically plain teaching, and generally sound doctrine.

The purpose of Mr. Cary appears to be, mainly, to explain why the anticipations of a great rise of the prices of all property, from the influx of gold, have not been realized, and to show that gold is not an important addition to wealth, excepting as it is used for utensils or ornaments, or *necessarily* as an instrument of exchange.

With reference to the anticipated rise of prices, he relates the experience of a "merchant of sagacity," who, having $100,000 employed in loans on short time, invested it in property, from an apprehension that the influx of gold would reduce the rate of interest, and raise the price of all kinds of property rapidly. Sagacity is a relative term. We may not doubt that the merchant in question possessed the attribute in the comparative degree

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

in this community, where so little is known of the true character of money, that we suppose its efficacy to be improved by adulteration, and its strength increased by weakness; but his sagacity failed him in this instance. The stocks fell, while interest rose and ruled high—8 to 15 per cent.

If he had carefully examined the history of money, and compared the periods of high and low prices in this country and elsewhere, he would have discovered that interest is always high when and where the prices of property are high. In other words, interest is always dear where money is cheap. Gold runs away from those countries where interest is high, to countries where interest is low, and flies from paper money as mankind flee from a pestilence. We can do nothing so effectual to raise the rate of interest, as to increase the quantity of money, whether metallic or paper; but more especially of paper, for that is debt, having the preference of every other debt. It is the debt of institutions holding the purse-strings of society; in every adverse state of the exchanges, turning the screw upon all other debtors, and raising the rate of interest with irresistible power. California furnishes an example of a high rate of interest, with a plenty of gold, and consequent high prices of property. Our Atlantic States, where money is made plenty with paper, come next, and the rate of interest continues to decline, successively, in England, France, &c., to those German States and the Eastern countries, where money is the least abundant, but exclusively metallic and most valueless; and the precious metals are traveling in the direction indicated by the declining rate of interest with the steadiness that belongs only to the operation of a natural law.

Mr. Cary very justly says, that "currency, like water, seeks a level, and the gold of California becomes mingled with the metallic currency of the world. If prices rise here, because our gold is falling below its value in Europe, some of it will be taken away to Europe till prices will cease to rise with us." Plainly, gold will go where it is worth the most, and the only way in which the worth of gold can be measured or determined is by the general price of commodities and property. This fact is rendered somewhat obscure to many minds by the term *dollar*, which means but a given weight of gold or silver. If we fix the mind upon gold by the ounce, and consider the exchanging of it for cloth or cotton as simple barter, which in fact it is, we shall find that having on hand cotton, corn, ashes, gold, copper, lead, silver, &c., that commodity will be taken for export which is the cheapest here and the dearest abroad, and we thus better comprehend that the dollar, being but a commodity consisting of $25\frac{8}{10}$ grains of gold, must follow the same law.

If 20 bushels of corn, 1 ounce of gold, 100 pounds of copper, and 5 yards of broad-cloth, are equivalent value in England, and the English merchant having broad-cloth to sell here, can lay down in England 21 bushels of corn, or 101 lbs. of copper, or 1 ounce of gold for his 5 yards of broad-cloth, he will leave the gold and take the corn and copper. If he can obtain 1 oz. 1 dwt. of gold, but only 20 bushels of corn, or 100 lbs. of copper for his cloth, he will take the gold. Either of these articles is virtually the measure of value of the others; 20 bushels of corn being, in the case supposed, as truly the value of 1 oz. of gold, or 100 lbs. of copper, as 1 oz. of gold ($18 60 in our coin) is the price of 20 bushels corn, and so of the rest. Therefore, if by reason of our increased supply of either of these articles more of it is required to be given in exchange for the other than before, that article has fallen in value, and if it be cheaper

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

here than in England, by more than the difference of cost of transportation, it will be exported to England, and it will be distributed to the ends of the earth on the same principle. There is no magic in gold to release it from the operation of this universal law. The average rise of prices and fall in the value of money, are, consequently, one and the same thing, and must permanently bear a just relation to the increase of the precious metals upon the stock of the world.

What the sum of this increase, and consequent rise of prices may be, Mr. Cary does not indicate; and I think the reader might infer from his essay, that the rise of prices has been very small, but a careful comparison of the prices current of 1849 and 1856 seems to show that it has reached 20 to 25 per cent on the prices of 1849, as nearly as such calculation can be made, including real estate and rents.

Bringing the estimates of Humboldt, Gallatin, and other reliable authorities, down to 1849, when the California gold came into commerce, the whole stock of the precious metals appears to have amounted at that time to about $500,000,000 in the world. Since that period, the increase for the whole world cannot greatly have exceeded an average of $150,000,000 per annum. Allow the excess for abrasion and contingent losses, and the increase would amount to 3 per cent per annum; this compounded for seven years gives an increase of 23 per cent.

Dry hides, a large and important article of commerce, have risen during this period in this country from 8½ to 26½ cents per lb., and in like proportion in all other commercial countries. Store rent in favorable locations is 100 per cent, and flour and grain were, when Mr. Cary's article was penned, about 50 per cent higher than in 1849. Now, if some things have risen so enormously, it follows that other things cannot have risen at all, and some may be worth even less than in 1849, otherwise the sum of money, with only 23 per cent increase, would be insufficient to settle the balances of trade. This deviation of value, among the various commodities, in relation to each other, may be caused by speculation, but it is usually the result of the common law of consumptive demand and supply. Money always finds customers, because of its power to exchange readily for everything else; consequently, there is no limit to price but the limit to the quantity of money. If one commodity rises, another must fall, to make room for it in the currency; and if one falls, another will be sure to rise, for, with rare exceptions, the great mass of the currency is always in use or in immediate demand. But deviations of this sort occupy public attention too exclusively, almost totally obscuring the effect of the expansion and contraction of the currency, exhibited in the aggregate rise and fall of the prices of property in relation to money, a vastly more important matter, causing more rapid and extreme deviations of price, and involving the consideration of the proper administration of the monetary system of the country. But such extreme deviations could not occur from the use of specie alone.

Obviously, the increased supplies of gold, coined into money, become mingled with the currency of the world, and prices will be averaged accordingly.

Precisely the same consequence results from the increase of paper money; fitful and mischievous only—never permanent anywhere, because, being nothing but debt, it cannot be long sustained beyond the sum of specie property belonging to the local currency with which it mingles.

The simple illustration before presented in the exchange of corn, gold,

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

copper, &c., which some may think too simple to offer to an intelligent reader, is of the greatest significance, for it proves conclusively that we do not have any permanent accession to the currency, by reason of paper money. All we can use of paper and of credit discounts on deposit, *permanently*, must occupy the place of the same amount of specie, thereby driven abroad, the export of which takes the place, and prevents to the same extent the export of corn and of flour, that sour on a glutted market at home, or of other exportable commodities, the production of which would furnish profitable employment to the laborer, and give use and value to land and other property, now neglected, and perhaps unknown. More than this can only be put in circulation *temporarily*, to be cut down by the more lively outpouring of gold, till the currency is again reduced to the amount required within the specie measure, and the amount of paper thus remaining and substituted for specie, costs the labor of the country interest, and something more for the benefit of the banks—robbing Peter to pay Paul—while the use of specie would be a common benefit, costing nothing beyond the labor of its production, which must be supplied in either case. When the export of gold entirely ceases, we may reasonably conclude that the average price of merchandize is at specie value here, and the amount of the currency the same as it would be if no bank note or credit deposit existed.

Mr. Cary considers that gold is not an important addition to wealth, with the qualification, "excepting as it is used for utensils or ornament, or necessarily used as a mere instrument of exchange." As he admits that we had gold enough for all such purposes before, it follows that he does not consider the present increased supplies of gold any important addition to wealth at all. He does not state this as distinctly as could be desired, but his illustration of this point is good, and to the purpose. "The blacksmith and the carpenter contribute largely to the wealth of the community, but the head and the hand of the artizan are not wealth, however they may be productive of it, although the hammer and anvil, with the saw and plane, are also wealth to the extent of the necessary cost of such tools. But if the smith should spend his substance in procuring fifty or a hundred anvils, when his business required only the use of one, and there was no market for the rest, he would hardly be thought to have increased his own wealth or that of the community by the addition." This, it appears to me, is precisely the principle of our doings in California.

There is a distinction generally unnoticed or unknown, that it is most important to observe for the proper understanding of this matter, namely, the difference between *value* and *price*. Value is the power of a commodity or of property to exchange for other property, and is in the compound ratio of the utility and scarcity of the property valued. Price is simply the power of property to exchange for money. A bushel of corn at $1 00, is of equivalent value with 5 lbs. of butter at 20 cents per lb., or 10 lbs. of lead at 10 cents per lb. Now, if the quantity of money should be doubled, while the supply of and demand for the other articles remained the same, their price would probably be doubled, but their value would remain unchanged, for each would exchange for the same quantity of the other as before, and for the same quantity of all other property as before. Either would purchase double the quantity of money; but as we could neither eat, drink, nor wear the money, nor do anything with it but exchange it for other property, the sum of $2 00 would be of no more value than $1 00 was before. Money,

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

then, would have fallen in value 50 per cent, but property, though increased in price 100 per cent, would have no additional value; for it would not, by reason of the greater price, supply an additional human want. Obviously, then, the mining of gold in California is labor lost to the country and to the world, so far and so long as its product is used for money; and its use for ornament and utensils being for the gratification of luxury or vanity, is of the least possible consequence; therefore, we may safely conclude that the universal supply of gold is not an important addition to wealth.

Thus far, excepting the matter of paper money, which is not embraced in his essay, I accord with Mr. Cary fully. But almost every subject admits of an honest difference of opinion, and I find room in this for such difference from some of his opinions.

He thinks the high prices said to be caused by gold, are more properly attributable to the emigration to California, which diminished the number of valuable laborers here—to wants of flour and grain in Europe, and to two years of unusual drouth here. The two latter are good reasons for the enhanced price of particular commodities, and so far as their increased price taxes labor it would affect in some degree other property, and raise its price, but not, I think, to a great extent. They are the ordinary fluctuations of value from variations of supply and demand. There must be a large increase of money to supply any considerable general increase of the prices of all property, or the enlarged balances of trade must produce bankruptcy. But as to the emigration, I think it could have had but a very temporary effect upon prices, if any at all.

A small community may be able to produce property as cheaply as a larger one. The element of consumption combines with production in determining the economy of labor, and the wealth of individuals and nations. Every man has all other men for his competitors in production and traffic, yet by industry and frugality he may keep the balance of trade in his favor and accumulate wealth.

And here let me travel a little out of the record to correct a common misapprehension. It seems to be forgotten or disregarded by most thinkers on the subject, that the labor of every community vastly exceeds what is required by the necessities of life. Probably one-twentieth part of the labor performed in the United States would feed, clothe, warm, and shelter the whole population, and perhaps put us in possession of all the plain comforts enjoyed by the community of Shakers; the remainder, of nineteen-twentieths, goes to the support of luxury, pays for silks, satins, and jewels; for war and intemperance; maintains the government; builds palaces and monuments; creates beauty and refinement; supports religion and literature, idleness and pauperism, theaters, fiddling and dancing, and folly in general. Some persons have been startled at the statistics of intemperance—its enormous cost. Why, we very wisely spend one day in seven for the sabbath of perfect rest. We might institute another sabbath of bachanalian orgies, and most unwisely rest another day of every seven in the gutter, pay for the necessary liquor, and have abundant means left, not only to support the whole population, but to keep the balance of trade with other nations in our favor, if we would traffic with them in an equally valuable currency.

The measure will not be recommended by me, nor obtain my support; but there is not a nation with whom we hold commercial intercourse, that does not waste in war, ignorance, idleness, and in the support of abnormal

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

institutions, contrived by the cunning and established by the strong, to compel a luxurious and profitless maintenance from the hands of labor, more than such a bachanalian sabbath would cost, over and beyond any waste or idleness here. We are not wholly without such abnormal institutions, but they are comparatively few and harmless. The worst among them is our banking system, which substitutes debt for useful, constitutional currency, as I have already shown, and gains its support and profit from the labor of the country, for doing nothing but mischief.

No nation known to history has ever been so generally industrious, or applied so much intelligence and power to the creation of wealth in proportion to population, and the result is manifest in the most rapid and vigorous material progress the world has ever witnessed.

"Large numbers of people left useful occupations here, and went to California for gold. Probably 50,000 men," in Mr. Cary's opinion, "whose labor was of great value, left with this object. But many vagabonds went with them, who were no loss here, and did nothing but mischief there." I can conceive that the sudden withdrawal of many valuable laborers may have temporarily enhanced the price of labor in the trades they deserted, but their places were soon filled; some departments of less profitable labor supplied the trades that paid best. Boys are growing to men all the time, and such matters soon regulate themselves. Under such circumstances, we might have for a time a smaller community, less consumers—profitably less so far as the vagabonds are concerned—as well as less producers; and there would be a diminished supply of articles of the least necessity—luxuries probably—perhaps fewer fiddlers, players, or organ grinders, but there would be "a few more left." It is impossible to employ the whole population in productive labor; they would soon overstock the market with useful things, and then some would be obliged to take to fiddling to gain a living and make themselves useful as consumers. This would seem to be all the effect the emigratiom to California could have produced here. I cannot think it had any but a momentary influence upon prices. I must therefore differ from Mr. Cary on this point, and conclude that the high prices are solely to be attributed to the increase of gold, disproportionate with the production of other capital.

He thinks if such were the fact that money should be more abundant than it is, and the rise should be nearly uniform. Paradoxical as it may appear, the more money we have in this country the scarcer it is, according to the common mercantile idea of the scarcity of money. The currency never was so full before as in 1837, when money became so scarce that the banks of the United States suspended specie payments. Speculation and overproduction grow with the increase of money; prices rise so that we become large buyers, but small sellers, in our foreign trade. The demand for money outruns the supply, no matter how great the supply may be, and competition keeps up the prices to the full measure of the currency. Over-production, which should reduce the price of its special commodities, furnishes merchandise for speculation. When the currency is increasing, perishable articles are held till they decay. At such time the producers or holders of bread-stuffs in the West always expect prices higher than the highest, and corn and flour sour before being thrown upon the market. They tell the jobber in the city that they cannot pay because they have not sold their wheat, and the jobber extends the credit because he can get a discount at bank—fly kites—and pay an old debt with a new one.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

Thus the demand for money is the greatest when money is really the most abundant, and debt is increased, creating customers for money and disquieting the whole community. Nobody is benefited by this state of things, but the bank-owner and capitalist; they get the best security and the best pay, and when settling day arrives, the banks, being themselves the great debtors of the community, control all the money and take care of themselves. Their bank notes and deposits, which we have been foolish enough to consider and use as money, now show themselves in their true character of preferred debt; it must be paid, and the contractions of bank "accommodations" necessary to enable the banks to do this, and the consequent reduction of the currency, must continue till the value of money is increased, and the prices of property reduced to the true level of specie measure. At any appreciable amount below this point merchandize will be received by creditors in preference to specie. It begins to pay to export merchandise again, and having settled among ourselves the whole sum of the contraction by bankruptcy, we make haste to forget it and the wide-spread misery it occasioned; the newspapers read us a few wise lessons on the subject of over-trading—the great benefit of such painful experience—say a good deal about the prudence that is now to regulate the concerns of trade, and then we are driven by the system (it is a mistake to suppose that we go voluntarily) round the same unhappy circle again, grinding the masses to poverty, and filling their hard earnings into the coffers of those who manage the currency.

What Mr. Cary means by the greater or less abundance of money is, doubtless, the common understanding of the term on 'Change, as I have here considered it, that is, more or less plenty in relation to the demand. It can hardly be supposed that, according to the natural law of the case, which he understands so well, that "currency, like water, seeks a level," he would expect any greater increase of currency in the United States than has already taken place.

For the reader's information respecting this I furnish the following comparison between the two periods of 1849 to 1856:—

In 1849—Bank Circulation,	$114,743,415	
" Deposits,	91,178,623	
Specie in Bank,	43,000,000	
" Circulation,	77,000,000	
Total of Currency in 1849,		$325,922,038
In 1856—Bank Circulation,	$177,157,412	
" Deposits	237,964,981	
Specie in Bank,	60,000,000	
" Circulation,	190,000,000	
Total of Currency in 1856,		$665,122,393
Excess of 1856,		$339,200,355

The specie estimates are taken from the Report of the Secretary of the Treasury.

This is an enormous increase of currency—over 100 per cent in seven years—a greater ratio than ever before, excepting for the seven years prior to the disastrous 1837; and notwithstanding the great influx of gold, it indicates, in my opinion, a state of inflation. The gold received, instead of passing into the currency, is used as the means of expansion by the

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

banks, their debt to the community being increased, and the specie thereby expelled. As we see by the above statement, they hold but $\$14\frac{45}{100}$ of specie for $100 of immediate liabilities. In 1837, they suspended specie payments with $\$13\frac{71}{100}$ of specie for 100 dollars of immediate liabilities, being only $\frac{3}{4}$ of one per cent more than their present condition. I am aware that the increase of gold makes a present difference in their favor.

According to Mr. Cary, a great deal of the California gold belongs to foreigners, and "is sent first to New York, merely as the most convenient channel for it, and not because it is due to us." There can be no doubt of this. Since the gold came forward freely from California, say for the last five years, 1851 to 1855 inclusive, we have exported nearly $200,000,000 in all, or $40,000,000 per annum. As the total receipts have been but about $50,000,000 per annum, during the same period, and we furnish the great bulk of the shipments to California, it is probable that not more than $10,000,000 per annum of the gold belongs to foreign account. The balance of trade in merchandise is therefore against us $30,000,000 per annum. Now, in my opinion, we lose this, virtually getting nothing for it. By reason of the paper inflation of our currency, we pay false or paper prices for imports, and for the same reason many things that England and other countries want are produced here at too high cost to export, or are not produced at all, and land and labor are laying idle that would otherwise be profitably employed, while breadstuffs and other commodities are being furnished to England by the ports of the Baltic and Black Sea; and various nations, by using a better currency, are enabled to undersell us in the different markets of the world.

If we measured our values by a currency as good as theirs, our commodities would be cheaper to Europe than gold; and their gold, which now passes through New York, might be arrested here, and form capital for the further employment of labor and the further extension of trade. Indeed, there can be no doubt that with an unmixed specie currency, and our greater general industry, we could turn the current strongly in our favor, and draw gold from Europe as freely as they now draw it from us, until values should be brought to a level, when the advantages of trade would be equal.

All we need to accomplish this is, to know, and to act upon the knowledge, that adding $5 of paper money to $10 of gold, reduces value as much as it adds to price; that the sum of ten dollars is precisely the same value as fifteen dollars, when it will buy the same property, and supply the same wants of life, and that one-tenth part of the money we now employ would move the same property, transact the same business, build the same cities, and command the same capital, as a whole, only at a lower name in money, and it would be the same wealth. As our currency now operates upon our foreign traffic, we might as well plunge $30,000,000 of gold annually into the sea.

The true policy for every nation is to keep the currency sound and strong. As gold and silver form the acknowledged money of the world, we can do no better than to use them in their standard purity, and permit nothing to be acknowledged as a dollar that is not a dollar. The addition of $5 in paper to $10 of gold has the same effect in reducing our money as adding one-third more alloy to the coin; it reduces the eagle to $7 50. Reversing Iago's simile, it filches from the eagle $2 50, but leaves its good name unsullied. And we ought to know that a "promise to pay," either

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

of a bank or an individual, so far from being money, is a debt that must be paid, and will be sure to come in for liquidation at the most inconvenient moment. The scarcer the real money may be, the faster the imaginary money—the "promise to pay,"—will return for settlement, and thus paying both sides of the bill-book—payable and receivable, an operation that cannot be long continued—are debtors driven to the wall, and bankruptcy and distress spread broad-cast over the land.

The principle of our mixed currency is a philosophical injustice. It is of unequal value to debtor and creditor, and to buyer and seller. As we say in technical language, its elements are not chemically combined, only mechanically; they do not permeate each other, as the alloy and other metal in coin, but are laid together in pieces of gold and pieces of paper, so as to be easily seperated by the creditor; the gold retained and the paper thrown aside. Thus the seller having a commodity produced elsewhere by a given amount of labor and capital, represented by $5 in gold, finds here the same capital and labor represented by $6 of a mixed currency. He sells us the value to himself of $5, and takes $6 away for it, first seperating the paper from the gold, and taking only the gold. Obviously we must be large buyers and small sellers upon these terms; and if we sell at all, must supply one-fifth more labor or capital to get back the same sum of gold or the same intrinsic value of anything else. It is in this way that we live and thrive, by laboring for the same capital more generally, intelligently, and industriously, than any other people; spending extra time in hard work, which is lost in our exchanges with countries possessing a better currency.

Now, if our coin were debased and chemically combined with 20 per cent of pewter, or some worthless compound, the seller or creditor would be obliged to take away the whole mixture, and the exchange would be made on an equivalent value—gold for gold. The creditor or the seller would receive no more gold than the due proportion in the currency, and would allow for no less, and no injustice would be done to either party. The trick of mixing currency is, that the seller from abroad gives only $5 of his gold or labor for $6 of ours, by reason of the facility with which the gold is seperated from the paper, a jugglery in the system not understood by the people. I assume this position merely for illustration, not pretending to say that the currency can be *permanently* debased by paper one-sixth, and kept convertible, although it may be so debased *temporarily*.

I have said that one-tenth part of our present money would answer every purpose of the whole; still less would answer equally well. There is no limit to the reduction that might be made, and with sustained prices, if the weight or fineness of the coins should be reduced in the same ratio, until a degree is reached beyond which the divisibility of the metal would not admit of expressing amounts sufficiently small. With the coarser metals—silver and copper—to fall back upon, this could scarcely occur. But such a measure would cause endless confusion in the value of coins of the old weights and standards, that could not be immediately withdrawn from circulation. The true policy in every variation in the supply of metals is to keep the coins permanently of the same weight and fineness, letting the prices of property change as they may. To secure perfect accuracy and justice in this matter is impossible. One metal will vary in relation to another. The decrease of the precious metals or of the currency injures debtors, and their increase injures creditors, most especially

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

annuitants, and in a great degree laborers and salaried men, for wages are the last things to rise as the currency falls in value. I do not, therefore, see the propriety of the following remark of Mr. Cary, and it does not seem to agree with his general teaching: "With the use of steam for manufactures and navigation, of railroads, of electric telegraph and other modern inventions, nations are roused to an activity in the arts of civilization that may require vast additions of the precious metals for circulation." I cannot think so. It is true that a great increase of property, with no increase of money, would necessarily reduce prices, but that would be no more unjust than the advance of prices from the present increase of money. It would not affect unfavorably a different class—debtors instead of creditors—and annuitants would be benefited, as their income would be relatively more valuable. But no conceivable increase of transactions or of property, it appears to me, can render any great additions of the precious metals necessary.

This notion that trade requires more money is the fallacy upon which our paper-money system is erected, from a blind ignorance of its principles, and an unwillingness in the community to submit to any fall of prices; but, as I have already shown, it is not money but debt that is thus created, and the fall of prices, under the screen of this system, that succeeds every rise, is doubly severe, for the money that the community count upon to discharge their obligations, is not only abstracted, but, being of itself a debt, requires for its payment just as much more, precisely as any two debts of equal amount require twice as much money as one to discharge them.

I think it was in the year 1836 that several of the leading merchants of Boston, alarmed at the immense amount of commercial engagements running to maturity, and the inadequate sum of money in the community to discharge them, and impressed with the fallacious idea that bank debt is money, petitioned the Massachusetts Legislature for the charter of a bank, with a capital of $10,000,000, to enable the people to discharge their obligations. Even the prominent and judicious firm of Perkins & Co. were among the applicants for this charter. Such was then the delusion upon this subject. The establishment of a bank with such a capital, for such a purpose, at that time, would have been like an attempt to extinguish fire with oil, and it is somewhat surprising that the Legislature, under the solicitations of such esteemed and practical merchants, should have had the penetration to discern the truth, and the good sense to refuse the grant, as they did, by reason of which the State was saved from much additional embarrassment in the disastrous period which immediately followed.

We cannot be too emphatic in denouncing the idea that an increasing trade necessarily requires an increase of money, as an error and a delusion. It might be otherwise if value and price were the same, but as the value of property may be the same at a very different price at different periods, it is of very much less consequence to alter the quantity of the currency to suit the altered conditions of trade, than to restrict trade to the proper values of a stable currency. Indeed, to accommodate the currency to the continual fluctuations of trade, so as to regulate prices, would be utterly impossible; while if the currency be let "severely alone," trade will accommodate itself to the currency with perfect equity. Debtors and creditors must always be more or less affected by the increase or diminu-

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

tion of the currency, and so they must be by the increase or diminution of commercial transactions, that alter prices by requiring greater or smaller quantities of money to represent and adjust them. They must take their chance in the revolutions of the wheel of fortune. But if there should not be another ounce of the precious metals raised for a century, trade would not suffer, nor the supply of any want of the community be in any degree affected thereby, unless some ornament or utensil of gold or silver, the value of which would be necessarily represented by more of other property than now. Prices would fall, but only gradually, or trade increased, and not *perpendicularly*, as during a severe bank contraction. Values would be the same as now, and would fluctuate the same, depending upon the supply of and demand for each particular commodity. The same quantity of wheat or beef would feed the same number of men, who would build the same sort of house, or ship, or railroad. What if at one-half the price? Would the house, or ship, or railroad be less useful, because of the lower price, and if the one-half price will buy the same quantity of wheat or beef, or anything else, pay for the labor and support of the same number of men then as the whole price now, is it not clear that its value will be the same, neither more nor less?

So much of repetition of this idea, I trust, may be pardoned by the reader, for it involves the whole question of the currency so necessary to be comprehended, and so little attended to, respecting which I find Mr. Cary's article, although treating only of gold, highly suggestive. But the present condition of things clearly indicates that the addition of the precious metals for a long future period, will far exceed the relative increase of trade, so that, without the aid of paper money or credit banking, prices however they may fluctuate at times, must in the aggregate surely rise. It is deeply to be regretted that this certain effect cannot be foreseen by the majority of our people and legislators, and thus remove the excuse for credit banking, which rests wholly upon the false presumption that the constitutional currency is insufficient to supply the medium of trade.

But several of the States of Europe are running deeply into the folly of credit banking and paper money; and the "credit mobillier" is covering the Continent with debt. This will place them at a disadvantage in their trade with England and this country, if we do not pursue the same folly to the same extent. I learn from a German merchant, connected with Hamburg, that already prices have risen there, so as to embarrass their export trade, and that interest, which was formerly two-and-a-half per cent, has been of late 6 and 7 per cent per annum.

The bonds of the "credit mobillier" are, of course, expressed in currency, but a house is not a given quantity of francs and centimes, and when those bonds, given and received for houses, stocks, and other property, become sufficiently numerous, and the holders find it necessary to realize to meet the increasing money engagements, to which the immense transactions of that society are giving rise, they will be thrown on the market in large numbers and amount, and although payable only at the expiration of ninety years, they will be likely to create a pressure for money that will destroy their own value, for they, like all other property in movement, will require money for their exchange, and they can only command the share of the currency that belongs to them according to their value or price in proportion to other property moving in the market at the same time, for all of which the supply of real money will sooner or later be inadequate.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

But the whole system is running to debt and inflation, and by raising prices in Continental Europe, we may expect that the people there will be compelled to perform extra labor to balance their trade with us, as we have done under our banking system to balance ours with them, till the bubble bursts, as similar bubbles have burst before.

That prince of financial mountebanks, John Law, in the beginning of the last century, forwarded his celebrated scheme for a land bank, essentially upon the same idea as the credit mobillier. He proposed to coin the whole landed property of the kingdom of France into money, by getting it pledged for his bank notes, and finding an easy instrument in the regent—the spendthrift Duke of Orleans—he succeeded in coining nearly the whole property into debt, and plunging the kingdom into the most inextricable financial confusion. The preternatural excitement in business which attended this scheme required a great addition to the currency, at the same time that the bank notes, under the operation of the natural law by which an inferior always drives before it a superior medium, forced the coin rapidly from the kingdom, and a grand explosion, at the end of four years, terminated the existence of the mammoth absurdity, with the fortunes and happiness of great numbers of the best people of France.

The extent to which the present French Emperor is involving his nation in debt—the concern of himself and his ministers, or the men connected with him in the "credit mobillier," and the enormous stock-jobbing and speculations now being carried on, through the instrumentality of that society, lead prudent men to doubt whether Louis Napoleon is a less extravagant man or a better financier than the credulous Duke of Orleans, and to anticipate for France, at no distant day, a climax of commercial and financial embarrassment little, if any, inferior to that produced by the necromancy of Law.

If I have engaged the reader's attention in the foregoing pages, I trust he may be convinced:—

That a merely local increase of money cannot be maintained, excepting by productive labor, which requires as it earns money; and that increasing the currency of the United States in any other way, is like pouring water into a full vessel to run over as fast as supplied into the broad ocean of the commerce of the world.

That the present influx of gold is no addition to wealth, so far as it is used for coin, because the increase of money is all expended in price, adding nothing to value; so far, therefore, the mining of gold is labor lost.

That the increase of gold for ornament and utensils is not an important addition to wealth.

That interest is always dear where money is cheap; interest being the rent of loanable capital, bearing no relation to the value of money.

That there is great disadvantage and loss in credit banking or paper money, because it checks productive labor, by forcing unnaturally the export of gold in the place of merchandise, and by its necessary contractions, causing bankruptcy and distress, making the rich richer, and the poor poorer.

That the aggregate rise of prices and fall of money are co-relative terms.

That the extinction of paper money and credit discounts would reduce the currency only the sum of the excess beyond the specie measure, which

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

exists but temporarily, producing evil while it lasts, and that merchandise would be immediately exported to bring back the coin for which bank notes and credits are now sustituted in the currency.

That debt in any form is not money, and will not supply the place of it, except when money is seeking customers, and not customers money.

These are the leading points that I have endeavored to impress upon the mind of the reader.

It seems necessary frequently to repeat, what ought to occur to every intelligent man, that the objections so constantly urged against gold or a hard currency of its being troublesome and unwieldy, could, and in practice would, be removed through the issue by respectable parties or institutions—doubtless banks of deposit—of certificates of deposit for coin, the coin being retained to meet the return of the certificate.

The advocates of a specie currency object only to the falsehood of inaugurating into money what is in fact debt, that must be collected from the banks before it can become money—they cannot pay till they can collect it from the community, and the community cannot pay till they can ship goods to California or Europe and get returns. All that we require is that no token shall be added to the currency as money that is not money, to create false and enhanced prices for foreign products, or to prevent the sale of our own, or to create false obligations, that in the nature of things cannot be discharged. Against the certificate of deposit no objection lies, as it would add nothing to the currency, nor depreciate in any degree the value of money.

It is strange that men who can see the sun of a June day, do not see the glaring evils of our present system, and unite in measures to reform it altogether by the establishment of deposit banks, earning their support and profit by borrowing money at a low rate of interest, and lending at a higher, and charging an honest commission for honest service, instead of interest on capital blindly loaned by the public, against whom the interest is charged, or, as in Massachusetts and some other places, an illegal and unjust rate of exchange.

Thus, in a commentary on Mr. Cary's article, finding it suggestive for the purpose, I have endeavored to furnish a plain essay on our mixed currency system of coin and paper money, that I deem an element of great unhappiness in the community, and the most ingenious device for taxing the people without their knowledge or consent, that could be conceived.

I may appropriately conclude with the well-known remark of Mr. Webster: "Of all the contrivances for cheating mankind, none has been more effectual than that which deludes them with paper money. This is the most effectual of inventions to fertilize the rich man's field with the sweat of the poor man's brow."

C. H. C.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

Art. III.—THE COMMERCE, AND BANKING SYSTEM OF CHICAGO:

WITH A VIEW OF THE NEW PLAN OF DRAINAGE.

BANKING.

BANKING in the city of Chicago is very different from banking in the city of New York. In the latter city, banking associations enjoy all the privileges that private banking houses do. In Chicago, this is not the case, for the "Free Banking Law of the State of Illinois" provides that "an association transacting a banking business, under the general banking law of the State, shall not charge more than seven per cent per annum interest for loans of money made by them;" whereas the laws of the State of Illinois allow individuals or associations not organized under the banking law, to charge ten per cent. The operation of this provision is to prevent, in a great measure, joint stock banking associations from going into operation, and to throw the principal part of the banking business into the hands of individuals.

Where banks are formed under the banking law, the bank does not loan its funds to the public at seven per cent, as the law would seem to direct; but it loans its circulation to a private firm at seven per cent, who, in their turn, lend it to their depositors and regular customers at ten per cent.

Banks in Chicago, and indeed all banks in Illinois, are merely banks of issue, and neither receive deposits, or transact any other business in the name of the bank; so that those depositors who think they are doing business with the Chicago Bank, Marine Bank, or Bank of America, are, in fact, only doing so, and making their deposits, with the private firms of J. H. Burch & Co., George Smith & Co., or the Chicago Marine and Fire Insurance Company. Nor can we expect it to be otherwise, when all the money in the city can be loaned out on the best security at ten per cent for short paper, having from ten to ninety days to run.

Where money is in such demand as it is in the West, the Legislature of the State of Illinois should give all possible facilities for its safe and profitable investment, so as to induce Eastern capitalists to settle here. Money must be more valuable in the West for many years to come, than it is in the East. Notwithstanding this fact, the Legislature of Illinois fixes seven per cent per annum as the bank rate of interest for the State, and yet allows ten per cent as the rate for money loaned by private individuals.

In Chicago, the supply of money is far short of the demand. Competition is therefore active, and money, (outside of the bankers,) is worth from fifteen to fifty per cent per annum; that is to say, it commands these rates. From fifteen to twenty-five per cent is freely paid for the discount of paper of the first class. The other rates are for such paper as bankers would not on any account take from their customers.

The rule among the bankers in Chicago is, to discount only for their regular depositors; which they do at the legal rate, viz., ten per cent. Those who keep no regular bank account, have to sell their paper in the street at outside rates, which vary from fifteen to twenty-five per cent for good paper; and even at these rates there are more first-class borrowers than there is money with which to supply them.

The immense amount of produce brought to Chicago, both by railroad

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

and canal, involves the necessity of handling a very large amount of currency. In order to supply this, on a moderate amount of actual capital, some bankers of the city resorted to the expedient of locating banks in the State of Georgia, in which State great facilities are afforded for the establishment of banks. They then loaned out the circulation of these banks to the produce operators, in return for short date paper, payable in New York and Buffalo. Owing to the scarcity of money here, they were enabled to make this Georgia currency circulate, although they only redeemed it in exchange on New York at from one to one-and-a-half per cent discount. At one period, about the summer and fall of 1855, there was nearly *three millions of dollars* of this Georgia currency in circulation in the North-West. Since that time, many of the other bankers of the city united among themselves to drive this irresponsible currency out of circulation. In this laudable enterprise, they were greatly aided by the *Daily Times* and *Daily Tribune*, both of which papers, though violently opposed to each other in politics, united in the crusade against what were called the Wild Cat Banks. The *Democratic Press* feebly attempted to bolster up the Georgia money, but they soon found it an up-hill business, became alarmed, and gave up the attempt. The amount of Georgia money is now very much reduced, and there is not altogether more than three or four hundred thousand dollars now in circulation.

Within the past year, a number of new banks have been started, but they are merely banks of circulation, and are not doing any local or general banking business. Few of these banks redeem their circulation at any point but at their own counters, which, in many cases, are located in very inconvenient places.

This year, the price of produce is unprecedentedly low. In June, 1854, spring wheat sold in Chicago at $1 28 and $1 30 per bushel; and winter wheat at $1 40 and $1 50. In June, 1855, the rates were for spring $1 65 and $1 70, and for winter $1 75 and $2 00 per bushel. The rates at present, (June 21, 1856,) are 92 cents to $1 00 per bushel for spring wheat, and 95 cents to $1 10 per bushel for the best winter wheat, and dull at that. In June, 1854, corn sold in Chicago at 45 and 46 cents per bushel. In June, 1855, at 75 and 76 cents. At present, from 29 to 32 cents is all that can be got for it. Owing to these low rates, there is not so much money required here as heretofore, and there is not, therefore, the same need of currency as there was either last year or the year before.

Exchange forms one of the heaviest and most lucrative branches of the business of the banker in Chicago. The large amount of groceries, dry goods, &c., purchased both at the East and South by Chicago merchants, has to be paid for by bankers' drafts on the Eastern and Southern cities. On the other hand, the immense amount of produce shipped to the East, is drawn against by the produce and commission merchants, who discount these drafts in order to get currency to pay for the grain bought by them in the city and country. These drafts, having from ten to thirty days to run, are generally discounted at about six per cent per annum; and thirty to sixty day drafts, at ten per cent. The bankers hold these drafts till maturity, and then draw against the proceeds, in the shape of sight-drafts, for which they charge from three-quarters to one per cent premium, and some seasons as high as one-and-a-half per cent premium. When this class of paper is scarce, the produce or commission merchant has to make his exchange partly by the shipment of grain, and partly by

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

sending home Eastern currency, which, together with the Canadian funds, forms a large portion of the circulating medium of the North-West.

The following is a list of those banks in Chicago which are organized under the general Banking Law of the State of Illinois:—

Name of Bank.	Par value of amt. of stocks deposited.	Amt. of circulation issued upon secured stocks.
*Commercial Bank,.....	$27,000 00	$25,005 00
Exchange Bank.....	....	1,290 00
E. J. Tinkham & Co.'s Bank.....	150,000 00	131,000 00
*Merchants' and Mechanics' Bank,.....	6,000 00	5,561 00
Bank of America.....	89,000 00	50,000 00
The City Bank.....	....	3,187 00
The Chicago Bank.....	119,328 25	59,504 00
The Farmers' Bank.....	....	1,754 00
The Marine Bank of Chicago.....	214,144 73	105,064 00
The Phœnix Bank.....	....	1,851 00
The Union Bank.....	....	3,404 00
Total.....	$605,472 98	$387,620 00

Note—Banks marked thus (*) have filed certificates in accordance with the law of 1855, and are closing their business. The Exchange Bank has withdrawn its securities, and its circulating notes are secured by specie.

It will be seen by the above statement, that the circulation of these banks does not amount, in the aggregate, to *four hundred thousand dollars*, and to secure that issue, there are actually deposited stocks, having a par value, over *six hundred thousand dollars*.

An increase of actual capital is now much needed by Chicago. The means of the city are not equal to the business now forced upon it by the surrounding country, and this business is daily growing larger, and that, too, with astonishing rapidity. This brings us to the next part of our subject.

COMMERCE.

The statistics which follow have been prepared with great care, from the original and official records, and may be relied on as correct:—

FLOUR AND GRAIN RECEIVED AT CHICAGO FOR THE LAST TWO YEARS.

	1854.	1855.
Flour reduced to bushels of wheat....	795,520	1,210,000
Wheat, bushels.....	3,070,880	7,660,326
Corn, "	7,478,443	8,489,036
Oats, "	4,194,168	2,890,922
Rye, "	85,600	68,500
Barley, "	200,000	150,000
Total.....	15,824,611	20,458,784

This shows an increase in favor of 1855, of 4,634,173 bushels; but the increase in flour and wheat (together) alone is still greater, being over five millions of bushels. Here are the figures:—

Flour and wheat received in 1855, bushels.....	8,870,326
" " " " " 1854, "	3,866,400
Increase in 1855.....	5,003,926

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

FLOUR AND GRAIN EXPORTED FROM CHICAGO FOR THE LAST TWO YEARS.

	1854.	1855.
Flour reduced to bushels of wheat....	539,635	820,950
Wheat, bushels.....	2,102,703	6,250,553
Corn, "	6,822,868	7,550,407
Oats, "	3,228,917	2,000,409
Barley, "	148,000	92,000
Rye, "	41,000	19,000
TOTAL.....	12,883,123	16,733,319
Increase in 1855, bushels,.....		3,850,196

LUMBER.—The Lumber Trade in Chicago is immense. During the year 1855, over THREE HUNDRED MILLIONS OF FEET were received here. The following table will show the increase in the receipts for the last six years:—

Years.	Feet received.	Years.	Feet received.
1850.....	100,346,779	1853.....	202,101,098
1851.....	125,056,437	1854....	228,232,000
1852.....	147,816,232	1855.....	308,277,055

Of the vast amount received here in 1855, about a hundred millions of feet has been used in and about the city, and about two hundred millions shipped abroad.

CUSTOM-HOUSE BUSINESS.—The amount of revenue paid into the general treasury of the United States from Custom-House duties on foreign importations, received at Chicago during the last three years, has been as follows:—

1853.....	$261,284 66
1854.....	577,160 93
1855.....	294,948 01
Total.....	$1,133,393 60

The decrease in 1855 is easily explained. In 1853, the Rock Island Railroad Company imported an immense amount of railroad iron. It was bonded, and the bonded duties were paid in 1854. And in 1854, the Illinois Central Railroad Company imported a large amount of railroad iron, while in 1855, they had no further need of any. The amount of duties on railroad iron alone, received at Chicago during these three years, is $1,044,548 90; over a million of dollars!

The Chicago *Daily Times*, in an article on the commerce of Chicago, published January 22, 1856, says:—

"The effect of the Reciprocity Treaty upon the commerce of Chicago, has been greatly misunderstood. So far from decreasing the amount of duties received, it has already increased them, and will greatly increase them during the next year. Besides the free goods which it brings here, it will also bring an increased amount of dutiable articles. In 1854, the value of goods imported in American vessels was $22,114. In 1855, $46,938. Increase $24,824. In 1854, the value of goods imported in foreign vessels was $23,108. In 1855, $134,317. Increase $111,209. Total value of goods imported in 1854, $45,222. In 1855, $181,255. Increase $136,033. Duties on merchandize imported in 1854, $12,699 70. In 1855, $17,934 50. Increase $5,234 80. If these facts speak nothing in favor of the effect of the Reciprocity Treaty, which has only been in operation during part of 1855, then figures have no significance at all. But this is not all. In 1854, the exports of domestic produce in foreign vessels amounted to $78,699. In 1855, to $839,684. Increase $760,885. In 1854, the total value of domestic produce ex-

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

ported was $387,413. In 1855, it was $1,161,727. Increase $774,314. The great increase, it will be seen, was in foreign vessels, the increase in American vessels being only $13,329."

The total value of the articles of commerce received at Chicago in 1855, was nearly TWO HUNDRED MILLIONS OF DOLLARS, to wit:—

IMPORTS.

By Lake	$95,724,797 43
By Canal	7,417,769 80
By Railroads	88,381,597 90
Total value of imports, 1855	$191,524,165 13

The value of articles exported, exceeded TWO HUNDRED MILLIONS OF DOLLARS, as follows:—

EXPORTS.

By Lake	$34,783,726 32
By Canal	80,913,167 07
By Railroads	98,421,324 86
Total value of exports in 1855	$214.118,318 25

MANUFACTURES.

The following tabular statement exhibits, in a condensed form, the amount of capital invested in the various branches of manufactures, the number of men employed, and the value of the articles made at Chicago, in the year 1855:—

Manufactures of	Capital invested.	Persons employed.	Value of manufactures.
Iron, machinery, and stoves,	$1,180,000	1,400	$2,100,000
Railroad cars	750,000	550	950,000
Malt liquors	397,500	180	826,000
Window sash and shingles	370,000	390	745,000
Carriages and wagons	415,000	790	700,000
Agricultural implements	454,000	480	649,000
Dressed stone, marble, &c.	575,000	675	588,000
Soap and candles	360,000	100	460,000
Cabinet ware	300,000	525	455,000
Lead, tin ware, brass and copper	165,000	260	420,000
Leather, and boots and shoes	200,000	300	400,000
Ship-building	50,000	250	300,000
Bricks	56,000	200	250,000
Trunks, saddles, and harness	100,000	100	320,000
Gas and coke	356,900	150	126,000
Cooperage and wooden ware	125,000	150	220,000
Stationery and book-binding	25,000	60	124,000
Bread and confectionery	120,000	150	180,000
Music and musical instruments	115,000	135	140,000
Clothing, hats and caps	115,000	130	140,000
Jewelry	75,000	35	80,000
Engravings and pictures	50,000	50	80,000
Saleratus	5,000	8	18,000
Matches	5,000	20	18,000
Total	$6,363,400	6,288	$10,289,000
Same in 1854	4,230,000	5,300	7,870,000
Increase in 1855	$2,133,400	988	$2,419,000

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

DRAINAGE.

A board of Sewerage Commissioners, composed of Wm. B. Ogden, J. D. Webster, and S. Lind, has recently been elected by the City Council. Under the supervision of these gentlemen, a plan for the complete drainage of the city, proposed by E. S. Chesbrough, chief engineer of the board, and late city engineer of Boston, has been devised. The City Council have approved the plan; contracts for material and work to the amount of $100,000 are let, and the work has been commenced.

The site of the city has an inclination in all its parts toward the river and its branches. The drainage naturally follows the inclination, and empties into them. The main sewers vary in size, according to their length, from six to two feet in diameter. They are of circular form, built of very hard brick, laid in cement mortar. The cross-connections, between the mains, will be earthenware pipe, one foot in diameter. The mains have a fall of two feet in a mile. This inclination, though certainly not so much as could be desired, has been found in other cities to do very well, especially when compensated, as it will be here, by the introduction of a large volume of fresh water. This water is to be pumped from the lake by steam, and carried to the head of the sewers in pipes laid along the summits of elevation. With this arrangement, the sewers will be kept well washed, and comparatively inoffensive.

To obviate the danger that might arise from pouring the sewage into the river, a canal will be constructed from the lake to the south branch, nearly two miles south of the main river, by which to introduce pure water from the lake. The engine and wheel, by which this will be done, *will change the whole of the water* from the junction of the canal with the south branch to the mouth of the main river, *every twenty-four hours.* That is to say, a quantity of pure water, equal to that in this portion of the river, will be introduced every day, to replace that which has become stagnant, or corrupted by the sewage. The pure water which can be thus thrown in, is to the amount of sewage due from 250,000 inhabitants, (more than twice the population of Chicago,) as some thousands are to a single unit; a proportion of filth so homœpathic as to excite no apprehensions in the most nervous atmospheric purist. So high a dilution can hardly be injurious to the purity of the air of the city. Indeed, with these means of renewal of water in operation, the river will be in a much more healthful condition than it now is.

If Chicago has disadvantages in respect to drainage, they are remarkably compensated. Lake Michigan affords an unbounded supply of pure water; and it is well known that a deficient *descent* may be compensated for by an increased quantity of water. Here, also, is at hand the means of purifying the river, keeping it pure, and driving out all deleterious matter into the lake, where the prevailing shore currents will carry it far away.

When this system of sewerage is fully carried out, it will put a stop to the reports so industriously circulated by persons interested in rival cities, of the impossibility of draining Chicago. The plan, of course, is to be co-extensive with the growth of the city, and will be complete only when the city ceases to grow. The cost for that part of the city embraced in the plan of the board, will be $2,300,000. But it will be some years before the whole is completed. The amount now provided for is $300,000.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

That Chicago is destined to be the largest commercial and banking city west of New York, is beyond all reasonable doubt. Let any one who, skeptical on this point, consider well its location, situated at the head of the great chain of lakes, our communication with all points, East, South, West, and North, the fertility of the surrounding country, the immense and hitherto undeveloped, but inexhaustible mineral wealth of the country South and West, with the copper of Lake Superior, the web of railroads centering here, with over a hundred trains of cars arriving and departing daily, and the Illinois and Michigan Canal completing the links in the chain of uninterrupted navigation from New Orleans to the Atlantic Ocean. Already Chicago is the largest primary grain exporting city in the world. She does the largest amount of lumber business of any city in the Union. She will soon be a port of shipment for the coal fields of Southern Illinois, and the port of transit for the ore of the rich mines of Lake Superior, as at present she supplies that region with the chief portion of its provisions. These united causes must make Chicago a city second only to New York, in a commercial point of view, and she offers, therefore, inducements to the capitalist and banker, which, perhaps, no other city in the Union can afford.

Art. IV.—RAILROAD COMPANIES AS CARRIERS OF GOODS AND PASSENGERS.

We propose in this article, so far as able, with due regard to the conciseness required, to consider the Law of Carriers with especial reference to Railroad Companies.

It will be convenient to examine, first, the extent to which railroad companies are to be deemed common carriers, and their liabilities as such; second, the commencement and termination of their risks in respect to goods delivered to them for transportation; third, the nature and effect of notices and special stipulations limiting the risks undertaken by railroad companies as common carriers, together with a brief summary of the leading principles applying generally to the carriage of goods, passengers, and luggage by railroads.

HOW FAR ARE RAILROAD COMPANIES TO BE DEEMED COMMON CARRIERS?

Railroad companies which for a reward undertake as a public employment, and not as a casual occupation, to transport the goods or money of such as choose to employ them, whether within the boundaries of a single State or Territory or beyond them, are common carriers. The General Railroad Act of the State of New York, Sec. 54, contains the following declaratory provision in respect to the legal character of the companies for which it provides: "Any railroad company receiving freight for transportation, shall be entitled to the same rights, and be subject to the same liabilities, as common carriers." But in England it has been held that railroad companies are not obliged to assume the character of common carriers. Like a natural person, an English railroad company may become a common carrier or not, and may either carry goods generally, or restrict its business to goods of a particular description.

But when such companies have been organized by general acts, analogous to those of our own State, which authorizes the construction of

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

roads only for "*public use*," in the conveyance of persons and property, it would seem that by acceptance of the conditions held out they would necessarily become common carriers.

It is generally known that at common law, and in the absence of special contracts, all common carriers are accountable for all losses which do not fall within the excepted cases of the act of God, (meaning thereby inevitable accident, without the intervention of man,) and public enemies. But by the Civil Code of Louisiana, and in other countries whose jurisprudence is founded upon the Civil Law, carriers are subjected to a less stringent liability, and are excused in case of losses resulting from superior force, as from robbery not committed by their own servants.

WHEN DOES THE RISK OF A RAILROAD COMPANY IN RESPECT TO THE CARRIAGE OF GOODS COMMENCE?

The risk incurred by a railroad company as a common carrier does not commence until a delivery and acceptance by them of the goods to be transported. The proper mode of making such delivery will depend much upon the usages and regulations of the company. A mere deposit of goods designed for carriage at the depot of the company would ordinarily be insufficient to charge them with responsibility. The deposit of the goods should usually be coupled with due notice thereof to some proper officer of the company. Yet, a constructive delivery is sometimes recognized. Evidence of constant usage by a carrier to receive goods left at a certain place will be sufficient to render him responsible for goods left at such a place. In other words, delivery to a carrier may be either actual or constructive. In one case in which goods had been delivered in the usual manner for transportation by a railroad company, by being deposited upon their private dock, which was in their exclusive use for the purpose of receiving goods for transportation, it was held that such delivery was a good delivery to the company, and sufficient to make them liable for the loss of the goods, although neither they nor their agent received any express notice of the fact of the goods having been so deposited. The company, by their wonted course of business, virtually agreed that goods might be so deposited without special notice. When goods are put into the cars of a railroad company for transportation, and the owner of the goods or his servants retain exclusive custody thereof during their transit, they are not considered to have been delivered to the company or carriers. But this result does not follow when the owner or his servants merely aid the servants of the carriers in taking care of the goods. The question of the commencement of risks may be somewhat complicated when a company are not only common carriers, but are also warehouse-men or forwarders, who are only bound to exercise *ordinary* care, skill, and diligence, and not that extreme vigilance demanded of common carriers. For example, a company which has accepted goods for transportation, may temporarily, for the sake of convenience, store them in their warehouse, either before putting them upon their transit or at some intermediate stage thereof. The question in such a case is, which character predominates in any particular stage of the transaction? Were the goods so warehoused in order to facilitate their transportation and subsidiarily thereto? Then the liability of the common carrier commences with the warehousing of the goods. For in such a case the warehousing of the goods was embraced in the duty of the company as carriers. So if a railroad company should,

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

after contracting to carry goods to a given place, forward them by some conveyance not their own to a depot at which they are to be put upon their transit over the road of the company, such forwarding of goods would be deemed merely incidental to their duty as common carriers, and they would be held liable as common carriers from the time of their receipt of the goods.

Accordingly, it has been held that a common carrier will be liable for a loss of goods by fire at his warehouse, where the goods were detained in transitu for the completion of an aqueduct.

THE TERMINATION OF RISKS.

We will now proceed to inquire concerning the termination of risks in respect to the transportation of goods by railroad companies.

When the goods delivered to a railroad company for transportation have been carried to their place of destination, and when the company have no further duty to perform in respect to them, the liability of the company as common carriers ceases. But it is necessary to consider this proposition somewhat in detail.

The responsibility of a railroad company, as a common carrier, (but not as a mere bailee of goods delivered to them for safe keeping,) terminates.

1st. By delivery thereof, according to the stipulations of the parties and the usage of business; but in order to discharge the carrier, goods must be delivered to the right owner.

The question as to what constitutes a sufficient delivery of goods on the part of carriers, is one with regard to which there is some conflict of judicial authority. Indeed this can hardly be otherwise, since diverse local customs and usages must materially modify the solution of such a question.

In New York, the carrier who has brought goods to their place of destination, continues liable for their safety until he has given the consignee notice that the goods have been so brought, and for a reasonable time afterwards, to enable the consignee to take possession of the goods—a rule worthy of strong commendation for its good sense and equity.

A doctrine somewhat different from this seems to prevail in Massachusetts. The Supreme Court of that State have held that the liability of railroad companies, as common carriers, ceased upon the arrival and unloading of goods in the depot—this having been regarded as conformable to usage; and it was considered that if the owners were not in such case ready to receive the goods, the company retained the goods in capacity of warehouse-men, and as such were only liable for want of ordinary care.

This doctrine was recognized in the case of the Norway Plains Co. *vs.* the Boston and Maine Railroad Co., 1 Gray, 268. In this case the question was raised, whether or not the consignees of the goods in question were not entitled to notice of their arrival. But the Court seemed to be of opinion that the giving of such notice was not a part of the carrier's duty.

The decisions of the Supreme Court of Vermont in respect to this point, are in accordance with those of the like court in Massachusetts. And it has been held in the former State, that when a common carrier delivers goods to a wharfinger, his responsibility ceases, unless expressly or by fair implication he has agreed to do more. The Court considered that the question as to the time and place when the duty of the carrier ends, was one of contract, to be determined by the jury from a consideration of all

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

that has been said by either party at the time of the delivery and the acceptance of the parcels by the carrier; the course of business, and the attending circumstances, as in the case of other like contracts.

2d. The risk of the common carrier as such is terminated after goods have been brought to their place of destination, by the carrier's safely storing them, upon the consignee's neglecting or refusing to receive them, after due notice; or in the event of the death or absence of such consignee.

3d. The carrier's risk is ended, provided the consignee waives the delivery of the goods at the place of original destination, by receiving them at some intermediate place, or by giving directions that they should be delivered at a different place from that originally specified, which directions are complied with.

4th. Stoppage in transitu exonerates the carrier. This is the right of the vendor of goods, who has sold goods on credit to another, to resume the possession of the goods while they are in the hands of the carrier, or middle-man, upon their transit to the vendee or consignee, and before they arrive into his actual possession, or at the destination which he has appointed for them. It has generally been considered that the vendor was only justified in resuming possession of goods on their transit as above stated, when the vendee has become bankrupt or insolvent. But it has been recently held that stoppage of goods upon their transit is also justified by the discovery of the falsehood of representations employed by the vendee in order to effect the purchase of the said goods.

5th. The carrier cannot, except perhaps in special cases, exempt himself from responsibility for goods by surrendering them to the claimant of a title adverse to that of the ostensible owner of the goods. The carrier cannot ordinarily dispute the title of the person who, as owner, delivers to him the goods for transportation. He may, consequently, when goods have been demanded of him by different parties, be placed in a dilemma. But he has a remedy in such a case, by means of a Bill of Interpleader, or by some analogous proceeding. The New York Code of Procedure, Sec. 122, expressly prescribes the course proper to be pursued under the circumstances above stated, by authorising a party against whom an action is pending in the case supposed, upon showing that two independent claimants have demanded of him the same specific property, to apply to the Court for an order that the rights of the contending claimants may be determined by a litigation between them, which order Courts are empowered, at their discretion, to grant.

NOTICES AND SPECIAL STIPULATIONS.

The subject of notices and stipulations designed to restrict the Common Law liability of common carriers, is especially important as affecting railroad companies; for those companies are employed in the carriage of live stock and of other hazardous articles, which have, until the recent improvements in the arts of locomotion, been seldom or never committed to the charge of common carriers.

Is a limitation of the liability of the common carrier consistent with the general policy of the law, which aims, without caprice or favoritism, to command that which is right, and to forbid that which is wrong?

The carrier, it is urged, is a quasi public officer. He undertakes to carry goods for the public. The owners of goods entrust them for trans-

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

portation to the care of him and his servants; and as such owners rarely accompany their goods upon their transits, there is great opportunity for deceit or collusive breach of trust on the part of the carrier. He should, therefore, be required to virtually insure the due delivery of the goods, except in the special cases provided for by the Common Law.

But, on the other hand, it is denied that the common carrier is to be considered peculiarly a public servant, rather than, for example, the merchant or the artisan.

The one sells goods to the public; the other practices his art for the public. And each, as none will dispute, possesses ample means for defrauding his customers. Yet, in these cases, unrestricted liberty in regard to the making of contracts is generally allowed to be most conducive to the interests of the community. No unnecessary shackles should be imposed on any branch of industry. And it is not easy to perceive why less freedom in regard to the making of contracts should be conceded to the common carrier than to any other insurer.

Railroad companies undertake to modify their liabilities in various ways. They sometimes, for example, refuse to carry live stock, and other hazardous articles, either altogether or otherwise at the risk of the owners; they sometimes, for example, declare the luggage of passengers to be at the owners' risk; and they generally demand extraordinary hire for the carriage of articles requiring extraordinary care, labor, and room.

In England, the validity of carriers' *public* notices is in some measure regulated by what is termed the Carriers' Act, (1 Wm. IV., chap. 58,) providing that common carriers shall not be liable for the loss of, or injury to, sundry valuable sorts of property contained in parcels to be carried for hire, or to accompany a passenger in any public conveyance, where the value exceeds £10, unless the value is declared on delivery for carriage, the carrier to be entitled to an enhanced rate of charge, pursuant to previous notice. No public notice is to limit the carriers' responsibility as to other goods than those specified in the act.

Both before and since the passage of the Carriers' Act, the English Courts have often held that carriers may, by special agreement with their customers, and by notices actually brought home to their knowledge, within reasonable limits, restrict their liability. Judge Story and Chancellor Kent consider it to be in England an established doctrine, that common carriers may, within reasonable bounds, exempt themselves from responsibility by special notices; and those opinions have been recognized as sound in recent English decisions.

As an interpretation of the Common Law in respect to this matter, conclusions of English jurists upon the matter under consideration possess considerable importance.

In Maine, the right of the common carrier to limit his liability by special contract has been maintained in the case of Sager *vs.* the L. & P. & E. R. Co., in accordance with previous decisions. But the doctrine is not in Maine regarded with much favor, and is not so far extended as to protect the carrier from the consequences of his negligence.

In New York, deviating from previous decisions, the Courts have declared in the cases of Hollister *vs.* Newlan, 19 Wendell, R. 234; Cole *vs.* Goodwin, *ib.* 251; Camden R. R. Co. *vs.* Belknap, 21, *ib.* 354; Gould *vs.* Hill, 2 Hill's R. 623; Alexander *vs.* Greene, 3 Hill, 9; and Wells *vs.* the Steam Navigation Co., 2 Comstock, 204—that stage-coach proprietors and

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

other common carriers could not restrict their liability by means of a general notice, purporting that the luggage of passengers was at the risk of owners, even though the notice was brought home to the knowledge of owners. But they may, by notice brought home to passengers, require them to state the nature and value of the property to be carried, and may, in a measure, be discharged from liability when such notice is not complied with.

But with regard to express stipulations made with common carriers for the restriction of their liability, the general validity of the same is now established in New York by the late decision of the Court of Appeals, in the case of Dorr *vs.* the N. J. Navigation Co., overruling a previous decision in the same controversy in the Supreme. The plaintiff, Dorr, had delivered two cases of goods to the defendants, to be transported to Boston. They were put on board the ill-fated steamer Lexington, and burnt upon their passage. Upon the delivery of the goods to the company, they gave a bill of lading, concluding with the following clause: "N. B. The company are to be held responsible for ordinary care and diligence only, in the transportation of merchandise and other property shipped or put on board sloops of this line. Contents unknown. Child, Master."

The main question in this case was, whether a common carrier could limit his liability by giving such a bill of lading as that above recited. This was decided affirmatively by the Court of Appeals. Barker, justice, in delivering his opinion in the case, pronounced it to be an unwarrantable restriction upon trade, and a palpable invasion of private rights, to restrain parties from making their own contracts, and from limiting their liability in a matter not affecting public morals, nor conflicting with public interests. The bill of lading was regarded as an express stipulation between the parties, and the defendants were held to be liable only for ordinary care, and consequently not responsible for the loss with which they were charged.

Influenced by the spirit of this decision, it may be that the Courts of our State will hereafter modify their doctrine as to notices.

In Pennsylvania, the restriction of the carrier's liability, by means of notices brought home to the knowledge of owners of goods, has been regarded with judicial disfavor. The question was presented, however, in the case of Laing *vs.* Calder, 8 Barr's R., 479, and the validity of a carrier's notice, at least in a special case, seems there to have been admitted. And in Beckman *vs.* Shouse, 5 Rawle R., 179, it was expressly held that common carriers might, by special contract, limit the extent of their responsibility.

In Ohio, in the case of Jones *vs.* Voorhies, 10 Ohio R., 145, the Court decided that the proprietors of stage-coaches were common carriers, and that their liabilities could not be limited by actual notice to a traveler that his luggage was at his own risk.

In Massachusetts, the validity of the notices in question, when brought home to the knowledge of customers, is impliedly recognized.

In Vermont, a transportation company has been decided to be at liberty to refuse taking charge of bank-notes as carriers.

In Connecticut in 1854, the Supreme Court had occasion to inquire, in the case of Preston *vs.* Adams & Co., as to the effect of a receipt by which the defendants had undertaken to limit their responsibility as carriers. The action was brought to recover damages for the loss of a package of

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

five-franc pieces, 200 in number, left at their office in New York to be transported to Brooklyn, Connecticut. The package was left as an ordinary package, and no information concerning its contents was given by the person who left it. The receipt given for the package stated that in the absence of notice concerning the value of packages, damages should be limited to $50. This case was carried to the Supreme Court by writ of error, and in deciding it, Ellsworth, Justice, said that a common carrier could, if the employer would assent to it, limit his responsibility to any fair and reasonable extent; and the receipt above mentioned was regarded as valid.

THE LIABILITY OF CARRIERS, NOTWITHSTANDING NOTICES AND SPECIAL STIPULATIONS.

When carriers, in pursuance of the ordinary regulations of their business, refuse to transport certain specified articles except at the owner's risk, or refuse to become responsible for such articles unless their value is stated at the time of delivery, how far is the carrier who takes charge of the articles liable if they are lost or damaged upon their transit?

In the cases supposed, it will be observed that the carrier does not absolutely refuse to *carry* the articles so specified; he only refuses to insure them against certain risks. He consents to carry the goods, although he will not become responsible for them to the full extent of the liability imposed by the common law. If he consents to carry the goods, he virtually agrees to exercise ordinary care; for no one would otherwise intrust goods to his charge—and for any neglect of ordinary care, he is liable. And by requiring the owner to assume the risk of his goods, he only requires him to assume all those risks against which ordinary care on the part of the carrier is not a complete safeguard.

Such is the conclusion of Baron Parke in a case which Judge Story considers to be decisive as to the English law touching the point in question.

In this case above referred to, Wild *vs.* Pickford, 8 Mees & Welsh, 461, the notice, by means of which the carrier sought to shield himself from the liability with which he was charged by the plaintiff, purported that he would not insure the safety of goods of the description of those in controversy unless a premium should be paid for their transportation. The Court, in delivering their opinion, said that the weight of authority seemed to be in favor of the doctrine, that in order to render a carrier liable after such a notice, it is not necessary to prove a total abandonment of that character, or an act of willful misconduct, but that it is enough to prove an act of ordinary negligence, meaning thereby the want of such care as a prudent man would take of his own property.

A peculiar class of stipulations was under consideration of the Court in the above-cited case of Sager *vs.* the Portsmouth, S. & P. & E. Railroad Company, 31 Maine R., 328. The action was brought for damage sustained by a horse, carried for plaintiff by defendants. The former had signed a stipulation, together with other dealers in horses and cattle, purporting that "they exonerated defendants from all damage that might happen to any horses, &c., which they might send over said company's railroad—meaning that they would take the risk on themselves of such damage, and that they would not call on said railroad company for any damages whatever."

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

The Court seemed in this case to regard the defendants as bailees for hire, and although relieved from the heavy responsibility of common carriers, as liable, notwithstanding the foregoing stipulation, for misconduct and negligence.

It will be observed that the stipulation refers to such losses as might *happen* to horses, &c.; and this expression was regarded as a significant one. "The word happen," said Shipley, Chief Justice, "is defined by the words to come by chance—to fall out—to befall—to come unexpectedly. An accident, or that which happens or comes by chance, is an event which occurs from an unknown cause, or it is the unusual effect of a known cause. This will exclude an event produced by misconduct or negligence, for one so produced is ordinarily to be expected from a known cause."

In short, notwithstanding the stipulation in this case, the Court regarded the defendants as liable for negligence in respect to the transportation of plaintiff's horse.

Yet it would seem that the carrier may contract in such terms as to reduce his liability within extremely narrow limits. In the case of Austin *vs.* the Manchester, Sheffield, &c., Railroad Company, 11 Eng. Law and Equity R., 506, the declaration alleged the company to be common carriers, and bound to exercise due and proper care in their carriage of horses over their roads; that plaintiff's horses were delivered to them for carriage, according to the ordinary course of business, except so far as the duty was altered by the terms of the special agreement, which was in substance as follows:—

This ticket is issued, subject to the owner undertaking all the risks of injury by conveyance, and the owner is required to see to the efficiency of the carriages before he allows his live stock to be placed therein. The charge being for the use of carriages and locomotive power only, the company will not be responsible for any alleged defects in their carriages or tracks, unless complaint be made at the time of booking, or before the same leave the station; nor for any damage, however caused, to live stock traveling in their vehicles.

I have examined the carriages, and am satisfied with their sufficiency and safety. (Signed) OWNER.

The declaration then alleged that the horses were injured through defendants' gross negligence; and, after mature consideration, it was held that these defendants were not liable even for gross negligence. And this decision is confirmed by several English cases.

THE BURDEN OF PROOF IN CASE OF CARRIERS' NOTICES.

A common carrier being, with some qualifications, an insurer of the goods committed to him for transportation, is, in case they have been lost or injured while in his custody, bound to account for their loss and injury. He is at common law considered liable for the goods, unless he can show that they have been damaged or lost by the act of God or by the public enemies, or that upon some other special ground, he is not liable.

But when the common carrier refuses to be the general insurer of the goods, and undertakes only to fulfill the duties of a bailee for their transportation, the burden of proof—in case of damage or loss—is shifted to

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

the owner of the goods; for the carrier in such a case is like most agents, *prima facie* presumed to have acted with ordinary diligence, and the owner must refute this presumption, and show that the carrier is in default.

WAIVER OF NOTICE.

The carrier sometimes waives the benefit of his notice or special contract. Such waiver generally relates to cases in which the carrier has given notice that he will not be responsible for goods valued beyond a certain amount, unless extraordinary freight be paid for their transportation. If with full express notice that the value of the goods exceeds the sum specified in the notice, the carrier charges only the ordinary freight, or if he expressly agrees to carry a package of extraordinary value for the common hire, he waives the benefit which he would otherwise have derived from his notice.

GENERAL REMARKS CONCERNING THE CARRIAGE OF GOODS, PASSENGERS, AND LUGGAGE.

Only a cursory treatment of this concluding portion of our subject will be expected.

Passengers and Goods. Holding themselves out, as railroad companies do, to be ready and willing to carry passengers and goods generally, they cannot ordinarily refuse to take such goods and passengers as they are requested to convey; but they may claim payment in advance. Yet they are not obliged to deviate from their established routine of business, nor to carry persons who will not submit to the reasonable regulations of the company. Any one who persists in violating such regulations may be ejected from a car, when not in motion. Any fraudulent representation by which a carrier should be deceived as to the value of goods, will usually absolve him from responsibility in regard to them. In the absence of any notice on the part of the carrier, as to stating the value of goods delivered for transportation, their value need not be stated by the owner. But there is some conflict of authority in respect of the duty of the owner of goods delivered for transportation to a carrier, when the latter has given due notice that he will not be accountable for goods whose value exceeds a certain amount without being paid a premium. The doctrine, that he who under these circumstances sends goods for carriage, without payment for the extraordinary value, holds them out impliedly as articles of ordinary value, and thereby defrauds the carrier, who is thus induced not to bestow upon them the care and diligence which their extraordinary value required—commends itself strongly to our sense of justice and equity; and in accordance with such a doctrine, the carrier would, in case of loss or damage, not be liable to the owner. But this conclusion in regard to the obligation of the owner of goods in case of notices, is rejected by some eminent jurists, who insist, that although there is a notice of the character of that above mentioned, the carrier is bound to inquire concerning value.

Railway Equipments. The engines, cars, and tenders must be reasonably strong and in every way sufficient for their purposes; the road should be properly constructed and protected; and all should be subjected to con-

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

stant supervision and inspection. If there be a defect in the construction of a carriage, although only discoverable upon a minute examination, and damage to a passenger thence ensues, the company is liable. In short, the company virtually warrants the carriages as road-worthy and the road safe, so far as any defects are discernible upon the closest examination; and the same remark applies in spirit to other equipments of railways.

Employees. The employees appointed by a railroad company should be characterized by due caution, sobriety, and skill. The company is liable for their acts, done within the general scope of their authority, but not for their willful misdeeds, unless authorized or sanctioned by their principals. And the company will not be implicated in the willful wrongs of their servants, from the fact that such wrongs have been instigated by the general agent of the company, when such general agent has been clothed with no authority in the case by his employers. In regard to negligence, it is held that when human life is in question, if not generally, there is no distinction in respect to railway negligence as being gross or slight, since *all* negligence of that character is inexcusably culpable. Yet the carrier will discharge himself from responsibility upon the alleged ground of negligence, when he shows that he has exercised all the skill and care which can reasonably be demanded from fallible humanity; for some dangers defy human foresight and skill.

Luggage. The company, by its servants, must receive and take care of the usual luggage which passengers are allowed to carry. Luggage signifies those articles which passengers are wont to carry for their personal convenience or amusement, including a reasonable amount of money for traveling expenses. For luggage, railroad companies are, in the absence of notices, in general absolutely responsible, except in case of inevitable accident. But if luggage be not called for within a reasonable time, the company ceases to be absolutely responsible for it as common carriers, although they are still liable as bailees, and must as such exercise ordinary care.

In 1854 a law was passed in this State, providing that persons engaged in the express business, who shall have any unclaimed article in their possession, not perishable, for at least one year, may sell it at auction, on four weeks' notice published in a newspaper at the place to which the article was directed. If perishable, the article may be sold as soon as the required notice can be given. The proceeds are for five years subject to the owner's order, and if not then called for, must be applied to the support of the poor.

But we must forego the further examination of our extensive theme—having glanced at the more important features of the law of railway transportation, undreamed of by the old sages of the law, and requiring a revision and modification of their doctrines.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

Art. V.—LECTURES ON MERCANTILE LAW.*

NUMBER III.

MERCANTILE PAPER.

A BILL of exchange is an open letter of request addressed by one person to another, desiring him to pay a sum of money to a third person, or to any other to whom the third person shall order it to be paid. It may be made payable to bearer. In ordinary contracts there are but two parties, or at most, only three; but there may be a large number of parties to a bill of exchange or a promissory note, since it may be assigned from one to another indefinitely.

The principal object of bills of exchange, in the beginning, was that money might be more easily sent from one country to another; but since commerce has become so widely extended, they have become evidences of valuable property, and are in a great measure a substitute for money. They are entitled to some peculiar privileges. By indorsement, they may be transferred from one to another, so as to vest the legal as well as the equitable title in the indorsee, and a sufficient consideration is always implied from the very nature of the instrument.

Foreign bills are those which are drawn by a person in one State or country upon a person in another State or country. A bill drawn by a person in one of the United States upon a person in another State, would be a foreign bill.

Inland bills are those which are drawn by a person in one State or country upon another person in the same State or country, or made payable in the same country.

Neither the time when, nor the person by whom bills of exchange were first invented, is now known. It is pretty clear that they were in use in the fourteenth century, and that they were introduced into England previous to the year 1381. At first *merchants* only were allowed to use them, and even they were restricted to *foreign bills*, *inland bills* not being deemed necessary for the purposes of trade. But afterwards the privilege of using them was extended to all traders, whether merchants or not, and at last to all persons.

Inland bills probably did not originate much earlier than the reign of Charles II. Like foreign bills, they were at first somewhat restricted in their operations—a *special custom* for the drawing of such bills being essential to their validity. All persons who are capable of making any contract may be parties to bills of exchange. A bill or note made by an infant is voidable only, and if he ratify the contract after he becomes of age, it is as binding upon him as though made after he arrived at full age; and if a bill be drawn on an infant, which he accepts after he becomes of age, it will bind him. And if an infant indorse a promissory note, the indorsee obtains a good title to it as against every other person except the infant. *He* may avoid it and intercept the payment of it, but unless he does so, the other parties cannot. A married woman cannot be a party

* Delivered at Comer's Commercial College, Boston, by SUMNER ALBEE, Esq., of the Suffolk Bar, and now first published in the *Merchants' Magazine*, from the manuscript of the author.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

to a bill or note, so as to subject herself to liability in a court of law, even though she be living apart from her husband and have a separate maintenance secured to her. She is, however, sometimes chargeable in equity in respect to her separate property.

A bill of exchange before it is transferred usually has three parties, viz., the drawer, the drawee or acceptor, and the payee—though it is not absolutely necessary that these three parties should be three different persons: for a man may draw a bill on another payable to his own order, so that he is both drawer and payee. By transfer of the bill from one to another, the parties may become more numerous. The acceptor of a bill and the maker of a note are considered the original and principal debtors, and the drawer and indorsers are considered as sureties, liable as parties guarantying the performance of the contract. Sometimes, where the drawee refuses to accept the bill, a third party accepts for the *honor* of the drawer, or of any other person whose name is on the bill, and he acquires certain rights, and subjects himself to nearly the same obligations, as if the bill had been originally presented to him.

Whenever a person draws, indorses, or accepts a bill, as agent for another, he ought either to write the name of his principal, or state that he signs as agent, stating who his principal is; for otherwise it will be purely the act of the agent, and he will be holden. If an agent be employed to negotiate bills, he is held to strict diligence in making the presentment for acceptance; and if he is guilty of any negligence in this respect, he is liable for all damages sustained by the owner.

With respect to partners, each one has in general an implied authority to sign bills and notes for the firm, using the name of the firm. But after the dissolution of the partnership, one of the partners has no right to put the firm's name on any negotiable paper, even though it was dated, or was in existence prior to the dissolution, or was for the purpose of liquidating the partnership debts, although the partner had authority to settle the partnership affairs. If the indorsement was made before the dissolution but not put into circulation till afterwards, all the partners must unite in putting it into circulation, in order to bind them all.

Wherever a person draws, indorses, or accepts a bill for himself and partner, he should express that he signs for "himself and partner," or write both names or the name of the firm; for if he merely writes his own name, the other partner will not be bound.

The law presumes that every bill or promissory note, whether it is expressed to be for value received or not, was given for an adequate consideration, and it is not necessary—as in the case of most simple contracts—to allege or prove a consideration; and the burden of proof is on the defendant to show that he received no remuneration, if he would defend on that ground. If the bill be in the hands of a *bona fide* holder, this defense will not avail at all.

Where a bill has been delivered to a person for a special purpose, he and all other persons taking the same with a knowledge of the facts, must fulfill it. For instance, if a note be given me for the express purpose of getting it discounted, I cannot apply it to my own use in satisfaction of a debt of my own; if I do, I shall be liable to the party from whom I received it, the same as if I had got it discounted. But if the note fall into the hands of a *bona fide* holder, for value, he may recover the payment of it.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

It seems to have been a question of some doubt formerly, whether a bill or note delivered by the maker to the payee as a *gift*, and without any adequate consideration, but intended by him to be paid, can be enforced against the donor or his personal representatives; but it seems now to be settled that it cannot. If it be expressed to be for value received, and does not state *what* the consideration is, the presumption always is that it was given for a good consideration; but that presumption may be rebutted by any competent evidence. But if the note or bill be the property of a *bona fide* holder, he will be entitled to recover on it, although there would have been a defense, had it remained in the hands of the payee.

A subsequent failure of consideration for which a bill or note was given, either in whole or in part, when of definite amount, will generally —between the original parties thereto, and others who hold for them or who have only advanced a partial consideration—afford an entire or partial defense. Such is the case where something is to be done on the part of the payee before anything becomes due on the note; and if a bill be given on a condition which the drawer finds is to be broken or eluded, he has a right to stop the payment, and would have a good defense to an action thereon.

In these cases, however, the matter which the holder has failed to perform must constitute the principal condition precedent, in respect of which the bill was given, otherwise it will afford no defense.

In general, the circumstance of a bill or note having been obtained without adequate consideration, or even by fraud, or misapplied by an agent to his own use, affords no defense where the instrument comes into the hands of a *bona fide* holder, for value, before it is due and without notice. Even though it be agreed between the original parties that payment shall not be enforced except upon certain conditions, such an agreement will not affect a subsequent *bona fide* holder, for value. And, much more, if a person voluntarily puts his name upon a negotiable instrument generally, and without any qualification, for the accommodation of another, he will be liable for the full value of such instrument in the hands of one who has purchased it in good faith for value.

Both bills of exchange and promissory notes must be in writing, and the whole contract must be so expressed; and no part of such contract can be supplied by oral testimony. It is not absolutely necessary, however, that the whole of the contract should be in the body of the instrument; a memorandum or indorsement made at the same time on any part of it may be resorted to, to show that the contract was qualified or contingent.

The bill or note must be for the payment of money only, and cannot be for the delivery of merchandise, or other things in their nature susceptible of deterioration and variation in value. A note is sometimes given, however, for the payment of a certain sum of money within a certain time, to be paid in clothing or other specific articles, and until the day of payment, the payor has a right to pay the specific articles or the money, as he chooses; but after the day of payment has passed, he loses his right to pay in the articles named, but must, if the payee requires it, pay the whole in money. The bill or note must also be for the payment of a *named sum certain.* The amount must, in no respect, be uncertain or contingent. Therefore, a promise to pay John Smith one thousand dol-

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

lars three months after date, and all other sums that may be due him, would not be a valid promissory note; so a written promise to pay a certain sum, "first deducting any interest or money which J. S. might owe the maker on any account," is not a good note.

The money must also be payable at all events, and not be dependent on any contingency, either in regard to the event or the fund out of which the payment is to be made. Therefore an order or promise to pay money, provided the terms mentioned in certain letters shall be complied with, or provided another shall not pay the money by a particular day, or provided the promisor is able to pay it, will in all such cases be void, as a *bill* or *note.*

A bill or note must show to whom the payment is to be made. Therefore an order to pay money to —— or order, is not valid, for to constitute an order for payment, there must be a payee. Sometimes, however, the blank may be filled up with the name of the payee; and if the instrument is intended to be negotiable, some negotiable words as "or order" or "bearer," must be inserted.

If a bill of exchange or a promissory note be altered without the consent of the parties thereto, in any material part—such as the date, sum, or time when payable, or consideration or place where payable—such alteration will at common law render the bill wholly invalid, as against all the parties who do not consent to such alteration. Thus, if a bill be accepted and indorsed, and afterward the date be altered, the acceptor and indorser will both be discharged, unless they assent to the alteration. If a bill be accepted generally, and the drawer, without the consent of the drawee, insert a particular place of payment, under the acceptance, this is considered a material alteration, and discharges the acceptor.

When bills or notes are made payable to bearer or indorsed in blank, they are transferred by mere delivery, otherwise they are transferred by indorsement. When a bill or note is transferred by mere delivery without any indorsement, the person making the transfer ceases to be a party to the instrument, and under such circumstances he does not incur the obligations or responsibilities ordinarily belonging to an indorser. If a bill or note is orignally payable to a person or his order, then it is properly transferable by indorsement, and in no other way will the tranfer convey the legal title to the holder, so that he can in law hold the other parties directly liable to him; for if it be assigned to him without being indorsed, the holder will acquire the same rights only as he would acquire by the assignment of a note not negotiable. If, by a mistake or accident, a bill or note has been omitted to be indorsed when it ought to have been, a court of equity will compel the party making the transfer to indorse the instrument, and his executor or administrator will be compellable in like manner to make it, with this qualification always, that the executor or administrator shall incur no *personal* liability thereby.

Indorsements may be in blank or in full; they may also be restrictive or general, qualified or conditional. The indorsement of a note amounts in law to a contract on the part of the indorser with the indorsee and every subsequent holder to whom the note is transferred, that the instrument and antecedent signatures are genuine; that he has good title to the instrument; that he is competent to bind himself as indorser; that the maker of the note is competent to bind himself to the payment, and will pay it at maturity if duly presented; that if it is not paid by the

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

maker when duly presented, he, the indorser, will pay it to the indorsee or other holder, if due notice is given him of the failure of the maker to pay it.

A note or bill may be indorsed in blank, by the payee merely writing his name on the back, without any direction being written before it, and it will then pass from one to another by mere delivery.

An indorsement is said to be in full when it mentions the person in whose favor it is made. The proper form of a full indorsement is, "Pay John Smith or order," or "pay to the order of John Smith." But if it be merely "pay to John Smith," it is deemed a general indorsement and payable to him or his order, and the words "or order," may be added. If it is intended to make the indorsement restrictive, it should say "pay to John Smith only." If an indorsement is made in full, the indorsee can only transfer his interest by indorsing the instrument himself.

An indorsement is said to be general or absolute when it is in blank, or filled up payable to the indorsee or his order, without any restrictive or conditional words. It is said to be restricted when it is either expressly restrained to the payment of the note or bill to a particular person only, or for a particular purpose, or made to a person who cannot transfer it to another.

A *qualified* indorsement differs from a *restrictive* indorsement, inasmuch as the latter restrains the negotiability of the instrument, while the former does not affect the negotiability, but simply qualifies the duties, obligations, and responsibilities of the indorser. For example, it frequently happens that the payee or indorsee of a note wishes to negotiate it, but does not wish to be held responsible for payment thereof, in case it is dishonored by the maker. To do this, he simply writes his name on the note, adding the words "without recourse," or some other equivalent words; and in such a case, he in no way impairs its negotiability, but frees himself from any responsibility on the instrument whatever.

There are some duties and obligations also which pertain to the indorsee of a bill or note. The receipt of the instrument implies an undertaking on his part, to every party who would be entitled to bring an action on passing it, to present for acceptance or payment in proper time—to allow no extra time for payment, and to give notice without delay to such persons as are entitled to it, of failure in the attempt to procure acceptance or payment; and in default of any of these duties being performed, such person will be discharged from all liability on account of non-acceptance or non-payment of the instrument.

In regard to the time of the transfer of a bill or note, it may be stated generally, that a transfer may be made at any time while the instrument remains good and is unpaid, whether it be before or after maturity. But the rights of the holder against the antecedent parties will be very materially affected by the time of the transfer. If the transfer be made before the maturity of the note, to a *bona fide* holder for a valuable consideration, he will take it free from all equities which may exist between the antecedent parties of which he has no notice. If the transfer be made after maturity of the note, it is a dishonored note, and the holder takes it as such, and is affected by all the equities between the original parties, whether he had notice of them or not.

By equities between the parties, is meant only such as attach to the

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

particular note, and not such as may pertain to other transactions between them. Subject to these equities, however, an indorsee, after maturity, will be clothed with the same rights and advantages as were possessed by the indorser, and may avail himself of them.

JOURNAL OF MERCANTILE LAW.

THE USAGE OF THE PORT OF SAN FRANCISCO IN REGARD TO THE DELIVERY OF SHIPS' GOODS—A STAMP UPON A BILL OF LADING THAT GOODS ARE TO BE DELIVERED AT THE SHIP'S TACKLE, AS GOOD AS IF IN THE BODY OF THE INSTRUMENT—THE SHIPPER BOUND FOR WAREHOUSE CHARGES.

In the United States District Court, San Francisco, California, 10th of March, 1856, Judge Hoffman delivered a lengthy opinion in the case of Brittan *vs.* ship Alboni. The case involves a question of much interest to shippers to California, as well as to consignees of goods and vessels, which will, we suppose, settle the right of the consignee of the ship to collect his freight bills prior to the delivery of the goods. The case, as we learn from the *Price Current* of San Francisco, has created considerable discussion in mercantile circles in that city. The following is an abstract of the decision as rendered by Judge Hoffman :—

The libel in this case is filed to recover the value of certain goods consigned to the libelant under a bill of lading. The bill is in the usual form, except that upon its face is stamped the following words :—" Goods to be received at the ship's tackles when ready for delivery. Freight payable prior to delivery if required."

On the arrival of the ship the libelant was duly notified thereof, and when the discharge of his goods had commenced he was fully cognizant of the fact. On the first day a portion of the contents of his bill of lading having been landed upon the wharf, he thereupon called upon the agents of the ship and demanded a delivery of the goods so discharging, offering to pay the freight due on them. This the consignees of the ship declined to accede to, but required him to pay all the freight due on the whole contents of the bill of lading. The libelant then professed his willingness to do so, provided all the goods were ready for delivery; but he declined to take a delivery order for the goods, and receive them as they came out in the usual course of the discharge. These offers were repeated from day to day while the vessel was being unladen; and on the last day the libelant again demanded his goods, tendering the whole amount of freight due by the bill of lading. A delivery order for the goods was thereupon offered him, but subject to the charges for storage and cartage which had accrued upon them. The goods had, in accordance with a notice to that effect given by the ship's agent, been placed in a public warehouse each night when the ship ceased to discharge; and it is satisfactorily proved that this disposition of the goods was not only necessary for their safety, but rendered unavoidable by the fact that the goods are not suffered to remain on the wharf at night. The libelant, however, declined to pay his freight and receive his goods subject to these charges, and thereupon filed his libel for non-delivery. It is not suggested that the charges upon the goods were any other or greater than the expenses necessarily incurred in transporting them to, and keeping them in, a warehouse during the progress of the discharge, and the question to be determined is, whether, under the circumstances, these charges should be borne by the shipper or the shipowner.

It is urged, on behalf of the libelants, that the mere readiness to deliver the goods as they come out of the ship in the usual course of the discharge, is not sufficient to entitle the master to demand his freight; that the shipper has a right to insist upon the goods being landed and submitted to his inspection before

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

making himself liable at all events for the freight; and that if the master insists upon retaining all the goods until all the freight be paid, he must at his own expense keep them until they are collected together for a simultaneous delivery.

In the ordinary form of the bill of lading, the master stipulates to deliver the goods "to the shipper or his assigns, he or they paying freight." This has been held to import an agreement on the part of the shipper, that he or his assigns will pay the freight if the master will, at the time of the payment, deliver the goods to him or them. (2 Sumner, 603.)

The same construction is given to a stipulation in a charter party, which provides for a payment of freight "on delivery of the cargo." (Yates *vs.* Rallston, 2 Moore, 294.)

In these cases the payment of freight and the delivery of the cargo are held to be concomitant acts, and the master is allowed a lien or right to retain the cargo until the freight is paid. But in the adjustment of these rights a practical difficulty arises. The payment of freight is a single act which can be done instantaneously. The delivery of a cargo, or even the contents of a bill of lading, must of necessity be progressive, and will naturally require several days before it can be completed. The shipper has no right to his goods, or any part of them, until the freight be paid; and if he insists on his right to examine his goods before paying any of his freight, he obliges the master to store them during the progress of the delivery until all be delivered together. In the case of a large clipper ship this disposition of all the goods, if required by the consignees, would entail upon the ship a very considerable expense, and to avoid this, a practice has arisen to notify the shippers of the readiness of the ship to discharge—to collect the freight bills, and give the consignees orders, under which they receive their goods as they come out of the ship.

It appears in evidence that this usage has obtained due regard here almost since the foundation of the city; that it is almost universally adopted, and though not in every case with the full acquiescence of the shippers, or without some doubts as to their rights on the part of the agents of the ship, yet it has become with some of the largest houses the almost invariable practice; that this practice is well known to shippers at home, and is understood to be the usage of this port. In conformity with this usage a stipulation, or at least a notice, is stamped upon the bill of lading, expressing that the goods are to be "received at the ship's tackles when ready for delivery," and that a freight is payable prior to delivery if required. The object of this stamp is well understood by the shippers to be, to give to the ship the right to collect the freight in the manner which has been mentioned; and this is still more conclusively shown by the fact that in some bills of lading where this mode of payment is not intended, the stamp is omitted, and it is expressly stated that the freight is to be paid "on delivery."

That the libelant in this case was aware of the custom prevailing at this port, and of the right intended to be secured by the stamp, is not, as I understand, denied. In one of the bills of lading, at least, for other goods by this same ship, it is expressly mentioned in the body of the bill, that the goods are to be delivered from the vessel's tackle, when ready for delivery, to the shipper or his assigns, "he or they paying freight for said goods before delivery if required."

It is presumed that under such a bill of lading it will not be denied that the shipper would be bound to receive his goods as they come out of the ship—first paying freight on them.

The bill of lading in the present case contains precisely the same provisions, with the difference only that they are stamped on the face and not printed in the body of the instrument. I am not aware of any principle which would authorize the rejection of these words merely because they are stamped and not written in the contract, or because they are printed in red ink and not in black ink.

It is not necessary to inquire whether the evidence of the usage was such as to make it bind the parties as a term of their contract, if their knowledge of it and their intention to adopt it were to be inferred merely from the fact of its existence. In this case not only is the knowledge directly brought home to them, but a distinct reference to the usage is made on the face of the bill of lading, and an

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

express stipulation that freight shall be paid before delivery is incorporated in another bill of goods by the same shipper on the same ship. I think, therefore, that it must be considered that these goods were shipped to be delivered, and the freight to be paid, in conformity with the general usage at this port.

It is well known that the mode of delivering goods depends mainly upon the usage of the port. It is not denied that by the general usage of this port, a delivery on the wharf, with due notice to consignee, is sufficient to discharge the carrier. (2 Kent's Comm., 605.) His remuneration is, therefore, for carrying the goods, and delivering them on the wharf. But the delivery now insisted on is a simultaneous one, which can only be made at a warehouse, and cannot be made at a wharf or at ship's tackles, as mentioned in the bill of lading. Such a delivery would impose upon the ship an expense which I do not conceive to have been contemplated in the contract.

There is nothing unreasonable or inconvenient in a usage which makes a progressive delivery at the wharf as the goods come to hand, a good delivery by the carrier, if due notice be given, and the consignee be allowed a reasonable time to get his goods. Such I understand to be the practice at this port, and it is not easy to see how any other rule could prevail, unless the ship is held to the duty of collecting in warehouses all the contents of each bill of lading, before they are tendered to the consignees. If, then, a progressive delivery be the only delivery practicable, as it is, if made at the wharf or at ship's tackles, either the shipper must pay freight when that delivery commences, or the carrier compelled to part with a portion of his best, and in many instances his only security.

It has been, in a previous case, considered by this court, that if under these circumstances the shipper declines to receive his goods as they are landed, first paying freight, and it thus becomes necessary to send them to a warehouse until collected together, the expense ought to fall upon him.

But in this case, where it has been shown that the usage almost invariable is to collect the freight when the delivery is about to commence, and the bill of lading evidently contemplates and adopts that usage, and specifies that the delivery shall be at the ship's tackles, I think it clear that the shipper was bound so to pay his freight and receive his goods; and that if by reason of his refusal to do so, or by his insisting on a simultaneous delivery, which could only be made at a warehouse, any additional charges have been incurred, they must be borne by him. The offer, therefore, of the ship to deliver the goods subject to that charge was all that he had a right to demand. If this rule should be found inconvenient to shippers, the remedy is obvious—to refuse to ship goods under a stamped bill of lading, and to insert in the instrument that freight is to be paid on delivery of its whole contents.

I have not discussed the point alluded to on the argument, that the ship should be required to deliver the goods as they come out, on receiving the portion of freight due on the goods as discharged. Independently of the practical difficulties which prevent the adoption of such a course, it has seemed to me that in strict law, there were but two alternatives,—either to affirm the right of the shipper to a simultaneous delivery before paying any freight, or that of the ship to the payment of the entire freight before any goods are delivered. The latter is, I think, the true view of the subject; and the right of the shipper to examine his goods or insist upon a simulteneous delivery, must be controlled by the usage of the port, the stipulations of the bill of lading, and the practical necessities of the case; and inasmuch as a delivery at the wharf satisfies the contract of the carrier, his remuneration must be deemed to be for transporting the goods and delivering them in that manner, and that the additional expense of conveying them to and keeping them in a warehouse when necessary, ought not to fall upon him any more than the wharfage, which it is admitted is to be paid by the shipper.

It may be observed, in addition, that the examination of the goods, even if they are collected together on the wharf, must often be hasty and imperfect, and that the substantial security of the shipper is the personal liability of the master and owners, and that of the ship, *in rem*, to satisfy any reclamations he may make.

The libel must be dismissed.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

CHARTER PARTY DEPOSITED WITH BANKERS, BY WAY OF SECURITY, IS LIABLE TO THE TERMS OF AGREEMENT WHICH THE DEPOSITOR MAY HAVE MADE WITH A THIRD PARTY.

A (a merchant) and B (a ship-owner,) agreed to share the profits of a particular voyage of a ship that belonged to B. This agreement was contained in three instruments—first, a charter-party, by which about one-half of the freight was to be paid by A to B, by monthly installments, during the voyage, and the rest on the return of the ship; second, a memorandum, by which the parties agreed that they should be liable to expenses, and share profits in equal moities; third, a guaranty. After the ship had sailed, B deposited the charty-party with his bankers, as security for a balance then due on his account, and indorsed the charter-party with instructions to A to pay to the bankers the amount which would become due upon it.

Notice of the deposit and indorsement was afterwards given to A, who accordingly paid to the bankers the installments as they fell due, but did not inform them of the agreement. B became bankrupt, the ship returned, having made a losing voyage, and then A refused to make any further payment, alleging that, by virtue of the agreement, he was liable only for half the freight made payable by the charter-party. The bankers, however, claimed the full benefit of the charter-party deposited with them, and that it should be unaffected by the agreement of which they had no notice. But the House of Lords, reversing the judgment of Lord Chancellor Cottenham, has decided that they could not do so, and that they were entitled to no larger benefit from the charter-party than the assignor; thus confirming the general rule that an assignee of a chose in action takes it subject to all the then subsisting equities against it in the hands of the assignor. (Mangles *vs.* Dixon, 19 Law Times Rep., 260.)

CONTRACT OF AFFREIGHTMENT FOR NON-DELIVERY OF GOODS SHIPPED.

Supreme Court of Louisiana—before Buchanan, Judge—Thomas Medley & Co. *vs.* J. S. Hughes.

This was a suit upon a contract of affreightment for non-delivery of goods shipped per bark Catharine, from Philadelphia to New Orleans.

The proof was that the goods were put on board of the vessel, but the bills of lading were only sent down by the shippers to be signed two days afterwards, at which time the vessel had sailed. The bills of lading were signed by the house which was the agent of the ship for procuring freight. Owing to this circumstance, the bark had no bill of lading on board for these goods, and her commander and agents in New Orleans were not aware that there were goods on board consigned to plaintiffs. The agent proves that had he known this fact, he would have sent the goods from the vessel to the plaintiffs' store. As it was, notice was given to consignees by advertisement in the *Commercial Bulletin*, (a newspaper taken by the plaintiffs,) that the ship was discharging. After this notice, the goods were discharged upon the levee, where they remained until the next day, when they were hauled to the store of the agent of the ship. The night afterwards a fire broke out in the neighborhood, which spread to the store of the agent, and consumed it, with its contents, including the goods of the plaintiffs.

Held: That the ship was not responsible for the loss. Everything was done that was practicable, under the circumstances, to fulfill the carrier's obligations. This case was distinguishable from that of Kohn & Bordin *vs.* Packard, 3 L. R., 227, in this, that it was proved the plaintiffs took the newspaper in which the notice to the consignees per this ship, to attend and receive their goods, was published. The want of a bill of lading on board the vessel, was the fault of the shipper of the goods. The ship's agent acted properly in storing the goods after they had remained on the levee a reasonable time without being called for by the consignees. And the destruction of the goods by fire was an accidental and uncontrollable event, for which the carrier was not responsible.—C. C. 2,725.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

COMMERCIAL CHRONICLE AND REVIEW.

RETURN OF POLITICAL QUIET—SPECULATION IN PRODUCE IN THEIR EFFECT UPON THE GENERAL PROSPERITY—THE MONEY MARKET AND ITS PROSPECTS—MARINE LOSSES, WITH THEIR CAUSES AND REMEDY—THE POLICY OF INSURANCE—INSECURITY IN BUILDING AND LOSSES BY FIRE—THE BANK MOVEMENT—RECEIPTS OF GOLD—IMPORTS AT NEW YORK FOR JUNE, FOR SIX MONTHS, AND FOR THE FISCAL YEAR—EXPORTS FOR THE SAME PERIODS—SHIPMENTS OF PRODUCE, AND SUPPLY OF BREADSTUFFS, ETC., ETC.

Our anticipations in regard to the course the British government would pursue upon learning that Mr. Crampton and the consuls had been dismissed, have been fully realized. A large portion of the British people, and a number of the most influential newspapers in the United Kingdom, agree in regard to the justice of this measure, and avow their desire to continue on friendly terms with the people of this country. The same position has been accepted by the ministry, and we may now hope that all the difficulties between the two countries will soon be amicably settled. The announcement of this peaceful solution gave a more buoyant tone to commercial affairs, but the result did not, as we some time ago predicted, satisfy the expectations of the sanguine. There has been too much speculation throughout the country during the last year to allow of an immediate healthy impulse to our commercial prosperity. The three great branches of trade, cotton, breadstuffs, and provisions, have each been the center of heavy speculative operations, and the channels of business have become more or less disordered by the movement. We doubt if such a plan of operations will be attempted again for a year or two to come. Farmers who hoarded, in preference to accepting the large prices offered for their produce, have seen their folly, and are rightly punished for their covetousness; while a large number of those who endeavor to control the market by artificial means for their profit, have realized a loss in which they have but little public sympathy. Speculations in real estate, in stocks, or in many other descriptions of property, attract but little attention from the philanthropist, because few suffer but those who embark in them, and their failure seldom creates any general distress. But speculations in necessary articles of food carry gloom and suffering into thousands of families, whose little income is thus swallowed up, without any act of theirs, by the imperative requirements of daily existence. Any considerably increase in the cost of sustenance, not only bears hardly upon those who are living upon a small stated income, but also upon those whose wages are to be ultimately affected by such increase. An interval must elapse before the cost of the laborer's support can react upon the price of his labor, and there is no one to bridge over this gulf through which so many must struggle unaided.

Money has been very easy since our last, although there was a better demand, and more activity toward the close. There is a prospect that capital will all be wanted during the next six months for the purposes of legitimate trade, and at full rates of interest. During the recent excitement growing out of our political relations with England, private capitalists, for the most part, only offered their loans on call, or at short dates, for prime security. This is now gradually changing, and we look for a more active demand from borrowers. At the West, money has been very scarce, and in some of the grain districts, three or four per

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

cent a month has been offered for its use: in all parts of the West there has been a brisk demand at high rates of interest, and this must soon be felt in drains upon the seaboard as soon as heavy transfers of produce enable the banks to create a credit at the money centers.

A very startling announcement has been made by our marine insurance companies, their losses for the first six months of 1856 being set down at $16,000,000, particulars of which have been published. Public attention has now been directed to this subject, but we learn of no measures of relief yet proposed. It is probable that the cupidity of shipowners will at last lead them to adopt a safer style of building, as there can be little doubt but what the clipper marine has been one cause of the multiplied disasters. Vessels have been built for speed, and strength has been disregarded. We cannot think, however, that this comprises the whole of the evil; it is evident that our fleet has been multiplied more rapidly than the seamen, and the quality of the latter compared with the gross number has greatly deteriorated. It has been proposed to remedy this by act of Congress, obliging every ship to carry a certain number of apprentices. We have ever regarded the mandatory aspect of this measure, however specious the arguments in its favor, as very unjust, and opposed to the genius of our government. It will be regarded as arbitrary by the shipping interest, who will see no more reason why they should be compelled to add to the number of experienced seamen, more than the shoemaker to the number of those expert in his craft. It may take a longer time, but the evil will work its own cure, if our political economists will have a little patience. Any special demand for skill, in a particular department, will bring about a corresponding supply in the natural effect of the laws of trade, and it is far better to leave questions of this sort to their legitimate solution.

We are emphatically a wasteful people, and our shrewdest philosophers have sometimes doubted whether, not only our marine, but also our fire companies, were more a blessing than a curse. If there were no one to stand between our property holders and the devouring element, our builders would not be allowed to construct those fire-traps we see going up in all of our large cities. A foundation for a house is laid in granite, as if it were to stand for ages; and the walls are carried up of solid masonry, with handsomely carved stonework nearly to the eaves. Then, as if to invite destruction, four or five feet of wooden cornices and capitals are added precisely at the point where a fire would be most likely to catch, and most beyond control. To expedite the internal conflagration, wooden furring and lathing are used in the inside, and hollow stair-cases are constructed to carry the flames from one story to another. This wasteful economy appears to be simply the force of habit, since it is contrary to reason, and is daily rebuked by experience. Yet elegant mansions constructed upon these principles are daily finished, and crowded with elegant furniture, the owner running up a large account for insurance, and covering his eyes to the danger. There ought to be no such thing as the destruction of a valuable building by fire; especially elegant residences, or store-houses intended for valuable goods, ought to be beyond the reach of such disaster. Speculations may keep a large number of people idle, but except for this, they only transfer the accumulated wealth to new depositories; while the fires, which daily rage in all directions, consume absolutely the savings of years.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

The bank movement continues one of expansion, although a reaction is just commencing. The large payments from the Sub-Treasury have enabled the banks to submit to a drain for export, without weakening their position. Latterly the demand for specie has increased, and a contraction must follow. We annex a statement of the condition of the New York banks, in a comparison of the regular weekly average :—

WEEKLY AVERAGES NEW YORK CITY BANKS.

Date.	Capital.	Loans and Discounts.	Specie.	Circulation.	Deposits.
Jan. 5, 1856.	49,453,660	95,863,390	11,687,209	7,903,656	83,534,893
Jan. 12.....	49,453,660	96,145,408	11,777,711	7,612,507	77,931,498
Jan. 19.....	49,453,660	96,382,968	13,385,260	7,462,706	82,652,828
Jan. 26.....	49,692,900	96,887,221	12,733,059	7,506,986	78,918,315
Feb. 2.....	49,692,900	97,970,611	13,640,437	7,622,827	82,269,061
Feb. 9.....	49,692,900	98,344,077	14,233,329	7,819,122	82,848,152
Feb. 16.....	49,692,900	99,401,315	15,678,736	7,693,441	88,085,944
Feb. 23.....	49,883,420	100,745,447	15,835,874	7,664,688	87,680,478
March 1...	49,784,288	102,632,235	15,640,687	7,754,392	88,604,377
March 8...	49,784,288	103,909,688	15,170,946	7,888,176	88,749,625
March 15...	49,784,288	104,528,298	14,045,024	7,863,148	88,621,176
March 22...	49,784,288	104,533,576	14,369,556	7,912,581	89,390,261
March 29...	51,113,025	104,745,307	14,216,841	7,943,253	88,186,648
April 5...	51,113,025	106,962,018	13,381,454	8,347,498	91,008,408
April 12...	51,113,025	107,840,435	12,626,094	8,281,525	91,081,975
April 19...	51,113,025	106,765,085	12,958,132	8,221,518	90,875,737
April 26...	51,113,025	105,538,864	13,102,857	8,246,120	89,627,280
May 3...	51,113,025	105,325,962	12,850,227	8,715,163	92,816,063
May 10...	51,113,025	103,803,793	13,317,365	8,662,485	89,476,262
May 17...	51,113,025	103,002,320	12,796,451	8,488,152	88,720,415
May 24...	51,113,025	102,207,767	13,850,333	8,335,097	87,094,300
May 31...	51,458,508	102,451,275	14,021,289	8,269,151	86,775,313
June 7...	51,458,508	103,474,921	16,166,180	8,430,252	90,609,243
June 14...	51,458,508	104,168,881	17,414,680	8,360,735	91,602,245
June 21...	52,705,017	105,626,995	17,871,955	8,278,002	93,715,837
June 28...	52,705,017	107,087,525	17,069,687	8,250,289	93,239,243
July 5...	53,170,317	109,267,582	16,829,236	8,637,471	100,140,420
July 12...	53,170,317	109,748,042	14,793,409	8,405,756	95,663,460
July 19...	53,170,317	110,873,494	15,326,131	8,346,243	95,932,105

We also annex a continuation of the weekly statements of the Boston banks :—

WEEKLY AVERAGES AT BOSTON.

	June 24.	July 1.	July 8.	July 15.
Capital	$31,960,000	$31,960,000	$31,960,000	$31,960,000
Loans and discounts.....	52,231,000	52,337,000	52,458,000	52,313,800
Specie.....	3,780,500	3,641,000	3,546,600	3,679,000
Due from other banks.....	4,977,000	6,068,000	7,722,600	6,542,600
Due to other banks.....	5,000,000	5,505,900	5,068,500	5,232,000
Deposits	15,722,900	15,452,400	16,091,400	16,292,000
Circulation	6,869,000	6,629,000	7,714,400	7,211,000

The following is a statement of the condition of the Massachusetts banks on July 7, 1856 :—

LIABILITIES.

	36 city.	135 country.	Total.
Capital	$31,960,000	$26,510,000	$58,470,000
Net circulation.....	5,060,253	13,106,068	18,166,321
Deposits	16,094,404	6,601,130	22,692,534
Profit on hand	3,512,204	2,594,887	6,107,091
Total.....	$56,623,861	$48,812,085	$105,435,946

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

RESOURCES.

Notes, bills of exchange, &c	$52,458,058	$47,088,487	$99,546,545
Specie	3,546,596	1,092,463	4,639,059
Real estate	619,207	634,135	1,250,342
Total	$56,623,861	$48,812,085	$105,435,945

The above statement exhibits, upon comparison with the first day of January last, an increase in the items of capital of $283,000, of net circulation $108,559, of deposits $1,962,317, of loan $2,323,679, and of specie $141,328.

There has been an increase in the supply of gold from California, but as a large portion of it comes forward in coin, or mint bars, but little is now deposited at our mints; the following will show the business at the New York Assay Office since our last :—

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

	Gold.	Silver.	Total.
Foreign coins	$2,000 00	$7,900 00	$9,900 00
Foreign bullion	24,000 00	13,900 00	37,900 00
Domestic bullion	1,399,500 00	10,700 00	1,410,200 00
Total deposits	$1,425,500 00	$32,500 00	$1,458,000 00
Deposits payable in bars			1,428,000 00
Deposits payable in coin			30,000 00
Gold bars stamped			864,320 00

The month of June closes the fiscal year of our government: the returns from all the ports are not complete, but from the totals made up at New York, we find that the foreign imports are the largest ever known in the history of the country. The total receipts of foreign goods at New York, for the month of June, are $5,968,045 greater than for the same month of last year, $4,173,824 greater than for June, 1854, and $500,806 greater than for the same month of 1853. This increase is comparatively greatest in goods entered directly for consumption; the receipts of free goods, chiefly tea and coffee, are larger than for the same month in either of the last four years, except in 1854 :—

FOREIGN IMPORTS AT NEW YORK IN JUNE.

	1853.	1854.	1855.	1856.
Entered for consumption	$13,590,517	$8,475,330	$8,020,545	$12,518,271
Entered for warehousing	3,010,404	3,005,646	2,716,245	3,936,633
Free goods	744,909	2,148,043	1,188,043	1,249,579
Specie and bullion	115,021	158,814	68,779	257,174
Total entered at the port	$17,460,851	$13,787,833	$11,993,612	$17,961,657
Withdrawn from warehouse	1,181,396	1,422,672	1,304,620	1,656,871

The imports at New York for six months, since January 1st, are $40,354,480 greater than for the same time last year, $13,488,534 greater than for the same time in 1854, and $10,465,386 greater than for the corresponding period of 1853, as will appear from the annexed comparison :—

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

	1853.	1854.	1855.	1856.
Entered for consumption	$76,833,164	$70,447,314	$45,897,795	$80,300,885
Entered for warehousing	11,506,681	13,726,750	13,832,891	16,185,649
Free goods	8,596,616	9,231,284	7,762,627	11,090,793
Specie and bullion	900,062	1,408,027	454,116	724,582
Total entered at the port	$97,836,523	$94,813,375	$67,947,429	108,301,909
Withdrawn from warehouse	6,524,654	10,708,044	12,241,070	10,917,867

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

The entries for warehousing show but a slight increase compared with the total receipts, proving that the great bulk of the imports have been thrown directly upon the market. The arrivals of free goods have been very large, and show an increase upon the total for any former similar period.

We have been at considerable pains to compile a comparative statement of the same items for the fiscal year, ending June 30. From this it will be seen that the increase has been confined chiefly to the last six months, the total for the year just ended being only $43,709,192 greater than for the year ending June 30, 1855; only $7,140,214 greater than for the year ending June 30, 1854; and $31,824,203 greater than for the year ending June 30, 1853, as will appear from the following summary:—

FOREIGN IMPORTS AT NEW YORK FOR THE FISCAL YEAR ENDING JUNE 30.

	1853.	1854.	1855.	1856.
Entered for consumption....	$136,458,663	$147,929,241	$107,029,210	$150,088,112
Entered for warehousing....	15,144,573	27,417,160	32,022,396	29,568,397
Free goods	13,357,173	12,791,055	14,230,259	17,432,112
Specie	1,430,106	2,937,048	1,153,661	1,126,097
Total imports	$166,390,515	$191,074,504	$154,505,526	$198,214,718
Withdrawn from warehouse..	13,413,186	19,876,445	23,501,421	21,934,130

The impression with many has been, that the great increase in the foreign imports during the last year has consisted of dry goods, mostly fabrics which might as well have been made here. This is not, however, the case. In former years, the receipts of dry goods formed about one-half of the imports; thus, in 1853-4, the imports of dry goods were $92,000,000, against $98,000,000 in general merchandise; in the year ending June 30, 1855, the receipts of dry goods fell off, and were only $62,000,000, against $91,000,000 in general merchandise; and in the year just ended, nearly the same relative proportion is preserved. We annex a statement for the month, for six months, and for the fiscal year:—

IMPORTS OF FOREIGN DRY GOODS AT THE PORT OF NEW YORK FOR JUNE.

ENTERED FOR CONSUMPTION.

	1853.	1854.	1855.	1856.
Manufactures of wool.....	$2,320,855	$1,122,306	$772,903	$1,570,382
Manufactures of cotton.	903,011	540,761	298,042	515,095
Manufactures of silk	2,459,230	1,390,827	1,269,212	1,639,150
Manufactures of flax.	399,969	276,511	173,050	282,979
Miscellaneous dry goods.....	246,876	260,198	182,317	302,477
Total.....	$6,329,941	$3,590,603	$2,695,524	$4,310,083

WITHDRAWN FROM WAREHOUSE.

	1853.	1854.	1855.	1856.
Manufactures of wool.....	$134,613	$118,471	$124,910	$56,424
Manufactures of cotton	48,637	40,539	39,068	29,847
Manufactures of silk	103,650	137,371	96,336	96,184
Manufactures of flax.....	13,454	26,000	40,848	12,094
Miscellaneous dry goods	12,989	19,105	29,700	14,108
Total.....	$313,343	$341,486	$330,862	$208,657
Add entered for consumption	6,329,941	3,590,603	2,695,524	4,310,083
Total thrown on the market ..	$6,643,284	$3,932,089	$3,026,386	$4,518,740

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

ENTERED FOR WAREHOUSING.

	1853.	1854.	1855.	1856.
Manufactures of wool	$613.264	$492,627	$245.468	$182.603
Manufactures of cotton	131.817	165,768	54,527	139,019
Manufactures of silk	143,979	335,560	154,972	154,863
Manufactures of flax	26,963	52,687	36,430	31,412
Miscellaneous dry goods	37,132	51,188	28,122	57,278
Total	$947,155	$1,097,830	$519,519	$865,175
Add entered for consumption	6,329,941	3,590,603	2,695,524	4,310,083
Total entered at the port	$7,277,096	$4,688,433	$3,215,043	$5,175,258

The total for the month is $1,960,215 larger than for the same time last year; $486,825 larger than for the same period of 1854; but $2,102,838 less than for the same period of 1853. The following is the comparison for the first six months of the year:—

IMPORTS OF FOREIGN DRY GOODS AT THE PORT OF NEW YORK FOR SIX MONTHS FROM JANUARY 1ST.

ENTERED FOR CONSUMPTION.

	1853.	1854.	1855.	1856.
Manufactures of wool	$10,815,972	$8,748,853	$5,181,553	$11,111.464
Manufactures of cotton	7,621.801	8,489.125	3,660,275	8,290,974
Manufactures of silk	15,854,541	13,540,260	7,798,851	14,657,298
Manufactures of flax	4,199.560	3,713,007	2,224,598	4,318,058
Miscellaneous dry goods	2,786,750	2,798,969	2,118,642	3,541,705
Total	$41,278,624	$37,290,214	$20,983,919	$41,919,499

WITHDRAWN FROM WAREHOUSE.

	1853.	1854.	1855.	1856.
Manufactures of wool	$633,404	$1,273,612	$1,191,673	$801,861
Manufactures of cotton	603,235	1,544,071	1,651,176	1,453,496
Manufactures of silk	775,306	1,446,038	1,577,883	1,247,624
Manufactures of flax	130,684	527,445	782,268	706,026
Miscellaneous dry goods	214,747	209,781	535,587	227,675
Total withdrawn	$2,357,376	$5,000,947	$5,738,587	$4,436.682
Add entered for consumption	41,278,624	37,290,214	20,983.919	41,919.499
Total thrown upon the market.	$43,636,000	$42,291,161	$26,722,506	$46,356,181

ENTERED FOR WAREHOUSING.

	1853.	1854.	1855.	1856.
Manufactures of wool	$1,380,466	$2,095,807	$1,037,636	$1,326,025
Manufactures of cotton	742,071	1,544,365	993,786	1,084,091
Manufactures of silk	970,757	1,854,736	1,426,705	1,334,373
Manufactures of flax	181.257	490,890	622,606	444,584
Miscellaneous dry goods	241,791	204,370	491,237	371,945
Total	$2,516,342	$6,190,168	$4,571,970	$4.561,018
Add entered for consumption	43,636.000	37,290,214	20,983,919	41,919,499
Total entered at the port	$47,152,342	$43,480,382	$25,555,889	$46,480,517

The above shows that the total for six months, since Jan. 1st, is $20,924,628 greater than for the same period of last year; but only $3,000,135 greater than for the same period of 1854; and only $1,685,551 greater than for the same time of 1853. The excess, as compared with last year, has been very evenly divided among all classes of fabrics, although comparatively least in silk fabrics. The following is the comparison for the fiscal year:—

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

IMPORTS OF FOREIGN DRY GOODS AT THE PORT OF NEW YORK FOR THE FISCAL YEAR ENDING JUNE 30.

FNTERED FOR CONSUMPTION.

	1853.	1854.	1855.	1856.
Manufactures of wool	$20,351,957	$23,115,935	$14,295,207	$22,671,010
Manufactures of cotton	13,618,164	15,408,477	8,240,025	13,225,234
Manufactures of silk	27,512,722	29,487,539	18,814,441	27,738,080
Manufactures of flax	7,568,861	7,577,627	4,880,462	7,760,145
Miscellaneous dry goods	5,085,598	5,351,715	4,698,710	6,575,816
Total	$73,537,302	$80,941,293	$50,928,845	$77,970,285

WITHDRAWN FROM WAREHOUSE.

	1853.	1854.	1855.	1856.
Manufactures of wool	$1,429,076	$2,814,704	$4,041,940	$2,025,697
Manufactures of cotton	990,760	2,069,578	2,649,973	1,983,578
Manufactures of silk	1,441,580	2,184,028	3,075,368	2,241,785
Manufactures of flax	346,357	778,789	1,143,979	1,131,408
Miscellaneous dry goods	381,175	397,551	752,958	507,675
Total	$4,588,948	$8,244,650	$11,664,218	$7,890,143
Add entered for consumption	73,537,302	80,941,293	50,928,845	77,970,285
Total thrown on the market	$78,126,250	$89,185,943	$62,593,063	$85,860,428

ENTERED FOR WAREHOUSING.

	1853.	1854.	1855.	1856.
Manufactures of wool	$1,954,508	$3,746,433	$3,768,980	$2,184,627
Manufactures of cotton	1,274,363	3,064,614	2,272,932	2,006,493
Manufactures of silk	1,576,505	3,211,737	3,544,225	2,225,515
Manufactures of flax	356,999	1,035,588	1,396,417	861,657
Miscellaneous dry goods	492,836	389,962	1,007,044	650,113
Total	$5,655,211	$11,448,334	$11,989,598	$7,928,405
Add entered for consumption	73,537,302	80,941,293	50,928,845	77,970,285
Total entered at the port	$79,192,513	$92,389,627	$62,918,443	$85,898,690

This comparatively small total of dry goods in a year of such remarkable imports, is very striking; and we annex a comparison in tabular form :—

DESCRIPTION OF IMPORTS FOR THE YEAR ENDING JUNE 30.

	1853.	1854.	1855.	1856.
Dry goods	$79,192,513	$92,389,627	$62,918,443	$85,898,690
General merchandise	87,198,002	98,684,877	91,587,083	112,316,028
Total imports	$166,390,515	$191,074,504	$154,505,526	$198,214,718

The comparison for the fiscal year, in the imports of dry goods, presents some singular features. The falling off in these imports commenced in September, 1854; and every succeeding month showed a decrease down to the 1st of September, 1855. At the last named date, the tide turned, and every month since has shown an increase! This regularity of change is most remarkable, and we have, therefore, compiled a table exhibiting it to the eye. The figures under 1854–5 represent the monthly increase or decrease, as compared with the same month of 1853–4; and the figures under 1855–6 represent the same changes, as compared with the year 1854–5; that is to say, in each case the increase or decrease is in comparison with the corresponding month of the previous year :—

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

	1854–5.		1855–6.	
	Decrease.	Increase.	Decrease.	Increase.
July	$798,042	.....	$2,660,107	.....
August	.....	$1,662,702	3,286,840	.....
September	3,879,300	.....	.....	$1,390,510
October	2,101,436	.....	.....	3,118,330
November	2,563,705	.....	.....	1,829,230
December	3,866,910	.....	.....	1,664,496
January	4,602,077	.....	.....	5,056,378
February	2,157,227	.....	.....	1,516,842
March	3,970,601	.....	.....	5,835,924
April	3,690,636	.....	.....	4,587,901
May	2,030,562	.....	.....	1,967,368
June	1,473,390	.....	.....	1,960,215
Total	$31,133,886	$1,662,702	$5,946,947	$28,927,194
	1,662,702	.....	.....	5,946,947
Decrease	$29,471,184	.....	Increase...	$22,980,247

It will be seen that the increase since the change in the tide last September, has not reached the same amount as the decrease during the corresponding months of the previous year.

The total imports of dry goods for the fiscal year just ended, are, as shown above, $22,980,247 greater than for the previous year; $6,490,937 less than for the same period in 1853–4; and $6,696,177 greater than for the fiscal year ending 1852–3.

The Exports from New York to foreign ports show a large increase, although for the year it is a little less remarkable than in the imports, the total for the last year not having shown the same decline. The shipments for June, exclusive of specie, are $3,631,448 greater than for June of last year; $3,640,603 greater than for June, 1854; and $3,311,202 greater than for June, 1853; an increase of over 60 per cent. The exports of specie for June are far less than for the same month in either of the preceding two years:—

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

	1853.	1854.	1855.	1856.
Domestic produce	$5,057,229	$4,526,383	$3,956,706	$8,273,454
Foreign merchandise (free)	109,668	148,500	547,682	148,206
Foreign merchandise (dutiable)	394,043	556,656	736,306	450,482
Specie	3,264,282	5,168,183	3,862,393	1,806,573
Total exports	$8,825,222	$10,399,722	$9,103,087	$10,678,715
Total, exclusive of specie	5,560,940	5,231,539	5,240,694	8,872,142

The exports for the last six months, exclusive of specie, are $7,640,196 greater than for the corresponding period of last year; $5,757,095 greater than for the same time in 1854; and $11,910,282 greater than for the same time in 1853. The whole of this increase is in domestic produce; the shipments of foreign merchandise showing a marked decline:—

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

	1853.	1854.	1855.	1856.
Domestic produce	$25,422,290	$31,197,440	$26,337,424	$37,776,893
Foreign merchandise (free)	697,477	732,815	3,103,557	570,085
Foreign merchandise (dutiable)	2,040,980	2,384,679	2,989,852	1,724,051
Specie	8,654,982	16,185,867	17,074,795	11,729,046
Total exports	$36,815,729	$50,500,801	$49,505,628	$51,800,075
Total, exclusive of specie	28,160,747	34,314,934	32,430,833	40,071,029

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

The increase in the shipments of domestic produce for the year just ended, is very large; the total exports for this period, exclusive of specie, are $17,663,178 greater than for the year ending June 30, 1855; $6,695,929 greater than for the year ending June 30, 1854; and $30,485,272 greater than for the year ending June 30, 1853, as will appear from the following statement:—

EXPORTS FROM NEW YORK TO FOREIGN PORTS FOR THE FISCAL YEAR ENDING JUNE 30.

	1853.	1854.	1855.	1856.
Domestic produce	$43,993,250	$66,316,038	$52,602,406	$75,026,244
Foreign merchandise (free)	1,058,209	1,339,973	4,084,387	1,268,914
Foreign merchandise (dutiable)	4,450,027	5,634,818	5,636,787	3,691,600
Specie	21,127,228	34,284,241	38,058,334	22,280,991
Total exports	$70,628,714	$107,575,070	$100,381,914	$102,267,749
Total exclusive of specie	49,501,486	73,290,829	62,323,580	79,986,758

The cash revenue has been the largest ever known; the following will show the receipts at New York:—

CASH DUTIES RECEIVED AT NEW YORK.

	1853.	1854.	1855.	1856.
In June	$3,840,723 33	$2,452,606 83	$2,316,464 80	$3,527,425 26
Previous 5 months	17,326,606 17	17,285,353 93	11,983,480 91	19,013,720 49
Total 6 months	$21,167,329 50	$19,737,960 76	$14,299,945 71	$22,541,145 75
Total fiscal year	38,249,754 43	41,658,857 09	32,658,873 03	42,628,508 03

We also annex our usual summary of the shipments of produce:—

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

	1855.	1856.
Ashes—pots....bbls	5,627	4,891
pearls	1,618	719
Beeswax.....lbs.	112,086	106,344
Breadstuffs—		
Wheat flour..bbls.	226,198	973,281
Rye flour	13,818	9,880
Corn meal	33,217	42,831
Wheat.....bush.	31,288	2,064,736
Rye	5,139	1,019,391
Oats	12,111	5,600
Corn	2,504,293	2,082,588
Candles—mold..boxes	31,748	27,258
sperm	7,483	2,363
Coal.....tons	4,006	4,388
Cotton.....bales	153,756	136,713
Hay	3,584	2,413
Hops	7,640	2,126

	1855.	1856.
Naval stores....bbls.	392,302	267,893
Oils—whale....galls.	92,068	16,510
sperm	473,842	206,408
lard	32,056	37,340
linseed	6,079	3,882
Provisions—		
Pork.....bbls.	112,880	108,933
Beef	47,619	51,913
Cut meats, lbs...	14,658,452	25,090,130
Butter	367,871	653,029
Cheese	1,451,736	2,470,993
Lard	5,202,481	7,537,967
Rice.....trcs	10,818	22,782
Tallow.....lbs.	1,098,825	1,059,930
Tobacco, crude..pkgs	19,324	22,068
Do., manufactured.lbs	2,622,582	3,263,491
Whalebone	1,047,730	993,908

The changes shown in the above table are, some of them, very remarkable. Last year, to this date, there were no shipments of wheat of any importance, the total for 6½ months being but 31,288 bushels; this year the total for the same time is 2,064,736 bushels The shipments of rye for the last six months are over 1,000,000 bushels, being greater than during any previous year in the history of the trade.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

The shipments of corn are large, but not quite equal to the total for the same time last year, that being almost the only cereal grain then going forward. In wheat-flour the exports have also largely increased. There is a very great gain in cut meats; but the changes in other articles of provision are less important. The harvests are now more promising, both in Great Britain and on the Continent of Europe; but we have no doubt but what there will also be a demand for breadstuffs from this country for many seasons yet to come. The granaries of the Black Sea will be open, but the disadvantages of war are still upon the harvest fields there, and the supplies must be diminished for some time to come. Prices, however, will be lower on both continents, very much to the relief all the laboring poor.

NEW YORK COTTON MARKET FOR THE MONTH ENDING JULY 25.

PREPARED FOR THE MERCHANTS' MAGAZINE BY CHARLES W. FREDERICKSON, BROKER, NEW YORK.

My last report closed June 20th, since which our market has advanced ⅜c. to ½c. per pound, under favorable advices from abroad and decreasing receipts at the South. The moderate and statesman-like view with which England has looked upon the dismissal of its American Minister, together with the prospect of an abundant harvest and an uninterrupted commerce, inspires the trade abroad with confidence to extend their operations, and which an easy money market enables them to do.

In this market, holders have not been disposed to sell, unless at the extreme prices of the day, and, owing to our small stock, they have been enabled to maintain a firm position, notwithstanding the favorable reports as regards the growing crop. The transactions for the month have been principally to our own spinners and on speculation, the inquiry for export being limited by the usual absence of shippers, the meagerness of supply, and the advance asked by sellers. The sales for the week ending June 27th were 6,000 bales; at the opening there was some slight irregularity in prices, which later foreign advices dissipated, and our market closed firm at the quotations of the previous week:—

PRICES ADOPTED JUNE 27TH FOR THE FOLLOWING QUALITIES:—

	Upland.	Florida.	Mobile.	N. O. & Texas.
Ordinary	9¾	9¾	9¾	10
Middling	11¼	11¼	11⅜	11½
Middling fair	11¾	11⅞	12¼	12½
Fair	12¼	12¼	12½	13

The week ensuing closed with fewer transactions, but not easier prices, holders being sustained in their views by the small weekly receipts and the prospect of an early termination to the closing crop, as regards the total amount to be received. The usual holiday of the season likewise added to the indisposition to engage in operations. The total sales for the week did not exceed 4,000 bales. The market closed steadily at the following:—

PRICES ADOPTED JULY 4TH FOR THE FOLLOWING QUALITIES:—

	Upland.	Florida.	Mobile.	N. O. & Texas.
Ordinary	9¾	9¾	9¾	10
Middling	11¼	11¼	11⅜	11½
Middling fair	11¾	11⅞	12¼	12½
Fair	12¼	12¼	12½	13

The foreign advices being favorable, our market for the week closing July 11th

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

was active at $\frac{1}{8}$c. to $\frac{1}{4}$c. per pound advance. Buyers were much more disposed to operate, in the hope that the rapidly-diminishing stocks would find purchasers at remunerating prices. The sales for the week were 7,000 bales, inclusive of 1,500 bales in transitu—market closing with an upward tendency and small offerings :—

PRICES ADOPTED JULY 11TH FOR THE FOLLOWING QUALITIES :—

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

A continuation of favorable accounts from abroad gave an additional impetus to our market during the week ending July 18th. Holders obtained $\frac{1}{4}$c. to $\frac{3}{8}$c. per pound advance on all grades, and for rather an indifferent classification. The transactions were principally for our own spinners and on speculation, the former being but indifferently supplied, and the latter anxious to obtain an interest. The total crop for 1855–6 being likely to fall within 3,500,000 bales, the small stock remaining on hand is deemed insufficient to supply the demand. The total sales for the week, inclusive of 2,500 bales in transitu, were estimated at 9,000 bales ; market at the close was firm at the annexed :—

PRICES ADOPTED JULY 18TH FOR THE FOLLOWING QUALITIES :—

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

For the week closing at date there has been less inquiry, and the sales fall within 6,000 bales, without change in prices. The supply on sale is scant, and holders not willing to offer unless at full rates. The foreign advices received were not of so favorable a character as anticipated ; still, they represent a healthy state of affairs. Our market closed quiet at the following :—

PRICES ADOPTED JULY 25TH FOR THE FOLLOWING QUALITIES :—

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

CROP—NEW COTTON.

The accounts of the growing crop are favorable, and the prospects are good for another large yield. The first bale of the new crop was received at New Orleans from Texas on the 15th July. It is stated to be a well matured good staple, and classed strict middling. The first bale last year was received on the 26th July at New Orleans, the product of Louisiana.

The total receipts now amounts to.....bales	3,456,000
Excess over last year	740,000
Excess in exports to Great Britain	466,000
To France	72,000
Other foreign ports	101,000
Total foreign exports in excess of last year	783,000

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

JOURNAL OF BANKING, CURRENCY, AND FINANCE.

THE BANKS AND RELIEF NOTES OF PENNSYLVANIA.

The Auditor-General, in his report to the Legislature of Pennsylvania, gives the subjoined statement, showing the several banks in that State which issued notes in pursuance of the act of May 4, 1841; the original amount issued by them respectively; the amount of the same redeemed and canceled, and the amount remaining in circulation; together with those banks that re-issued said notes, in pursuance of the act of April 10, 1849, and the amount of the re-issues outstanding:—

Banks.	Original amount issued.	Amount redeemed of old issues.	Amount in circulation old issues.	Am'nt of re-issues in circulation.
Bank Northern Liberties	$70,000	$68,091	$1,909	.....
Bank Penn Township	100,000	97,815	2,185	.....
Manufacturers' and Mechanics' Bank	80,260	78,794	1,466	.....
Moyamensing Bank	62,500	62,500	....	.....
Bank Chambersburg	66,000	63,923	2,077	$367
Bank Chester County	71,512	71,294	218	.....
Bank Delaware County	43,057	41,846	1,241	.....
Bank of Germantown	35,524	35,099	425	.....
Bank of Gettysburg	30,958	29,717	1,241	.....
Bank of Lewiston	74,259	72,117	2,142	.....
Bank of Middletown	49,320	49,320	....	157,041
Bank of Northumberland	40,000	38,592	1,408	.....
Bank of Susquehanna County	25,000	25,000	....	.....
Berks County Bank	45,787	45,787	....	.....
Carlisle Bank	57,627	55,752	1,875	.....
Columbia Bank and Bridge Co	25,479	24,572	727	255
Erie Bank	375,474	375,474	....	.....
Exchange Bank of Pittsburg	177,775	171,269	6,506	.....
Farmers' Bank of Bucks Co.	28,055	22,053	1,002	.....
Farmers' Bank of Lancaster	80,000	77,888	2,112	4,670
Farmers' Bank of Reading	60,072	57,305	2,767	.....
Farmers' & Drovers' B'k of Waynesburg.	27,750	26,963	787	.....
Harrisburg Bank	76,042	73,667	2,375	13,007
Lancaster Bank	38,430	37,989	441	40,129
Lancaster Co. Bank	18,750	18,118	632	1,314
Lebanon Bank	17,570	17,089	481	.....
Merchants' & Manufac's B'k of Pittsburg.	120,000	118,467	1,533	.....
Miners' Bank of Pottsville	49,936	48,989	947	.....
Monongahela Bank of Brownsville	31,500	30,496	1,004	.....
Northampton Bank	31,171	29,282	1,889	.....
Towanda Bank	107,500	107,500	....	.....
West Branch Bank	25,000	24,699	301	.....
Wyoming Bank at Wilksbarre	30,232	29,301	931	.....
York Bank	52,725	51,327	1,398	.....
	2,220,265	2,177,275	41,990	216,783

Amount in circulation of old issues	$41,990	
Amount in circulation of re-issues	216,783	
		$258,773

At the close of the fiscal year there remained in the sinking fund $335,011 39, which is applicable to the further cancelation of relief notes, &c., so fast as the same are presented to the State Treasury, under the 98th section of the act of April 19, 1853.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

THE STATE BANK OF INDIANA.

The Annual Report of the State Bank of Indiana gives the annexed results :—

		Increase.
Notes and bills discounted	$4,678,780	$480,196
Circulation	3,335,726	357,380
Gold and silver on hand	1,223,200	136,232
Eastern means on hand	704,534	193,567
Surplus fund	1,228,301	119,345

Profits, at the following respective rates, have been divided to the branches on their capital stock, including extra dividends, during the past year :—

To branches at—	Pr. ct.	To branches at—	Pr. ct.
Terre Haute	28	New Albany	14
Indianapolis and Fort Wayne...each	21	Madison	13
South Bend	20	Lawrenceburg and Vincennes ...each	12
Michigan City	17	Evansville	11
Richmond	16	La Fayette and Bedford.....each	10

In reference to the power of the bank to discount, or to issue notes of circulation, ceasing after the 1st day of January, 1857, and that the closing of the business of the bank, (for which two years thereafter, until January 1, 1859, is given by its charter,) may be expedited as much as may be practicable, with as little pressure on the community as is possible, the following resolution was unanimously adopted at the last session of the Board of Directors of the bank, held very recently :—

"*Resolved*, That in view of the approaching close of the bank, it is recommended to the several branches, that they call in at least 25 per cent, every four months, on all standing or accommodation loans ; and in future confine their discounts to strictly prompt paper, to be paid at maturity."

EXPENDITURES OF GREAT BRITAIN ON THE AUSTRALIAN COLONIES.

Great Britain does not appear to spend any money on Victoria. The last Parliamentary return on colonial expenditure does not mention that colony. The following table exhibits the amounts expended on four colonies in the year 1853–4, and the purposes to which they were applied :—

	Military charges.	Civil charges.	Total.
South Australia	£10,248	£2	£10,250
New South Wales	61,193	10,036	71,313
Van Deiman's Land	55,110	209,176	264,287
West Australia	35,711	98,123	133,835
	£162,262	£317,337	£479,685

These totals do not really represent £479,685 spent by Great Britain on her Australian Colonies. Except South Australia, all are "penal settlements," or have been, and the large expenditure has mostly been incurred in guarding, disciplining, feeding, and clothing convicts. In fact, the Australian Colonies cost us next to nothing. Under the new constitution for the four free colonies—Western Australia has become a convict settlement by her own choice, and has the advantage of a large expenditure in consequence—the following sums have been reserved out of the revenue annually for the purpose indicated. The civil list includes the governor's salary, judicial salaries, and those of heads of departments. The retiring allowances are for officials liable to removal on political grounds :—

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

	Civil List.	Retiring Allowances.	Public Worship.
Victoria	£49,500	£4,000	£50,000
New South Wales	20,550	5,900	28,000
Van Deiman's Land	13,300	2,175	15,000
South Australia	16,000	1,786	....
	£99,350	£13,841	£93,000

DIVIDENDS ON STOCKS PAYABLE IN BOSTON, JULY, 1856.

We are indebted to our attentive correspondent, JOSEPH G. MARTIN, Stock Broker, No. 10 State-street, Boston, for the following tabular statement of dividends which were payable in Boston during the month of July, 1856. They are all for six months ending 30th of June—excepting the Berkshire Railroad, which is payable quarterly; the Cheshire, Fitchburg, Lexington, and West Cambridge, (old,) and Providence and Worcester railroads, the Boston and Sandwich Glass, Chicopee, Jackson, Manchester Print Works, Middlesex, and New England Worsted Manufacturing Companies, pass their dividends at this time. The New Bedford and Taunton Railroad not heard from :—

RAILROAD COMPANIES.

Stocks.	Capital.	DIVIDENDS. Jan., 1856.	July, 1856.	Amount July, '56.
Berkshire	$320,500	1¾	1¾	$5,609
Boston and Lowell	1,830,000	3	2	36,600
Boston and Maine	4,155,700	3	3	124,671
Boston and Providence	3,160,000	0	2½	79,000
Boston and Worcester	4,500,000	3½	3	135,000
Lexington and W. Cambridge (pref.)	120,000	3	3	3,600
Manchester and Lawrence	800,000	4	3	24,000
Michigan Central	6,000,000	6	5	300,000
Old Colony and Fall River	3,015,100	3	3	90,453
Pittsfield and North Adams	450,000	3	3	13,500
Stoughton Branch	85,400	4	4	3,416
Taunton Branch	250,000	4	4	10,000
Western	5,150,000	3½	3½	180,250
Worcester and Nashua	15,220 shares.	$2	$2	30,440
				$1,036,539

MANUFACTURING COMPANIES.

American Glass (S. Boston)	250,000	5	5	12,500
Bates (Lewiston, Me.)	800,000	4	4	32,000
Cocheco	2,000 shares.	$20	$21	42,000
Contoocook (N. H.)	140,000	4	4	5,600
Douglass Axe	300,000	3	5	15,000
Dwight Mills	1,700,000	*	3	51,000
Lancaster Mills (par 450)	900,000	3	4	36,000
Lowell	2,900 shares.	$30	$30	87,000
Nashua	1,000,000	3	3	30,000
Naumkeag	700,000	4	4	28,000
Portsmouth (S. Berwick, Me.)	183,200	3	3	5,496
Salmon Falls	1,000,000	3	3	30,000
Stark Mills	1,250,000	4	4	50,000
				$424,596

* The dividends of the Dwight Mills were formerly paid in May and November. The company was united with the Perkins a few months since, and the latter has become extinct.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

INTEREST ON BONDS.

Albany 6's Western Railroad.....	1,000,000	3	3	$30,000
Boston City Stock.....	About	.	.	37,000
Boston and Providence Railroad....	About	.	.	3,000
Boston and Worcester	500,000	3	3	15,000
Cambridge (Horse) Railroad	150,000	new	3	4,500
Cheshire 6's	769,500	3	3	23,085
Concord and Montreal	About	.	.	6,000
Dorchester and Milton	39,500	3	3	1,185
Grand Junction, 1st mortgage.....	350,000	3	3	10,500
Massachusetts State 5's.....	500,000	2½	2½	12,500
Michigan Central	About	.	.	25,000
Norwich City	About	.	.	1,500
Old Colony and Fall River	136,500	3	3	4,095
Peterboro' and Shirley.....	23,400	3	3	702
Portland City 6's.....	About	3	3	15,000
United States Loan	About	.	.	50,000
Vermont and Massachusetts 6's	956,800	3	3	28,704
				$267,771

MISCELLANEOUS.

Franklin Insurance Co.....	300,000	4	7	21,000
North American Insurance Co.	200,000	5	5	10,000
United States Hotel Co.....	208,500	2	2	4,170

RECAPITULATION OF THE ABOVE.

Miscellaneous.	Interest on bonds.	Manufacturing dividends.	Railroad.
$35,170	$267,771	$424,596	$1,036,539

THE TOTAL DIVIDENDS FOR THE SIX MONTHS IN EACH OF THE YEARS 1855 AND 1856, WERE AS FOLLOWS:—

July, 1855.....	$1,240,580	January, 1856.....	$2,274,197
January, 1855.....	1,472,422	July, 1856.....	1,764,076

The amount of dividends is usually larger in January than July, as several annual payments are made at that time. There are other companies which paid dividends early in the month of July. Among these are the Hamilton Woolen, Hill Mill, and Lowell Bleachery Manufacturing companies, Boston and Roxbury Mill Corporation, Boston Exchange Company, Firemen's and American Insurance companies, and probably others.

GOLD AND SILVER WEALTH OF THE WORLD.

The Augsburg *Allgemeine Zeitung*, of the 18th of April, 1856, contains a notice of a work by the Russian Councillor of State, Narces Tarrassenko Otresschkoff, entitled "Gold and Silver, their origin, and the amount extracted from all countries of the known world, from the most remote times till the year 1855." We translate the following extracts from the work :—

The amount of gold and silver annually taken from the mines of Europe, including Russia, is 26,805 kilogrammes of the former (2 7-10 lbs. to the kilogramme) and 161,444 kilogrammes of the latter, valued together at $25,000,000.

In America, including California, the annual product is 169,834 kilogrammes of gold and 755,180 kilogrammes of silver, worth, in all, $146,000,000.

In Asia, the annual product is 2,700 kilogrammes of gold, and 110,000 of silver, amounting in value to $22,000,000.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

In Africa, no silver mines are wrought, and only 4,020 kilogrammes of gold are produced, valued at $2,600,000.

Australia, too, yields no silver, but the annual product of gold amounts to 290,360 kilogrammes, valued at $200,000,000.

Sum total in all parts of the world, 510,199 kilogrammes of gold, and 1,026,624 kilogrammes of silver, valued together at 1,988,000,000 francs, or over $397,000,000. The whole sum extracted from the earliest times up to the present will amount to 15,314,653 kilogrammes of gold and 254,410,170 of silver, worth together something more than $20,536,000,000.

The increase in the production of gold and silver is enormous, and we shall, at the present rates, gain more in this respect in fifty years, than our ancestors did in fifty centuries. The fact that so large an amount of the precious metals as has been thrown into circulation during the last few years has exercised so little influence on the money market, has not yet been satisfactorily explained.

As already mentioned, the author values the whole amount of the precious metals in circulation at $20,536,000,000. Of this sum there had been extracted, at the birth of Jesus Christ, 2,245,265 kilogrammes of gold, and 63,630,123 kilogrammes of silver, valued at $4,328,000,000.

The following is a table showing the amount of gold and silver that has been extracted during the various periods, from the birth of Christ down to the year 1855 :—

From				Gold, Kilo.	Silver, Kilo.	Value, Francs.
A. C.	to	1492	.....	6,123,711	13,662,107	23,459,000,000
1492	to	1810	.....	3,856,487	137,096,830	40,523,000,000
1810	to	1825	.....	270,190	6,237,414	2,288,000,000
1825	to	1848	.....	863,514	16,715,923	6,598,000,000
1848	to	1851	.....	339,535	3,013,411	1,803,000,000
1851	to	1855	.....	1,615,654	4,054,362	6,375,000,000

The gold product has steadily increased to swell the amount. The yearly gain increased from the first period (the birth of Christ till 1492,) till the second period (1492 till 1810,) from 4,106 to 12,477 kilogrammes. In the next period of fifteen years (1810 to 1825,) it increased nearly fifty per cent, viz., 18,012 kilogrammes. In the fourth period, the annual gain was 37,544, and in the fifth 113,178 kilogrammes. For several subsequent years the annual product was 403,912 kilogrammes.

It will be seen how much the silver gain has increased from the first to the second period. It fell short in the third period 415,827 kilogrammes, and increased again in the fourth 726,779, and in the fifth 1,004,470 kilogrammes. The increase in the yield of silver during the sixth period was only 9,120 kilogrammes.

The annual value of the gold and silver extracted during the first period was barely 16,000,000 of francs. It increased in the second period to 130,500,000, and in the third period to 152,500,000 francs, while it nearly doubled from 1825 till 1848, increasing as it did to 280,000,000. In the next following period, four years long, it more than doubled, and amounted to 601,000,000 francs, and in the last four years it has increased nearly 150 per cent, and now amounts to 1,592,631,651 francs, or $318,526,350.

The following table will show the amount of the precious metals hitherto extracted from the different countries of the globe :—

	Gold, Kilo.	Silver, Kilo.	Tot. value, francs.
Europe.....	929,444	23,896,106	8,414,000,000
Asia.....	7,058,938	72,366,362	42,708,000,000
Africa.....	2,104,694	1,259,220	7,292,000,000
America.....	3,559,295	46,591,473	41,646,000,000
Australia.....	762,282	.....	2,625,000,000

So that the total amount of gold and silver extracted in America up to the close of the year 1855, is only about $20,000,000 less than the entire produce of the Asiatic mines since the beginning of the world, while it is already more than double the entire past yield of all the mines of Europe, Africa and Australia put together.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

THE ISSUE OF BASE COIN IN ENGLAND.

MACAULAY, in his usual masterly style of word-painting, thus describes a financial epoch in the History of England :—

Trade was at an end. Floating capital had been withdrawn in great masses from the island. Of the fixed capital much had been destroyed, and the rest was lying idle. Thousands of those Protestants who were the most industrious and intelligent part of the population had emigrated to England. Thousands had taken refuge in the places which still held out for William and Mary. Of the Roman Catholic peasantry who were in the vigor of life, the majority had enlisted in the army or had joined gangs of plunderers. The poverty of the Treasury was the necessary effect of the poverty of the country ; public prosperity could be restored only by the restoration of private prosperity ; and private prosperity could be restored only by years of peace and security. James was absurd enough to imagine that there was a more speedy and efficacious remedy. He could, he conceived, at once extricate himself from his financial difficulties by the simple process of calling a farthing a shilling. The right of coining was undoubtedly a power of the prerogative ; and, in his view, the right of coining included the right of debasing the coin. Pots, pans, knockers of doors, pieces of ordnance, which had long been past use, were carried to the Mint. In a short time lumps of base metal, nominally worth near a million sterling, intrinsically worth about a sixtieth part of that sum, were in circulation. A royal edict declared these pieces to be legal tender in all cases whatever. A mortgage for a thousand pounds was cleared off by a bag of counters made out of old kettles. The creditors who complained to the Court of Chancery were told by Fitton to take their money and be gone. But of all classes the tradesmen of Dublin, who were generally Protestants, were the greatest losers. At first, of course, they raised their demands ; but the magistrates of the city took on themselves to meet this heretical machination by putting forth a tariff regulating prices. Any man who belonged to the caste now dominant might walk into a shop, lay on the counter a bit of brass worth three pence, and carry off goods to the value of half-a-guinea. Legal redress was out of the question. Indeed the sufferers thought themselves happy if, by the sacrifice of their stock in trade, they could redeem their limbs and their lives. There was not a baker's shop in the city round which twenty or thirty soldiers were not constantly prowling. Some persons who refused the base money were arrested by troopers and carried before the provost-marshal, who cursed them, swore at them, locked them up in dark cells, and, by threatening to hang them at their own doors, soon overcame their resistance. Of all the plagues of that time, none made a deeper or a more lasting impression on the minds of the Protestants of Dublin, than the plague of the brass money. To the recollection of the confusion and misery which had been produced by James' coin must be in part ascribed the strenuous opposition which, thirty-five years later, large classes, firmly attached to the House of Hanover, offered to the government of George the First in the affair of Wood's patent.

REMARKABLE FRAUD IN A TRUST ACCOUNT.

A gentlemen in Surrey, according to the London *Times*, was the sole surviving trustee in a trust account, and it was discovered that he had sold out from time to time the whole of the stock, amounting to about £9,000 consuls. After some difficulty, bank notes paid for the stock sold out, to the amount of £5,600, were traced from the Bank of England, through a variety of channels, to the house of an agent at Boulogne, who, by the direction of his principal, invested the whole of the money in the French Rentes, payable to bearer. A detective officer was sent to France, and pursued the inquiry in the most earnest manner. He at last succeeded, not only in finding the address, but in becoming the constant and confidential companion of the person he sought, and thus became acquainted

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

with all the transactions in which the man was concerned. The trustee remained at Boulogne for three days, and then proceeded to Paris for the purpose of selling the French stock in which he had invested the property of which he had deprived his relatives, calculating upon a considerable profit in consequence of the improved state of the market. Two days after the arrival of the officer at Paris the delinquent was arrested by the police at the instance of the English constable. The officer, after having astonished the delinquent by stating the exact nature of his calling and mission, had the gratification of receiving from his hands the whole of the securities, amounting to about £6,000, of which the family had been plundered since October. The sum transferred from the English to the French funds had been increased greatly by the political events which had recently taken place, so that the very act of robbery proved advantageous, through the energy of the magistrate, the intelligence and activity of the officer, and the admirable manner in which the French police acted throughout the whole business.

HOW TO TELL A COUNTERFEIT BANK NOTE.

Mr. Dye, the editor of the *Bank Note Delineator*, lectured at the Tabernacle, in New York, some time since, on Counterfeiters and their Tricks, illustrating his subject by a panoramic display of bank notes on an enlarged scale. Some of his remarks will be useful to the readers of the *Merchants' Magazine*:—

Mr. Dye said, that his object in these lectures was to explain the mode of detecting all classes of bad bills. The idea of describing counterfeit notes originated with a counterfeiter in Philadelphia, and it has ever since been turned to the advantage of this class of rogues.

There had been a suspicion, he said, that bank-note engravers were the makers of counterfeit money. But this is not so. There never was but one engraver who turned counterfeiter. The counterfeiters are not so numerous now as formerly. On account of the great difficulty they have to contend with in the excellent workmanship of genuine bills, they have turned their attention to making spurious and altered bills. For these they can use one plate for all denominations of bills of every bank in America. This is done by erasing the title of the bank and names of the state and town, and leaving a blank in the place of the figures and letters.

The true way to detect a counterfeit is not always by the signatures, but by the workmanship, which is generally coarse and rough. When a man takes a bill in his hand he should look at every part of it, particularly at the imprint of the engravers. It is well to look at the letters, to see that they are well formed. Most counterfeits can be detected by the imprint alone.

The panorama now moved, and on canvas, ten by fourteen feet, was exhibited a fac-simile of a genuine five-dollar bill of the Ocean Bank. Mr. Dye pointed out the beauties of the workmanship of the note, and said that by the shading of the letters, in ninety-nine cases out of a hundred, a person could tell a good bill from a bad one. A counterfeit five on the Ocean Bank was also exhibited on the panorama, as the difference could be easily seen, even by an unpracticed eye.

The lecturer then explained the manner in which counterfeiters make plates and bills. The last new mode is to transfer by means of white wax. Even by the folds of the dress of the figures on the vignette the work is seen to be imperfect. Counterfeiters are generally satisfied if they can produce the general features of a bill.

The best counterfeit bill that was ever made was a fifty on the State Bank of Missouri. But it was imperfect in the shading, and was detected. A counterfeit note is the hardest thing in the world to make, because it must be perfect.

A five-dollar bill on the Farmers' and Mechanics' Bank of Hartford, altered

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

from Pontiac, Michigan, was next shown on the panorama. It was calculated to deceive all outside of the bank. It was the note of a broken bank, but the plate had been a good one, and was engraved by Rawdon, Wright & Hatch, of New York.

The next shown on the canvas was a five on the Weybosset Bank, of Providence, Rhode Island. It was a Michigan bill, with the title of a genuine bank inserted. By looking close at the shading around the lettering, it appeared broken. Every thing is complete on the bill, except that the counterfeiter altered it.

The most dangerous of all, a spurious note, was then exhibited. It was a three on the Mercantile Bank, Salem, Mass. Where counterfeiters have got hold of the genuine dies, they might alter that bill to every bank in North America, without altering the title.

The lecturer said that, some years ago, a certain captain got a plate engraved in New York for the Planters' Bank of Alabama. He brought good recommendations, and as it was customary in those days to allow the banks to carry away the plates, the customer obtained possession of the plate. He went to Lexington, Kentucky, and there joined a gang of counterfeiters. As there was no Planters' Bank of Alabama, they went to St. Louis, had Alabama beaten out of the plate, and Tennessee inserted. It then read "Planters' Bank of Tennessee," and thousands of dollars were made and circulated by the villains.

Mr. Dye related some of the tricks of the fraternity to circulate their vile trash. A counterfeiter was riding along the road with a farmer, and knowing that the latter had about two dollars and a half in good gold, contrived a plan to get it from him. He took from his pocket a counterfeit five, and dropped it in the road. Stopping his horse suddenly, the counterfeiter told the farmer he saw a five-dollar bill on the ground. He got off his horse, picked up the bill, and generously offered to divide the prize. The farmer gave him his gold, and received the counterfeit bill in exchange, with many thanks to the liberal stranger.

The panorama next exhibited a fifty on the Providence Bank, Providence, Rhode Island. It is what is termed a raised bill. The bill is genuine in every particular except the denomination, which was altered from "one to fifty." The counterfeiters probably did this work with a penknife and pen. It is important, to detect this class of bills, to look close at the letter *s* in dollars, to see if it has been added.

Another bill represented on the canvas was a twenty on the Manufacturers' Bank, Ware, Mass. It was an altered bill, and the entire end, where the word "twenty" occurs, had been extracted by a chemical process, and the paper was left almost as white as it was originally. It can be easily detected by looking at the end piece. This was a one-dollar bill. The "one" has been scraped off, and "twenty" printed in its place, leaving a whitish appearance around the letters. It can be detected by roughness all over the face.

Mr. Dye said it was folly to think of preventing counterfeits by having the bills red on the back. He thought that was rather an assistance to them.

In the course of his remarks, Mr. Dye alluded to the great improvements which had been made by bank-note engravers in the perfection of their work, which now defies the skill of the most ingenious counterfeiters.

AN ENGLISHMAN'S OPINION OF AMERICAN PAPER MONEY.

Beste, in his "Wanderings in the United States," thus describes our paper currency:—

The paper money of the United States is very beautiful. It is for any sums from one dollar upward—convertible into gold on demand at the bank that issues it; hence it maintains its nominal value. I have now before me a note of New York, of Manhattan Company; in the center is the figure of a water-god—I presume Father Hudson, seated on one side of a river; a moody red Indian sits, sadly, facing him; above, a European face uplifts a curtain and shows the river, covered with shipping moored to the quays of a large town in the distance.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

At one end of the note is the portrait of an Indian chief in a head-dress of cock's feathers and a necklace of shells; at the other, Justice with her scales, and Plenty, with her horn, are on each side of the American eagle. What could be more emblematic of the past and the present? I have before me a New Hampshire note, which shows in the center a beautifully engraved representation of a railway train passing beside neat cottages and plowed fields. On one side, the head of Palinurus; on the other, a Plenty, with cornucopia, plow, and wheatsheaf; a well-engraved Durham ox is at the bottom. Here, again, is evidence of the tastes and aims of the community. I have before me a note of a Maryland bank. Here, also, is a remarkably well-executed center engraving, showing a group of Indians —mother and child—at rest on one side; European children studying school books and the globes on the other; both groups overshadowed by the broad shield, charged with the stripes and stars. At one end is Justice, standing beside shipping and merchandize, and holding a sword, olive branch, and scales; on the other is a noble figure representing Architecture and her tools, with a portacoed building in the background; and at the bottom is a steam-engine in full work. Here, too, we have emblems of the idle past and of the busy present. Let me add that the ornamental scroll-work about all these notes is very beautiful. I have before me a note of the midland district of Canada, "chartered by act of Parliament." In the center is the ill-drawn figure of a great awkward Indian woman stepping from out her canoe amid swamps and forests. At one end is a simpering face of Prince Albert, in stars and uniform; at the other the portrait of her gracious Majesty, with crown on head—both being very bad likenesses, very badly engraved; underneath are the arms of England, with lion and unicorn. These are emblems of the past, unchanged except by the dominion of England. No evidence of commerce, of agriculture, of arts, of science: North America, such as she was, but with England watching over her. I do not say that it is a true representation of the state of the country; I know that it is not so. But why is such an one given? Why cannot we, as well as the United States, avail ourselves of the means which the circulation of a "five shilling" note gives us to impart a lesson of hope, of energy, of improvement? Cannot we find as good artists to engrave our emblem? Cannot we, like them, tell our people to be industrious, to look to the future as well as to the past?

IMPRISONMENT FOR DEBT IN ENGLAND.

A return has been laid before the British Parliament of persons confined for debt or contempt of court in the prisons of England and Wales. It is a long and sad list, occupying some 40 pages. The "contempt" consists generally in not having means to come before the Insolvent Debtors' Court. A man aged 70 has been incarcerated in the Chester County Gaol nearly five years for the paltry debt of £41 4s. 6d. and £17 14s. 8d. costs; and two others, aged 77 and 75, are immured in the same gaol for debts of £27 and £80. At Lancaster Castle, two persons have been detained for six and seven years. One debtor, aged 86, is confined in Monmouth Gaol for a debt of £180, plus £100 costs, and has been starving on the "county allowance" for two years, though it is believed the detaining creditors have already been paid what is really due from the proceeds of his estate. A prisoner in York Castle, committed at the suit of the Attorney-General for contempt, refused to put in an appearance, and "had apparently no desire to leave the gaol." This person is 70 years of age, and has been deprived of his liberty for seven years and a half. In France, septuagenarians are exempted from arrest for debt.

SWAN'S BANK NOTE LIST AND DETECTOR.

This semi-monthly journal is published by Samuel Swan, at Montgomery, Alabama, on the 1st and 15th of every month. Besides some 40 quarto pages devoted to a list of all the banks in the United States, description of counterfeit bills, and par value of the different banks, we have a variety of other information of great value to merchants and bankers. It is one of the best publications of the kind in the Union. The agent for the work in New York is Mr. Andrew Wind.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

STATISTICS OF TRADE AND COMMERCE.

COMMERCE OF MILWAUKIE.

We should esteem it a favor if some gentleman connected with the Milwaukie Board of Trade would send us a correct copy of its Annual Report. The following extracts are from the Report of the Milwaukie and Missisissippi Railroad Company, relative to the favorable effect of that road upon the internal resources of the State of Wisconsin :—

In no quarter of the world is the influence of railroads so perceptible as in the neighboring State of Illinois, which in the last five years has added 450,000 to the population. This remarkable increase is mainly owing to her extended system of railroads. The same cause will produce the same results for Wisconsin, which, being a newer State, has as yet but in a slight degree been affected by her railroad system. This State, which twenty years ago contained less than 10,000 souls, has now a population of over 600,000, and this road, passing through a region of country, then an unpeopled waste, shows for the past year a revenue of nearly $700,000. If such have been the results of a road extending but half across the State, through a country but thinly peopled, with but a small portion of the territory in cultivation, what may not be anticipated when it shall be extended to her extreme borders, and come in direct communication with more than 600 miles of the navigable waters of the Upper Mississippi and its tributaries? Still, what more may not be anticipated, when Minnesota, Wisconsin, and Northern Iowa shall contain the vast population they are capable of sustaining, and pour upon this road the products of their fertile soils?

The exports from Milwaukie during the season of lake navigation, in each of the past four years, show with what rapidity the commerce of that port has increased :—

COMMERCE OF MILWAUKIE—ANNUAL EXPORTS.

	1852.	1853.	1854.	1855.
Flour.....bbls.	83,213	159,216	155,061	235,000
Pork.....	21,522	12,741	21,558	36,546
Beef.....	6,767	4,790	7,524	9,476
Wheat.....bush.	428,512	1,181,000	2,052,316	4,028,966
Oats.....	295,895	152,233	424,487	24,000
Barley.....	285,237	250,727	323,267	92,291
Rye.....	55,142	97,271	132,178	61,640
Grass-seed.....	6,696	11,134	17,503	8,000
Beer.....bbls.	645	3,639	8,500	10,255
Stoves.....No.	128,250	537,734	671,200	708,978
Brick.....	701,000	3,425,000	3,645,000	6,500,000
Lard.....lbs.	84,840	219,912	624,120	934,706
Wool.....	289,784	412,431	226,458	625,230
Butter.....	208,058	92,630	405,500	450,000
Hams and shoulders	152,711	156,160	.....	1,610,800
Ashes .....tons	316	457	.....	.....
Ashes .....casks	.....	.....	2,047	3,500

The completion of the Wisconsin Lake Shore Railroad has opened an outlet for Milwaukie, during the suspension of lake navigation, via Chicago, and by the various lines of railroad diverging from that point to the Atlantic ports, securing a communication with all the rest of mankind during the entire year. As an exporting port, Milwaukie must rapidly increase in importance. Its growth will not be so extraordinary as Chicago, but it will soon be the second, in extent of tonnage, on all the Western lakes.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

COMPARATIVE VIEW OF THE COMMERCE OF LONDON AND LIVERPOOL.

A Parliamentary return of shipping for the year 1855 has just been completed, and from the subjoined table, compiled by the commercial editor of the Liverpool *Albion*, it will be perceived that the foreign trade of Liverpool still keeps its ascendancy over London, and all the ports of the kingdom, though in the colonial and coasting trades London stands at the head of the list:—

		LIVERPOOL.		LONDON.	
		Tonnage. Sailing vessels.	Tonnage. St'm vessels.	Tonnage. Sailing vessels.	Tonnage. St'm ves'ls.
FOREIGN TRADE.					
Inwards	British	434,552	132,864	515,015	436,595
	Foreign	899,951	42,744	708,609	75,306
Outwards	British	486,417	145,287	290,570	391,939
	Foreign	946,347	44,133	617,502	67,498
COLONIAL TRADE.					
Inwards	British	450,361	.....	571,271	5,616
	Foreign	110,418	.....	108,016	158
Outwards	British	503,295	.....	517,985	4,402
	Foreign	97,255	.....	58,812	.....
COASTING TRADE.					
Inwards	British	419,044	904,227	2,438,873	411,444
	Foreign	12,835	.....	1,801	.....
Outwards	British	395,436	880,755	508,757	365,205
	Foreign	1,374	.....	4,220	.....
VESSELS REGISTERED.					
Under 50 tons		8,052	1,015	21,303	4,327
Above 50 tons		841,657	48,002	663,899	163,406

The return also gives the tonnage of vessels built and registered in the United Kingdom, of which 214,990 tons were of wood, and 108,210 of iron. The table of vessels wrecked—or rather, we presume, of vessels wrecked the registers of which were canceled in 1855, shows, though we believe fallaciously, that the tonnage of the wrecks is not equal to one-third of that built and registered, the wrecks only reaching 95,817 tons.

THE COMMERCE OF TRIESTE IN 1855.

The movement in shipping for 1855 shows a decline as compared with 1854. The total arrivals and departures of vessels in 1855 amounted to 10,172, with an aggregate tonnage of 753,865 tons, against 13,262 vessels, with 862,703 tons in 1854. This decrease must be attributed to the closing of the Euxine and the Sea of Azoff. The exports largely exceed those of any previous year, the armies in the East having been supplied from Trieste with grain, flour, hay, boards, and timber.

Business generally was dull, the cholera having greatly interfered with mercantile operations of any magnitude. In October the first signs of activity were noted; in November an unusual animation revived business; but this prosperous state soon disappeared, and gave way to a perfect stagnation in nearly all branches.

The transactions in cotton were naturally less than in 1854, the sales having reached only 79,289 bales, against 99,139 the previous year, including in 1855

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

22,498 bales American, and 45,881 bales Maco, against 38,749 bales American and 38,680 bales Maco, in 1854. The re-exports amounted to 88,373 bales in 1855, against 95,419 bales in 1854, and the stock at the close of the year 6,821 bales, against 15,896 bales at the close of 1854. The falling off in the business in coffee is not less remarkable, although the arrivals were large and the stock well assorted. The sales for consumption amounted to 190,267 cwts., against 210,850 cwts. in 1854; the receipts of the year were 210,877 cwts., against 164,775 cwts. in 1854, thus increasing the stock at the close of the year to 102,340 cwts., against 34,667 cwts., December 31, 1853.

The sugar trade shows an increase in the consumption. The sales amounted to 545,337 cwts., against 467,118 cwts. in 1854; while the aggregate imports were only 445,790 cwts., against 477,770 cwts. in 1854. Stock at the close of 1855, 27,204 cwts., against 34,667 at the close of 1854.

For reasons mentioned above, and in consequence of the prohibition of exports from Turkey and the Romagna, the trade in breadstuffs was also less extensive than the year previous. The following table exhibits the imports and exports during the last two years, and the stock on hand at the close of each year :—

	Imports.		Exports.		Stock.	
	1855.	1854.	1855.	1854.	1855.	1854.
Wheat, stone 20 lbs	804,000	827,000	788,800	966,000	121,200	106,000
Rye	47,600	73,000	39,600	80,000	21,000	13,000
Maize.....	946,300	1,174,000	707,300	1,155,000	372,000	133,000
Oilseed.....	71,500	93,000	72,000	102,000	2,500	3,000

The fluctuations of the value of silver coin were less than in 1854. The highest premium in May was 28¾ per cent; during the last three months the premium varied between 10 and 18¾ per cent. The average rate of discount was 10 per cent, and the tightness of money has had a very unfavorable influence upon trade.

AMERICAN LAKE FISHERIES.

A correspondent at Wyandotte, Wayne County, Michigan, gives some interesting facts and figures respecting the fisheries of the Northern Lakes. The number of barrels caught annually is stated as follows :—

Lake Superior, 3,000; Michigan, 15,000; Huron, 14,000; Erie, 3,000; in round numbers, including 7,000 barrels in Detroit River of white fish, a total of 42,000 barrels.

These are sold at an average price of $11 per barrel—the aggregate amount of sales being $462,000, or nearly half a million dollars. Probably one-sixth of all the fish caught in Lakes Michigan, Huron, and Superior, are trout—the remainder being white fish. They are commonly caught by "gill nets," set some ten miles from the shore. Large quantities of fish are taken from the Detroit River, which they ascend, from Lake Erie, to spawn. On their return to the Lake, they are captured. The number of fisheries on the river is fifty.

In some of the rivers that flow into the lakes, enormous quantities of pickerel are caught. Not less than 1,000 barrels are taken annually from Fox River, Wisconsin; from Saganaw River, Michigan, 1,500 barrels; St. Clair River, Michigan, 15,000 barrels; Maumee River, Ohio, 3,000 barrels, and an equal quantity of bass, mullet, &c.—making a total of 10,000 barrels, which are sold for $8 50 per barrel, or $85,000 in the aggregate. The annual product of the lakes and tributary rivers is thus shown :—

	Barrels.	Value.
The Lakes.....	35,000	$385,000
Detroit River.....	7,000	77,000
Other rivers.....	10,000	85,000
Total.....	52,000	$547,000

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

Our correspondent, who is a practical fisherman, says he finds that there are thirty-three varieties of fish in and about the lakes, and "that a larger number and variety of fresh-water fish ascend the Maumee River in the spring to spawn, than any other river on the globe." He expresses a hope that the people of the United States will give more attention to the artificial production of fish, of which he says there are many varieties that might be successfully propagated, and suggests that in making selections, particular care should be taken to reject such kinds as devour their own species.

NAUTICAL INTELLIGENCE.

NOTICE TO MARINERS.

The Court of Directors of the East India Company have lately received from the government of Bengal the following notification, which is published for general information :—

Houses of refuge for shipwrecked mariners thrown on shore on the sea face of the Sunderbunds, have been put up as follows :—

No. 1.—Painted Red. Erected just to the northward of Jackson's Grove, on Seyers' Point, forming the eastern entrance to Channel Creek. It is on an extensive plain, covered with short grass, inside or to the eastward of some high sandhills that here line the shore.

No. 2.—Painted White. Erected at the eastern entrance to the Subtermookey River, 400 yards to the northward of the point that forms from Bulcherry Iisland, and 200 yards from high-water mark. It is in the midst of thick low jungle.

No. 3.—Painted Black Erected at the eastern entrance to the Jumera River, 400 yards to the north of the point that forms from the entrance of the Subtermookey River, and 200 yards from high-water mark.

In each house there is a supply of biscuit and water, which will be easily found by reading the instructions put up in each, which also give other directions that will be useful. A catamaran is attached to each house.

Persons cast away, reaching land to the east of Saugor, should make search for the houses of refuge; and it should be borne in mind, that when a vessel is lost with a pilot on board, the fact would soon become known at the pilot station and in Calcutta. Parties, therefore, finding their way to the houses should remain there, and husband the means of subsistence, in the assurance that succor will speedily reach them; or, if compelled to leave, endeavor to get westward to Saugor Island, and travel along the beach until they arrive at the lighthouse; or make their way to a large fishing village, situated on the southeast side of Saugor Island, using the catamaran as far as practicable.

By order of the Superintendent of Marine,

JAS. SUTHERLAND, Officiating Secretary.

Fort William, Marine Supd't's Office, March 8, 1856.

Republished by order of the Lighthouse Board,

THORNTON A. JENKINS, Secretary.

Treasury Department, Office Lighthouse Board, Washington, June 7, 1856.

LIGHTHOUSES AT WINTER HARBOR AND KENNEBUNK RIVER, ME.

A lighthouse will be built during the present season on Mark Island, at the west side of the outer entrance of Winter Harbor, Goldsborough, Maine. The light shown will he a fixed white light, and its position in the list of lighthouses of 1856, will be next after No. 8, (Prospect Harbor Lighthouse.) The lighthouse will be a cylindrical brick tower, painted white, and attached to the dwelling-

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

house, which will be painted brown. It will be lighted for the first time on January 1, 1857.

A new lighthouse will be built during the present season on the pierhead at the mouth of the Kennebunk River. The lighthouse will be a small square frame structure, painted white, and the lantern will be square and placed on the outer end of the building. The light shown will be red, fixed, and it will be lighted for the first time on January 1, 1857. In the Lighthouse List of 1856, this light will come next after No. 37, (Goat Island, or Cape Porpoise Lighthouse.) Notices giving the heights, distances visible, approximate latitudes and longitudes, and all other necessary information with regard to these lights, will be published before they are lighted. By order of the Lighthouse Board,

W. B. FRANKLIN, Lighthouse Inspector, 1st District.

PORTLAND, June 12, 1856.

NOTICE TO MARINERS.

The Court of Directors of the East India Company have lately received from the government of Bengal the following notification, which is published for general information :—

SAILING INSTRUCTIONS FOR ENTERING THE RIVER MUTLAH FROM SEA.

The channels leading from sea into the River Mutlah having been buoyed off, the following notice is published for general information :—

The Western (or Ward's) Channel is bounded on the west by the Balchery Reef, or Sand, extending southwardly from the island of that name, and on the east by the Roymutlah Sand, part of which dries at low water. This channel is from 2 to 5 miles wide, and is marked off by six buoys, four red, or western, and two black, or eastern.

The outermost, or Reef Buoy, is a first class spire buoy, with two baskets on it; it is painted red, and marked with the letter M; it lies in 4½ fathoms low water, spring tides; latitude 21° 11′ N., longitude 88° 42′ 45″ E., and bears from the Eastern Channel Floating Light Buoy E. by N. ½ N., distant 32 miles.

The center Balchery Buoy is a second class spire buoy, with one basket on it; it is painted red, and marked Mutlah in full; it lies in 4 fathoms low water, about 7 miles N. N. W. from the outer, or Reef Buoy.

The Balchery Spit Buoy is also a spire buoy, painted red; it lies in 4 fathoms low water, on a spit of the sand, about 9 miles N. ½ W. of the center buoy.

The upper Balchery Buoy is also a spire buoy, painted red; it lies in ¼ less 4 fathoms, about 6 miles N. by W. from the Spit Buoy, and W. by S. ¾ S. of the flagstaff on Dalhousie Point.

The outer easternmost buoy of this channel is a second class spire buoy, painted black, with one basket on it; it lies in 4¼ fathoms low water, on the S. W. verge of the Roymutlah Sand N. E. by N. of the Reef Buoy, distant about 5½ miles.

The Roymutlah Western Spit Buoy is a second-class spire buoy, painted black; it lies in 4 fathoms low water, N. W. ½ N. from the outer black buoy, distant about 10 miles, and north about 6 miles from the center Balchery Buoy.

The mid-channel course from sea to abreast of the above Spit Buoy is N. N. W. ½ W., 15 miles. From that point north 15 miles will carry a vessel up to Halliday's Island.

The Eastern, or Roymutlah Channel, is bounded by the Roymutlah Sand to the westward, and the Bangadoonee Sand, or Reef, to the eastward, and is marked off with four buoys, three red, or western, one black, or eastern.

The outermost buoy is a second-class spire buoy, with one basket upon it; it is painted red, marked R MUTLAH; it lies in 5 fathoms law water, on the S. E. verge of the Roymutlah Sand, N. E. by E., about 10 miles from the Balchery Reef Buoy.

The Roymutlah Eastern Spit Buoy is painted red; it lies in 5 fathoms low water, N. N. W. ½ W., about 6 miles from the outer buoy.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

The upper Roymutlah Buoy is painted red; it lies in 4¾ fathoms low water, N. W. of the Spit Buoy, distant about 5½ miles.

The innermost buoy of this channel is painted black; it lies in 5 fathoms low water, on the south verge of a flat extending from Dalhousie Point to the S. S. E.; it bears from the upper Roymutlah Buoy N. by W., distant about 4 miles.

The mid-channel course in the Roymutlah Channel is N. W. ½ N. to the black buoy, and from that point N. N. W. to N. by W. to Halliday's Island.

Vessels resorting to the River Mutlah during the S. W. monsoon should adopt a similar route, and conform to the directions for making the pilot station, at the entrance to the River Hooghly, taking their departure from the Eastern Channel Floating Light, steering E. by N. ½ N. to cross the tail of the eastern prong of Saugor Sand in 5 fathoms, off which they wou'd deepen into 7 fathoms, shoaling again on the Lighthouse Sand to 5½ or 6 fathoms, deepening off into 6½ or 7, and crossing the Balchery Reef in 4½ to 5 fathoms, a little south of the Reef Buoy.

Commanders of vessels doubtful about crossing the tails of sands in a heavy swell could steer more to the southward, and keep in 8 or 9 fathoms soft ground; but great care would be requisite not to overrun the distance.

During the N. E. monsoon, commanders of vessels, confident of the correctness of their reckoning, should work up direct for the Balchery Reef Buoy; but during cloudy or thick weather, crossing the swatch of No Ground in about the latitude of the buoy, and running down upon it, would be advisable.

It is high water, full and change, about 9 hours 15 minutes; at the Balchery Reef Buoy, the tides set round, as in the channels to the Hooghly; the floods making to the west, the ebbs to the eastward, having a velocity during the springs from 2½ to 3 miles per hour, and a rise of 9 feet.

The bottom throughout the channels is mud, the sands exceedingly hard, and the lead an excellent and safe guide towards them. The least water in the Western or Ward's Channel is 4 fathoms; in the Roymutlah 5 fathoms, low water springs.

From Halliday's Island the course continues north up to the "Cattalee," where the river takes a sharp turn to the westward, and the channel contracts. Up to this point, a stranger, with Ward's chart, and ordinary care, could, without a pilot, conduct his ship with safety, attending to the set of the tides, leaving the red buoys to the westward, and black buoys east of his course.

THOMAS HILL, Second Assistant Master Attendant.

Published by order of the Superintendent of Marine,

JAMES SUTHERLAND, Officiating Secretary.

FORT WILLIAM, MARINE SUPERINTENDENT'S OFFICE, March 8, 1856.

Published by order of the Court of Directors of the East India Company,

JAMES C. MELVILL, Secretary.

EAST INDIA HOUSE, June 4, 1856.

DAY MARK ON WRECK IN SAN FRANCISCO BAY, CALIFORNIA.

Notice is hereby given that a mark, painted red, has been attached to the wreck of the ship Crown Princess, lying in five fathoms at low water, north of Yerba Buena Island, San Francisco Bay, Cal., consisting of a plank 7 inches by 3 inches, 30 feet long, showing 15 feet above high water, with a board 5 feet long, nailed across one foot below the top. The following bearings (magnetic) and distances (statute miles) give the position:—

Alcatras Island Lighthouse, W. by S., 2½ miles; East end of Yerba Buena Island, E. S. E., 1 mile; West end of Yerba Buena Island, S. E. by S. ½ S, ¾ mile; Telegraph Hill, S. W. ¾ S., 3⅝ miles.

By order of the Lighthouse Board,

HARTMAN BACHE, Maj. Top'l Eng., Br. Major.

OFFICE 12TH LIGHTHOUSE DISTRICT,
SAN FRANCISCO, CAL., May 12, 1856.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

PRINCES CHANNEL, ENTRANCE TO THE THAMES.

TRINITY HOUSE, LONDON, June 5th, 1856.

It having been determined that, for the better navigation of the Princes Channel, an additional light shall be exhibited therein, notice is hereby given, that, previously to the 1st October next, a light vessel will be moored on the north side of the said channel, about midway between the Tongue and Girdler lights, and that a red revolving light will be exhibited therein on and after the evening of that day. Further information respecting the exact position, bearings, &c., of the said intended light, will be published in due course. By order,

P. H. BERTHON, Secretary.

MINOT'S LEDGE, BOSTON BAY.

Notice is hereby given, that an iron scaffold has been erected on the outer Minot rock, consisting of eight iron piles p'aced equidistant around a center one supporting a spider twenty feet above low water. This scaffold has been raised for the purpose of facilitating the operation of building the lighthouse tower now in progress. The entire structure is painted red, and should be seen from the deck of an ordinary coasting vessel from six to eight miles by the naked eye. By order of the Lighthouse Board,

B. S. ALEXANDER, 1st Lieut. Corps of Engineers.

June 30, 1856.

JOURNAL OF INSURANCE.

INSURANCE COMPANIES NOT INCORPORATED BY THE STATE OF OHIO.

The following act, to regulate insurance companies not incorporated by the State of Ohio, was passed at the last session of the Legislature, and approved April 8, 1856. It is now in force:—

AN ACT TO REGULATE INSURANCE COMPANIES NOT INCORPORATED BY THE STATE OF OHIO.

SECTION 1. Be it enacted by the General Assembly of the State of Ohio, That it shall not be lawful for any agent or agents of any insurance company incorporated by any other State than the State of Ohio, directly or indirectly, to take risks, or transact any business of insurance in this State, without such company has first obtained a certificate of authority from the Auditor of State; and before obtaining such certificate, such insurance company shall furnish the said Auditor with a statement, under the oath of the president or secretary of the company, which statement shall show—

1st. The name and locality of the company.
2d. The amount of its capital stock.
3d. The amount of its capital stock paid up.
4th. The assets of the company, including—first, the amount of cash on hand and in the hands of agents or other persons; second, the real estate unincumbered; third, the bonds owned by the company, and how they are secured, with the rate of interest thereon; fourth, debts to the company, secured by mortgage; fifth, debts otherwise secured; sixth, debts for premiums; seventh, all other securities.
5th. The amount of liabilities due or not due to banks or other creditors, by the company.
6th. Losses adjusted and due.
7th. Losses adjusted and not due.
8th. Losses unadjusted.
9th. Losses in suspense waiting for further proof.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

10th. All other claims against the company.

11th. The greatest amount insured in any one risk.

12th. The greatest amount allowed by the rules to be insured in any one city, town, or village.

13th. The greatest amount allowed to be insured in any one block.

14th. The amount of its capital or earnings deposited, or required to be deposited in any other State or States, as security for losses therein, naming them, with the amount required in each, and whether such company has complied with such requirements, or takes risks or transacts any business of insurance in such State or States.

15th. The act of incorporation of such company, which statement shall be filed in the office of said Auditor, together with a written instrument duly signed and sealed, authorizing any agent or agents of such company in this State to acknowledge service of process for and in behalf of such company, consenting that service of process, mesne, or final, upon any such agent or agents, shall be taken and held to be as valid as if served upon the company, according to the laws of this or any other State, and waiving all claim or right of error, by reason of such acknowledgement of service; and no insurance company, or agent or agents of any insurance company incorporated by any other State, shall transact any business of insurance in this State, unless such company is possessed of at least $100,000 in value of actual capital, invested in stocks, or in bonds, or mortgages of real estate worth double the amount for which the same is mortgaged; and upon the filing of the aforesaid statement and instrument with the Auditor of State, and furnishing him with satisfactory evidence of such investment as aforesaid, it shall be the duty of said Auditor to issue a certificate thereof, with authority to transact business of insurance, to said company for its agent or agents.

Sec. 2. It shall be unlawful for any unincorporated company or association, partnership, firm, or individual, or any member or agent or agents thereof; or for any agent or agents of any company incorporated by any foreign government other than a State of this Union to transact any business of insurance in this State, without procuring a certificate of authority from the Auditor of State, such company, association, partnership, firm, or individual, or any agent or agents thereof, having first filed under oath, in the office of said Auditor, a statement setting forth the charter, or act of incorporation of any and every such incorporated company, and the by-laws, co-partnership agreements, articles of association, partnership or firm, and the name and residence of such individual, and the names and residences of the members of every such partnership or firm, and the matters required to be specified by the first section of this act, and the written authority therein mentioned, and furnished evidence to the satisfaction of the Auditor of State, that such company has invested in stocks of some one or more of the States of this Union, or of the United States, the amount of one hundred thousand dollars, and that such stocks are held by citizens of the United States, or in bonds or mortgages of real estate situate in the United States fully securing the amount for which the same is mortgaged, or bonds of cities of the United States, the aggregate market value of the investment of the company, in which, shall not be less than one hundred thousand dollars; and such incorporated company, or unincorporated company, association, partnership, firm or individual, or any agent or agents thereof, filing said statement and furnishing evidences of investment as aforesaid, shall be entitled to a certificate of authority for such body or individual, in like manner as is provided for in the first section of this act.

Sec. 3. If any such insurance company, association, partnership, firm or individual, as aforesaid, or their agent or agents, having filed its, or their, statements and evidences of investment aforesaid, and conformed to the foregoing requirements; shall have on deposit in other State or Territory, or elsewhere than in this State, any portion of its capital or earnings as a guaranty fund for the exclusive benefit or security of persons insured in such State, Territory, or other place, it shall be the duty of the Auditor of State to withhold from such body or individual, so alienating any such portion of their capital and resources, the certificate and authority hereinbefore provided for until such body or individual shall file with the

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

Auditor of State, a statement duly verified by the oath or affirmation of the President or Secretary of such incorporated company, or member of such unincorporated company, association, partnership, or firm, or by such individual, showing the amount of premiums received in this State by such company, during the year ending on the first of January next, preceding the filing of said statement, and shall deposit in this State in such manner as the Auditor of State shall direct; five per cent of the amount so received, in money, or solvent State or United States stocks of at least par value—or mortgages on real estate situate in this State of at least double the value for which the same is mortgaged—which statements and deposits shall be so made, from year to year, at the time of each renewal or original grant of authority by said Auditor, until the sum of forty thousand dollars is deposited as aforesaid—which said sum and every yearly part thereof deposited as aforesaid, shall be held under the control of such Auditor of State, as a guaranty fund for the benefit of such persons as may be, in any manner insured in their property by such company within this State; and the same or any part of the sum so deposited shall not be drawn out by the depositors until all claims for losses or premiums on risks unexpired shall be fully paid or discharged, or until all deposits made in other States, Territories, or other places, not within this State, shall be withdrawn; and in case of the insolvency of any such company, the sums so deposited as aforesaid, shall be applied by the Auditor of State, pro tanto, towards the payment of all claims, against such body or individual, filed in his office duly liquidated and authenticated, and to losses and premiums on risks unpaid, on policies issued within six months after such insolvency may occur; any such body or individual, shall be deemed insolvent upon failure to pay any undisputed loss insured against within this State for the space of ninety days after final judgment, for the amount of any loss so insured against, when no appeal shall have been taken from such judgment by either party, or other proceeding begun to vacate, modify, reverse or review such judgment, or to arrest the same, or to obtain a new trial; such body or individual shall be entitled to receive the interest or dividends on such stock so deposited, from time to time, as the same may become due. This section shall not apply to any of the aforesaid bodies or individuals, who have made no such deposits, as in this section mentioned elsewhere than in this State.

Sec. 4. It shall be the duty of every such insurance company or some agent or agents thereof, before taking any risks or transacting any business of insurance in this State, to file in the office of the Court of Common Pleas, of the county in which it, he, or they, may desire to establish an agency for any such insurance company or individual, or to transact any business of insurance therein, a copy of the statement required to be filed with the Auditor of State as aforesaid, together with the certified copy of the certificate of said Auditor, which shall be carefully preserved for public inspection by said clerk, and also cause said statement and certificate to be published in some daily newspaper, printed and of general circulation in said county, for one week, or in some weekly newspaper, printed and of like circulation as aforesaid, three consecutive weeks; or it shall be lawful for each of such aforesaid bodies, whether incorporated or not, or individuals, to cause such statement and certificate to be published in some daily newspaper of general circulation in this State, printed in the cities of Columbus, Cincinnati, or Cleveland, one week, or in some weekly newspaper of general circulation in this State, printed in any of the aforesaid cities, three consecutive weeks, which publication shall be verified by the oath of the printer, or other person knowing the fact; and such body or individual shall, before it, he, or they, or any agent or agents thereof shall take any risks or transact any business of insurance, furnish such agent or agents with three copies of such statement, Auditor's certificate, and affidavit of publication—one of which shall be deposited and kept in the office of the proper clerk of the Court of Common Pleas, in the same manner and for the same purpose as hereinbefore mentioned—one of which shall be kept in the office of every such agent or other person, and one to be submitted to any person or persons for examination who may desire to procure from such agent or agents, or other person, a policy of insurance or renewal thereof, if demanded by him or them.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

SEC. 5. The statement and evidences of investment required by this act, shall be renewed annually, in the month of January, in each year; the first statement may be made at any time, and the Auditor of State, on being satisfied that the capital, securities and investments remain secure as at first, shall furnish a renewal of certificate, as aforesaid; the certified copy of which, with the certified copy of the statement upon which the same was obtained, shall be filed, kept, and published in the same manner, and be governed in all respects by the provisions of section four of this act. Provided, that all certificates of authority or renewals granted to any such insurance company or agent, or agents thereof, in the month of January, A. D. 1856, in accordance with the act hereinafter repealed, shall be in full force and effect until January, A. D. 1857, the same as if issued in the month of July next.

SEC. 6. Any person or firm in this State, who shall receive or receipt for any money, on account of or for any contract of insurance made by him or them, or for any such insurance company or individual aforesaid, or who shall receive or receipt for money from other persons, to be transmitted to any such company or individual aforesaid, for a policy, or policies of insurance, or any renewals thereof, although such policy or policies of insurance may not be signed by him or them, as agent or agents of such company, or who shall in anywise, directly or indirectly, make or cause to be made any contract or contracts of insurance, for or on account of such insurance company aforesaid, shall be deemed, to all intents and purposes, an agent or agents of such company, and shall be subject and liable to all the provisions, regulations, and penalties of this act.

SEC. 7. That copies of all papers required by this act to be deposited in the office of the Auditor of State, certified under the hand of such auditor, or clerk of any court of record, or probate judge of this State, with the seal of such court affixed thereto; or any notary public under his proper seal, and any copy of any affidavit of publication in any newspaper by this act made necessary, duly certified by the clerk of any court of record or probate judge in this State, authenticated by the seal of such court; or by any notary public, witnessed by his proper seal, shall be received as evidence in all courts and places, in the same manner, and have the same force and effect as the original would have if produced.

SEC. 8. This act shall not be so construed as in any manner to apply to life insurance companies; but shall include within its provisions only the "fire," and "fire and marine" departments of any company that may have separate departments for "life insurance," and "fire" and "fire and marine" insurance.

SEC. 9. Any person violating the provisions of this act within this State, shall, upon conviction thereof in any court of competent jurisdiction, be fined in any sum not exceeding one thousand dollars, or imprisonment in the county jail not more than thirty days, or both, at the discretion of the court. Violations of the provisions of this act shall be prosecuted in the same manner as may be provided by law for the punishment of offenses of like grade.

SEC. 10. The act entitled "an act to regulate the agencies of insurance companies not incorporated by the State of Ohio," passed May 1, 1854, be, and the same is hereby repealed. This act to take effect and be in force from and after its passage.

LLOYD'S COFFEE-HOUSE.

MAX SCHLESINGER, in his very readable work, thus alludes to Lloyd's, a place famous throughout the commercial world:—

In the London Exchange Building itself there is a broad staircase, with crowds of busy people ascending and descending, and there is a door with large gold letters, "Lloyd's Coffee-House." Let us ascend that staircase, and see what sort of a coffee-house this is. We pass through a large hall, from which doors open to several rooms; at each door stands a porter in scarlet livery. In the hall itself are several marble statues and a large marble tablet, which the merchants of London erected to the *Times*, out of gratitude for the successful labors of that

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

journal in unmasking a gigantic scheme of imposition and fraud, which threatened ruin to the whole trade of London. In the center of the hall there is a large black board, on which are written the names and destinations of all the ships carrying mails which will sail from English ports on that and the following day. In the corner to the right there is a door with the inscription, " Captain's Room." No one is allowed to enter this room but the commanders of merchant vessels, or those who have business to transact with them. Next to it is the " Commercial Room," the meeting place of all the foreign merchants who come to London. We prefer entering a saloon on the other side of the hall, the doors of which are continually opening and shutting; it is crowded with the underwriters, that is to say, with capitalists, who do business in the assurance of vessels and their freights. The telegraphic messages of vessels arrived, sailed, stranded, or lost, are first brought into this room. Whoever enters by this door, walks, in the first instance, to a large folio volume which lies on a desk of its own. It is *Lloyd's Journal*, containing short entries of the latest events in English ports and the seaports in every other part of the world. It tells the underwriters whether the vessels which they have insured have sailed, whether they have been spoken with, or have reached the port of their destination. Are they over-due?—run aground?—wrecked?—lost? In this room there are always millions at stake. So firmly established is the reputation of this institution, that there is hardly ever a bark sailing from the ports of the Baltic, or the French, Spanish, or Indian Seas, which is not insured at Lloyd's. Its branch establishments are in all the commercial ports of the world; but its head-office is in Cornhill, and in the rooms of the Exchange. Before we again descend the stairs, let us for one moment enter the reading-room. Perfect silence; tables, chairs, desks; readers here and there; men of all countries and of all nations; all around the walls, high desks with files of newspapers, whose shape and color indicate that they have not been printed in Europe; they are, indeed, papers from the other side of the ocean—China, Barbary, Brazilian, Australian, Cape, and Honolulu papers—a collection unrivaled in extent.

COMMERCIAL REGULATIONS.

QUARANTINE LAW OF LOUISIANA.

We publish below, from an official copy, an act of the Legislature of Louisiana establishing a quarantine for the protection of the State. It was passed at the session (1855,) of the Legislature, and approved by theGovernor on the 15th of March, 1855, and is now in force:—

AN ACT TO ESTABLISH QUARANTINE FOR THE PROTECTION OF THE STATE.

SECTION 1. That there shall be a quarantine established below the city of New Orleans, on the River Mississippi, at a distance not less than 70 miles by the river, from the city; that the Board of Health to be elected under this act is hereby authorized to locate the quarantine ground, to receive the transfer of the necessary land in the name of the State, and to draw upon the Treasurer of the State for the necessary amount, out of the fund appropriated under this act; provided the consent of the Governor of the State is given to said purchase.

SEC. 2. That there shall be a Board of Health, composed of nine competent citizens of the State, to be elected as follows: Three by the Council of New Orleans, on joint ballot, and six to be appointed by the Governor, by and with the advice and consent of the Senate; the said members shall be elected in reference to their known zeal in favor of a quarantine system. All the members of the Board shall be commissioned by the Governor for the term of one year, after having filed and subscribed in the office of the Secretary of State an oath well and truly to enforce and comply with the provisions of an act entitled " An act to

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

establish quarantine for the protection of the State," and in case of neglecting or failing to comply with the above required oath within ten days after their appointment or election, their office shall be considered vacated.

SEC. 3. That the Board of Health shall meet once a month from the first of November to the first of June, and once a week from the first of June to the first of November, and as often as they may deem necessary.

SEC. 4. That the Board of Health shall meet and organize on the third Monday in April, and elect out of their own number a president, whose duty it shall be to reside in New Orleans and superintend the different quarantine stations of the State, and it shall be his duty to visit them as often as the Board of Health shall deem necessary. He shall have the power to issue, during the adjournment, to constables or sheriff, all orders and warrants provided by the provisions of this act, and shall report to the Attorney-General all violations of the same. It shall be his duty to lay before the Board at each meeting the business to be transacted, and a book, in which he shall enter copies of all letters written by him, orders and warrants issued, and a detail of all his acts. He shall present at each meeting all communications forwarded to him, and a report of the resident physicians and treasurers, and perform such other duties as shall be assigned to him by the Board of Health. He shall only be removed by impeachment, and shall receive a salary of $2,000 a year.

SEC. 5. That four members of said Board shall form a quorum; provided, however, that no contract for building shall be entered into without the consent of a majority of the Board.

SEC. 6. That the Board of Health shall authorize the resident physician to employ, in case of need, an assistant physician at the quarantine ground, on the Mississippi River, who shall act as his deputy, and whose salary shall not be more than $2,000 a year. The Board of Health shall have power to employ nurses and assistants to attend the sick, and such other persons as may be necessary to carry out proper quarantine regulations, and to fix their compensation; to fix the number of days of quarantine for vessels liable to it under sections ninth and thirteenth of this act, not to be less than ten days; to determine how said quarantine shall be performed, and to make out all legal regulations not provided by this act, nor contrary to the same, and necessary to carry out a proper system of quarantine, and to enforce the same by fine not exceeding $500; to make rules and regulations for preserving good order and police within the limits of the quarantine ground, and to impose penalties for the breach thereof; to contract for the necessary buildings at the quarantine grounds; to appoint a secretary who shall act as treasurer, whose salary shall be $1,500 a year, and who shall furnish security in a sum of $10,000. It shall be his duty to keep a minute of the proceedings of the Board, and all vouchers and expenditures made by authority of said Board. The Board of Health shall have power to remove or cause to be removed any substance which they may deem detrimental to the health of the city of New Orleans, and the Commissioners of Streets shall execute their orders whenever not in conflict with the ordinances of the city or the laws of the State; to pass and enforce sanitary ordinances for the city, provided the same are approved by the Council and published as city ordinances; to define the duties of officers employed by them, and impose additional duties on officers appointed under this act; to issue warrants to any constable, police officer, or sheriff in the State; to apprehend and remove such person or persons as cannot be otherwise subjected to the provisions of this act, or who shall have violated the same, and whenever it shall be necessary so to do, to issue their warrant to the sheriff of the city or parish where any vessel may be, having violated provisions of this act, commanding him to remove said vessel at the quarantine ground, and arrest the officers thereof, all which warrants shall be executed by the officer to whom the same shall be directed, who shall possess the like powers in the execution thereof, and be entitled to the same compensation, as if the same had been duly issued out of any court of the State. The Governor shall appoint a police officer to be designated as marshal, who shall be under control of said Board of Health, and reside at the

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

quarantine station, on the Mississippi River, whose duties and powers shall correspond to those of a sheriff or constable, so far as regards the execution of warrants and arrests of persons for violation of said quarantine regulations, and for said services shall receive the annual allowance of $1,000.

SEC. 7. That there shall be a quarantine station on some point on the Rigolettes, and another on the Atchafalaya River, two miles below "Pilot's Station," at the north of the Wax Bayou; the Board of Health is hereby empowered, and it shall be their duty to locate them agreeably to the provisions of this section; but the provisions of this act shall only apply to the station at the Rigolettes from the day of the issuing of the proclamation of the Governor, as provided by section thirteenth, declaring any port on the lake shore or on the Gulf of Mexico, to be an infected place, and shall remain in full force until suspended by a vote of two-thirds of the members of the Board of Health. The provisions of this act shall apply to, and be enforced at the quarantine station on the Atchafalaya River, from the first of May to the first of November of each year; and also when the Governor shall have issued his proclamation, as provided by the thirteenth section, and in such a case shall remain in full force until suspended by a resolution voted for by two-thirds of the members of the Board of Health. There shall be no permanent building erected at Pilot's Station, on the Atchafalaya River, but the Board of Health shall use as an hospital for the reception of the sick, halls and cabins of steamboats; the Board of Health shall employ an officer, whose duty it shall be, and who is hereby empowered, to require from captains of vessels, steamboats or crafts having passed the station at the Rigolettes, or on the Atchafalaya River, the permit of the resident physician. The Board of Health shall appoint a resident physician for each of the two quarantine stations on the Rigolettes, and on the Atchafalaya, and such persons as may be necessary: Provided, their salary shall run only during such time as they shall be thus employed, and shall in no case exceed for the time they shall have been thus employed, the salary of the same officers at the quarantine station for the same space of time, on the Mississippi.

SEC. 8. That the resident physician of the quarantine ground shall receive a salary of $5,000, and shall be appointed by the Governor of the State, by and with the advice and consent of the Senate, and removable at pleasure. It shall be his duty to visit every vessel coming from any port and entering the mouth of the Mississippi River. He shall require the captain of every vessel thus inspected to pay the following fees: For every ship, bark, or sea-going steamer, the sum of twenty dollars, and fifteen for all other vessels: Provided, nothing contained in this section shall apply to any vessel or craft going from New Orleans to sea, and returning without having touched at any port, or at the quarantine, towboats excepted; to all vessels not coming from any infected district, as provided by section thirteen, or not having on board patients affected with cholera, yellow fever, pestilential, contagious, or infectious diseases, or not in a sanitary condition, a certificate to that effect shall be given It shall be his duty to return to the secretary of the Board of Health a weekly list of vessels by him inspected, together with the amount collected for such inspections, which shall form a fund for the support of the quarantine.

SEC. 9. That the resident physician shall have the power, and it shall be his duty, to detain at the quarantine ground, with their cargoes, crews, and passengers, all vessels coming from an infected district, as provided by section thirteen, or in a foul condition, or having on board persons affected with cholera, yellow fever, pestilential, contagious, or infectious diseases during such time as he may deem necessary—not less than ten days—to compel the captain to land the sick at the quarantine ground, to fumigate and cleanse all such vessels, and to submit to such rules and regulations as will be hereafter provided by the Board of Health, and that all costs incurred for vessels found in a foul condition, including the sum of five dollars for the support of each and every sick person landed at the quarantine station, shall be borne by the captain and owners, and shall be paid to the resident physician, before a certificate, as provided by section eight, shall be given.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

SEC. 10. That the resident physician shall have such other powers as may be delegated to him by the Board of Health, not contrary to the provisions of this act, and necessary to carry them into effect. It shall be his duty to remain at the quarantine ground, attend the sick, and perform all such other duties as may be required of him by the Board of Health.

SEC. 11. That the Board of Health shall appoint a treasurer for the quarantine ground on the Mississippi River, with a salary of $1,500 per annum, and who shall furnish security in the sum of $10,000. It shall be his duty to attend to the finances, collect all sums of money due by vessels in a foul condition, account and pay over to the secretary of the Board of Health all monthly balances in his hands, and shall receive and deliver the freight of all vessels ordered to be unloaded, and perform such other duties as the Board of Health shall require of him.

SEC. 12. That the secretary of the Board of Health shall deposit in bank all moneys paid over to him, and shall keep a correct account of the same. He shall, moreover, present at each meeting of the Board, a statement of his affairs, and cause his account to be approved by the Auditor of Public Accounts, every three months, and shall act as commissary for the purchase of provisions and supplies, and shall deposit in bank all moneys paid over to him, and perform such other duties as the Board of Health may assign to him.

SEC. 13. That the Governor of the State shall issue his proclamation, upon the advice of the Board of Health, declaring any place where there shall be reason to believe a pestilential, contagious, or infectious disease exists, to be an infected place, stating the number of days of quarantine to be performed. It shall be the duty of the resident physician to give timely notice to the Board of Health of the necessity of such proclamation. After such proclamation shall have been issued, all vessels arriving in the port of New Orleans, or at the Rigolettes, or at the Atchafalaya Station, from such infected place, shall be subject to quarantine, and shall, together with their officers, crews, passengers, and cargoes, be subject to all regulations passed by the Board of Health, or provided by this act. Every master of a vessel subject to a quarantine or visitation, arriving in the port of New Orleans, who shall refuse or neglect either—first, to proceed with and anchor his vessel at the place designated for quarantine at the time of his arrival; second, to submit his vessel, cargo, and passengers to the examination of the physician, and to furnish all necessary information to enable that officer to determine what quarantine shall be fixed for his vessel; third, to remain with his vessel at the quarantine ground during the period assigned for her quarantine, and while there to comply with the directions and regulations prescribed by this act, or by the Board of Health, or with such directions, prescribed for his vessel, crew, cargo, and passengers by the resident physician, shall be guilty of a misdemeanor, and be punished by a fine not exceeding $2,000, or by imprisonment not exceeding twelve months, or by both, at the discretion of the Court.

SEC. 14. That every person who shall violate the provisions of this act by refusing or neglecting to obey or comply with any order, prohibition, or regulation made by the Board of Health, in the exercise of the powers herein conferred, shall be guilty of a misdemeanor, punishable by fine and imprisonment, at the discretion of the Court by which the offender shall be tried. It shall be the duty of the captain of every towboat towing a vessel subject to quarantine or visitation, to leave such vessel at the quarantine ground, and to inform the captain of the penalties attending a non-compliance with the provisions of this act.

SEC. 15. That the captain of any sea-going vessel, steamboat, or tow-boat, violating the provisions of this act, or the rules and regulations established or to be established by the Board of Health, shall be considered guilty of a misdemeanor, and sentenced to pay a fine not exceeding five hundred dollars, and imprisonment not exceeding one year.

SEC. 16. That the resident physician shall report to the Attorney-General all violations of this act; and it shall be his duty to prosecute all person or persons, thus offending; to collect the fines, and remit the amount thereof to the secretary

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

of the Board of Health, whose duty it shall be to keep a seperate book for fines collected, to be approved of every three months by the Attorney-General, who shall receive such compensation as the Board may fix for his services.

SEC. 17. That it shall be the duty of the harbor-masters in their respective districts, to demand of the captain of every vessel ariving from sea to New Orleans, the permit of the resident physician, and to report to the secretary of the Board of Health all vessels having entered the port without such permit.

SEC. 18. That from the first of May to the first of November, all tow-boats plying from the mouth of the river to New Orleans shall be liable to inspection and quarantine, and it shall be the duty of the different harbor-masters to require from the captains of such tow-boats, the certificate of the resident physician as provided by section eight, which certificate shall not be granted before a detention of at least five days: Provided, nothing herein contained shall be so construed as to apply to tow-boats plying between New Orleans and quarantine ground, and no further.

SEC. 19. That the captain of any tow-boat or steamboat who shall receive on board of his boat, freight, goods, or passengers from a vessel liable to inspection or quarantine, or who shall receive goods or passengers from the quarantine ground, without the permission of the resident physician, shall be punished by a fine not exceeding two thousand dollars ($2,000,) and by imprisonment at the discretion of the court; and all violations of the provisions of this act at the quarantine station on the Mississippi River, and at the Rigolettes shall be tried at the Criminal Court of New Orleans, and all violations of this act at the station on the Atchafalaya River shall be tried by the District Court of the Parish of St. Mary.

SEC. 20. That the Board of Health shall cause such extracts of this act to be made as they may deem necessary for the information of the masters of vessels arriving in the State, and shall cause a sufficient number to be printed and delivered to the pilots, to be distributed to the masters of vessels arriving as before provided.

SEC. 21. That every pilot, or any other person acting as such, shall deliver to the master of every vessel inward bound one copy of the printed extract from this act which shall be furnished him by the Board of Health; and any pilot refusing or neglecting so to do, or aiding in landing any passenger or other person, contrary to this act, shall forfeit one hundred dollars for every offense.

SEC. 22. That every person who shall go on board of any vessel while performing quarantine, without the permission of the resident physician or his assistants, shall forfeit the sum of fifty dollars.

SEC. 23. That the quarantine stations shall be known by that name, and their limits shall be designated by boards placed on the boundaries, on which shall be printed in large letters: "These are the limits of the quarantine station."

SEC. 24. That the sum of fifty thousand dollars ($50,000) be and is hereby appropriated, out of any moneys in the treasury not otherwise appropriated, to be paid to the secretary of the Board of Health, on a resolution of a majority of the Board, payable by instalments: Provided that the second and third instalments shall not be paid until the accounts of the secretary of the Board of Health shall have been audited and approved by the Auditor of Public Accounts, for former disbursements.

SEC. 25. That the buildings to be erected at the quarantine station, shall consist, at the station on the Mississippi River, of two seperate buildings, as hospitals for the sick, of a small house as residence for the officers appointed under this act, and of a well-ventilated store for the reception of the freight of such infected vessel as the resident physician shall deem necessary to cause to be unloaded. The buildings at the Rigolettes shall be constructed of wood, and consist of an hospital for the sick, and of a store for the freight of vessels or steamboats ordered to be unloaded. At the Atchafalaya station a good shade shall be provided for the freight of vessels ordered to be unloaded. The Board of Health shall receive the transfer of such land as may be necessary at the Rigolettes and on the Atcha-

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

falaya River, in the same manner and under the same conditions as are required by section one, and all plans, specifications, and contracts for the above buildings shall be submitted to and approved by the Governor of the State: Provided that the cost of said buildings shall in no case exceed the amount hereinbefore appropriated.

SEC. 26. That it shall be the duty of the Council of New Orleans within ten days after the passage of this act, to elect three members of the Board of Health as provided by section second of this act, and all acts, resolutions, and ordinances passed by them after expiration of the delay herein prescribed, and before the election of the members of the Board to be elected by them, shall be null and void.

SEC. 27. That the Board of Health and their successors is hereby created a body corporate, under the name of the Board of Health of the State of Louisiana, to sue and be sued under that title.

SEC. 28. That all laws or parts of laws inconsistent with the provisions of this act, be and the same are hereby repealed.

SEC. 29. That this act shall take effect from and after its passage.

JOURNAL OF MINING AND MANUFACTURES.

STATISTICS OF THE INDUSTRY OF MASSACHUSETTS IN 1855.

We are indebted to Mr. Lovett, the Assistant Secretary of State, for a valuable document, containing statistical information relating to several branches of industry in Massachusetts for the year ending June 1, 1855. It covers nearly seven hundred pages octavo, and was prepared from official returns in pursuance of a law passed by the Legislature of 1855, under the direction of FRANCIS DE WITT, Secretary of the Commonwealth. It furnishes the statistics in detail of each county and each city and town in the State. When the industrial statistics of the State were first collected, in 1837, they exhibited an annual production amounting to $86,284,616. In 1845 the amount was $124,749,456. It has now (1855) swelled to $295,820,681—an increase of 138 per cent since 1845, and of 242 since 1837, and this while the increase of population has been only 34 per cent since 1845, and 62 since 1837, the longer period. And this result, so surprising in itself, falls manifestly below the reality. Mr. De Witt, the Secretary, in submitting this report, says:—

"Leaving out of the account those branches which were unfortunately omitted in the specific inquiries, and making all possible allowance for the greater accuracy attained in the collection of the information embodied in the accompanying pages, it is still apparent that the truth has not been reached. It is next to impossible for the tax-payer, when called upon by the Assessor to answer such questions as were propounded under the law, to divest his mind of the impression of an intimate connection between his answers and the assessment of his taxes. Hence, the general tendency to understate results, and an absolute refusal, in numerous instances, to answer at all. Had those branches which were overlooked been included in the returns, and honest and truthful answers obtained in all cases to the questions proposed, I am fully persuaded that instead of *two hundred and ninety-five millions*, we should have had an aggregate of at least THREE HUNDRED AND FIFTY MILLIONS, or considerable over one million of dollars per day for every working day in the year. As it is, the result exhibits a rapid and substantial growth in our industrial resources which is believed to be without a parallel in the history of the world."

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

From a table showing the aggregate value of the several articles produced in each county, we condense the following table, showing the

AGGREGATE VALUE OF ARTICLES PRODUCED IN THE WHOLE STATE:—

Cotton	$26,140,538	Soap and tallow candles	$7,720 533
Calico	5,213,000	Powder	228,125
Bleached and colored goods	5,111,200	Fire-arms	391,475
Woolen goods	12,105,514	Cannon	54,151
Carpeting	1,362,819	Chocolate	197,013
Worsted	1,448,740	Chairs and cabinetware	3,969,982
Hosiery	207,160	Tinware	1,451,240
Linen	1,440,000	Combs	557,422
Silk	300,000	Whitelead and other paints.	910,190
Rolled & slit iron & nails	5,512,816	Linseed-oil	890,000
Anchors, bar-iron, &c.	915,980	Camphene or burning fluid.	462,600
Pig-iron	641,540	Glue and gum	532,650
Hollow ware and castings	3,256,538	Cotton-gins	99,000
Machinery	4,089,590	Flour	2,040,040
Steam-engines and boilers	3,255,000	Leather, tanned and curried	10,934,416
Fire-engines	50,000	Patent and enameled leather	1,271,942
Scythes	120,532	Boots and shoes	37,489,923
Axes, hatchets & edged t'ls.	626,654	Straw bonnets, hats & braid, and palm-leaf hats	4,905,553
Cutlery	573,625	Bricks	2,627,165
Screws	180,000	Mathematical instruments.	204,850
Butts and hinges	22,000	Snuff, tobacco, and cigars	988,790
Door handles and latches	39,100	Building stone	1,585,213
Locks	66,700	Marble	561,650
Tacks and brads	621,212	Lime	94,907
Shovels, spades, forks, and hoes	894,515	Mineral coal and iron ore	111,475
Plows and other agricultural implements	763,980	Charcoal	237,469
Iron railings, fences & safes.	656,400	Whips	505,500
Copper	1,685,500	Blacking	75,800
Brass articles	1,504,050	Blocks and pumps	314,510
Britannia ware	302,000	Mechanics' tools	1,142,614
Buttons	267,120	Woodenware	745,711
Glass	2,648,125	Corn and other brooms	323,135
Starch	195,800	Gold pens	64,885
Chemical preparations	1,124,765	Lasts and shoe-pegs	192,350
Paper	4,141,847	Lumber	3,664,462
Musical instruments	2,295,680	Firewood	2,960,915
Clocks	100,000	Sperm and whale oil & bone	7,766,996
Chronometers, watches, &c.	2,105,200	Mackerel and cod	2,829,640
Sewing machines	300,000	Alewives, shad, and salmon.	73,156
Daguerreotypes	605,439	Sheep and wool	464,889
Brushes	484,500	Horses, oxen, cows, & calves	15,423,521
Saddles, harnesses, & trunks	1,220,049	Butter, cheese, and honey	2,161,843
Upholstery	1,876,800	Corn, Indian and broom	3,061,731
Hats and caps	1,926,105	Wheat	73,928
Cordage	2,478,410	Rye	560,201
Boats	130,161	Barley	110,158
Vessels	4,643,450	Oats	563,729
Masts and spars	247,638	Potatoes	2,521,906
Sails	921,299	Onions	187,446
Cards	440,240	Turnips	116,351
Salt	350,971	Carrots	148,041
Railroad cars, coaches, and other vehicles	2,352,955	Beets and other esculent vegetables	770,771
Lead	340,000	Millet	5,509
Sugar, refined	2,056,430	Hay	8,702,317
Sperm candles and oil	6,813,291	Apples, pears, berries, &c.	1,315,241
		Hops	47,461

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

Tobacco	$57,473	Type and stereotype	$309,100
Cranberries	135,199	Boxes of all kinds	997,783
Beeswax	942	Confectionary	278,576
Casks	802,374	Maple sugar	52,293
Fringe and tassels	433,000	Port-monnaies, &c.	262,700
Stone and earthen ware	125,450	Clothing	9,061,896
Sashes, doors, and blinds	936,959	Swine	581,536
Gas	932,332	Milk	755,887
Pickles and preserves	346,858	Poultry and eggs	52,688
Alcohol and other distilled liquors	3,153,828	Ice	639,100
Beer	355,839	Printing	1,351,318
Friction matches	95,750	Bookbinding	147,290
India-rubber goods	968,000	Miscellaneous articles not enumerated	11,756,756
Bakers' bread	3,592,609	Various other articles	1,051,657
Total			$295,820,681

We also compile from the returns, a statement of the aggregate value of all articles produced in each of the fourteen counties of the State, alphabetically arranged :—

	Value.	Pop., 1855.		Value.	Pop., 1855.
Barnstable	$3,092,442	35,877	Hampshire	$7,022,878	35,493
Berkshire	12,756,264	52,791	Middlesex	58,205,633	186,953
Bristol	29,328,374	87,425	Nantucket	1,608,800	8,064
Dukes	762,232	4,401	Norfolk	24,244,054	95,049
Essex	39,848,019	147,844	Plymouth	12,884,702	61,853
Franklin	5,038,250	31,636	Suffolk	48,188,956	171,818
Hampden	12,120,444	54,875	Worcester	40,719,627	148,963

We have taken from the census of Massachusetts, as published in the *Merchants' Magazine* for June, 1856, (vol. xxxiv., page 759,) the population of each county in 1855, as above. In a future number we may go more into details; but the preceding tables are sufficient to show the industrial progress of the model Commonwealth in a material point of view, to say the least.

A COAL AND IRON COMPANY.

A bill, entitled the "Wyoming Coal and Iron Company," has passed both branches of the State Legislature of Pennsylvania. The capital is $1,000,000, with power to increase it by any sum not exceeding $500,000. The corporation have a right to purchase and hold coal and iron ore lands in the county of Luzerne, to the number at any one time of 2,000 acres, and limestone and iron ore lands in the counties of Columbia and Montour, not exceeding 300 acres at any one time, with power to mortgage, sell, lease, &c. An annual report shall be made to the Auditor-General. If the directors make a dividend of more than the actual net profits, the directors consenting thereto shall severally be liable to the corporation in their individual capacity for the excess so divided and paid. This act shall not take effect until 3,000 shares are subscribed and paid in. Subscriptions of stock may be paid in real estate appropriate to the business contemplated by this act, at a *bona fide* valuation, &c. The corporation to pay to the State Treasurer half of one per cent upon capital, in four equal installments, &c.; may borrow money and issue bonds, with or without any accompanying mortgage, at a rate of interest not to exceed seven per cent, and not to a greater amount than $500,000 at any one time. The charter to continue in force for twenty years.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

THE MANUFACTURE AND TRADE IN BROOMS.

The *Courier and Enquirer* published some time since an interesting article on the manufacture of brooms—a branch of American industry that has increased with astonishing rapidity within a few years. The acquisition of California, and the settlement there of a large population depending upon importation for a supply of necessary articles, and the increased population of cities and villages, have of course given an impetus to the trade of this city in brooms, as in almost everything else. But the demand for export to European and Australian markets has been the leading cause of the large increase in this particular business. The dealers in New York city are principally supplied from Schenectady, in the State of New York, although the towns of Hadley and Hatfield, in Massachusetts, furnish a considerable number yearly. The Albany *Journal* notices a large shipment of Schenectady brooms. It may afford some idea of the extent of the business to state that one firm in New York sell annually about 40,000 dozen brooms manufactured in Schenectady, and 10,000 dozen from towns in Massachusetts. Most of the brooms manufactured in Massachusetts find a market in Boston. There are half a dozen houses in New York dealing largely in brooms; they are principally in Fulton-street.

The ordinary brooms of which we speak have sold recently as high as $17 a hundred. This is the Schenectady manufacture. In the Massachusetts manufacture, the corn is fastened upon the handle with a small wire, instead of stout twine, and the article consequently is not considered so valuable. A few years since, brooms which now bring the above price could be bought at from $8 to $12 per hundred. Latterly, brooms have been sold by weight at from 8 to 11 cents per pound. The average weight is one-pound-and-a-half.

The broom-corn used in this manufacture is raised principally in the valleys of the Mohawk and the Connecticut. The soil of the bottoms along those rivers possesses certain characteristics highly favorable to the growth of this agricultural product. Although the labor attending its cultivation is great, it is considered a valuable crop, being more hardy than maize, and less liable to injury from frosts. It was a good deal cultivated in the Genesee Valley a few years ago, and is now to some extent; but the product goes to supply Western and local markets. The crop is becoming one of decided importance, and it will no doubt attract the attention of farmers more generally than it has done; while to its manufacture, mechanical ingenuity and capital will be turned.

PLASTER OF PARIS.

In its natural state, this is a salt of lime known by the name of gypsum, and is largely diffused throughout the world. Its constituent parts are lime and sulphuric acid. When calcined, it is converted into plaster of paris. In fine powder, when mixed with water, it becomes heated, and will harden to a solid mass; it is therefore much used for potters' molds, images, and medalions. Its combining proportion of water is 27 per cent, and it is its property of suddenly hardening when mixed with water, which makes it so valuable for casting. It is a good non-conductor—hence it makes a good plaster for the interior of buildings, and for the filling of fire-proof safes. It is applied in large quantities to meadow and grass lands, in a state of powder. The gypsum is simply ground up in mills, and

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

sold to the farmers in this state. Placed in sinks it absorbs ammoniacal vapors, and is thus a deodizer; therefore it is very useful in many places in cities during hot weather thus to apply it. Common slacked lime is cheaper, and much used for this purpose, but it is not so good.

LONDON NEW FIBER AND PAPER MANUFACTURING COMPANY.

A fiber and paper manufacturing company, says an English journal, has been announced with a proposed capital of £100,000, in shares of £10 each. This company proposes to meet, by new processes of manufacture, the enormously increased demand for the materials used in the making of paper, and to combine the profits arising from the preparation of the raw material with the production of the manufactured article, the consumption of which has, of late years, enormously increased; and, in consequence of the great difficulty latterly experienced in obtaining rags sufficient, the price of paper has gone up materially. The importance of securing a cheap substitute for the existing materials may be estimated from the fact that the cost of production to our manufacturers in the present year will exceed that which the same weight of paper would have cost in 1852, by at least a million sterling. The company are in possession of the means of manufacturing such materials by exclusive rights, obtained by them under a patent granted "for improvements in the manufacture of paper from flax, hemp, jute, Indian grass, and other fibrous vegetable substances, or the two produced from such substances." This manufacture has been carried on for some time at works already established at Burwell, in Cambridgeshire, and its excellence and applicability have been fully demonstrated. The commercial profits to be obtained from this enterprise have been ascertained as follows:—The market value of the best rags has, during the last two years, varied from £32 to £38 per ton; the new material is found to be infinitely superior to rags in every respect, and it can be produced of the first quality at £18 10s. per ton, leaving a difference as profit and return for capital of £16 10s. per ton, at a selling price of £35. These results are based upon the price of flax straw in this country, which is estimated at £3 per ton; but it has been ascertained that in India as large a quantity as 150,000 tons of the straw is annually thrown aside after extracting the seed.

THE IRON PRODUCT OF THE WORLD.

Great Britain last year manufactured 3,585,906 tons of iron, valued at $125,000,000. This product was achieved by 238,000 men, and 2,120 steam-engines of 242,000 horse-power. The annual production of the world is not greater than 7,000,000 tons, the United States being, next to England, the greatest producer, giving about 1,000,000 tons. Assuming the population of the world to be about 900,000,000, the production and consumption is at the rate of 17 pounds per head. In England the production is 287 pounds per head, and the consumption 144 pounds. In the United States the production is less than the consumption, being 84 pounds produced per head to 117 pounds consumed. According to what are deemed the best authorities, there are 20,000,000 of square miles of habitable surface on the globe, which will ultimately require 2,000,000 miles of railroad. To lay and operate this quantity will require 600,000,000 tons of iron, the annual wear and operation of which will demand at least 60,000,000 tons per annum, in addition to the thousand other uses to which iron is applied.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

COTTON SUPERSEDED BY SILK.

Much has been said and written about the great American staple, cotton, being superseded by flax, and now a correspondent of the London *Atlas* has discovered that cotton is to be superseded by silk. When these take place, our Southern brethren of the cotton-growing States will probably dispense with slave labor. The correspondent of the *Atlas* is in ecstacies on the discovery. He writes :—

"We hail with delight the announcement that a *savant* has just made so valuable a discovery in the art of preparing silk, that this article will become cheaper and more common than cotton. The *savant*, it appears, one day having nothing else to do, began to *think*—which is wonderful for a *savant*, says Alphonse Kare—that there was but one creature capable of producing silk—that there was but one description of vegetable matter, that of the mulberry tree, fitted for that creature's food—therefore the silky substance must lie, not in the animal, but in the vegetable mattter ; so at once the *savant* set about ('What! eating mulberries?' interrupted the *gamin* Prince Napoleon, when the story was told at the Tuilleries. He was rebuked by a *regard superieur*, and the story went on)—the *savant* set about analyzing the composition of the mulberry leaf, and, by boiling it to a thick paste, has produced every description of silk in immense quantities.

"I have seen several yards of manufacture, and, although wanting a little of the gloss, belonging to that spun by the worm, I can pronounce it far superior to the finest *foulard* hitherto made. The price of the silk is five francs a pound when spun, being one hundred and twenty francs cheaper than that of the present day. This new method of procuring silk will at once be adopted in all countries, as the mulberry can be grown in any country, and requires scarcely any culture. The cultivation of this new branch of industry will do away entirely with that of cotton, so that slavery will have a natural cause of abandonment in the United States, little anticipated at the beginning of the century."

MANUFACTURE OF GAS.

The process of making coal-gas is much simpler than many persons imagine. Bituminous coal is thrown into a hot cylinder of iron, the mouth of which is closed carefully by an iron door with the edges cemented with soft clay. The vapor arising from the coal is received into a tube, by means of which it is permitted to escape into a series of vessels, where it is cooled and deposits much of its impure matter. It is then poured into another series of vessels, containing quick-lime, which robs it of its sulphurous and other intermixtures. From this receiver it flows purified into the gasometer, and is from thence distributed as may be needed, through mains and service-pipes. The highly-charged bituminous coals are found best adapted to the purpose of gas-making. In the manufacture of gas from Newcastle coal, a chaldron weighing 24 cwt. is found to yield 8,650 cubic feet of gas, 14 cwt. of coke, 12½ gallons of ammoniacal liquor, and 12 gallons of thick tar. Cannel coal will yield, on an average, 16,000 cubic feet of gas to the chaldron.

AMERICAN ALUMINUM.

Mr. Alfred Monnier, a metallurgist, of Camden, New Jersey, has made some valuable discoveries in improving the processes for obtaining the metal aluminum. At a recent meeting of the Franklin Institute, Philadelphia, he exhibited large masses of chloride of aluminum, large bars of sodium, and a quantity of the metal, aluminum, thus giving practical proof of his ability to manufacture the last metal, and the materials immediately used to produce it.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

Professor James C. Booth has written an article on the subject to the Philadelphia *Ledger*, in which he expresses hopes of this metal being obtained at a greatly reduced cost by Mr. Monnier's processes. At present, it is very dear, being about $10 per ounce. Mr. Monnier has written us a letter on the subject, in which he states he has made sufficient experiments on aluminum to assure him it can be produced at a very low price. He says it is not such a bright metal as silver, as has been generally represented, but in some respects it is superior, and will be used in preference to it, and that it will supersede german-silver and copper in the manufacture of articles for which those metals are now used.

THE COPPER MINES OF TENNESSEE.

A correspondent of the Nashville *Union and American*, in one of a series of letters to the members of the Tennessee Legislature, thus speaks of the eastern section of that State:—

The copper fields of Tennessee lie in the Eastern Division, and were but a few years ago entirely unknown. Their exploration and development are yet in their incipient state. Nevertheless there have been shipped this year from all the mines, 14,291 tons. It is estimated by the able and experienced President of the Hiwassee Mining Company, Samuel F. Tracy, of New York, that if they had a branch railroad from the mines to the East Tennessee and Georgia Railroad, the different companies could have shipped 29,000 tons. The Hiwassee Company alone sold their ore and copper in New York for $150,000, but the cost of transportation was $65,000. Much of this enormous sum was paid for wagoning, and freight on the Oconee River, and boxing, which might have been saved by the proper railroad facilities.

The copper ores of Tennessee are said to be exceedingly rich, averaging from eighteen to forty per cent—the general average being eighteen per cent. The English ores are said to yield an average of eight per cent; Chili, twenty; the Cuban about fifteen per cent. The world produces about 60,000,000 pounds of copper annually. Of this amount, in 1852, Great Britain and Ireland produces of ore and metal 28,820,000 pounds; Chili exports 18,000,000 pounds, and Cuba produces 8,000,000 pounds, which she sends to England for smelting, being destitute of fuel.

THE INVENTOR OF PICKLED HERRING.

Some of our most valuable inventions are of so simple a character that the only wonder about them seems to be that they were never found out before. It is said that the Emperor of Russia has just returned from a visit to the little town of Borgo, on the Baltic, where he took part in the ceremony of laying the foundation of a monument to the memory of the fisherman Beukels, who first introduced the plan of preserving herrings by salting and packing them. Formerly the vast numbers of herrings which were captured in the northern and western shores of the empire, were lost to the world by the rapid decomposition of the fish. Beukels conceived the happy idea of salting them, and having instructed his neighbors how to preserve them by this process, went himself to Finland and taught the Fins how to deal with the fish. As a reward for his public spirit, the name of Beukels has been handed down to posterity as a benefactor of mankind. The Emperor Charles the Fifth visited his tomb; Peter the Great granted a pension to one of his descendants, and now Alexander has laid the foundation stone of a monument to be erected in his honor.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

RAILROAD, CANAL, AND STEAMBOAT STATISTICS.

PERSONS EMPLOYED ON THE RAILWAYS IN ENGLAND.

The British Board of Trade, in a late return to the House of Commons, gives the number of employees on the several railways in Great Britain, as follows :—

Name of road.	Persons employed on railways opened.	Length of line opened. Miles.	Chains.	No. of stations.
Bristol and Exeter	1,480	123	70	29
Chester and Holyhead	616	105	42	27
Eastern Counties	6,409	575	73½	166
East Lancashire	1,637	79	79½	56
Great Northern	4,939	313	53½	87
Great Western	7,425	450	58½	119
Hull and Holderness	64	17	40	10
Lancashire and Yorkshire	4,322	293	37	126
Lancaster and Carlisle	562	90	47	23
London and Northwestern	12,777	636	69¾	345
London and Southwestern	2,842	264	16	72
London, Brighton, and South Coast	3,009	164	38	60
Manchester, Sheffield, and Lincolnshire	2,662	169	25½	68
Midland	6,603	551	39	234
Newcastle and Carlisle	699	78	21	30
Northeastern	7,602	704	39	262
North Staffordshire	1,145	123	00½	45
Oxford, Worcester, and Wolver	1,090	93	57	29
Shrewsbury and Hereford	406	50	46	15
South Devon	606	56	74	16
Southeastern	3,841	258	14½	75
South Staffordshire	327	25	30	12
South Wales	816	156	15	36
Stockton and Darlington	1,760	99	70	27
Taff Vale	956	42	54	15
Vale of Neath	224	25	8	8
Aberdeen	500	73	45	24
(Persons employed in locomotive department included in Scottish Central.)				
Caledonian	3,270	196	64	61
Deeside	63	16	16	9
Dundee and Arbroath	179	17	27¼	9
Edinburgh and Glasgow	1,410	92	01¾	25
Edinburgh and Dundee	958	72	05½	34
Glasgow and Southwestern	1,298	184	23	45
North British	1,637	147	74	45
Scottish Central	839	50	17	15
(Including some of the men of the Aberdeen Railroad and Scottish Midland.)				
Belfast and Ballymena	295	37	74	12
Dublin and Belfast Junction	286	55	48	10
Great Southern and Western	1,616	203	68	30
Midland Great Western	748	126	36	22

Herepath's Journal furnishes the following additional particulars, viz. :—

The number of persons employed on all the railways opened, in June, 1855, in the United Kingdom, was 97,952; of which, 80,877 were on English and Welsh lines, 11,403 on Scotch lines, and 5,672 on Irish lines.

The number of miles of railway opened in the United Kingdom at the same time, was 8,116; of which, 6,167 was in England and Wales, 1,051 in Scotland, and 897 in Ireland.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

The number of stations on the lines at work, was 2,798 in the United Kingdom; of which, 2,246 was in England and Wales, 347 in Scotland, and 205 in Ireland.

On the railways in the United Kingdom not then opened, 879 miles, 38,546 persons were employed.

BUSINESS OF THE VIRGINIA AND TENNESSEE RAILROAD.

We received, sometime since, from our esteemed friend and correspondent, J. C. SHIELDS, Esq., of the Richmond *Whig*, a full tabular statement of the business of this road in 1854 and 1855, from which we condense the following figures for each of the years above named. The tonnage on the Virginia and Tennessee Railroad for the years 1854 and 1855 was as follows:—

1854.		1855.	
Tons East, 16,213	Tons West, 9,771	Tons East, 20,418	Tons West, 11,447

Showing an increase in 1855 over 1854 of 5,881 tons. The freight receipts on the same road for the same years were:—

Year.	Fr't East.	Fr't West.	Year.	Fr't East.	Fr't West.
1854.....	$55,586	$53,654	1855.....	$87,229	$57,478

The total freight receipts for 1855 amounted to $169,847 27; and in 1854, to $111,530 26. Increase in favor of 1855, $58,317. The total number of passengers carried over the road in 1854 was 59,774, and in 1855 the number was 70,206, a gain in the number of passengers in favor of 1855 of 10,432. The receipts were $30,121 more in 1855 than in 1854.

The following is a synopsis of the earnings of the road for the first three months of 1856:—

Months.	Freight.	Pas. Fare.	P.O. Dep.	Express.	Total.
January	$4,114 64	$4,599 12	$1,264 15	$189 91	$10,167 82
February.....	9,231 31	4,689 88	1,218 12	215 20	15,354 51
March.....	16,081 44	6,707 02	1,218 12	196 24	24,202 82
Total.....	$29,427 39	$15,996 02	$3,700 39	$601 35	$49,725 15

The future prospects of this road are highly flattering.

STEAM NAVIGATION ON THE MISSISSIPPI RIVER.

The St. Louis Chamber of Commerce adopted and forwarded to Washington City a memorial on the subject of obstructions to the navigation of the Mississippi River from the mouth of the Missouri to New Orleans. In addition to snag-boats, they ask the employment of diving-bell boats, propelled by steam, to remove the stumps and logs fixed in the bottom of the channel, which show no indication of their existence on the surface, and are, therefore, the most dangerous obstructions. By the use of such boats, and blasting with powder, the memorialists think that the rocks and other obstructions might be removed from the bed of of the river. They also request the employment of steam-craft, expressly designed to remove sunken wrecks, which wrecks have, in consequence of the numerous losses of boats on this river, rapidly increased in number, and now constitute perilous obstacles to its commerce. The memorialists conclude by suggesting the passage of a law providing for a contract to remove these obstructions with a

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

responsible company, or with such individuals as may be responsible for the due execution of its provisions, &c. The annexed statement accompanies the memorial. It is believed to be the best information that can be obtained on the subject :—

STATEMENT OF LOSSES SUFFERED ON STEAMBOATS AND THEIR CARGOES, ON THE MISSISSIPPI RIVER, BETWEEN THE MISSOURI AND NEW ORLEANS, DURING THE YEAR ENDING 30TH SEPTEMBER, 1855.

	Net loss on hull and cargo.		Net loss on hull and cargo.
H. D. Bacon, twice	$63,500	Bee	$10,000
Grand Tower	51,645	Toledo	6,000
St. Nicholas	20,000	Peter Tellon	20.000
Chancellor	32,000	Gazelle	1,900
Glendy Burke	25,000	Sylvester Webber	21,000
Hindoo, sunk twice	22,000	Midas	11,000
James Robb	60,000	Baltimore	8,000
Honduras	33,500	Estoward	36,000
Buckeye Belle	4,500	Northerner	1,600
Westerner	30,000	Falcon	10,000
Irenton	4,000	Gipsy	28,000
Belle Golding	54,500	Mary Agnes	165,000
Isabel	35,500	J. L. Avery	80,000
Dresden	44,300	Rockaway	34,600
Eliza	45,000	Princess	207,000
Norma	46,000	Endeavor	28,000
Cataract	6,000	Eight flatboats at Natchez	16,900
Saranac, No. 2	2,000	Barges and cargoes, coal-boats and coal	500,000
Grand Prairie	12,900		
Garden City	86,000		
Bulletin, No. 3	165,000		$2,028,945

ACCIDENTS ON THE RAILWAYS OF THE UNITED KINGDOM IN 1855.

We have taken the following summary of railway accidents from LEVI's *Annals of Legislation*, (session 1856.) It presents, in a condensed form, the report to the British Board of Trade upon the accidents which have occurred on railroads during the year 1855, as presented to both Houses of Parliament, by command of her Majesty :—

In 1855, 246 persons were killed, and 444 were injured on railways. Of this number 28 killed and 331 injured were passengers ; 125 killed and 92 injured were servants of railway companies, and persons employed on the railways ; and 93 persons were killed, and 21 injured, who were neither passengers nor servants of the railway companies.

Of the passengers who suffered on railways, 10 were killed and 311 injured from causes beyond their own control, and 18 were killed and 20 injured from want of caution on their part.

Of the 311 passengers injured from causes beyond their own control, 226 were injured by collisions, 48 from the fracture of machinery or from trains leaving the rails, and 36 from accidents at sidings or stations ; and 1 man was struck against the side of a tunnel.

Ninety-eight accidents to trains and engines, and 4 from persons in trains being struck against permanent works, have come to public cognizance during the year. Of these 90 have been reported upon by the inspecting officers of this department. Several other accidents, by which persons have been injured by train, have also been reported upon ; and of these 4 have reference to level crossings.

Of 94 accidents tabulated in a manner to show the causes of accidents, there were 45 appertaining to rolling stock on roads, including engine boilers' explosions, and 49 to management, including collisions. 36 cases arose from negligence of servants, 22 were purely accidental. In 22 cases, had the lines been

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

worked by electric telegraphs, the accidents might have been averted; and 16 cases arose from insufficiency of staff. Although the number of passengers conveyed in 1855 was greater than in 1854, the number of passengers killed or injured from causes beyond their own control was smaller in 1855 than in 1854. Let it be observed, however, that the number of accidents, within the control of the management, has not diminished; and yet the passengers have a right to require that the traffic shall be conducted with the *greatest attainable degree of safety*, and that the accidents within the control of the management shall be a *minimum*.

The fact that where persons are killed or injured by railway accidents claims may be made upon the company for compensation, does not act as a sufficient check to compel the railway companies to carry on the traffic in the safest manner. There is no case on record where the accident having been shown to have arisen from defective arrangements any superior officer of a company has been punished. The inferior servants of a railway company, by whose negligence accidents have been caused, are punishable both under the Common Law and under the Act 5 & 6 Vict. c. 55. But many cases of negligence, for which these men have been punished, have arisen from the defective system of working, or from insufficient establishment. A coroner's inquest, in cases where the accident is attended with death, is not a proper tribunal for inquiries of this nature. When the accidents are only attended with bodily injury, without loss of life, there is no provision for any inquiry. The officers of this department are dependent in their inquiry upon the courtesy of the officers of railway companies, who have motives for withholding information.

The committee of the House of Commons on railway and canal bills of 1853, recommended that there should be placed upon those in whom the management of a railway is vested a greater responsibility than the law at present admits. No material improvement can be expected to take place in the safety of railway traveling until this shall have been done, and until public inquiry shall be made into the causes of all railway accidents. One hundred and twenty-five servants of railway companies have been killed and ninety-two injured during the year. Of these, 28 have been killed and 48 have been injured from causes beyond their own control, and 97 are stated to have heen killed and 51 have been injured from their own misconduct or want of caution. Railway companies are not bound by act of parliament to make returns of injuries to their servants unless demanded.

Of persons who were neither passengers nor servants of railway companies, 93 were killed and 21 injured during the year. Three of those who were killed committed suicide; 53 were killed and 14 injured while trespassing on railways; 35 persons have been killed and 6 have been injured at level crossings. One man was killed by a goods train at the Bridgenow-street level crossing at Walsal. Several railway companies have, in acts of last session for new lines of railway, obtained powers to limit the use of these level crossing to vehicles and animals, and to erect foot bridges at level crossings for persons on foot. The report is dated February 11, 1856, signed by Douglas Galton, Cap. Roy. Engineers.

PROTECTION AND COURTESY ON RAILROADS.

The Cleveland *Plain Dealer* mentions as an instance of the security of travelers upon some of the leading railroad routes of this northern country, the case of two persons who traveled a thousand miles, from the city of Cincinnati to Newark, New Jersey, by the way of Cleveland, Dunkirk, and the New York and Erie Railroad. One was a lady of eighty years of age, and the other her little grandchild of seven years. The feebleness of old age, and the helplessness of extreme youth on the part of the little girl, required the sustaining hand of strangers, and especially the officers in charge of the passenger trains. To the credit of the management of our Ohio, New York and Erie roads, the conductors have been selected for the qualities of courtesy and humanity, as well as for solid and reliable business talents. No uniform of brass buttons and broadcloth can commend to the respect of the traveler like that of uniform politeness and kindness.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

POSTAL DEPARTMENT.

STATISTICS OF THE BRITISH POST-OFFICE, 1855-56.

The following condensation of the Postmaster-General's Report on the Post-Office, as presented to both Houses of Parliament, is taken from the first number of LEONE LEVI'S "Annals of British Legislation," for a copy of which we are indebted to Messrs. WILEY & HALSTED, the general agents for the United States:—

The number of post-offices in the United Kingdom was increased last year by 525, making the whole present number 10,498. Of these, 920 are head post-offices, and 9,578 sub-post-offices, or receiving offices. Additional accommodation has been afforded by the appointment of rural messengers in the rural districts. Pillar letter-boxes have been put up, which afford much public accommodation. Free deliveries have been extended to several places. It is proposed that the morning delivery of general post-letters shall be completed by 9 A. M. Certain recommendations are made in order to carry out the arrangement. The mails between London, the North of England, Ireland, and Scotland, are as much as possible accelerated by arrangements with the railway companies. Improvements were also made in the mail communication with the Isle of Man and with the Orkney Islands. Letters to France by the day-mail may be posted as late as 1:30 P. M., so that time is given to answer letters received in the morning by the night mail. Measures are in contemplation with respect to Irish mails. The whole distance over which mails are now conveyed in the United Kingdom is 59,000 miles per week-day, being about 2,000 miles more than at the end of 1854. The mails are conveyed over 27,109 miles per week-day by railway, and 31,667 miles per week-day by coaches. The average charge per mile by railway is 10d., and by coaches 2¼d. The number of letters in 1855 was for England 368,000,000, about 19 to each person; for Ireland 42,000,000, or 7 to each person; and for Scotland 46,000,000, or 15 to each person: total, 456,000,000, or about 16 to each person, showing an increase of 3 per cent on number in 1854, and the increase for the last five years was on an average 5½ per cent. The number of Valentines passing through the post-office every year, in Valentine week, is 800,000. In Ireland the number is on the decrease, whilst in England and Scotland it is increasing. One-fourth of all the letters are delivered in London and its suburbs, and nearly half the letters pass through the London office.

There was an increase last year of 300,000 letters from Australia, 150,000 letters from the East Indies, 70,000 from Canada, 340,000 from France, and 340,000 from Prussia. In the letters from the United States there was a decrease of 500,000, owing to the withdrawal of some mail packets for the purposes of the war. During the eight months of 1854 and the year 1855, there passed 2,568,711 letters to and from the army and navy. Last year as many as 2,400,000 letters were returned and sent to the Dead Letter Office. This was the case especially with Victoria. Of 350,000 letters sent, more than 42,000, or about 12 per cent, were returned, though 40,000 of these had been pre-paid, and 1,500 registered. Of letters to the United States, 5 per cent were returned, and to France, 1½ per cent; 93 per cent of all letters inland, and 71 per cent of foreign letters, are now sent in envelops. The abolition of stamp duties on newspapers, and the substitution of a postal charge, caused a decrease of one-fourth in the number of newspapers posted. But notwithstanding it, there are 71,000,000 newspapers per annum posted, or 200,000 every day. The results of the measure, in a financial point of view, show, as compared with the amount of the former newspaper stamp duty, a loss of about £242,000 for a year, or more than one-half. The number of book-packets, exclusive of newspapers, which pass through the London office, is at the rate of about 1,400,000 per annum, being an increase

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

of more than a million, or of 273 per cent on the number in 1854. There was, however, a decrease in the average weight per packet from ten ounces to four-and-a-half ounces. The number of book-packets posted in the United Kingdom is estimated at the rate of 3,000,000 per annum. There are 1,935 Money Order Offices. The number of money orders issued in the year in England and Wales was 4,901,316, of £9,403,104 5s. 6d.; in Ireland 444,220 money orders, of £753,560 2s. 8d.; and in Scotland 461,376 money orders, of £852,615 4s. The proportion of money orders issued to the population is 1 to about 4 persons in England and Wales, 1 to 14 in Ireland, 1 to 7 persons in Scotland. The total number of money orders for the United Kingdom was 5,807,412, of £11,009,279 12s. 2d., or 1 to about 5 persons, showing an increase of 5¼ per cent on 1854. The profit, after deducting expenses, was £20,252. The increase of money orders was greater in certain towns, such as Liverpool and Birmingham. A uniform rate of postage of 6d. the half-ounce has been introduced between the mother country and the colonies. The Australian mails were conveyed during the war twice a month by clipper ships. Steam communication will soon be established with the Cape of Good Hope. A reduction of postage to 4d. the half ounce, has been effected between colony and colony. The reduction in the French postage has produced a great increase in the number of letters between this country and France. The reduction has also been extended to books, newspapers, and other printed matters.

There are now 22,547 officers and servants in the department of the Post-Office; of whom 10,498 are postmasters, and 10,314 are letter-carriers, messengers, &c. A new system has been beneficially introduced in the appointments and promotions in the department. Measures have been taken to encourage the officers to insure their lives; and, during the year, 952 policies were effected. The total gross revenue of the department in 1855 was £2,717,000, and the expenditure £1,591,000; the net revenue £1,126,000, being a decrease of £150,000, or more than 13 per cent on the net revenue of 1854. arising from different causes, increased expenditure, &c. The Report is dated 30th January, 1856, and signed by the Duke of Argyll. An Appendix is annexed to the Report, containing papers on district offices in London, and on the postal effects of railway. The effects of the first general reduction of postage on the 5th December, 1839, is shown by the increasing number of letters before and since that time. In 1839, the estimated number of letters was 75,907,572, and of franks 6,563,024. In 1840, there were 168,768,344, or an increase of 122¼ per cent; in 1841, 196,500,191, or an increase of 16½ per cent; in 1850, 347,069,071; and in 1855, 456,216,176. The net revenue in the year 1839 was £1,633,764. In the year 1840 it was £500,789; in 1841, £561,249; in 1850, £840,787; and in 1855, £1,065,056.

The amount of postage collected in different cities in 1855 was as follows:—In London, £817,333; in Liverpool, £92,842; in Manchester, £78,121; in Glasgow, £57,788; in Dublin, £48,499; in Edinburgh, £41,922; in Birmingham, £35,695; in Bristol, £28,510, &c. &c. The money orders issued in 1839 were 188,921, of £313,124; in 1841, 1,522,845, of £3,127,507; in 1855, 5,807,412, of £11,009,279; and money orders paid in 1839, 188,615, of £311,727; in 1841, 1,560,210, of £3,140,096; and in 1855, 5,801,209, of £11,002,377. A treasury minute, dated 27th November, 1855, is also appended on postal communication with the Australian colonies, and other documents relating to the services of letter-carriers, &c.

REDUCTION OF POSTAGE TO EGYPT.

We are requested to state that the British postage charge on letters between the United Kingdom and Egypt, whether sent via Southampton or via Marseilles, has been reduced to sixpence (twelve cents) the half ounce, and therefore the single rate of letter postage between the United States and Egypt will, for the future, be 33 cents via Southampton, and 43 cents via Marseilles, instead of the rates heretofore charged. The postage must, in all cases, be prepaid.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

POSTAGE TO VAN DIEMAN'S LAND AND WESTERN AUSTRALIA.

The Washington *Union* of July 10th, 1856, states, on the authority of the Post-Office Department, that the British postage charge on letters between the United Kingdom and the British colonies of Van Dieman's Land and Western Australia having been recently reduced to sixpence the half-ounce, whether such letters are conveyed by packet or by private ship, the single rate of letter postage between the United States and either of these colonies will, hereafter, be 33 instead of 45 cents—the postage, in all cases, to be paid in advance. This rate is, however, independent of any transit postage to which the letters may be liable for conveyance through a foreign State other than Great Britain and her colonies.

STATISTICS OF AGRICULTURE, &c.

STATISTICS OF LIVE STOCK IN KENTUCKY.

We condense or extract from an interesting paper, prepared by W. D. GALLAGHER, Esq., for the Louisville *Commercial Review*, on Live Stock and its distribution, the subjoined statistics and statements for the Agricultural Department of the *Merchants' Magazine*:—

The following statement will show the total number of domestic animals in the State of Kentucky five or six years ago, and indicate the sections in which the principal part of them was produced; it will also serve the purpose, four or five years hence, of easily ascertaining what progress shall within that time be made in those portions of the State which have but recently turned their attention to this department of productive industry:—

STATEMENT OF THE NUMBER OF HORSES, CATTLE, AND OTHER LIVE STOCK OF KENTUCKY IN 1850.

Number of Horses	515,682	
" Asses and Mules	65,609	
" Milch Cows	247,475	
" Working Oxen	62,274	
" Other Cattle	442,763	
Total number of Horses and Cattle		1,133,803
" " Sheep		1,102,091
" " Swine		2,891,163
Aggregate value of Live Stock		$29,661,436
Aggregate value of animals slaughtered		6,462,598

The details of the enumeration show some very interesting facts as to the amount of capital and labor employed in the breeding of horses and mules in different counties. Fayette, for example, has 8,112 horses, and only 3,794 asses and mules, while Bourbon, which has but 6,683 horses, counts up to 5,219 asses and mules—more than double the number contained in any other county in the State, with three exceptions, viz.: Boyle, which has 2,702; Clark, which has 2,713; and Fayette, the number of which we have mentioned. Against the 6,683 horses of Bourbon, Shelby has 7,806, and Barren, 7,100; but then Barren has only 783 asses and mules, and Shelby only 921, while Bourbon has 5,219. It is a singular fact, that in reference to the three descriptions of animals (horses, asses, and mules united,) Fayette and Bourbon counties come within *four* of being equal in numbers—the former having 11,906, the latter 11,902! In the aggregate valuations of live stock, the relative positions of the two counties are as follows: Fayette, $1,133,468; Bourbon, $1,070,421.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

The ten counties which contain separately the highest valuation of live stock hold the following comparative rank; Fayette, $1,133,468; Bourbon, $1,070,421; Madison, $797,367; Shelby, $753,144; Clark, $696,385; Scott, $653,245; Harrison, $639,713; Mercer, $627,086; Montgomery, $594,114; Christian, $555,458.

With reference to the value of animals slaughtered, the following is the comparative rank of the ten highest counties: Trimble, $241,455; Fayette, $204,413; Christian, $182,850; Marion, $173,126; Warren, $159,997; Logan, $140,448; Hardin, $139,626; Mason, $135,673; Shelby, $132,212; Nelson, $114,310. (Great changes have taken place in this department of local enterprise since the year 1850. Jefferson, which appears then not to have been one of the ten highest counties engaged in the slaughter of domestic animals, has since placed herself at the top of the column, with a good margin to spare then.)

The ten largest cattle counties in the State (only two of which, Barren and Hardin, are among the ten largest counties in point of superficial area,) are shown by the following figures:—

Counties.	Mich Cows.	Work'g Oxen.	Other Cattle.	Totals.
Fayette	4,854	1,036	12,526	18,516
Madison	4,962	1,840	11,654	18,456
Bourbon	4,031	903	12,462	17,396
Shelby	4,646	545	11,628	16,819
Clark	4,610	1,418	10,142	16,170
Warren	4,221	1,358	8,535	14,114
Lincoln	3,007	1,138	10,478	14,625
Barren	5,588	1,493	7,419	14,500
Pulaski	4,202	1,169	7,531	12,922
Hardin	4,791	523	7,404	12,718

This exposition is so interesting, as showing at a glance where the great weight of the cattle interest lies, that we carry it on somewhat further, by adding all the counties in the State that, at the period of the last national enumeration, contained over ten thousand head each:—

Counties.	Milch Cows.	Work'g Oxen.	Other Cattle.	Totals.
Montgomery	3,296	1,100	8,246	12,642
Wayne	3,405	1,134	7,777	12,316
Christian	4,292	1,077	6,424	11,793
Harrison	3,745	477	7,297	11,519
Graves	2,285	1,379	6,140	10,804
Logan	3,920	603	6,221	10,744
Fleming	3,753	468	6,427	10,648
Scott	3,141	993	6,286	10,420
Bath	3,091	1,029	6,213	10,333
Nelson	3,599	418	6,275	10,292
Garrard	3,140	940	6,074	10,154
Ohio	3,331	640	6,087	10,058
Whitley	2,934	663	6,398	10,045
Hopkins	3,838	1,052	5,127	10,017
Henderson	3,329	934	5,740	10,003

The preparation of tabular statements similar to these two, after the publication of the next national census, will show at a glance the changes between the years 1850 and 1860, in the heavy live stock counties of the State. If the sanguine hopes indulged by some of our friends as to the successful introduction of blue grass into the Green River country should be realized, those changes will be much greater than are generally anticipated.

The ten counties that have the largest number of sheep are the following, in the order of their superiority: Madison, 28,015; Bourbon, 25,288; Barren, 23,923; Shelby, 23,829; Harrison, 22,390; Pulaski, 22,002; Fayette, 20,855; Hardin, 20,588; Clark, 19,760; Mercer, 19,757.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

DO HOME-GROWN SUGARS NEED THE SUPPORT OF DUTIES?

A correspondent of the *Independent* thinks not; and the friends of free trade in general must, of course, come to the same conclusion. The writer in the *Independent* says:—

The usual argument for the protection of home manufactures, that they shall be supported by duties only until they are able to stand by themselves, does not seem to apply to the growth and manufacture of sugar. It is not claimed that the sugar plantations of the South, even if the cultivation be extended to Texas and Florida, can, for very many years, supply the wants of the Union. The great probability is, that they can never do so. Neither is it urged, at least at the North, that the manufacture affords an extensive home market to the neighboring producers; inasmuch as the plantations are worked by some 125,000 slaves, who, except in clothing and a few necessaries, live quite independent of the outside world. There is no claim that prices are cheapened by the duties, at least from those who reflect on the subject. The average price per hogshead was greater in 1854 than it was in 1839, though the quantity produced has increased more than threefold times; and greater than in 1841 and '42, and '47, '48, '49, and '51. It is probably greater now. Probably the two great motives which support this legislation are, first: the feeling that what has been granted to the North, should be also granted to the South, namely, protection to home manufactures. And, secondly, the old desires which lies at the basis of all protective systems—to make one's own country independent of all other countries.

There is no good reason for not granting to the planter of the South what the manufacturer of the North claims—equal protection. But in our judgment neither, in the long run, derive any benefit from it. As Americans, we wish to see every branch of industry successful; but we do not believe in fostering either by bounties or duties. That is, in telling A to "put money in the purse" of B. The writer in the *Independent*, by a few plain statistics, which every business man will appreciate, sheds some light on the subject of protection, in the matter of sugar.

There were in 1854, 1,437 estates at the South on which sugar was grown; or in other words, there were 1,437 sugar-planters and manufacturers. They produced about 449,000,000 pounds in that year. There were imported during 1853 and 1854 also about 449,000,000 pounds, a little more than was produced here—the greater part coming from Cuba. In like manner, our planters manufactured nearly 27,000,000 gallons of molasses in 1853, while the imports from foreign countries were over 28,000,000. We leave out in these statistics the yield of maple molasses and sugar, as the consumption of these would probably not vary, with or without duties on foreign sugars. They have already become luxuries by themselves. The crop in 1850 amounted to 34,000,000 pounds. It will be seen, then, that this Union consumes about 449,000,000 pounds of sugar more than it produces, or nearly as much again; and also in the same or greater proportion of molasses; that is, twenty-eight-and-a-half million gallons imported against 27,000,000 produced.

Let us see now what we pay on these 449,000,000 pounds to the 1,437 planters of Louisiana, in protective duties. The value of this import in 1853 was about $14,980,000. A duty of 30 per cent upon this would be $4,494,000.

In addition, the 449,000,000 pounds produced are sold at least at 30 per cent higher price than we should pay for the same amount imported. Were the duty taken off, our home sugars would of course fall at once 30 per cent, or be replaced by foreign sugars. This additional price, estimating the value of this sugar in market, at 4 cents per pound, would be $5,388,000.

For molasses, we paid on the $3,684,888 worth imported in 1853, $1,093,466 as duty; and on the home manufacture for that year, valuing it by the rate of 20 cents per gallon, at $5,392,000. We paid in the additional 30 per cent value, $1,617,600, which we should not have been obliged to pay with free sugar.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

It appears, then, that the people of this Union pay the 1,437 planters of Louisiana. as a protective duty or bounty on their manufacture and growth of sugar and molasses, about $12,593,000 per annum; or about $9,882,000 for sugar, and $2,711,066, for molasses.

The conclusion of the writer is, that the non-sugar producing States pay to each of the 1,437 gentlemen now occupied in raising the sugar cane, the sum of $8,763 per annum as a bounty for his labors in the sugar manufacture. He writes:—

It is not alone a present from our wealthy gentlemen to those wealthy gentlemen. Every one pays it. The shoemaker, the tailor, the seamstress, the day-laborer, the farmer, the mechanic, the shopkeeper; the pauper who has sugared tea, the rag-picker, the poorest of the poor who can buy sugar or molasses, give their mite in this munificent contribution to the 1,437 sugar planters of Louisiana.

So magnificent a specimen of popular generosity has been rarely witnessed in history. It has not even the selfish motive of getting by-and-by these articles at so much cheaper rate as to compensate for such a vast premium. Who of the present generation can doubt that he will be far enough away from sweets of whatever country, when at length Louisiana and Florida and Texas, produce the 450,000,000, or the 500,000,000 pounds of sugar in addition needed to supply the wants of our nation. And even when, in the future, that happy day does come—our descendants may rationally inquire, whether paying $12,000,000 a year for so many years for obtaining what we could have at once obtained without that tax, was not on the whole a rather poor bargain. Our generosity, too, cannot support itself, as we before intimated, on the usual protective reasons, of providing a home market for farmers and shopkeepers; or of raising up an ingenious, intelligent race of factory workmen. * * * * *

After urging the subject upon the consideration of Congress, the writer adds, in conclusion:—

The hope also of making our country independent in its sugar as it is in its wheat and corn, is all very well if we were not paying such an enormous price for this proud satisfaction. And, after all, this hope is merely a sentiment. We can scarcely imagine a contingency in which our foreign sugars will be cut off for any length of time by war or calamities. To the minds of many, beside, this very dependence of one country on another is more and more becoming an object of desire. The greatest safeguard against war, it is hoped, will be the mutual interests of nations.

THE PRODUCTION OF OPIUM IN ALABAMA.

A writer in the Mobile *Tribune* believes that the cultivation of white poppy and the manufacture of opium can be made more profitable in the southern portion of the United States than that of any other single article grown from the soil—regard being had to the land cultivated and the labor employed.

The labor is light, and the work such as can be performed (and should be) by females.

The following remarks are taken from a work written by a man of great practical sense, and are submitted to the consideration of our horticultural friends:—

"Opium is made from the white poppy, which is, or can be, cultivated in all our gardens; it is probably a native of the warmer parts of Asia. Some attempts have been made to cultivate it extensively in England—but the climate of that country seems to present an insuperable obstacle to its being cultivated as a productive object of commerce.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

"The United States, however, and particularly the more southern and western portions of the Union, on the score of climate and soil, present no difficulties in the cultivation of opium, in amply sufficient abundance for the consumption of all our citizens.

"This is another proof among several others which I have adduced, evincive of the independence of our country in the production of important medical drugs, if we will only employ industry and energy. The fact is, that enormous sums of money are yearly expended for opium which go into the markets of foreigners which we could easily produce from our own soil.

"The leaves, stalks, and capsules of the poppy (which capsules mean the cases containing the seeds) abound with a milky juice which must be gathered when the seed are nealy ripe.

"The manner of collecting this juice is as follows: After the sun has gone down, or about the twilight of evening, make several incisions or cuts, lengthways, on the surface of the capsules or poppy pods. This is to be done when they are not quite ripe—and is the best performed with a knife made for the purpose, having four or five blades.

"The milky juice which flows out from these cuts during the night, must be collected the following day, after a sufficient time has been allowed for the milky fluid to become inspissated or thickened by the heat of the sun. It is now to be collected by a thin iron scraper, made for the purpose, and put into an earthen vessel. This is the whole secret of opium making.

"The operation of cutting or scarrifying the poppy pod, in the manner I have mentioned, may be repeated every evening, or as long as the pods will furnish the milky juice. When a considerable quantity of this juice is collected, you have nothing to do but to work it with a wooden knife or spoon, until it becomes of a proper consistency or thickness, and to inclose it in the leaves of the plant itself."

We coincide in the opinion of our cotemporary of the *Tribune*, that diversity of labor and production constitutes the wealth of a State. If we are enabled to add to the number already profitably followed, another branch of industry equal or greater in return than any previously discovered, a benefit is conferred on all classes of the community.

THE PRODUCTS OF SLAVE LABOR.

The total value of the exports of cotton, tobacco, rice, and naval stores, articles of slave labor, for the year ending June 30, 1855, amounted to $106,480,077. At the same date of the present year, they amount to about $144,480,077, giving an increase in value of $38,000,000. The *Herald* says that the result of Southern labor for a single year shows the value to the Union of that section of country. In these results, the free States of the North, it is believed, participate to the full extent of 20 per cent, or to the amount of $28,896,004, which, in ten years, would amount to $280,896,004. If to the $44,480,087 slave products for 1856, we add the exports of breadstuffs, timber, staves, &c., from the same part of the Union, and add $31,000,000 worth of cotton consumed in the United States, with the large supply of sugar from the same region, which in 1850 amounted to $12,878,850, we shall have a grand total of slave products for a single year of not less, probably, than $250,000,000. By the census returns of 1850, it appears there were in the Southern States 74,081 cotton plantations, 2,681 sugar plantations, 551 rice estates, 15,745 tobacco estates, and 837 hemp planters. There were 5,000,000 acres of land devoted to the culture of cotton.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

STATISTICS OF POPULATION, &c.

IMMIGRATION TO THE UNITED STATES.

William J. Bromwell, of the Department of State, has prepared, with much research and care, and J. S. Redfield published, a "History of Immigration to the United States," which exhibits the number, sex, age, occupation, and country of birth of passengers arriving in the United States, by sea, from foreign countries, from September 30, 1819, to December 31, 1855—a period of thirty-six-and-a-quarter years—compiled entirely from official data. In the introductory review we have an account of the progress and extent of immigration prior to 1819, followed by detailed tabular statements, and an appendix containing the Naturalization Laws of the United States, and extracts from the laws of the several States relative to immigrants, the importation of paupers, convicts, lunatics, &c. Ireland, it appears, has the largest emigration, for in addition to the 747,930 persons arriving from the United Kingdom known to have been born in Ireland, Mr. Bromwell assumes that of the 1,348,682 others born, as indefinitely stated, in "Great Britain and Ireland," arriving in the United States, 1,000,000 were born in Ireland alone, thus making 1,747,930 as the total Irish emigration. Next in numerical order comes Germany, England third, and France fourth.

The following table, from Mr. Bromwell's interesting volume, shows the total number of arrivals from each foreign country into the United States during the thirty-six-and-a-quarter years ending with December 31, 1855 :—

Countries.	Arrivals.	Countries.	Arrivals.
England	207,492	Central America	640
Ireland	747,930	Mexico	15,969
Scotland	34,559	West Indies	35,317
Wales	4,782	China	16,714
Great Britain and Ireland	1,348,682	East Indies	101
France	188,725	Persia	7
Spain	11,251	Asia	16
Portugal	2,049	Liberia	14
Belgium	6,991	Egypt	4
Prussia	35,995	Morocco	5
Germany	1,206,087	Algiers	2
Holland	17,583	Barbary States	4
Denmark	3,059	Cape of Good Hope	2
Norway and Sweden	29,441	Africa	118
Poland	1,318	Azores	1,288
Russia	938	Canary Islands	278
Turkey	123	Madeira Islands	203
Switzerland	31,071	Cape Verde Islands	22
Italy	7,185	Sandwich Islands	59
Greece	108	Society Islands	5
Sicily	338	Australia	20
Sardinia	706	St. Helena	14
Corsica	9	Isle of France	3
Malta	116	South Sea Islands	79
Europe	526	Not stated	157,537
British America	91,669	United States	270,213
South America	5,440		
Total			4,482,837

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

The total number of arrivals in the United States, according to the above table, in the thirty-six-and-a-quarter years, amounted to 4,482,837; of which, 4,212,624 were of foreign birth. Of this last-mentioned number, 207,492 were born in England; 747,930, in Ireland; 34,559, in Scotland; 4.782, in Wales; and 1,398,682 others were born in Great Britain and Ireland, the division not designated.

The immigration of Chinese to the United States was very inconsiderable until 1854, previous to which year the aggregate number known to have arrived was only 88. In that year, (1854,) however, 13,100 came to the United States, and in 1855, 3,526, all of whom, with the exception of a single passenger, landed at the port of San Francisco; 15,950 were males, and were designated in the returns of the Collector as "laborers." To the 4,212,624 passengers of foreign birth arriving in the United States since September 30, 1819, may be added, according to Mr. Bromwell, 250,000 as the number of immigrants who arrived prior to that date, making the total foreign arrivals from the close of the revolutionary war to December 31, 1855, 4,462,624.

This is altogether the most complete statistical history of immigration into the United States that has ever been compiled. It contains facts that will aid the statesman and political economist in accurately determining the elements which have contributed to the unexampled growth of the great American republic.

The author judiciously avoids giving any opinion as to the good or bad effects resulting to this country from immigration. His history embodies *facts only*, compiled entirely from official documents—that is, from annual reports on immigration, prepared at the Department of State, and communicated to Congress in compliance with a requirement of the Passenger Act of March 2, 1819, and from passenger abstracts transmitted by collectors of customs and on file in the Department, yet not embraced in the annual reports, &c. The facts thus accumulated and embodied in Mr. Bromwell's work contain all the available official information of importance in possession of the country relative to its immigration.

It has been well and correctly remarked by a contributor to the pages of the *Merchants' Magazine*,* that the material and the mental prosperity of nations, their activity and position, in respect to influence, has corresponded with immigration. All history sustains the position.

EMIGRATION STATISTICS.

We copy the following particulars of British and Irish Emigration from the London *Times* of June 10, 1856:—

"That interesting compilation, 'the General Report of the Emigration Commissioners,' in its issue for the current year, presents us with a comparative analysis of the past and present emigration, which is eminently fertile of suggestions on the state of the labor market, and the prospects of the working classes in England. It appears from this summary, that since the year 1815, in which the great French war terminated, nearly 4,300,000 persons have left the United Kingdom for the

* See Article II, entitled "The Money or Commercial Value of a Man," in the number of this Magazine for July, 1856, pages 34–39.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

United States and British colonies. Of this number, more than 2,620,000, or over 61 per cent, have emigrated during the last nine years. For a succession of years the annual efflux of population was inconsiderable. In 1842, it slightly exceeded 129,000. In 1847, the Irish famine brought on the Irish exodus, which, in the eight years ending in 1854, has swelled the average of the annual emigration to 305,000 souls.

"The following is a comparative statement of the numbers who have quitted the country during the last four years:—

1852.	1853.	1854.	1855.
368,764	329,937	323,429	176,807

"The above-quoted numbers represent the total emigration from our shores; the subjoined is a category of the Irish proportion for the last five years. There left Ireland in—

1851.	1852.	1853.	1854.	1855.
254,537	224,997	192,609	150,209	78,854

"We thus see that our emigration has been in a rapidly decreasing ratio for the last four years; and this decrease is more singular in the case of Ireland than of England, for the year 1852 which exhibtts the *maximum* for England, exhibits a diminution on the part of Ireland as compared with the preceding year; and, while the decrease in the general emigration in 1854 amounted to 12.29 per cent, and in 1855 to 52.05, the decrease in the Irish emigration amounted to 33.23 and 64.95 per cent during the same periods. But this is not all. Not only have much fewer persons left the United Kingdom within the last two years, but a noticeable portion of those who have left seems to be returning. During the year 1855, not fewer than 22,821 persons (or 13 per cent of the whole emigration of the year,) returned home. Of these 18,402 came from America, and 4,419 from Australia."

DOES IMMIGRATION ADD TO THE WEALTH OF THE COUNTRY?

Of all the causes or agencies which can affect the industry and production, and consequently the civilization and well-being of any people, the most disastrous and destructive is that which arises from public oppression and unjust legislation. "It drinks up," says an eminent writer on political economy, "the spirit of a people by inflicting wrong through means of an agency which was created for the sole purpose of preventing wrong, and which was intended to be the ultimate and faithful refuge of the friendless."

A notable instance of the effect of unjust measures on the part of both government and people in paralyzing the energies and arresting the progress of a whole nation, may be found in the intolerant and fanatical persecution of the Jews and Moors of Spain, which resulted in their expulsion or voluntary emigration from that country. These two classes composed the bulk of the intelligent industrial population of Spain, the artificers, the mechanics, the merchants, the bankers, and a majority of the capitalists engaged in trade or commerce. The result of such impolitic measures, as was foretold at the time, has been to cripple the resources of the country, convert flourishing districts into uninhabited wastes, to dry up the currents of trade, and to diminish capital; to no other single act of policy is Spain more indebted for her present impoverished and degraded condition, than to the treatment of her Moorish and Jewish subjects in the fifteenth and sixteenth centuries. We find another striking instance of the effect of oppression on the part of the State on the people, in diminishing national production and wealth, in the expulsion of the French Huguenots from France, by the revocation of the Edict of Nantes. This act, while it inflicted a most severe blow upon the indus-

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

trial resources and power of France, augmented the capital and skill of the neighboring nations which received the fugitives.

There was a time when the people of England were very inferior to those of the Low Countries, of France, and of Germany, in various productions of manufacturing industry. What first gave an impulse to the woolen trade, which for several centuries was the great staple of England, was the procuring foreign workmen to teach the English people their craft.

The adoption of any measure by the government, or people of the United States, which could in any degree tend to prevent, or divert the great tide of emigration of labor and capital from Europe to our shores, would only find a parallel in its disastrous effects with the instances above. In the year 1849, the whole number of foreign emigrants arriving at the different ports of the United States was 296,000. If we estimate the value of labor, the skill, and the capital of each of these emigrants at only one hundred dollars, we have an augmentation of the national wealth in a single year, of more than twenty-nine millions. When we reflect, however, that the great majority of these emigrants are able-bodied men and women, accustomed to hard, persevering labor—many to skilled labor—that numbers also possess, in money or implements, varying amounts of capital, the estimated value of each to the country, which we have given, will appear too inconsiderable. Estimating the value at five hundred dollars, less than half the amount of an able-bodied negro-slave, we have the enormous sum of $148,000,000 added to the wealth of the United States in a single year, from foreign emigration alone.

WHAT THE POPULATION OF LIVERPOOL COSTS.

According to the Liverpool *Albion*, (one of the best conducted weekly journals on our foreign exchange list,) the annual report of the Poor-law Commissioners for the year 1855, shows an increase of more than half a million in the cost of relief to the poor, or 11·3 per cent; but as regards Lancashire, this increase has been at the rate of 16·9 per cent. Notwithstanding the war, there seems to have been a great increase in that worst element of poor law expenditure, the relief of adult able-bodied paupers, which class increased in Lancashire 11·1 per cent. The expenditure in Liverpool was as follows:—In maintenance, £27,934; out-relief, £37,671; loans repaid and interest, £9,319; salaries and rations of officers, £9,785; expenses incidental to relief, £17,082; law expenses, £36; constables' expenses, £637; vaccination fees, £390; registration fees and expenses, £1,204; payments under the Local Assessment Act, £300; contributions to borough rate, £3,270; municipal registration and jury list, £391; other expenses, not specified, £4,115; medical relief, £2,188; total, £114,327. The total expended in relief of the poor, including medical relief, was £103,981. In West Derby, the total expenditure was £45,942, and the amount expended in relief, £32,296. The opinion of the clerk of the Liverpool Union, as to the increased expenditure, is stated as follows:—"The large expenditure for the year was doubtless owing to the extraordinary dearness of provisions, the cholera and its consequences, and the scarcity of work amongst the laboring classes during the inclement season." The average weekly pauperism of the parish of Liverpool, may be safely estimated at 14,000 persons; but the winter of 1854–5 was of such severity and prolonged continuance, that an extraordinary number of poor persons were compelled, for a short time,

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

to have recourse to the parish for relief. The extra number of poor thus forced on the poor-rates of Liverpool, amounted to 18,765 paupers, making a total of 32,765 per week for a limited period. This extra pauperism was made up as follows :—English, 2,953 ; Irish, 15,290 ; Scotch, 260 ; Welsh, 224 ; foreigners, 36. The average weekly number of paupers relieved during 1854–5, was 15,805, being an increase on the average of the preceding year of 13·3 per cent. In West Derby, the number was 4,073, being an increase of 11·6 per cent. Mr. Farnall, the Poor-law Inspector, states in a report dated November, 2, 1855, that the number in Liverpool had then decreased to 13,006, being 1,999 less than in the preceding winter, and below the average of 1854-5. In a subsequent report, dated January 18, 1856, Mr. Farnall states the total number of in-door and out-door paupers then receiving relief in Liverpool, to be 14,916, and in West Derby, 4,310, being respectively 5·6 and 2·6 per cent on the estimated population. In Liverpool, 805 boys and 569 girls were attending the workhouse and industrial schools, and the amount received by the guardians from the Parliamentary grant in respect of teachers' salaries was £762. In West Derby, the number of boys attending school was 140, and of girls 110, and the amount received by the guardians out of the above grant was £104. Pauper emigration from Lancashire has been confined to Manchester and Yealand Conyers; from the former place, three females (two of them under fourteen years of age) were sent to Australia at the cost of the common fund, the amount authorized to be expended being £10 ; and the parish of Yealand Conyers, at its own expense, forwarded ten persons (six of them under fourteen years of age) to Canada, at the cost of £30.

MERCANTILE MISCELLANIES.

HINTS FOR MERCHANTS AND BUSINESS MEN.

The following thoughts on acquisitiveness, is from a volume recently published by Stringer & Townsend, entitled WORTH AND WEALTH, *a collection of Maxims, Morals, and Miscellanies for Merchants and Men of Business :—*

Nothing is more common in the mercantile experience of this country, than for men to start in life poor, but, overcoming all obstacles, to rise into high credit and affluence. It is unhappily quite common also for the same men, when arrived at this elevation, to put everything at hazard in the hope of more rapid gains, and, missing their object, to lose all. Strange that men should do so, the spectators say, and yet if they ever reach the same point of elevation they will very likely pursue the same course. It is not very strange, perhaps, in such a community as this, that it should be so. Our merchants are pressed so severely with business, that they have time for little else. Their thoughts are engrossed constantly with business and its gains, and in this way the desire of acquisition, which is implanted in every bosom for useful purposes, is nourished into a passion, and breaks away from reason. For its improper action there is always at hand a ready gratification. Besides, a man who has by steady application obtained property and credit, gets to feel as if it would always be so with him. He comes to think more of his own sagacity and less of his steady plodding than he ought; and, having more credit, and perhaps more money, than his present business requires, spreads out his plans in a disproportionate enlargement. Men so situated do not really expect to be materially happier or better for the large increase of wealth which they strive for. It is the passion for *acquisition* which urges them on. Some may indeed

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

hope to set up a carriage and enter the fashionable world, and so become the slaves of postillions and the *bon ton.* But in general it is *acquisition* which fills and controls the mind. In sober seriousness, men all know that they want but little here below, nor want that little long. They know that such an amount of property as makes them easy in their affairs, and leaves them to labor steadily for the maintenance of their families and the performance of other duties, is enough, and that more will but increase care and perplexity, without any compensating enjoyment. If their thoughts are accustomed to reach on to the end of life and beyond it, and to cherish the feeling that some heart-work is to be done by way of preparation for the future, they confess to themselves that more property would rather be a hinderance than a help in that matter. Yet they love to *make money.* One says, I wish I had five hundred thousand dollars. What would you do with it? No matter; I should like to *have* it.

Most men believe that the possession of *some* property is very desirable as a means of rational enjoyment and usefulness. They would think that the first thousand dollars which a man should acquire would be worth more to him than the next *two* thousand; and that all his additional gains sink proportionably in value. Some would run along by this rule until they would at no distant point pass by the summit of increase, and count further gain nothing but loss. It is, any how, a remarkable fact, staring us all in the face continually, that very rich men are seldom reputed happy; though others will continue to think if *they* could gain the wealth they would contrive to avoid the anxiety.

How shall business men protect themselves from the danger we are considering? Certainly, it is a great danger. The danger is evidently not to be avoided by simple reliance upon one's own superior wisdom and prudence. It is among those who have been longest in the exercise of prudence that the most conspicuous examples of imprudence are to be found.

If we may be allowed to suggest remedies for so great a danger, we would say that in the first place every business man should feel that he *is in danger.* Then he should cultivate other faculties besides that of acquisitiveness. *That* will cultivate itself. Then he should set bounds to his desires from the outset of his acquisitions. Not by fixing a definite sum, perhaps, beyond which he will not accumulate, but so far at least as not to allow the fact that he has reached the point to which he first aimed to be merely a new starting point for new plans, much larger than the first. Then dwell much upon the inestimable value of *peace* of mind. Think how dearly millions are earned at the expense of anxious days and restless nights. Think how short life is; too short for its days to be eaten out by useless distress. Put in practice the adage, "keep what you've got," and only act upon the other part of it, "get what you can," in a way consistent with the first. Give away money freely if you are prosperous. This may not cure the passion of acquisitiveness, but it will counteract and tame it, and, if done in true benevolence, will be a source of more true happiness than wealth can buy in any other way.

Consider that in truth the surest way of arriving at great wealth is never to be in a hurry. Set it down as a fixed principle that you will *never* depart from your regular business unless it be by the mere use of surplus funds. Study the book of the Proverbs of Solomon until your mind is full of those old truths; truths which live in constant youth and beauty, though they be six thousand years old. Go fully into the considerations drawn from morality and religion, and you may find more powerful motive than any we have presented.

PROGRESS OF FREE TRADE.

The *Revue des deux Mondes* of the 1st of April, 1856, contains a singular article upon free trade in France. It says, to the partisans of that cause, that the French government will infallibly advance in the doing away with prohibitions; but in order to facilitate this, it insists on the necessity of not making a noise about it, and, above all, of not trumpeting forth that their innovations are the following up of any principle or theory of free trade. M. Lavolle, the writer of

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

the article, bids us be contented with the thing, but not put a name to it. "As things are," says the writer, "there can be no doubt that the moment that the State is able to do without the revenues derived from the duties on (*matieres premieres,*) the prohibitions hitherto maintained upon tissues will give way to a protection system, &c." Of the march of things in Europe, the writer gives the following sketch:—"In all European countries are to be recorded a series of reforms and a lowering of tariffs. In Russia, the war, which closed communications by sea, produced the ukase of the 23d June, 1854, which favored importation by land and by way of Memel. In Sweden, the tariff of 1855, improving that of 1852, has destroyed several prohibitions upon iron and woven articles. The same spirit presided over the Norwegian tariff of 1854. The Belgian government has done away with the differential duties on shipping, whilst scarcity compelled it to lower duties on provisions and combustibles. Even in Italy, improvements may be traced in Roman and Neapolitan legislation. Spain and Portugal both own the influence of the new ideas. Spain is re-improving her tariff of 1849; whilst in Portugal the tariff of 1852 is in the hands of a commission, charged with subjecting it to complete revision.

THE GUTTA-PERCHA TRADE.

The history of gutta percha is brief, but not uneventful. Previous to 1844, the very name of gutta-percha was unknown to European commerce. In that year 2 cwt. of it was shipped experimentally from Singapore. The exportation of gutta-percha from that port rose in 1845 to 169 piculs, (the picul is 133⅓ pounds;) in 1846, to 5,364; in 1847, to 9,296; and in the first seven months of 1848, to 6,768 piculs. In the first four-and-a-half years of the trade, 21,598 piculs of gutta-percha, valued at $274,190, were shipped at Singapore, the whole of which was sent to England, with the exception of 15 piculs to Mauritius, 470 to the continent of Europe, and 922 to the United States. But this rapid growth of the new trade conveys only a faint idea of the commotion it created among the native inhabitants of the Indian Archipelago. The jungles of the Johore were the scenes of the earliest gatherings, and they were soon ransacked in every direction by parties of Malays and Chinese, while the indigenous population gave themselves up to the search with a unanimity and zeal only to be equaled by that which made railway jobbers of every man, woman, and child in England about the same time. The knowledge of the article stirring the avidity of the gatherers, gradually spread from Singapore northward as far as Penang, southwest along the east coast of Sumatra to Java, eastward to Borneo, where it was found at Brune, Sarawak, and Pontianak on the west coast, at Koti and Passer on the east.

IS IT LAWFUL TO DUN A CREDITOR?

In the Police Court, some time since, a man named Joseph R. Parks was charged with a disturbance of the peace in consequence of his repeatedly dunning a debtor, much to the annoyance of the latter, and the dunner was fined. From this sentence he appealed, and the case came up in the Municipal Court. Judge Huntington ruled that a creditor might dun his debtor for payment as often as he saw fit, unless his proceedings were of such a nature as to create public disturbance.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

COMMERCE AND THE MERCHANT.*

The last (July) number of the *North American Review* has an article on the Memoir of Thomas Handasyd Perkins, by Thomas G. Cary, originally published in the *Merchants' Magazine*, and subsequently forming one of the series to our "Lives of American Merchants."

The reviewer sketches the life of Mr. Perkins, and pays a well-merited tribute to "the skill, taste, and judgment" with which Mr. Cary has fulfilled his charge as a biographer. We quote the editor's exordium to the article in the *Review*, as the concession of a scholar to the position and power of the merchant.

"Commerce is now the chief estate, the controlling power, the paramount interest, of the civilized world, and its comparative ascendency in the several nations of Christendom might, with little error, be assumed as the type and gauge of their respective measures of civilization. Where the titular aristocracy refuses to recruit its leanness from the mercantile ranks, it has already fallen below them in respectability and influence; while, in England, nothing so tends to keep up the prestige of nobility as the various ways through which mercantile blood and wealth are perpetually renewing the vitality and repairing the wasted substance of the titled orders. In this country, commerce is at the North unrivaled in position and power; in the South, in proportion to their relative numerical forces, it is a competitor on more than equal terms with the proprietary aristocracy. To a larger degree than is generally conceived, it holds or bestows the chief places in society, and in all portions of the public administration not immediately depending on the national executive. Nor is this condition of things in any sense a plutocracy; it indicates the preponderant weight of the mercantile mind and character. Commerce is emphatically a liberal profession, both in the pre-requisites for success in it and in the training which it gives. It was not always so. Until the present century, its routes, modes, and customs were liable to but slight and slow changes, its competitions were by no means active, and its individual branches might be pursued by men who had neither genius nor culture. But now the merchant must throw his feelers out to every zone and shore, must maintain conversance with the courts and markets, the wars and negotiations, the resources and alliances of every nation, and must be able to translate every flash of intelligence borne on the speaking wires into the dialect of the exchange. Yet more, he must be endowed with keen foresight; for his success will often depend on his deductions from slight, or ambiguous, or complicated premises. Nor in such a case can he, like an adroit politician, save his reputation by being obscure and oracular; but his predictions are uttered in a form in which none can misread them, or fail to compare them with their issue."

The *Review* closes with an allusion to the first volume of our "Lives of American Merchants," as follows:—

"The sketch which Mr. Cary subsequently expanded into the Memoir under review, forms the first of Mr. Hunt's series of "Lives of American Merchants." The volume already issued contains twenty "Lives," with an "Introductory Essay," by George R. Russell, LL. D., of Boston, on "The Calling of the Merchant, its History and its Influence." The "Lives" are all of them written *con amore*, evidently in every instance with a strong appreciation of the claims of the subject on the public knowledge and general regard. Among the writers are several whose names are representative names in our national literature. We have not space for the analysis of the volume, which we had intended to give. We find that we could do it no justice, unless we characterized each separate biography; for if any were made the subject of comment, there is not one which would deserve to go unnoticed. We will therefore only say, that we are ac-

* Lives of American Merchants. By Freeman Hunt, A. M., editor of the "Merchant's Magazine." "Worth and Wealth," etc. Vol. 1, pp. 600. New York: Derby & Jackson.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

quainted with no series of American or modern biographies that can be perused with as vivid interest as this will command with American readers, nor yet with any that better deserves to take its place by the side of those series which time and common consent have rendered classical."

LIABILITY OF COMMON CARRIERS AND WAREHOUSEMEN.

The Baltimore *American* gives an account of the case of Strong and Ashmead *vs.* Strong, just decided before the Supreme Court of Pennsylvania, where the defendants were both warehousemen and common carriers at the same time, and goods were delivered to them with directions "to ship immediately," and the defendants placed the goods in their warehouse, where they were destroyed by fire before shipment. It was held that the liability of the defendants was that of common carriers, and not simply that of warehousemen. The goods and the order to ship them immediately were delivered together. The only inference to be drawn from the facts of the case, the Court say, is that they were delivered to the defendants as common carriers, and that the storing of them in their warehouse was an act of their own, for their own convenience, and was incident to their business as carriers. Judge Story, in his work on Bailments, section 536, states the law on this subject with precision. "If a common carrier receive goods into his own warehouse for the accommodation of himself and his customers, so that the deposit there is a mere accessory to the carriage, and for the purpose of facilitating it, his liability as a carrier begins with the receipt of the goods. So, if an innkeeper is at the same time a carrier, and goods are sent to his inn, and received by him for transportation, he is liable, as a carrier, for any loss before they are put upon their transit. On the other hand, if a person is at the same time a common carrier and a forwarding merchant, and he receive goods into his warehouse to be forwarded to the future orders of the owner, if the goods are lost by fire, before such future orders are received, or the goods are put in transit, he is not chargeable as a common carrier, but only as a warehouseman."

THE MILLIONAIRE BUTCHER OF LONDON.

Mons. Francis Wey, a French writer of distinction, who passed some weeks in London, during the great exhibition, has recently published, in Paris, his impressions, under the title of "The English at Home." On one occasion, while riding in an omnibus, he formed an acquaintance with a fellow-passenger, from whom he derived many explanations of the strange things he saw. One of these we give :—

"I addressed a few words to him concerning a carriage which just drove by. It was too fine to be elegant, and was drawn by two magnificent horses. On the box, adorned with beautiful fringe, sat a black-coated coachman; there was not a wrinkle in his white cravat—his snowy gloves were spotless. In the vehicle, on downy cushions, carelessly lounged a man without a coat, his arms bare, his sleeves turned up to the shoulder; an apron, with the corners turned up, served him as a girdle—so that the coachman looked like a gentleman driving a mechanic in his working dress. Mr. W. asked his neighbor who and what was the strange looking occupant of the dashing carriage. 'The richest butcher in London,' was the reply. 'He is returning in his own carriage from the slaughter-house to his residence. His forefathers were in the same business; his father left him a fortune of more than two millions, and he, out of modesty, follows his profession—a very honorable old custom. This gentleman-butcher possesses four millions.'"

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

COMMERCIAL AGENCIES.

The commercial editor of the *Independent*, understood to be a merchant of character and standing, thus enumerates what he conceives to be the advantages of commercial agencies :—

No mercantile firm, however well it may be acquainted with its customers, can afford to deprive itself of the important information to be obtained at these agencies. Every step taken independent of them is dangerous. We should as soon think of sailing a ship full freighted into New York harbor without a pilot, as to continue business without the every-day knowledge they impart. Not professing to be infallible, they possess advantages superior to any other system yet introduced.

A commercial agency is a business record office, where all the details are gathered in regard to the character, capital, capacity, and social standing of business men in all sections of the country. These institutions are valuable for the following reasons :—

They frequently warn the city creditor of danger to his interests in some distant part of the country, and furnish him with facilities for protection.

They warn against irresponsible and fraudulent traders, often tracing them from State to State, and recording their movements in each locality.

They aid the solvent country merchant in giving him a credit, and the city merchant in selecting his customers, thus acting as a valuable means of introducing buyers and sellers to each other.

They are disinterested *references* for the country merchant, for it is impossible to find any business in which *honesty* and *interest* are more thoroughly blended.

They throw difficulties in the way of rash speculation and overtrading.

They tend to keep down the cost of goods to the consumer, as without their advantages a larger percentage would necessarily be laid upon goods to leave a margin for bad debts, delays, and extraordinary expense in making collections.

They reduce the *cost* as well as the *risk* of doing business with distant parts of the country, as information they furnish would cost probably ten times as much as if sought through any other channel.

They tend to produce greater solvency and prosperity among city merchants and business men generally.

They aid sound country merchants, for they throw obstacles in the way of the irresponsible and dishonest who attempt to buy goods with no reasonable expectation or intention of paying for them—thus protecting honorable dealers from unfair competition.

Commercial agencies, therefore, may be justly called one of the *chief aids* to commerce. They are not local in their influence or benefits, for they extend over the whole country. They are not confined exclusively to merchants. Banks, insurance companies, and business men in every department of trade can alike participate in their benefits.

These institutions, however, are yet in their infancy. The time will come, we believe, when each of them will be obliged to employ at least one traveling agent constantly in each State, to arrange and keep in perfect order a system which shall on the wings of the telegraph, keep this great commercial emporium promptly and thoroughly posted in regard to every important change or event in all business circles.

They should know everything that *can be known* about everybody in trade. They should point out wrong doing in every quarter. They should act as a detective police. They should periodically report by a circular or otherwise, the condition and prospects of business. They should *carefully report the condition of the crops*. They should thoroughly canvass every subject which can influence the commercial prosperity of the country.

We advise every merchant to subscribe to these institutions, imperfect as they yet are, for *we know* of their value by *actual experience*. And we urge upon each agency to *perfect* the system they have adopted, until they occupy a position which shall *command* the favor and support of the entire business community.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

THE AMERICAN ALADDIN.

BY G. W. CURTIS.

When we go out on Saturday afternoon to moralize and see new houses, we usually take our young ones by Aladdin's palace. Aladdin was a Yankee. He started life by swapping jack-knives, then putting the halves of broken marbles together and passing them off as whole ones. When he had gathered some brass, he went to school all the summer to learn the golden rule of arithmetic—addition for himself and subtraction for his neighbor.

At an early age, Aladdin was considered to be good at a bargain—which meant that he could always succeed in changing a worse for the better—always keeping the blind side of a horse to the wall when he had to sell it; and the village said that certainly Aladdin would succeed. When he left, "he will be rich," said the village, with more approval than it would say "he will be generous and true." To Aladdin, the world was but a market in which to buy cheap and sell dear. For him there was no beauty, no history, no piety, no heroism. Vainly the stars shone over him; vainly the south wind blew. In the wake of the great ship Arago, in which Jason and his companions sailed for the Golden Fleece, over the gleaming Mediterrenean—where the ships of Tyre, Rome, and the Crusaders had been before him—through the pillars of Hercules, through which Columbus sailed to find fame in a new world—now sails Aladdin to find fortune. To him all lands are alike. No Homer sang for him in the Ægean; he only curses the wind that will not blow him into Odessa. No syrens sing for him, but he loves the huge oath of the lively boatswain.

With the Bible in his hand, and a quid of tobacco in his mouth, he goes about the holy places in Jerusalem, and "calculates" their exact site. He sees the land of the Rameses and Ptolemies; and the reverend echo of the Lybian desert, whose echoes have slumbered since they were tramped over by Alexander's army, are now awakened by the shrill whistle of Old Dan Tucker. He insults the Lima, hobnobs with the Grand Mogul, turns his back upon emperors, and takes a pinch out of the Pope's snuff-box. He chews with the Arabs, smokes opium with the Turks, and rides for a bride with the Calmuck Tartars.

Aladdin comes home again, and the admiring village points him out to the younger generation as a successful man. "My son, look at him; he began with nothing—now see." "My son" does see, and beholds him owning a million of dollars—of all societies of which he is not president, a director. His name is as good as gold—he has bought pictures and statues—he has also bought a Mrs. Aladdin, and housed her in luxury; but he picks his mouth with a silver fork. He has a home for a poet, but he makes it his boast that he reads nothing but his newspaper. He goes to church twice on Sundays, and only wakes up when the preacher denounces the sinners of Sodom and Gomorrah, and those "tough old Jews" of Jerusalem. His head is bald and shiny with the sermons which have hit it and glanced off. He clasps his hands in prayer, but forgets to open when the poor-box is passed around; and he goes home like a successful man, thanking God that he is not as other men are. And after dinner he sets before the fire in his easy chair, lights a large cigar, and looks languidly at Mrs. Aladdin through the thick smoke.

By and by, old Aladdin dies. The conventional virtues are told over as the

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

mourning carriages are called out. The papers regret that they are called upon to deplore the loss of a revered parent, generous friend, public-spirited citizen, and pious man; and the precocious swapper of jack-knives, and the model set up to the young generation, is laid in the dust. Above his grave the stars he never saw now burn with a soft luster which no lamps about a king's tomb can emulate; and the south wind, for whose breath upon his brow he was never grateful, strews his lonely last bed with anemones and violets that his heels crushed when living; and we who are to be formed upon that model carelessly remark, as we stir our toddies: "So old Aladdin is gone at last; and, by the way, how much did he leave?"

THE INDIAN TRADERS OF THE NORTHWEST;

THEIR REPUTED AND THEIR TRUE CHARACTERS.

From an address delivered before the Minnesota Historical Society, St. Paul, February 1st, 1856, by the Hon. HENRY H. SIBLEY, we condense the following sketch of the character of the Indian traders of the "olden time." It will interest many of the readers of the *Merchants' Magazine*:—

About two hundred years have elapsed since Minnesota was first explored by white men. Two Frenchmen, long before the visit of Father Hennepin to the Falls of St. Anthony, had reached the region of lakes lying westward from Lake Superior. How far they penetrated towards the sources of the Mississippi, we know not, as the information we possess relative to their movements, is very limited. They were Indian traders, the pioneers of that bold and hardy class of men, who, despising the comforts and the seductions of civilized life, have, since that period, explored the recesses of our forests, and the wide expanse of our prairies, and gazed with rapture upon the beauty and magnificence of our lakes, while they have extended the influence of the children of Japhet, far and wide among the tribes of the northwest.

Canada was the principal nursery of this class of adventurers, who, fascinated by the unrestrained liberty of action offered by the trade with Indians, and by the novelty connected with it, entered upon the vocation with great ardor, stimulated less by a prospect of gain than by the excitement of new scenes, and the hope of new discoveries. The Indian trader was arrested by no difficulties or dangers, discouraged by no fatigue or exposure, from the accomplishment of the object he had in view. Perhaps no body of men have ever been so misunderstood and misrepresented, as those of which he formed a component part. To them have been ascribed not only all the evils and outrages that are the accompaniments of extreme frontier life, where law is unfelt and unknown—but they have been charged with fraud and villiany of every conceivable description. The very accusations made against them, in many cases contained their own refutation. While nothing was more certain to destroy his hopes of success in trade, than a state of active hostilities between the Indians he had dealings with, and other bands of savages, he has been a thousand times accused of inciting war between them. Never hesitating for a moment to save a captive from violence at any peril to his own life, or at any sacrifice of his property, he has been denounced as devoid of all feelings in common with civilized man, and as a mere trafficker in human blood. With too much self-respect to contradict charges so absurd and improbable, and with an undue contempt for public opinion, it is not surprising that scarcely a voice has been raised or a pen wielded in his behalf.

They were a class of men, eminently distinct from all others in their modes of thought and life, and they cannot, therefore, be justly measured by the standard which obtains in civilized commutities.

They were, for the most part, individuals of little or no education, but remarkable for their energy, and for fidelity to their engagements. In fact, the whole system of Indian trade was necessarily based upon the personal integrity of the

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

employer and the employed. Generally speaking, the former resided hundreds, and even thousands of miles distant from the place of trade, and he furnished large amounts of merchandise to his agent or clerk, for which he held no security but his plighted faith. With the requisite number of men to perform the labor of transporting his goods and supplies in bark canoes, this trusted individual wended his way, in August or September, to the scene of operations, where he erected his wintering house, furnished his Indians with necessary clothing and ammunition, and dispatched them to their hunts. In many cases his principal could obtain no knowledge of his movements until his return in the spring with the fruits of his exchanges. If a clerk, he was then paid the amount of his salary, as agreed upon; if trading on his own account, the sum of his peltries was made up, and the difference between that sum and the invoice of goods furnished him, added to the wages of his men, which were always paid by the principal, told the story of his profit or his loss. Furs being of no intrinsic value, but entirely subject to the fluctuations of fashion, it often happened that a poor trader, who had succeeded in the collection of an unusual number of one kind or another of the skins of fur-bearing animals, and flattered himself with the hope of having made money by his winter's operations, had that hope dispelled by finding that prices had gone down to a low figure, and that he had plunged himself into debt. In such cases, the sufferer consoled himself with the hope that the next season would show a different result, and he returned to his wintering ground by no means a despondent man.

But, while a departure from strict honesty on the part of principal and clerk, one towards the other, was so rare an occurrence, no scruples were felt in taking any advantage of an opponent in trade, whether fair or unfair. There was a state of warfare perpetually existing between rival establishments in the Indian country, except in case of sickness or scarcity of provisions, when hostilities ceased for a time, and the opposite party came to the rescue of those who were in distress, and afforded every assistance possible. Such exhibitions of qualities so contrary, were characteristic of all the old class of Indian traders.

In times of famine, or of sickness among the Indians themselves, the trader was to them a ministering angel. No one was sent away unrelieved, so long as his stores lasted. The consequence of such generosity bore its legitimate fruit. The reliance of the savage upon his trader became, in course of time, almost without limit, and he took no important step without first consulting him. The white man was the confidant of his joys and his sorrows, and his influence was augmented in proportion. That this influence was not often used to accomplish selfish and unworthy purposes, I do not pretend to assert; that it was more frequently employed for the benefit of the Indian and of his race, I most unhesitatingly believe.

As the trader received his goods on credit at a stipulated price above the cost, either from individual merchants or from associations, so he in turn made advances to the Indian hunters, as his knowledge of their characters for honesty and skill in the chase, justified him in so doing. The system of credits was adopted more or less generally throughout the Northwest, and has not entirely ceased, even at this day; but it must soon come to an end, for civilization, with all its blessings, can afford no substitute for the simple Indian trader of the olden time; who equally with honest Leather-stocking, shunned the society of his fellow white-men, and above all, despised the whole machinery of the law—and the contact of the Indian with the whites has so far demoralized him, as to render it unsafe longer to trust to his honesty.

COMMERCIAL INTERCOURSE OF CANADA WITH FRANCE.

A letter appears in the *Journal de Quebec*, from M. Amouroux, in which allusion is made to the intended establishment of a regular line of sailing vessels between France and the St. Lawrence, for the transport of emigrants and merchandise. M. Amouroux is anxious further to announce, that representatives may be

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

expected in Canada from the most respectable firms in Paris and other parts of France, with large orders for salted and smoked provisions, potash, pearlash, furs, timber, and the various natural productions of the country. M. Amouroux states, that he is already employed as agent by parties in Paris, and desired to communicate to them all offers which he may receive of goods for exportation with the prices, &c., from the first of May to the end of August. This may be regarded as one of the results of the late exhibition, and of the pains taken to develop the resources of Canada to the people of Europe.

THE RICHEST TOWN IN MASSACHUSETTS.

The editor of the Plymouth *Memorial* thus descants concerning Provincetown and its enterprising inhabitants :—

" Commonly, Massachusetts is cited as the foremost and best example of what a State good blood can make out of a bad locality. But within Massachusetts herself is an example of examples, a wonder of wonders, with which the usual instances fade into insignificance.

Pick out the dreariest, bleakest, most sandy and unproductive spot within her limits—the place where no native flower grows, and no native stream seeks in gradual descent a path to the sea—where there is neither pasturage, nor tillage, nor rock, nor ice, but only desert land beneath and desert sea before—where there are no animals, save the burrowing fox ; no birds, save the wild gulls of the deep. It is easy to fix the place, for the description answers but one—the extreme end of Cape Cod. And yet that jumping-off spot, fitly barren, the farthest removed from all connection and acquaintance with the rest of the world, that synonym of poverty and waste, Provincetown, is, in proportion to the number of its inhabitants, *the richest town in Massachusetts.*"

THE MERCHANTS' MAGAZINE AND OUR COTEMPORARIES.

The editor of the " *Commercial Gazette and Marine Record of the Lakes,*" published at Cleveland, Ohio, by S. S. Barry, in noticing the last (July) number of the *Merchants' Magazine*, seems to appreciate (perhaps too highly) our efforts for the last eighteen years, to " encourage publications " devoted to any of the varied " specialities " connected with the great commercial and industrial interests of the world. We are free to say that we have from the start been actuated by the motives so generously ascribed to us by our cotemporary in the following extract from the notice in the *Gazette* :—

" This magazine has now reached its thirty-fifth semi-annual volume ; is the oldest journal in this country, of its class, and may be regarded as the parent of many lesser lights, that now shine with more or less brilliancy in our commercial firmament. Whatever compliment may have been merited and received by other commercial journals, they may all in a very liberal and significant sense ascribe to this the title of father. The proprietor has always labored to support and encourage publications devoted to similar objects, carefully avoiding the cut-throat policy of most political journals in endeavoring to build up their own structure upon the ruins of others, and this unprecedented liberality on his part, has won for him a host of friends, each of which would, if necessary, sacrifice their own interests to sustain that medium that can accomplish most toward improving our commercial literature."

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

THE BOOK TARDE.

1.—*Worth and Wealth;* a Collection of Maxims, Morals, and Miscellanies, for Merchants and Men of Business. By FREEMAN HUNT, editor of the *Merchants' Magazine*, "Lives of American Merchants," &c. 12mo., pp. 504. New York: Stringer & Townsend.

Some idea of the character of this work may, perhaps, be gathered from the preface, an extract from which we here subjoin :—

My aim is to present illustrations rather than theories, examples rather than precepts. Yet that there is a true theory of business is as evident as that every art has its science, or, stating the matter more generally and less formally, that there is a good and a bad, a true and a false way of doing everything. That master of the *theory* of Common Sense, Bacon, has said that "nothing should be put in practice which has not been previously developed in theory." Trade is as universal as the race, as ancient as the first barter, when two men got what both wanted by giving what neither needed, and each gained, while neither lost. In our day, trade has penetrated and gives the key-note to civilized life, and Commerce, which used to hug the coasts of the Mediterranean, and then crept along the shores of the three eastern continents, now ransacks the globe, casts the shadows of its masts in the remotest inlets of the Pacific islands, and wakens Saxon echoes in the loneliest and dimmest forests of Tasmania.

This rich experience of every age, this daily life of trade around us, is full of matter for Mercantile Science. Many a rich waif of thought has been thrown up from the heaving ocean of Commercial life. Some elevating examples of the heroism of mercantile honesty and honor, many dazzling stories of success, are to be found in the annals of trade. Many bright sparks of wit are struck out by the collisions of Commerce.

Out of these it would be no difficult task to compile the Percy Anecdotes of Trade, a sort of Mercantile Lacon, or Hand-Book of Mercantile Practice. It would be still more profitable to arrange this mass of material into something like system, and to construct out of them a true theory of business. And it is strange, that while every profession, every mechanical art has its theory, no one has as yet attempted to construct the Science of Business.

Such a system would embrace a code of business ethics, including the Morals and Manners of Trade, the *rationale* of business management, and a course of business education, including the study of the resources of nations, and Commercial Geography, the processes of production, and the Laws of Wealth, or Political Economy. And it might be studied with advantage by the Merchant's Clerk, just as the law student, or the medical student, studies the elementary books of of his profession.

Franklin was the first, I suppose, to bring together with some little attempt at system the rules of business conduct—the maxims of thrift. The influence of his writings, which were full of the true philosophy of business life, in giving tone and direction to the mercantile mind of America, and in a measure of Europe, has been marked and lasting.

Since Franklin's day, while, as we have seen, the materials have immensely increased, nothing has been done towards arranging and digesting them.

The last eighteen years of my life have been devoted to labors and studies, connected with what I have been in the habit of calling the literature of commerce: by which terms is indicated that branch of letters, in which mercantile affairs find voice and utterance, either in books or the periodical press. How small the space in literature, commerce which fills the world, now occupies, is too obvious to need dwelling upon. My time and thought, the best products of which are the volumes of the *Merchants' Magazine*, have been necessarily given to the more practical, material aspects, the facts and figures of trade. But these dryer studies have

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

often been relieved by lighter and more interesting topics, the anecdote, the happy illustration, the pithy maxim, which are constantly presenting themselves. Nor have I failed, while mainly occupied with the material aspects of trade, to become daily more impressed with the importance of its social and moral aspects.

This book, as its title indicates, is a somewhat miscellaneous collection, without attempt at strictness of method. The reader may form from it, some idea how rich in anecdote and illustration are business topics; not second in this respect to the science of political economy itself. To selections from various sources, I have added my own contributions and those of several friends. I should do injustice to myself as well as to an honored name, were I to omit expressing my obligations in this particular, to John Grigg, Esq., of Philadelphia.

This is a book for the leisure half-hour, those intervals which sometimes occur to the merchant and the clerk; for the fireside, when the mind seeks relaxation, yet would not be unemployed, when the suggestion contained in the pleasant anecdote, or pregnant maxim, finds entrance into a mind prepared, and stamps itself upon the memory.

The reader will, I think, find this volume an appropriate companion to my "LIVES OF AMERICAN MERCHANTS," which furnish noble illustrations of many of the maxims of business life here presented.

FREEMAN HUNT.

The above work will be forwarded per mail, post paid, to any part of the United States, on the receipt of one dollar and twenty-five cents. Address S. J. Barber, office *Merchants' Magazine*, New York.

2.—*Life, Explorations, and Public Services of John Charles Fremont.* With Illustrations. 18mo., pp. 355. Boston: Ticknor & Fields.

The topics of this work are regarded by the writer as having an interest and dignity entirely independent of any of the excitements and political operations of the day; and it has, we are assured by Mr. Upham, the author, been prepared with no other feeling than to present what men of all parties and sections will hereafter recognize as a true picture of a character and a life that has justly attracted attention—a life that will occupy a foremost place in our annals. The facts are gathered from public records, and passages are extracted from the reports of the expeditions of Fremont, which have substantially the value and authority of an autobiography. The work has an interest, aside from the fact that the subject of it is the candidate of a large party for the Presidency of the United States.

3.—*The Captive Youths of Judah.* A Story with a Moral. By ERASMUS W. JONES, of the "Black River Conference." 12mo., pp. 468. New York: Derby & Jackson.

A story, written in a semi-fictitious style, by a preacher, we take it, of the Methodist "persuasion." The frank, independent style of the author is as refreshing to our taste as the narrative of his story. The Bible, of course, furnishes the foundation of the work; but the author has consulted Josephus, Rollins, ancient history, various commentaries, and other works designed to illustrate and develop the plot and plan of the tale.

4.—*Vassail Morton.* A Novel. By FRANCIS PARKMAN, author of "History of the Conspiracy at Pontiac," and "Prairie and Rocky Mountain Life." 12mo., pp. 416. Boston: Phillips, Sampson & Co.

The multiplicity of novels, of home and foreign production, daily falling from the press, has often induced us, who can scarcely find time to read one in a year, to enquire what becomes of all books? or where are all the readers? A writer now-a-day's must have some well-earned reputation to receive a "parish" of readers. That reputation Mr. Parkman has earned by his previous works, which leave the marks of the scholar, and the man of genius, wielding his pen so cleverly as to enlist and enchain many choice and sympathizing readers.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

5.—*The Pickwick Papers.* By CHARLES DICKENS, ("Boz.") With forty-eight Illustrations on Steel, from Designs by Phiz and Cruikshank. In 2 vols., 12mo., pp. 882. Philadelphia: T. B. Peterson.

We have been surprised that no American publisher has ever before conceived the idea of producing a handsome library edition of the complete works of the inimitable "Boz." The want has long been felt, and we have no doubt but that Mr. Peterson will find his account in, and be amply remunerated for the enterprise he has unkertaken and entered upon with so much spirit. The initiatory volumes, "the Pickwick Papers," come to us in two substantial volumes, printed on good paper, and a bold and beautiful type These are to be followed by the other matchless tales of the author in the order of their original publication. This edition is to be illustrated with all the original illustrations by Cruikshank, Crowquill, Phiz, &c., from the original London edition, on copper, steel, and wood. With the "Pickwick Papers" commenced the successful career of the author. They place before the reader a constant succession of characters and incidents, painted in vivid, but life-like and amusing colors, and present a series of adventures in which the scenes are ever changing, and the characters come and go like the men and women we encounter in the actual, real world.

6.—*Homeric Ballads and Comedies of Lucian.* Translated by the late WILLIAM MAGINN, LL. D. Annotated by Dr. Shelton Mackenzie, editor of "Shiel's Sketches of the Irish Bar," "Noctes Ambrosianæ," &c. 12mo., pp. 338. New York: Redfield.

The present is the fourth volume of a series of Dr. Maginn's miscellaneous writings which have appeared, under the editorial auspices of the industrious Dr. Mackenzie. No one can be better fitted for the task, both by his acquaintance with the author, and his judgment and discrimination in literary matters. These translations of the Homeric Ballads and Episodes have never before appeared in a collective form. The first twelve of the ballads, versified by Maginn, are portions of the Odyssey, and, as the editor truly says in his preface, are "sufficiently isolated in interest to bear separation from the main narrative, and sufficiently picturesque to permit their being rendered into English in a popular form, much akin, in fact, to that in which tradition and conjecture agree in affirming they were originally framed and sung." The ballads are prepared with introductions by the translator, containing interesting and finely-drawn sketches of the heroes and heroines of the pieces. Maginn is said to have bestowed his greatest care on the Homeric Ballads, and his translation of these, perhaps, as a scholarly critic has remarked, "for antique dignity and faithfulness, are unsurpassed by any versions in our language." The preface and annotation of the editor add much to the value and interest of the volume.

7.—*The Adventures of Gerard the Lion Killer;* comprising a History of his Ten Years' Campaign among the Wild Animals of Northern Africa. Translated from the French, by CHARLES E. WHITEHEAD. 12mo., pp. 432. New York: Derby & Jackson.

Here we have the history of a brave heart and a true hunter, translated by one who could fully appreciate such an intrepid spirit, being himself a lover of the chase, a hunter in his own native land. While abroad in Paris, some fancy led him to the shooting-gallery; there he was attracted by the unerring shot of a marksman, known as "Gerard, the Lion Killer." This interview prompted him to read a book which he had seen placarded on all the cabinets de lectures and book-stores for a month, without having the curiosity to look at it. After purchasing the book, and reading it, Mr. W. translates it for the benefit of those who enjoy this noblest of pastimes, and those who have shared with him the hunter's life. The translator says of the work: "It is no amateur's study that he gives to the reader, but it is his daily experience of ten years." The book is written in simple words, telling of great successes, and hand-to-hand battles with the lion, and portraying a hunter's feelings, his anxieties and pleasures, with literal fidelity. Some of the daring scenes which the author encountered are well illustrated, and those who have a love for adventure will be much interested in the noble hunter's experience in Northern Africa.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

8.—*The British Essayists;* with Prefaces, Historical and Bigographical. By A. CHALMERS, F. S. A. Boston: Little, Brown & Co.

We have noticed in the order of their publication, the "Tatler" and "Spectator" of this matchless series of British Essayists. The two last named complete twelve volumes already published. We have now before us the "Guardian," in three additional volumes. The views of the Essayists in the choice of a name appears to have been either to select one that did not pledge them to any particular plan, or one that expressed modesty or promised little, and might afterwards excite an agreeable surprise by its unexpected fertility. Of the former class are the "Spectator," "World," "Mirror;" of the latter class are the "Tatler," "Rambler," "Titler," "Adventurer." The "Guardian," though assuming the austerity of the preceptor, has all the playfulness of the friend and companion; partaking of the amusements of his pupils, he provides for their instruction. The value of this series, which is published in an exceedingly neat library form, cannot well be over-estimated. It must form an interesting if not an important part of every library, public or private, and particularly the latter.

9.—*Forest and Shore;* or, Legends of the Pine-Tree State. By CHARLES P. ILSLEY. 12mo., pp. 426. Boston: John P. Jewett & Co.

Maine, which our author denominates the "Pine-Tree State," is not without its legends or its traditions. Some of these traditions, Mr. Ilsley has embraced in the present series of sketches. The stories, seven in number, viz.: The Wrecker's Daughter; the Scout; the Lightkeeper; the Settlers; the Liberty Pole; the Storm at Sea; and the Canadian Captive, possess a varied interest. Those founded on the history of the early settlement of the State of Maine, are, the author assures us, entitled to more credence than those the scenes of which are laid on the sea coast. He makes an exception, however, to the "Liberty Pole;" all the incidents of which, he assures the reader, are purely historical. The author does not so much aim to portray character, as to describe scenes and detail incidents without exageration. The "passage" of the book through four editions in less than as many months, is pretty conclusive evidence of its success.

10.—*The Hallig;* or Sheepfold in the Waters. A Tale of Humble Life on the Coast of Schleswig. Translated from the German of Biernatzki, by Mrs. GEO. P. MARSH. With a Biographical Sketch of the Author. 12mo., pp. 298. Boston: Gould & Lincoln.

This book, we are informed by the accomplished translator, has received much commendation in Germany, as a highly interesting contribution to the physical geography of a part of Europe lying quite beyond the reach of ordinary observation, and as a general and faithful sketch of human life under conditions which are hardly paralleled elsewhere. The descriptive portions she believes to be scrupulously accurate; and, though the thread of fiction has been woven into the narrative, its leading incidents are historical facts, and many of them are drawn from the personal experience of the author. Mrs. Marsh, the translator, has given a well-written sketch of the author, abridged from a life by his son. This is an interesting and, withal, instructive book, well worthy of the English dress Mrs. Marsh has given it.

11.—*Calderon;* his Life and Genius, with Specimens of his Plays. By RICHARD CHEVERIX TRENCH, B. D., author of "The Study of Words," "English, Past and Present," "Lessons on Proverbs," "Synonyms of the New Testament," "Poems," &c. 12mo., pp. 232. New York: J. S. Redfield.

The "literary world" of America are indebted to Mr. Redfield for some of the choicest gems of literature, and especially for the classical and scholarly labors of Mr. Trench. Diversity of opinion exists in regard to the genius of Calderon. His German admirers would elevate him to a Shakspeare; while Sismondi seems to have regarded him little better than a "dexterous playwright." In the brief and beautiful sketch of "his life and genius," prefixed to the "sketches of his plays," Mr. Trench has succeeded in forming and giving a critically true, and philosophically just, estimate of his character.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

12.—*The Camel;* his Organization, Habits, and Uses, considered with reference to his Introduction into the United States. By GEORGE P. MARSH. 12mo., pp. 224. Boston: Gould & Lincoln.

The subject of introducing the camel into the United States for commercial purposes, has been discussed in a former number of the *Merchants' Magazine.* Mr. Marsh, availing himself of the facilities afforded by a residence of some years in the Turkish Empire, (as United States Minister at Constantinople,) investigated the subject more fully than it had been in his power to do in this country, and more fully perhaps than it had ever been done before. The volume contains, in an accessible form, much interesting matter touching the anatomy, habits, local conditions, uses, endurance, &c., of the camel, with a chapter of its introduction into the United States. Mr. Marsh is an exact scholar, and possesses that literary integrity which give to his statements and observations the stamp of reliability. The Indianola (Texas) *Bulletin* of the 12th June, 1856, says workmen are now busy in erecting enclosures for the camels that are now daily expected at that port, for services on the Western plains. The building is to be two hundred feet long by twenty feet in width, and the enclosure will cover ten acres of ground. It is proposed to keep the animals at this place several months to recruit them. Some of the animals were presented by the Viceroy of Egypt to our government, but most of them were procured by Major Wayne and Captain Porter, under the appropriations made for the purpose at the last session of Congress.

13.—*The Life and Adventures of James P. Beckwourth,* Mountaineer, Scout, and Pioneer, and Chief of the Crow Nation of Indians. Written from his own dictation, by T. D. BONNER. With illustrations. 12mo., muslin, pp. 537. New York: Harper & Brothers.

This narrative of James P. Beckwourth lets the reader into the social and political life of our Indian tribes. He was himself a chief of one of the most powerful nations, adopting the habits of the Red Men, and entering into all their customs, and, after more than twenty years of varied experience, he sits down and relates his adventures. They were written as they fell from his own lips, and have the charm which arises from the consciousness on the part of the reader that they are truthful, and relate what has really taken place in the history of a remarkable man.

14.—*The Christian Virtues:* Personified and Exhibited as a Divine Family in their Distinctive Characters, Associations, Missions, Labors, Transformations, and Ultimate Rewards. An Illustrated Allegory. By Rev. D. D. BUCK. 12mo., pp. 280. New York: Miller, Orton & Mulligan.

Under the garb of the agreeable allegory, the virtues are here contemplated as children of one family and religion, as a mother in the midst of her children. The varieties of character are exhibited, and the lesson of esteeming others better than ourselves rendered attractive. It will be read with more interest than a sermon, and its teachings will, we have no doubt, prove far more effective in their influence upon character. We commend the chapter on "Industry" to every Christian.

15.—*Incidents in White Mountain History.* By Rev. BENJAMIN G. WILLEY. To which is added an accurate Guide from New York and Boston to the White Mountains. Boston: N. Noyes. New York: M. W. Dodd.

Here is an interesting book to those who have visited or contemplate visiting the White Mountains, which have of late years become a resort for large numbers of tourists. It is interesting, too, to the native of New Hampshire, the student of history, and the general reader, containing as it does Indian traditions and facts relating to the discovery and settlement of the mountains, an account of the destruction of the Willey family, and anecdotes illustrating life in the back-woods. Records of the temperature on the mountain are given. The volume is illustrated with numerous engravings.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

16.—*The Heathen Religion, in its Popular and Symbolical Development.* By Rev. JOSEPH B. GROSS. Boston: John P. Jewett & Co. 1856. 12mo., pp. 372.

The system of ancient mythology connected with a period which was overshadowed with a sort of Egyptian twilight, is here described in its details, together with a view of the theological doctrines of the Hindoos, the Persians, and the Scandinavians. It is maintained that the religious institutions and worship of antiquity here delineated, arose from the spirit of a former age. The author alleges that, "in the earlier ages of the world, the universe could not be contemplated by the untutored mind of man, as the sole production of a Supreme Being, as he was incapable of reasoning *a posteriori.*" It was, therefore, reserved for the genius of a Lord Bacon, by publishing a guide to the proper interpretation of the works of physical creation, in his system of inductive reasoning, to lead the mind from these works up to their Creator.

17.—*The New Age of Gold;* or, the Life and Adventures of Robert Dexter Romaine. Written by Himself. 12mo., pp. 403. Boston: Phillips, Sampson & Co.

One need only run over the contents of the first chapters that make up this interesting piece of autobiography, to acquire the inducement necessary even in this hot month of August, to read on to the end of the several chapters. Robert Dexter Romaine was born, as he informs the reader at the outset, in Newburyport, on the 17th day of April, 1826, in a house not a stone's throw from the mansion of Lord Timothy Dexter, who laid the foundation of his fortune by shipping warming-pans to a hot climate—a speculation which few who read the *Merchants' Magazine* would be likely to engage in, even if encouraged by our advice in advance. The "New Age of Gold," if not strictly falling within the scope of our "commercial literature," is, perhaps, the more readable from the spirit of adventure which pervades its pages. It is, on the whole, an exceedingly interesting book.

18.—*The Tongue of Fire;* or the True Power of Christianity. By the Rev. WILLIAM ARTHUR, D. D., author of "The Successful Merchant." Portrait. 18mo., pp. 354. New York: Harper & Brothers.

Mr. Arthur is regarded in Great Britain as one of the most powerful and eloquent preachers in the Wesleyan connection. His reputation is hardly less in this country, where his piety and talents secured for him thousands of friends and admirers among all denominations. The present work aims to exhibit the true power of Christianity, by reference to the effects of the effusion of the Holy Spirit on the day of Pentacost; contrasting the Christian life and ministry of the present day with those of the primitive believers, it sets forth a variety of practical lessons for the warning and instruction of the Church. The work is marked by fervor of spirit, urgency of appeal, and vigorous eloquence of expression.

19.—*Memorials of Captain Hedley Vicars, Ninety-Seventh Regiment.* By the author of the "Victory Won." 18mo., pp. 300. New York: Robert Carter & Brothers.

Captain Vicars lost his life in the Crimean war, heroically leading on a handful of men at Sebastopol on the night of the 23d March, 1855. Young, brave, and religious, his example may not be lost to the world by those touching memorials. It is a book that will interest the young, and all who think they can serve God by taking "the sword," or fighting the battles of their king and country.

20.—*The Attache;* or Sam Slick in England. By the author of "Sam Slick, the Clockmaker," "Nature and Human Nature," "The Old Judge," &c. New York: Stringer & Townsend.

A new edition of one of the author's earliest works, which is regarded by many as his best caricature of the Yankee character. Judge Halliburton has become a sort of classic in this kind of literature.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

21.—*The Earnest Man.* A Sketch of the Character and Labors of Adonioram Judson, first Missionary to Burmah. By Mrs. H. C. CONANT. 12mo., pp. 498. Boston: Phillips, Sampson & Co.

The late Mrs. Judson, the fourth wife of Dr. Judson, the "earnest man" and devoted missionary, after his death, and while Dr. Wayland's Memoir was yet in preparation, planned a briefer history of his life and labors, to meet the wants of a large class of readers, that recently her declining health and subsequent death prevented her from accomplishing. Near the close of Mrs. Judson's life, Mrs. Conant was applied to to perform the task in her stead, with the understanding that it was with her entire concurrence and approbation. The materials of the present work are drawn from the rich collection furnished by Dr. Wayland, and many other equally authentic and reliable sources. The materials have been carefully compressed, and present a fitting sketch of the life and character of one of the most eminent of modern missionaries.

22.—*Memorials and Other Papers.* By THOMAS DE QUINCEY, author of "Confessions of an English Opium Eater," etc. 2 vols., 12mo., pp. 348 and 347. Boston: Ticknor & Fields.

To the American publishers, Ticknor & Fields, the English reader is indebted for the best and most complete collection of rich and varied productions of De Quincey. The two volumes before us contain an interesting acknowledgment from the author to the American editor of his works, his appreciation of the liberality of the American publishers, (T. & F.) The first of the two volumes contains full explanatory notes; the Orphan Heiress; Oxfind; the Pagan Oracles, and Revolution of Greece; and the second, Klosterheim; the Sphinx's Riddle, and the Templars' Dialogues. These volumes are uniform with the previously published collection, and render the whole series more than ever desirable, embracing as they do almost everything worth preserving.

23.—*Edward Clifford;* or, Memories of Childhood. 12mo., pp. 342. New York: Robert Carter & Brother.

The incidents recorded in these reminiscences, given as the experience of one child. are expressive of the feelings and memories of many unrecorded lives. These recollections of childhood, portrayed so feelingly, show how the most trivial occurrences affect the character of youth, and what are regarded as mere common events frequently exert a potent influence in the forming period of life. Illustrations are given of the power which parents and teachers can obtain by sympathy, which is the only key to the heart; if the confidence of the child is secured, then the teacher has an unbounded influence in helping to the true and wise formation of character and disposition. The aim of the book is excellent.

24.—*Loss and Gain;* or the Story of a Convert. By JOHN HENRY NEWMAN. 12mo., pp. 252. Boston: Patrick Donahoe.

A tale not intended as a work of controversy in behalf of the Catholic religion, but rather as a description of the course of mind which the writer supposes must issue in conviction of its divine origin.

25.—*Berenice.* A Novel. 12mo., pp. 332. Boston: Phillips, Sampson & Co.

An agreeably written and quite attractive tale, free from many of the faults of our modern fictions, and, like everything of the kind from this publishing house, it is free from anything calculated to lessen our respect for any of the writers who adorn or elevate the human character.

26.—*The Second Marriage;* or a Daughter's Trials. A Domestic Tale of New York. By CHARLES BURDETT, author of "The Convict's Child," &c. 12mo., pp. 238. New York: Charles Scribner.

Mr. Burdett's tales, and he has written in the intervals of occupation quite a number, are adapted to the common mind, and teach lessons of moral and social worth; and, if not marked by any extraordinary power, are never deficient in interest, as healthy, pleasing narratives.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis

27.—*The Humorous Poetry of the English Language;* from Chaucer to Saxe. With Notes, Explanatory and Biographical. By J. BARTON. 12mo., pp. 686. New York: Mason & Brothers.

Mr. Barton has, in our judgment, been successful in the execution of his original design, viz., that of giving in one volume the *best* of the shorter humorous poems in the literature of England and the United States. The collection includes narratives, satires, enigmas, burlesques, parodies, travesties, epigrams, epitaphs, including the most celebrated comic poems, from *Punch* and other periodicals. The present volume contains a large portion of the best pieces that have appeared, that is not marred by coarseness of language, nor obscured by remote allusions. The volume is not overburdened with notes, but contains a list of the sources from which its contents have been taken. We may state as a singular fact, that with diligent search, Mr. Barton was unable to find a humorous poem by a woman, of sufficient merit to place in a collection like this. It is, we believe, the first attempt to collect and arrange the humorous poetry of the English language.

28.—*The Life and Public Services of James Buchanan.* Including the most Important of his State Papers. By R. G. HORTON. With an accurate Portrait on Steel. 12mo., pp. 428. New York: Derby & Jackson.

It is a little remarkable that a politician and statesman of Mr. Buchanan's preeminence should have shunned publicity, and been averse to courting public favor through the press. The fact that no account of his life and important public services, through so many years of active and devoted labors, had been previously published, is pretty conclusive evidence on that head. For the materials, Mr. Horton, the author, relies upon the simple record of Congressional proceeding, and a few leading facts furnished by Mr. B. and some of his personal and political friends. The life is given with as much apparent impartiality as could be expected by a political friend, on the eve of the Presidential election. The portrait fronting the title-page, is a capital likeness of the fine head of Mr. Buchanan.

29.—*The Lady's Guide to Perfect Gentility;* in Manners, Dress, and Conversation, in the Family, in Company, at the Piano-Forte, the Table, in the Street, and in Gentlemen's Society; also, a Useful Instruction in Letter-Writing, Toilet Preparations, Fancy Needlework, Millinery, Dressmaking, Care of Wardrobe, the Hair, Teeth, Hands, Lips, Complexion, etc. By EMILY THORNWELL, author of "Home Cares Made Easy." 12mo., pp. 234. New York: Derby & Jackson.

The title page gives a fair synopsis of the utility of the work. The subjects are so well arranged and classified, that they can be read with ease, and much instruction can be gleaned from its pages, which will be practically beneficial, especially to young ladies.

30.—'98 *and* '48; *The Modern Revolutionary History and Literature of Ireland.* By JOHN SAVAGE. 12mo., pp. 384. New York: J. S. Redfield.

The men and the events connected with the revolutionary history and literature of Ireland in '98 and '48, form the topics of this eloquent book. The author's advice to his countrymen to give up agitation *in toto*, or pursue it with resolute republicanism, unwarped by personal ambition, unseduced by sectionality, and unblemished by bigotry, deserves to be engraved on every Irishman's "heart of hearts."

ERRATA.

In the article entitled "The Gold of California and Paper Money," in the present number of the *Merchants' Magazine*, on page 161, third line from end of second paragraph, for "valueless," read valuable; same page, third last line, for "our," read an; page 162, last line but one, for "property," read properly; page 164, eighth line from top, for "universal," read increased; page 166, last line but one of first paragraph, for "filling," read piling; page 168, third line from end of second last paragraph, for "position," read proportion; page 169, fifth line of first paragraph, for "screen," read screw; page 171, seventh line from top, for "forwarded," read founded; page 172, eleventh line from top, for "respectable," read responsible.

Digitized for FRASER
http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis