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Art. I.—MEMOIR OF ELIAS HASKET DERBY, MERCHANT OF SALEM, MASS.

EARLY COMMERCIAL HISTORY OF SALEM—MR. DERBY'S ANCESTORS—HIS EARLY LIFE—ENTERS THE MERCANTILE PROFESSION—LOSSES BY PRIVATEERS—INDIGNANT LETTERS ON THE SUBJECT—THE REVOLUTIONARY WAR—PRIVATEERING—PRIZES—CAPTAIN HARADEN—HIS SUCCESSFUL CRUISES—LIST OF PRIVATE ARMED SHIPS FITTED OUT FROM SALEM—TONNAGE OF SALEM—MR. DERBY'S SUCCESS DURING THE WAR—TRADE WITH THE CAPE OF GOOD HOPE—TRADE WITH THE ISLE OF FRANCE, INDIA, AND CHINA—WITH BATAVIA AND CANTON—DUTIES—PETITIONS CONGRESS—FIRST DAWN OF THE WAREHOUSING SYSTEM—HIS SUCCESS—FLEET OF SHIPS—THE FRIGATE ESSEX—WAR WITH FRANCE—THE KETCH JOHN—VOYAGE OF THE MOUNT VERNON—ITS SUCCESS—MR. DERBY'S DEATH—HIS WILL, ETC., ETC.

SALEM, fifteen miles east of Boston, is one of the most ancient settlements in the State, and, before the Revolution, was distinguished for its enterprise and commercial spirit. Embarking early in the fisheries, and coastwise trade; building at first boats, sloops, and schooners, it gradually increased the size of its vessels, and sent them to the West Indies, Madeira, and the Mediterranean. Fish-oil, lumber, and provisions, were exchanged for sugar, coffee, rum, and molasses, and these again were bartered for wine, fruit, silk, and iron, or bills of exchange on London. When the war of the Revolution checked the foreign trade, new models were adopted, and, in place of a navy, private armed ships were sent forth to encounter the British on the deep. Many of these met with brilliant success, in their conflicts on the ocean.

At the close of the Revolution, some of these were converted into Indiamen, and the ships of Salem were among the first to bear our flag to the Cape of Good Hope, the Isles of France, Bourbon, Surat, Bombay, Madras, Calcutta, Batavia, and Canton; and the fame of Salem was widely diffused through the great marts of Europe and Asia. When the port of Boston was closed, before the Revolution, Great Britain, in her anger, proposed

to transfer its trade to Salem, and make it the entrepot and capital of the State.

But Salem declined the boon. It would not profit by oppression, although it had a fine harbor, and could have extended its piers to water deep enough to float ships which could not enter the harbor of Boston. Its wharves were then accessible to small vessels only, and its citizens were more alive to the wrongs of their country, than to their private advantage. When our volunteers had expelled the British army from Boston, it again became the seat of government.

Its ruined piers and edifices were rebuilt; capital returned to it; a navy-yard and fortresses were constructed; canals and railways were made, to connect it with the interior, and Salem, which had begun to rival it in commerce, upon the death of its leading merchants, was gradually overshadowed, and almost absorbed by the growth of the metropolis.

It is still, however, distinguished for wealth, enterprise, and refinement, and still holds in reverence the memory of those merchants, who, in the last century, laid the foundations of its prosperity.

Among them, no one is remembered with greater respect than Elias Hasket Derby. None have surpassed him in enterprise, or contributed more to improve the shipping, or extend the commerce of the country. No one has done more to rear up masters and merchants for its guidance.

Living at a period when banks were unknown—having few early advantages, he carved out, by his own genius, the way to wealth, and while achieving one of the largest fortunes made in America, during the eighteenth century, he had the satisfaction to build up with it the fortunes of his native town, so that when he died, in 1799, although he had studiously avoided public life—rarely, if ever, held an office—his loss was mourned as a public misfortune.

The subject of this memoir was of English extraction. His ancestor, Roger Derby, born in 1643, emigrated to America in 1671, from Topsham, near Exeter, in the south of England.

He was a member of the society of Friends, and left home to enjoy religious freedom. He settled first in Ipswich, but being fined once or twice for non-conformity, he removed to Salem, where he met with more liberality. Here he embarked in trade, reared a large family, and acquired a respectable property.

At his decease, in 1698, it appears, by his inventory, that he possessed a house, wharf, and warehouse; a stock of goods, some specie, and a silver tankard, which probably accompanied him from England, and, by his will, he settled his real estate upon his sons, Samuel and Richard.

His son Richard, born 1679, engaged in maritime affairs, but dying in 1715, at the early age of thirty-five, has left no record behind him, except that of his marriage, in 1702, with Martha, the daughter of Elias Hasket of Salem.

With respect to this somewhat peculiar name, the following entry appears upon the records of the General Court of Massachusetts:—

DECEMBER 4th, 1703.

Col. Elias, son of Capt. Stephen Hasket, of Salem, has lately removed to Boston, from this town. He had been for some time governor of Providence.

His station must have been at Providence, in the Bahamas; for it is a tradition in the family, that Elias Hasket, the subject of our memoir, was

named for a governor of the Bahamas, who presented him, at his baptism, with a silver-headed cane. A large head of such a cane, inscribed J. K. to E. H., has descended, with the name, from the infant to his grandson.

Richard Derby, at his decease, left a widow and several children, among them a son Richard, born in 1712, who was the father of Elias Hasket Derby. Losing his own father in his infancy, he was reared by an energetic mother, and soon gave proof of intrepidity, for we find him as early as 1736, in his twenty-fourth year, master of the sloop *Ranger*, about to sail from Salem for Cadiz and Malaga.

At a period when the mother country tried to repress the enterprise of the colonists, and confine their trade to British possessions; when the straits were infested by corsairs, from Tripoli, Morocco, and Algiers, we find this young man venturing to cross the ocean in a craft which would be deemed now scarcely safe to run from Salem to New York.

Among the shippers upon this voyage was James Lindall, of Salem, whose invoice and letter of instructions are still extant. In the letter, he directs Captain Derby to invest the proceeds of his fish in oil, fruit, and handkerchiefs, or in any other articles his good judgment may determine, and wishes him a prosperous voyage. A letter from Capt. Derby, when about to sail, refers to a previous voyage to the Island of St. Martins.

The *Ranger* appears to have made a good voyage, for we again find him, in 1739, about to sail in her for St. Martins, and, in 1742, he appears as master, and part owner, of the *Volant*, bound for Barbadoes and the French Islands.

His letter of instructions for this voyage gives a vivid picture of the difficulties which attended a voyage to Guadaloupe or Martinique.

In 1757 Capt. Derby appears to have retired from the sea, and to have relinquished his vessels to his sons John and Richard, and became a merchant of Salem; for we find among his papers the following letter from his eldest son, which is a good specimen of the mercantile correspondence of the day, and gives us some insight into the trade which he had cultivated between Salem and Spain:—

GIBRALTAR, 14th December, 1758.

WORTHY SIR.—These I hope you will receive per your brigantine *Lydia & Betsey*, Capt. Lambert. I wrote you the 1st instant by way of Cadiz and Lisbon; since which I have landed my white sugar, and sold it for \$17½ per cwt., and my tar I have sold at \$8½ per bbl. I have not as yet sold any of my fish, nor at present does there appear to be any buyer for it; but as it is in very good order, and no fear of its spoiling, I intend to keep it a little longer. I am in hopes that this *Levanter* will bring down a buyer for it. I hope to get \$12 for my brown sugar. We have this day had the *Sally* delivered up to us, and intend to sell her for the most she will fetch; as to sending her to the West Indies, I am sure if she was loaded for St. Eustatia, she would be seized by the privateers before she got out of the road, and having no papers but a pass, would be sufficient to condemn her in the West Indies, if she should be taken by an English cruiser. I have bought 140 casks of claret, at \$10 per cask, which I intend to bring home with me. I have written to Alicant for 500 dozen handkerchiefs, if they can be delivered for \$4 current per dozen. My cargo for home I intend shall be, 140 casks of claret, 20 butts of Mercill wine, 500 casks of raisins, some soap, and all the small handkerchiefs I can get. I have written to Mr. Lane that I shall remit him £250 or £200. As to anything else, Capt. Lambert can inform

you, who is knowing to all my business. Not having further to write, I remember my duty to you and my mother.

I am your obedient son,

RICHARD DERBY, JR.

Raisins, 27 to 30 rials; Malaga, \$34 per butt; white sugar, \$17½ per cwt.; brown sugar, \$10 to \$12; fish, no buyer; Mersilla wine, \$30 to \$32 per butt.

The commerce in which Capt. Derby was engaged, was pursued in vessels ranging from fifty to one hundred tons. His vessels, laden with fish, lumber, and provisions, cleared for Dominica, or some Windward Isle in the British West Indies, and then run through the islands for a market; sometimes getting a license to discharge in French or Spanish ports. The returns were made in sugar, molasses, cotton, rum, claret, or in rice and naval stores from Carolina.

With the returns from these voyages, assorted cargoes were made of oil, naval stores, and the produce of the islands, for Spain and Madeira, and the proceeds remitted partly in bills on London, and partly in wine, salt, fruit, oil, iron, lead, and handkerchiefs, to America. The bills of exchange on London were sold at a premium in America, and contributed largely to pay for importations from England. In his voyage to Spain, Capt. Derby had chosen the house of Lane & Booth, afterward Lane & Frazer, of London, as his English correspondents, and, until the close of the century, they continued the faithful agents of his family. We subjoin one of their letters:—

LONDON, 1st November, 1760.

CAPT. RICHARD DERBY:—We are now to confirm the preceding copy of our last, since which we have received none of your favors. This is to advise you that Messrs. Lynch, of Gibraltar, remitted us last month two bills for your account, viz. :—

John Leweson, Denham-street.	£37 13s. 9d
Wm. Davis's bill on Francis Waldron, in Portsmouth.	23 10 3
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	£111 3s. 0d.

The former of which is accepted, and shall be placed to your credit in course. The other is noted for non-acceptance, and we fear will not be paid, as Lieut. Waldron is out on the recruiting service, and has left no direction for the payment.

We remain with due respect, sir, your humble servants,

LANE & BOOTH.

LONDON, 20th November, 1760.

On the other side you will find copies of our two last letters, and we are now to reply to your favor of the 14th July. In answer, we are to acquaint you that Capt. Elkin has made us no remittance, in consequence of your orders to him to send us £500, nor have we received any from your son, which, indeed, we cannot expect, as all the produce of his cargo must go towards the discharge of his ransom bill. As Capt. Benj. Bates has not valued on us for any money for your account, we suppose he had no occasion for it, and that we shall not hear from him on the subject.

We are glad you received your goods by Evers & Co.; the return due on his insurance will be passed to your credit. We shall observe to send you no further supply till we hear from you again.

The bill on Lieut. Waldron is returned us with protest for non-payment, and we shall send it to-morrow to Messrs. Lynch, of Gibraltar, debiting you with 14s. 6d., for charges of protest and postage.

We are with respect your most humble servants,

LANE & BOOTH.

SIR:—We are now at the 31st December, and confirm our last on the other side, since which we have your favor of the 22d September, inclosing your letter to Mr. Robert Scott, with a remittance for £150; both which we delivered to him, and have taken his receipt for the bill.

We are glad you received your goods by Jacobson, in good order; and any returns of premium for insurance, made for your account, will be passed to your credit in course.

We are with respect, sir, your most humble servants,

LANE & BOOTH.

The commerce in which Capt. Derby was engaged was bold and adventurous. When he commenced life, the shipping of Massachusetts was estimated at 200 sail, and 8,000 tons. Few vessels exceeded 60 tons burthen. His vessels were exposed not only to the dangers of the sea, but also to the bucanears, and French and English cruisers, who were often reckless in the seizure of American property. Among his papers we find a protest of Michael Driver, one of his captains, bearing date December, 1759, against an English privateer, the King of Prussia, which robbed him of his specie, and sent his schooner, the Three Brothers, of 56 tons, to Tortola, to be robbed again by a court of admiralty. In the year 1762, we find another protest, of the same master, against a French cruiser, La Tigre, which had seized another of Capt. Derby's vessels, but more generously allowed him to ransom her, retaining the mate as a hostage. In the same year we find a third protest, stating that Capt. Derby and another merchant had procured a cartel, called the Mary, and sent her with the ransom money, in specie, to redeem their hostages, and that she also had been captured, and sent in for adjudication, by a British ship of war.

It appears, however, by the papers, that she was acquitted, and that the hostages were honorably redeemed, although the Mary was detained for some months in the French port, and the losses and expenses of Capt. Derby, by this series of captures, exceeded fifteen thousand dollars.

During the French war, from 1756 to 1763, Capt. Derby owned several ships, as well as brigantines; for in his letters to Booth & Lane, he directs insurance on his ships Antelope, Lydia, and Ranger, merchantmen of two hundred to three hundred tons burthen.

They are described as mounting from eight to twelve cannon, principally six pounders, with four cannon below deck, for close quarters. The letter-book of Capt. Derby is still extant, as are also his two ledgers, covering the space from 1746 to 1783, and closing with his will and the division of his estate. These books were kept with scrupulous care; are models for imitation, and throw much light on the commerce of the period. During the French war, an event occurred which greatly exasperated Capt. Derby. With the proceeds of his shipments to Gibraltar, he purchased there a French prize, of three hundred tons, and gave her the expressive name of Ranger. Loading this ship with wine, he sent her, under the command of Capt. George Crowninshield, to the West India Isles, and exchanging her wine for sugars, dispatched her on a voyage to Leghorn. But this flight was too adventurous for an humble colonist; the Ranger was not destined to reach her port. She had proceeded but a few miles, before she was seized by four English privateers, and taken to Providence, in the Bahamas.

Capt. Derby met the exigency with spirit. After taking the advice of Mr. Pratt, one of the first lawyers of the State, he dispatched his son John,

in one of his light vessels to the Bahamas, with funds and letter of credit. He addressed letters to the judge, a native of Massachusetts; but the vessel was confiscated, and delivered up to the privateers. The owner appealed, and filed his bonds, to prosecute the appeal in England.

His letters to his counsel and correspondents in London are still extant. In these he writes in an indignant tone, stating, that within three years, no less than two hundred sail of vessels have been taken to Providence, in the Bahamas; that none have escaped condemnation, except those which were able to pay more than the captors; that the judge of the Admiralty Court, Bradford, and the governor, Shirley, who went there penniless, had gone home with fortunes of £30,000; that his ship was on a lawful voyage, and was condemned because she had no register, which, being a prize, she could not get until her return to England; and upon the pretence that she designed going to Salem, when she was actually on her way to Leghorn, where she would have been sold, with her cargo, for \$70,000. That she had been given up to captors, on a valuation of \$17,000, or one-fourth part of his claim, upon bonds signed by bankrupts, most of whom had left the island; and that when his son had apprized the judge of their inability to pay, he told him it was none of his business. He assures his counsel that such seizures had set the country on fire, and would be taken up by the Province, and directs him to spare no pains to reverse the decree; and, if he deems it advisable, to sue the bondsmen and the owners of the privateers, and the governor and judge also; and, to show he is in earnest, he sends him a draft of sixty-three pounds, as a retainer, and a letter of credit on his bankers.

Capt. Derby sent another vessel to the Bahamas, to serve an inhibition on the court, and, for some years, pursued his appeal; but a colonist at that time seldom obtained redress in the Admiralty Courts of England, and, from his subsequent letters, in which he refers to his discouraging law suits, we may infer that he was forced to content himself with a moderate insurance for the loss of a voyage which would have doubled his fortune. The injustice of England; the corruptions of her courts; the spoiliations made upon her colonists, and the check given to their rising commerce, must have made a deep impression on Capt. Derby and his son. The stories of his wrongs must have been oft repeated, and no doubt contributed to that indignant feeling which animated the Eastern seaports during the Revolution; the latent causes of which have been but partially developed by history.

It was reserved for the son of Capt. Derby, after independence was secured, and during another French war, to make the Leghorn voyage, with results more brilliant than the hopes indulged by his father; and it was the fortune of his grandsons, the Crowninshields, the sons of the captain of the *Ranger*, to adjust, during the war of 1812, the money account with England, with long arrears of interest, in their armed ship *America*.

But losses did not dishearten Capt. Derby. After ransoming another vessel, the brig *Neptune*, from the French, through the house of Gardouqui & Co., of Bilboa, he pursued his commerce in the ship *Antelope*, the brigs *Neptune*, *Earl of Derby*, and schooner *Kate*, until the Revolutionary war, and, by frugality and perseverance, made himself independent.

In early life he married Mary Hodges, of Salem, who became the mother of eight children. The race from which she sprung, was distinguished for its size. An anecdote is preserved of one of them, a young man, six feet

six inches in height, who was captured by a British frigate. When asked if he was not remarkable for his height at home, is said to have replied, "I am the shortest of six brothers!" The descendants of this lady have nearly all of them preserved this peculiarity of the race.

Capt. Richard Derby lived through the war. From 1769 to 1773, he was a member of the General Court; in 1774, 1776, and 1777, a member of the Governor's Council, and, in 1774 and 1775, either he or his son Richard, was a delegate to the Provincial Congress.

He was a sound whig, and retained his courage to the last; for Col. Swett, in his narrative of the march of Leslie to Salem, published a few years since, relates that Capt. Richard Derby was the owner of the cannon which Col. Leslie desired to seize. Meeting the old gentleman at some point, in Salem, he demanded the surrender of his cannon, and "urged him to deliver them up without resistance." Derby's reply was as significant as that of the old Spartan. "Find them, if you can! take them, if you can! they will never be surrendered!"

The courage of the old man, who defied a regiment under arms, and the spirit of his townsmen, who raised their draw-bridge, and sunk their boats, preserved the cannon.

By the returns of Col. Mason, Nov. 15th, 1775, of the cannon he collected at Salem for the American army, it appears there were nineteen pieces, eight of which were received from Capt. Derby. These were of inestimable value to our forces. Capt. Derby married a second time; lived to witness the independence of his country, and, by his will, proved in 1783, he left an ample provision to his widow, and divided nearly \$70,000 among his children. A fine picture of the old gentleman remains in a well powdered wig, with a spy-glass in his hand, and a ship in the distance. His widow lived to found the Derby Academy, at Hingham; his eldest son, Richard, was an ardent patriot, and another of his sons, John Derby, was an owner of the ship *Columbia*, which, on her second voyage, discovered the *Columbia River*. His second son, Elias Hasket, the subject of this memoir, was born in Salem August 16th, 1739, and in early life, appears to have kept the books, and conducted the correspondence of his father, and to have been the accountant of his family. At an early age he married a *Crowninshield*, while his sister married a *Crowninshield* also; thus making a double connection between the families.

From 1760 to 1775, he not only took charge of his father's books, wharves, and other property, but imbibing the spirit of his father, and acquiring through him and his captains a knowledge of commerce, he engaged extensively in the trade to the English and French islands. At the commencement of the war, he was the owner of no less than *seven* sail of vessels, in the trade of the West Indies, varying from sixty to one hundred tons, and by frugality and industry had acquired a property of \$50,000.

At this period, most of the rich men of Massachusetts clung to the mother country, but none of the Derby name followed their example, and the subject of our memoir espoused the cause of the colonies. A period had arrived adverse to commerce. The colonists possessed neither navy-yards or navies, when entering into the conflict with Great Britain, defying the great naval power of the world, and their merchantmen were soon swept from the ocean.

At the commencement of the war, nearly all Mr. Derby's vessels were at sea, or at the Islands. He had persevered in his peaceful pursuits to

the last, and some of his last shipments had realized large profits. Sugar, coffee, and foreign goods, had risen in value at home, but the question was, how to bring his property to Massachusetts.

His first effort was signally unfortunate, as appears by a letter of Dec. 13th, 1783, by which he endeavors, without success, to obtain redress in England. He writes as follows:—

The most of my trade, before the war, was to Jamaica, at which time I had three vessels there, one of them, namely, the Jamaica Packet, Capt. Ingersoll, took out papers in the name of Mr. Gray, of the north side of Jamaica, and sailed for home. On his passage to Salem he was taken by a British cruiser, and carried into Boston. The captain who took him deprived him of all his papers, and kept them until the trial came on, when the bill of stores was missing from the papers. The court condemned one cask of rum, and one cask of sugar, for want of the bill of stores, but acquitted the vessel and cargo. Capt. Ingersoll could not get leave to sell the cargo. He applied, from time to time, to have the interest delivered, and could not succeed; but after a time, and when the enemy were near leaving Boston, he obtained leave to sell so much of his cargo as would be sufficient to repair his vessel, with a view to leave Boston with the fleet, which he was desirous of doing, hoping thus to save the interest. When the fleet and army were leaving Boston, they came and took most of the rum on board the transports; the soldiers, and sailors, and others, came in the time of confusion, and cut his sails from the yards, and made them into bags; they cut the hoops from the hogsheads of sugar, and took most of it away. Not being satisfied with that, the day they quitted the town, they came and cut the fasts from the wharf, when the schooner drove down river, and went ashore on one of the islands, and was there burned by the British, by which I lost better than £3,000 sterling."

After this capture, another vessel of Mr. Derby's, the schooner Nancy, Capt. Hallet, reached Cape Francois, and we find there Capt. Nathaniel Silsbee, in charge of three of his vessels and cargoes. Capt. Silsbee was the father of the late Nathaniel Silsbee, Senator from Massachusetts, and appears to have enjoyed the entire confidence of Mr. Derby.

The correspondence between them is still extant. Mr. Derby writes to him under date of February 13, 1776, as follows:—

I advised you of the danger of coming home late in the spring. Taking all affairs into consideration, I must conclude it not safe or prudent for me or you to venture such an interest on this coast so late as you must, provided you think of coming. If this letter should meet you at the Mole, you may ship me, by any vessels bound to Cape Ann, Newbury, Ipswich, or near to it, some cotton, cocoa, sugar, molasses, duck, cordage, powder, or any other article you think may answer, as I make no doubt that any goods will make 100 per cent. For your government, I have sent the prices here, and have no doubt they will be much higher, if times hold as they are at present. But do not send any indigo, as that is contrary to the association, but any foreign goods you have a right to bring. I do not at this time mean to write any positive orders, as affairs may alter in the spring.

There are many difficulties in carrying on business at this time, and I should be sorry to hear of your going to Halifax, or of your doing anything, however small, contrary to the Association of the Continent; and you may depend upon it, that if the present dispute should continue the next summer, that there will be not less than 100 sail of privateers out from the continent, and I suppose the interest of mine, as Jamaica or Halifax property, must share the fate of other things, if taken. But may the Almighty Disposer of all things order the councils of the wicked administration to come to naught.

Mr. Derby adds a postscript by Capt. Hallet, in which he says:—

The times at present are such, I cannot determine what will be for the best,

and must therefore leave it wholly to you, not doubting the business will be conducted with care. Should so large a fleet come on this coast in the spring as is talked of, I should think it not best to ship so much to the Northward or otherwise; but it is now said that commissioners are appointed to come over to accommodate affairs, but I doubt it. I commit you to the Almighty's protection, not doubting that we shall once more carry on business at Salem in peace and safety.

From your friend,

ELIAS HASKET DERBY.

Capt. Silsbee writes to Mr. Derby in reply, from St. Nicholas Mole, March 17, 1776, that he has received his letter, and has disposed of the principal part of his three cargoes to good advantage; dispatched Capt. Hallet on his return; shall visit Jamaica to learn the latest news, and govern himself accordingly; that he shall not ship the principal part of the property until he can do so with safety, and after loading his vessels, shall leave sufficient to load a fourth, and concludes:—

I have sent you, per Capt. Hallet, a gun and pair of pistols, which you will please accept. I bought them for myself, but I think you stand more in need of them than I do, and I send them to you, sir, as a present.

N. SILSBEE.

Capt. Silsbee continued in the service of Mr. Derby until the close of the war, when his health failed him, and Mr. Derby evinced the interest he felt in the family by intrusting several ships to his son, the late Senator, who made a successful voyage to the East Indies before he attained his majority. The elder Capt. Silsbee exercised his best judgment; but so vigilant were the British cruisers, that Mr. Derby lost two more of his vessels on their way homeward.

His trade was ruined, and his property seriously impaired. The war had now raged for nearly a year, and thus far he had confined himself to the peaceful pursuits of commerce; but after the wanton and reckless destruction of his property, and the capture of two more of his vessels, it became apparent that he must either abandon the seas, which both he and his forefathers had followed for half a century, or meet force with force. Boston and New York had been occupied and nearly ruined by the enemy. Newport, Philadelphia, Savannah, and Charleston soon shared their fate; and the main reliance of the country to preserve its intercourse with Europe and for supplies of arms and military stores, was on the shipping of Salem and a cluster of small ports around it, among which Marblehead and Beverly were conspicuous.

The blood of our mariners and merchants was up; they were indignant at the oppressive course of the government of Great Britain—aware that their country, almost destitute of ships of war, looked to them for service. Smarting under their own losses, they resolved, with one accord, to meet Great Britain on the deep.

Mr. Derby united with his townsmen, and took a prominent part in the equipment of at least 158 armed vessels, fitted out from Salem during the Revolution, mounting more than 2,000 cannon, and manned by the gallant seamen of Salem and the contiguous ports of Beverly and Marblehead.

It is impossible to define the precise part taken by Mr. Derby in the equipment of this fleet; but Mr. J. P. Felt, the antiquarian, of Salem, after careful examination of Mr. Derby's papers and other sources of information, writes to the author of this memoir, as follows:—

It is a very difficult thing to discriminate as to the privateers in which Mr. Derby was concerned, there being no particular account of them; it is to scraps like the inclosed, and other accounts and inferences, that I am obliged to resort to obtain my knowledge. In fact, I feel that if I were to conclude that whenever a privateer was to be built, he told them—"Go on and build her and fit her out, get what you can taken up, and I will take what remains,"—that I should not be far from correct.

Thus active was Mr. Derby in creating a volunteer navy which was almost as effective as an army on land, humbling the pride and crippling the resources of Great Britain.

One of the first armed vessels that sailed from Salem was the sloop *Revenge*, one of Mr. Derby's West Indiamen, armed with 10 guns. She appears to have taken, on her first cruise, 4 Jamaica men, laden with 733 hogsheads of sugar, beside other cargo; and by an account settled with Miles Greenwood, of June 24, 1777, Mr. Derby appears to have realized a fourth part of the proceeds. There were other ships in which Mr. Derby took an interest which were equally successful, and many of their officers performed exploits which rival those of Paul Jones and Decatur. In one of his letters, he requests one of his captains to bring him home from Bilboa "the guns left there during the war by Capt. Haraden;" and a brief sketch of his achievements will give some idea of the intrepidity of the men who commanded our privateers.

One of the bravest officers and best seamen who sailed from Salem during the Revolution, was Capt. Jonathan Haraden. He was born in Gloucester, Massachusetts, and when a boy was taken to Salem by the father of the late George Cabot. Very little is known respecting his early life, but that little redounds to his credit, and shows that he was not apt to shrink from his duty on any occasion. Soon after hostilities commenced between Great Britain and her colonies, Massachusetts built two small vessels, each of 14 guns, for the protection of trade. One of these, the *Tyrannicide*, was placed under the command of Capt. Fisk, afterward Gen. Fisk, of Salem, who appointed Mr. Haraden his Lieutenant. On her first cruise, she fell in with a royal cutter, bound from Halifax to New York, having on board, besides her own crew, a number of picked men destined for some of the British ships of war. After a short contest, in which the guns of the *Tyrannicide* did great execution, the cutter was obliged to strike, and was carried in triumph into Salem. The British officers and men were astonished and indignant at being thus captured by a Yankee sloop. Lieut. Haraden afterward rose to the post of captain, but soon left the sloop to take command of the *Pickering*, a Salem ship of 180 tons, carrying 14 six-pounders and a crew of 45 men and boys. In this ship, built for a cruiser, but commissioned as a letter of marque, he sailed from Salem in the spring of 1780, with a cargo of sugar for Bilboa, then a place of great resort for American privateers and prizes. On his passage, May 29, 1780, he was attacked by a British cutter of 20 guns, and beat her off after a contest of 1 hour and 45 minutes.

Upon entering the Bay of Biscay, he fell in with a British privateer of 22 guns and 60 men. Having approached her in the night unobserved, he ran alongside, and commanded her through his trumpet, in a voice of thunder, to strike to an American frigate, or he would sink her. The privateer struck her flag, and the captain, when he came on board the *Pickering*, was mortified to find he had submitted to such inferior force.

Mr. John Carnes, of Salem, was put in charge of the prize. Both vessels proceeded towards Bilboa, and as they approached the land, they met a sail coming out, which the captain taken in the prize informed Capt. Haraden was the Achilles, a privateer from London, of 42 guns and 140 men, and added that he knew her force, as he had cruised in company with her a few days before. Capt. Haraden coolly replied, I shan't run from her. As she approached, she first encountered the prize, and placed her third lieutenant and prize crew on board of her; she then made sail for her captor, who was prepared to receive her. Night coming on, and Capt. Haraden, judging from her movements that she would defer her visit until morning, turned in to take some repose, directing the watch to call him in case the foe should approach. As the day dawned, June 4, 1780, the Achilles bore down upon the ship, and an officer went immediately to communicate the fact to Capt. Haraden, and found him in a profound sleep. Upon being awaked, he calmly rose, went on deck, as if it had been some ordinary occasion. Finding his force was small for the work to be done, as part of his crew were in the prize, he offered a large reward to his 60 prisoners for 10 volunteers. A boatswain and 9 men joined him and took their station with the crew, thus increasing his strength to 47 men and boys.

He then went round to see that everything was in order, assured his men that although the Achilles appeared to be superior in force, he had no doubt they would beat her if they were firm and steady, and did not throw away their fire. "Take particular aim," said he, "at the white boot top."

The Achilles took position close alongside of the Pickering, who received her with a broadside, followed by others in close succession. Although the Pickering appeared little larger than a long-boat beside her foe, and was deep in the water from the weight of her cargo, yet this gave her some advantage, for nearly all of her shot took effect near the water-line of her adversary. The Achilles, on the contrary, was so large and so high above the water, she made a good target for her foe, and many of her shot passed over the Pickering. One of them, however, took off the head of the volunteer boatswain, and eight of her crew were wounded. During the conflict, Capt. Haraden showed a courage and determination almost superhuman. Close to the foe, constantly occupying the most exposed position, while the shot flew around him like hail, he was, in the language of one present, "all the time as calm and steady as amid a shower of snow-flakes." He had an uncommonly fine crew: they caught the spirit of their commander, and did their duty so thoroughly, that the Achilles found she must either run or sink. She at length sought safety in flight.

A broadside of crow-bars, fired at a particular time, is said to have had a prodigious effect, and to have hurried her decision. The Pickering, in her turn, gave chase, and Capt. Haraden offered a large reward to his gunner if he would carry away a spar, but fortune did not favor him. The Achilles was light, and having a mainsail as large as a ship of the line, outsailed the Pickering and escaped, after a fight of 2 hours and 55 minutes' duration.

The prize was in sight during the action, and a conversation took place between the two prize-masters, which is worthy of record, since it shows

the confidence which Capt. Haraden's crew had in his prowess and good fortune.

At the request of the English prize-master, Mr. Carnes had informed him of the force and character of the Pickering; but when he saw her engaging the Achilles, he thought he had been deceived, and inveighed bitterly against his informant. Mr. Carnes assured him that he had told the truth, and added, "If you knew Capt. Haraden as well as I do, you would not be surprised at this; it is just what I expected, and I think it not impossible, notwithstanding the disparity of force, that the lugger will at least be beaten off, and I shall have the command of this prize again before night;" and so it actually happened.

The Pickering returned, recaptured her prize, and carried her in safety into Bilboa.

The battle was fought so near the Spanish coast, that an immense concourse of spectators, estimated at 100,000, assembled along the shore, in boats and on the hill-sides, during the action; and before the Pickering and her prize had been at anchor half an hour, one could have walked (says an eye-witness) a mile from the Pickering, stepping from boat to boat; so great was the admiration with which the battle and victory were witnessed that when the captain landed, he was surrounded by this vast throng of strangers, and borne in triumph into the city, where he was received with public honors and favors.

On another passage from Salem to France, the Pickering found herself one morning at daylight in close proximity to an English ship of the line, supposed to be the Foudroyant. She was in full pursuit, and gained rapidly on the Pickering, but refrained from firing, as she doubtless wished to take her without injury. It was soon obvious on board the Pickering, that she must be captured unless she increased her speed. At this juncture Capt. Haraden put out his sweeps. Upon this, the ship fired and shot away the blades of three sweeps; but by great exertions the crew actually pulled away from the Englishman, and reached France in safety. There she obtained a cargo of ammunition, and returned in safety to Salem, where her cargo was much wanted.

The Pickering was afterward fitted out, under the same gallant commander, as a privateer, mounting 16 guns, and was very successful. In one of her cruises she came up with three armed vessels in company, bound from Halifax to New York; they formed in a line, and made a formidable appearance. Great as was the confidence of the officers and crew in the bravery and judgment of their captain, they evinced, by their looks, that they thought on this occasion he was going to hazard too much, upon which he told them he had no doubt whatever that if they would do their duty, he would quickly capture the three vessels; and this he did with great ease by going alongside of each of them, one after the other.

The first was a sloop, mounting 12 guns; the second, a brig of 14; and the third, a ship of 16 guns.

On another occasion, while cruising near Bermuda, he was greatly annoyed by two sloops. They sailed very fast, and keeping near him whenever he took a prize, would retake her. But Capt. Haraden was not to be foiled in this manner. He concluded to leave them by night; and when out of sight, sent down his foretopgallant-yard and mast, and otherwise disguised his vessel. He soon after fell in with them again; they were soon in pursuit, and he put out drags. One overtook him, and

when so near as to prevent escape, he opened his guns upon her, and soon captured her. Then, placing the English flag over the American on the Pickering, the sloop, with the English ensign flying, bore down upon her consort, and captured her also.

On his return home from one of these cruises, he fell in with a North Carolina schooner, which had been out to the Islands with a cargo of lumber, and was returning home with the small proceeds. She had been just before stopped by an English letter of marque, which in a piratical manner had robbed her of her quadrant, compass, and stores, unrove some of her rigging, and then left her to her fate. Capt. Haraden found her in this deplorable condition, supplied her necessities, and sent her home. Having learned the course taken by the letter of marque, he went in pursuit, overtook and captured her, and, after giving her captain a stern rebuke for his piratical conduct, he gave his own crew permission to make reprisals. He then allowed the letter of marque to continue her voyage. Imbued with that humanity which characterizes our seamen, he would not, even under these circumstances, sink or destroy a ship worthless as a prize, and thus ruin a brother sailor.

Off the Capes of the Delaware, he fell in with an English brig of war of equal or superior force, which struck to him almost immediately. The particular circumstances of this extraordinary affair were thus related by Capt. Haraden:—

He had a favorite boy on board his ship, whom he had at his request sent on board one of his prizes, that he might return to his home. The British brig had captured the prize, and had the boy on board. On the approach of the Pickering, this boy recognized her, was very much elated, and gave such proofs of his joy as were natural upon such an occasion. On being asked what was the cause of his exultation, he replied: "That is my master, and I shall soon be with him."

"Your master?" said they; "and who is he?"

"Why, Capt. Haraden," said the boy. "Did you never hear of him? He takes everything he goes alongside of—he will soon have you."

The news soon flew to the captain's ears; the boy was sent for, and upon inquiry, gave the same account. In the meantime, the Pickering was coming up, and soon run close alongside of the English vessel, to leeward, so that the deck of the latter was completely exposed to the fire of the former. Capt. Haraden then said, calmly, "Haul down your colors, or I will fire into you." With a mere show of resistance, the colors were struck, and, the wind and tide being favorable, the ship and her prize in ten or twelve hours anchored in Philadelphia. The extraordinary courage of Capt. Haraden, and his power of imparting it to his men, had given him "a name of terror on the ocean."

In one of the last cruises of this gallant officer in the Pickering, he fell in with a King's mail packet from one of the West India isles, homeward bound, which gave him a very warm reception. After an action which lasted four glasses, Capt. Haraden found it necessary to haul off and repair damages. Having done so, he again went alongside of the packet, with all the powder he had left in his cannon. He then hailed the enemy, and told him he would give him five minutes to haul down his colors, and if they were not down at the expiration of that time, he would sink her. At the end of three minutes the colors came down. The boat, on going alongside the prize, found the blood running from her scuppers, while the

deck appeared more like the floor of a slaughter-house than the deck of a ship. On the quarter deck, in an arm-chair, sat an old gentleman, the governor of the island from which the packet came. During the whole action he had loaded and fired a heavy blunderbuss, and in the course of the battle had received a ball in his cheek, which, in consequence of the loss of teeth, had passed out through the other cheek, without giving a mortal wound.

In the course of the war, Capt. Haraden is reported to have taken 1,000 cannon from the English. Towards its close, he carried several prizes into St. Eustatia, and with his ship and prizes, shared the fate of the island, when it was taken in 1781 by the fleet of Admiral Rodney. One of the prizes thus taken was a Boston vessel, which had been captured by a British ship and recaptured by the Pickering. The owners of this vessel sued Capt. Haraden for damages, for having carried the ship into St. Eustatia instead of sending her home or to some other port. He was compelled to pay a large amount; and as his owners, after the loss of their ship and prizes, were not ready to indemnify him, he commenced a suit for indemnity.

Such was the sympathy for Capt. Haraden, that when the case came on, the court-house was filled with spectators, and the streets of Salem were thronged. The verdict was in his favor, and when it was known, the people in the streets rent the air with their acclamations. While volunteers upon the land, who rarely met a foe, have been rewarded by pensions and liberal grants of land, this volunteer upon the sea, with his brave associates, who rendered tenfold the service and incurred far greater perils, have received no honors and no rewards from government. His grandchildren in Salem still, however, treasure up a few memorials presented to him by the owners of the Pickering and the Julius Cæsar, in which he sailed after the loss of the Pickering—consisting of three massive pieces of silver plate, inscribed with the name of the invincible captain.

Capt. Haraden was in his person tall and comely; his countenance was placid, and his manners and deportment remarkably mild. His discipline on board ship was excellent, especially in time of action. Yet in the common concerns of life he was easy almost to a fault. So great was the confidence he inspired, that if he but looked at a sail through his glass, and then told the helmsman to steer for her, the observation went round, "If she is an enemy, she is ours!" His great characteristic was the most consummate self-possession on all occasions, and in midst of perils, in which if any man equaled, none ever excelled him. His officers and men insisted he was more calm and cool amid the din of battle than at any other time; and the more deadly the strife, the more imminent the peril, the more terrific the scene, the more perfect his self-command and serene intrepidity. In a word, he was a hero.

Capt. Haraden paid the debt of nature at Salem, in 1803, in his 59th year.*

If his country has not yet evinced her gratitude for his services—if

* In compiling this brief memoir of Capt. Haraden, I have made liberal use of a sketch published by Col. Israel Thorndike, of Beverly, his lieutenant; of an oration, by Hon. C. W. Upham, of Salem; of a narrative, by Stephen Haraden, of Salem, his nephew; and of the statements of his shipmates, Robert Bowan and William Prosser, of Salem, and Samuel Newhall, of Marblehead, furnished me by Capt. J. P. Felt. They are undoubtedly authentic, and corroborate each other.

he has been suffered to die in obscurity—posterity will yet do him justice.

But there were many captains of private armed ships in the war of the Revolution who have left behind them a brilliant name. Among them, Salem had her Fisk, Haraden, and Gray; Beverly, her Thorndike, Tittle, and Woodbury; Marblehead, her Mugford, Cole, and Tucker.

A few more particulars as to the Salem privateers must suffice for this memoir. They will show there was chivalry in the private service as well as in the navy:—

Abstract of a letter from Capt. Wm. Gray, late Lieutenant of the Privateer Jack, of 12 guns and 60 men, Capt. David Ropes, who was captured about six weeks since, while on a cruise from this port.

SALEM, June 12, 1782.

On the 28th May, cruising near Halifax, saw a brig standing in for the land; at 7 p. m. discovered her to have a copper bottom, 16 guns, and full of men; at half past 9 o'clock she came along side, when a close action commenced. It was our misfortune to have our worthy commander, Capt. Ropes, mortally wounded the first broadside. I was slightly wounded at the same time in my right hand and head, but not so as to disable me from duty. The action was maintained on both sides close, severe, and without intermission for upwards of two hours, in which time we had seven killed, several wounded, and several abandoned their quarters. Our rigging was so destroyed that, not having command of our yards, the Jack fell with her larboard bow foul of the brig's starboard quarter, when the enemy made an attempt to board us, but they were repulsed by a very small number compared with them. We were engaged in this position about a quarter of an hour, in which time I received a wound by a bayonet fixed on a musket, which was hove with such force, as entering my thigh close to the bone, entered the carriage of a bow gun, where I was fastened, and it was out of my power to get clear until assisted by one of the prize-masters. We then fell round and came with our broadsides to each other, when we resumed the action with powder and balls, but our match-rope, excepting some which was unfit for use, being all expended, and being to leeward, we bore away, making a running fight. The brig, being far superior to her in number of men, was able to get soon repaired, and completely ready to renew the action. She had constantly kept up a chasing fire, for we had not been out of reach of her musketry. She was close along side of us again, with 50 picked men ready for boarding. I therefore called Mr. Glover and the rest together, and found we had but ten men on deck. I had been repeatedly desired to strike; but I mentioned the sufferings of the prison-ship, and made use of every other argument in my power for continuing the engagement. All the foreigners, however, deserted their quarters every opportunity. At 2 o'clock p. m. I had the inexpressible mortification to deliver up the vessel. I was told, on inquiry, that we were taken by the Observer, a sloop-of-war belonging to the navy, commanded by Capt. Grymes. She was formerly the Amsterdam, and owned in Boston; that she was calculated for 16 guns, but then had but 12 on board; that the Blonde frigate, being cast away on Seal Island, the captain, officers, and men had been taken off by Capt. Adams, in a sloop belonging to Salem, and Capt. Stoddart, in a schooner belonging to Boston, and by them landed on the main. Most of the officers and men having reached Halifax, were by the governor sent on board the brig, in order to come out and convoy in the captain of a frigate who was, with some of his men, coming to Halifax in a shallop, and that the afternoon before the action he and some others were taken on board the brig, which increased his number to one hundred and seventy-three men.

Capt. Ropes died at 4 o'clock p. m. on the day we were taken, after making his will with the greatest calmness and composure.

Besides Capt. Ropes, were killed Nathaniel Trask, of Beverly, prize-master, and James Gregory, of Danvers, quarter-master. Enemy's loss more than double.

July 18, 1782.

Capt. Wm. Gray and five others, who were taken in the *Jack* of this port, arrived here last Tuesday on parole from Halifax. Capt. Gray wishes it to be published, that himself and other persons with him, in the hospital at Halifax, have been treated with great kindness and humanity, and that every attention was paid them by Dr. Halliburton and the subordinate surgeons of the hospital which they could reasonably expect or desire. There were 81 prisoners remaining on board the prison-ship at that place.

(*From the Nova Scotia Gazette, June 11, 1782.*)

TO THE PRINTER, SIR:—In justice to humanity, and all my officers and ship's company of His Majesty's ship *Blonde* by the commanders of the American private ships-of-war, the *Lively*, Capt. Adams, and the *Scammel*, Capt. Stoddart. I have the pleasure to inform the public that they not only readily received us on board their vessels, and carried us to Cape Bessue, but cheerfully supplied us with provisions till we landed at Yarmouth, when on releasing all my prisoners I had on board, (64 in number,) and giving them a passport, to secure them from our cruisers in Boston Bay, they generously gave me the same, to prevent our being made prisoners of or plundered by any of their privateers we might chance to meet on our passage to Halifax.

For the relief and comfort they so kindly afforded us in our accumulated sufferings and distress, I most ardently wish and hope that if any of these privateers should ever happen to fall into the hands of our ships-of-war, that they will treat them with the utmost lenity, and give them every indulgence in their power, and not look on them (promiscuously) in the light of other American prisoners. Capt. Adams especially, to whom I am particularly obliged, as will be seen by his letter herewith published. My earnest thanks are also due to Capt. Tuck, of the *Blonde* prize-ship *Lion*, (letter-of-marque of Beverly,) and all his officers and men, for their generous and indefatigable endeavors to keep the ship from sinking, (night and day at the pumps,) till all but one got out of her, and by the blessing of God saved our lives.

You will please publish this in your next paper, and insert the undermentioned copies of Capt. Adams's letters to me verbatim, and desire Mr. Home will do the same on Friday next, which will oblige your humble servant,

EDWARD THORNBROUGH, Commander of His Majesty's late ship *Blonde*.

HALIFAX CAREENING YARD, June 3d, 1782.

ON BOARD SLOOP *LIVELY*, OFF SEAL ISLAND, May 12, 1782.

SIR:—It being my disposition to relieve distress, (more especially those in your situation.) I have sent my boat to your assistance, and at the same time my vessel is at your service, to carry you to the main, where you may provide yourself with a vessel to take your ship's company to Halifax or elsewhere. I should be glad you would come on board, or send such necessaries as you may want for your comfort, and believe me to be your humble servant, and friend to the distressed,

DANIEL ADAMS.

ON BOARD SLOOP *LIVELY*, OFF SEAL ISLAND, May 13, 1782.

DEAR SIR:—Your generous and candid behavior towards the American prisoners you had on board the *Blonde* does you the highest honor, and although I feel the most poignant distress for your sufferings, it gives me signal pleasure that it is in my power to relieve you. My situation is so critical here that it would not be consistent with my duty to go out of the vessel, but should be very glad to wait on you on board the *Lively*, and any of the rest of the gentlemen that should choose to take a passage to the main. If you will send me an estimate of what provisions you shall want for the remainder of the ship's company on the island, it shall be immediately sent on shore.

I am your humble servant,

DANIEL ADAMS.

TO EDWARD THORNBROUGH, Esq.

In Felt's *Annals of Salem* will be found a record of most of the private armed ships equipped in Salem during the war of the Revolution, —a large fleet for a town containing less than 6,000 inhabitants. When a Salem captain was asked by an Englishman during the war—"Where do you get your cannon?" he replied—"We cast them;" and when asked again—"But where do you get the patterns?" he replied, with a significant smile, "At Saratoga."

The armed ships of Salem intercepted the transport and supply ships sent from England and Nova Scotia to the troops in Boston and New York. They resorted to the French islands for munitions of war, and captured the ships engaged in the sugar trade. They cruised in the Bay of Biscay, English and Irish Channels, raised the rate of insurance on British ships to 23 per cent, and compelled England to employ most of her navy in convoying merchantment; and, although a large number were captured, they rarely yielded to an equal force.

LIST OF THE PRIVATE ARMED SHIPS FITTED OUT FROM THE PORT OF SALEM, MASSACHUSETTS, DURING THE WAR OF THE REVOLUTION, VIZ., FROM MARCH, 1776, TO MARCH, 1783.

	Guns.	Men.		Guns.	Men.		Guns.	Men.
Active†c	14	60	Essex*	20	..	Hopet†c	..	..
Adventure†c	..	..	Exchange*c	..	..	Jack§c	12	60
Astrea*lm	20	50	Experiment†	..	..	Jackall†	..	..
Aurora†	..	..	Fame†	16	..	James*	..	..
Banter	10	..	Fanny†	..	..	Jason*c	16	100
Beaver†	10	..	Favorite	..	..	John*	..	..
Belisarius†	..	..	Felicity†	..	..	Julius Cæsar*lm	14	40
Blackford†	10	..	Flying Fish†c	10	45	Jupiter*	..	..
Black Prince*	18	..	Fly†	10	..	Junius Brutus*c	20	110
Black Snake§	12	..	Franklin*c	18	100	Lark†	..	12
Brandywine†	6	..	Fortune†c	14	60	Languedock†c	..	..
Bloodhound†	14	55	Fox†	14	45	Lexington†	8	..
Brutus*c	20	100	Gen. Gates†	10	..	Lincoln†	..	12
Bowdoin§	8	..	Gen. Greene†c	16	86	Lion†	16	..
Bunker Hille	..	..	Gen. Lincoln†	..	..	Lively†c	6	..
Cato†c	14	55	Gen. Putnam†	18	66	Lucy†c	..	..
Chase†	10	..	Grand Turk*	22	110	Louis le Grand*	18	100
Chance†	..	..	Greyhound†c	8	35	Macaroni†	14	..
Centipede†	6	..	Griffin†	..	..	Mars*	..	..
Creature†	14	..	Hammond†	14	..	Marq. Lafayette*	..	..
Certificate†c	6	..	Hammond†	10	..	Mary†c	..	..
Charm'g Pollylm c	..	..	Hampden†c	14	..	Modesty†	8	..
Civil Usage†	10	..	Harlequin†	14	60	Monmouth†c	12	..
Concord†	..	..	Harlequin*c	20	95	Montgomery†c	14	60
Congress*c	20	180	Hasket & John†c	..	..	Morning§	3	..
Cyrus*	..	..	Hawk†	..	..	Munroe†	..	..
Congress†	8	..	Hask't & John*lm	..	..	Neptune†	16	75
Cutter†c	10	45	Harriet†	14	..	New Adventuree.	14	50
Dart†	..	..	Hazard†	..	..	O. Cromwell*c	16	100
Delight†	4	..	Hendrick†c	18	100	Panther†	14	50
Dispatch†	..	..	How†	8	40	Patty*	..	..
Disdain*c	20	110	Henry*c	..	..	Pickering*c	16	45
Don Galvez†	..	..	Henry†	..	..	Pilgrim*	18	120
Dolphin†	6	25	Hind*	..	..	Phoenix†	..	..
Eagle†c	14	..	Hyder Allye	..	..	Plato†	8	..

The marks in the above table are explained as follows:—The star (*) signifies ship; dagger (†) brig; double-dagger (‡) schooner; section (§) sloop; *lm* letter of marque; and *c* captured.

	Guns.	Men.		Guns.	Men.		Guns.	Men.
Polacre†	..	..	Romulus†	..	..	Speedwell†c	14	55
Pompey†	6	..	Rover§c	14	60	Surprise†	12	60
Poole†	..	..	Salem Pack't* <i>lmc</i>	..	..	Tatne Bush§	10	..
Poole*	..	..	Sally*	..	..	Thomas*c	..	..
Porus*	..	..	Saucy Jackc	..	..	Thorn†c	..	..
Putnam†	..	..	St. Johns Pack't†c	..	..	Thrasher†	..	..
Rambler†	14	..	Scammel†	16	40	Tiger†c	10	..
Racehorse†c	10	..	Scourge*	20	110	Trenton*	12	..
Ranger†	7	20	Scorpion§	6	..	True American†	..	..
Rainbow§	..	..	Sculpin†	10	..	Two Brothers†c	..	..
Rattlesnake†c	20	95	Sacharissa†	..	..	Two Bros.* <i>lmc</i>	..	..
Raven†c	..	..	Shaler	..	..	Venus†	..	..
Recovery†	..	..	Simon Forester*c	..	..	Viper*	..	..
Renown*	14	..	Shark§	10	..	Washington†	..	..
Revolution*	..	..	Spring Bird†	..	..	Warren†c	..	..
Revolt†	..	..	Spitfire†c	..	..	Wild Cat†c	14	75
Rhodes*c	20	110	Sturdy Beggartc	..	..	William & Anna†	..	..
Roebuck†	12	..	Swett†	..	..	

The number of these private armed ships, exclusively of those of Beverly and Marblehead, was 158. They mounted at least 2,000 guns, and carried, on an average, from 12 to 14 cannon.

They captured at least 445 vessels, nine-tenths of which reached port in safety. At least, 54 of these privateers and letters of marque were captured, and many were lost by perils of the sea. The crews were composed almost entirely of Americans; and from a letter of E. H. Derby to the Secretary of State, in which he mentions that more than 100 men had signed the articles of the Grand Turk within three days after the notices were posted, we may infer that many seamen were to be found during the war who enlisted with alacrity. Several thousand men were furnished by Salem, many of whom, captured by English frigates, lingered for a long time in the Mill Prison and Jersey prison ship.

The proceeds of the prizes were equally divided between the owners of the ship and the crews, including officers of the vessels.

Among the gallant officers who commanded the armed ships of Salem, were John Archer, John Brooks, C. Babbidge, Daniel Bigelow, Johnson Briggs, N. Brown, Nathaniel Brookhouse, Thomas Benson, John Carnes, John Cathcart, Benjamin Crowninshield, Samuel Crowell, J. Dollanson, John Derby, Benjamin Dean, E. Emerson, David Felt, John Felt, Simon Forester, Wm. Gray, Jonathan Haraden, Daniel Hawthorne, Benjamin Hammond, Gideon Henfield, S. C. Hobbs, Samuel Ingersoll, John Lee, John Leach, N. Lamprel, Stephen Marcoll, J. B. Millet, Jonathan Mason, J. Murphy, Jonathan Neale, Benjamin Needham, Gregory Powers, Joseph Pratt, Wm. Patterson, Thomas Perkins, (the principal founder of the Salem Marine Society,) Daniel Ropes, David Ropes, John Revel, Joseph Robinson, Daniel Saunders, Elias Smith, Israel Thorndike, J. Tucker, S. Tucker, C. Thompson, John Tittle, Joseph Waters, C. Woodbury, Henry White, and Captains Cook, Jones, Jewett, and Palfrey. Many of these were killed or wounded during the war of the Revolution. Immediately after the battle of Lexington, the above Capt. John Derby, a brother of Elias Hasket, in a fast-sailing ship from Salem, carried to London the first news of that engagement; and on his return, July 18, 1775, immediately waited on Gen. Washington, at Cambridge, with an account of the excitement and surprise produced in England by the intelligence.

During the war of the Revolution, Massachusetts contributed 67,000

soldiers to the armies of the Union—more than were supplied by any other State. But she has never had justice done to her for her services on the ocean. She manned most of the frigates and ships of war fitted out by government, and at least one-half the private armed ships which met the “queen of the ocean” on her own element, and successfully disputed her supremacy.

At least 6,000 seamen must have sailed during the war from Salem, if we allow 3 men to a cannon, and assuming that ratio for other seaports, it is safe to assume that the armed ships which sailed from all the ports of the State in the seven years’ contest, bore with them at least 30,000 men. It is time that history should do full justice to the efforts and sacrifices of Massachusetts.

Although the armed ships of Salem captured many vessels from the enemy, her losses were severe. Her fishing-smacks and merchantmen were either swept from the sea by English cruisers, or decayed at the piers; and during the last year of the war, few vessels could enter or leave the port without encountering the fastest frigates of the British navy. From 1771 to 1785, the tonnage of the port actually declined, and did not revive until the opening of the India trade, when it moved onward with astonishing rapidity, as will appear from the subjoined table:—

TONNAGE OF SALEM.

	Tons.		Tons.
1768.....	7,913	1791.....	9,031
1771.....	9,223	1800.....	24,862
1781.....	8,652	1807.....	252 vessels 43,570

Arrivals in last quarter of 1807 include 17 from Calcutta, 6 from Sumatra. Duties for quarter, \$511,000.

Shipping owned by Hon. William Gray in 1807, at Salem:—15 ships, 7 barks, 13 brigs, and 1 schooner—or one-fourth the total tonnage of the port.

From 1791 to 1800, when Mr. Derby owned nearly one-fourth the tonnage, the annual ratio of increase was close upon 20 per cent. From 1800 to 1807, when the tonnage culminated immediately before the embargo, the ratio of growth was 11 per cent.

The disastrous effects of the embargo and war were subsequently shown by the diminution of vessels in foreign trade, from 152 in 1807, to 58 in 1815.

As the war progressed, Mr. Derby learned to appreciate the importance of speed, and as the enemy armed their large ships and sent out many privateers and letters of marque, he established ship-yards, studied naval architecture, and built a class of vessels vastly superior in size and speed to any previously launched in the colonies, and able to cope with a British sloop-of-war. He did not materially increase his fortune during the war, although he took many prizes. He was not desirous to enrich himself by privateering, and gradually converted most of his ships into letters of marque; but he found himself at the close the owner of four ships—the Grand Turk, the Astrea, the Light Horse, and Hasket & John, of three hundred to three hundred and sixty tons; and of three brigs—the Henry, Cato, and Three Sisters, all of superior model, in place of seven sloops and schooners, which he owned at the commencement of the war. He had held his own, and made a fair interest on his capital in his contest with the British.

He had been successful, but he welcomed the peace with joy, for his tastes were pacific. And he was now prepared, by the speed and capacity of his vessels, to meet the mercantile fleet of England in fair competition on the ocean. He was now to embark on new paths of commerce, untried by Americans, and the courage and enterprise he had developed during the war impelled him onward. His ships had outgrown the humble trade he pursued before the war. They were no longer adapted to a small business, or the slow carriage of lumber, live-stock, and fish to the West Indies. He had begun to look for new fields of enterprise, and his first step was to the north. In his letter of June, 1784, to Lane, Son, and Frazer, of London, he apprizes them that—

“Capt. Buffington, in my bark, the *Light Horse*, sailed the 15th of June for St. Petersburg, in Russia. This vessel and her cargo of sugars cost me £8,000 sterling, and as the voyage is new to us in this quarter of the world, I wish you to make me £3,000 sterling insurance.”

Thus was opened the American trade to St. Petersburg.

For a brief interval Mr. Derby sent his ships to transport mules from Spain to the West Indies to supply the deficiencies caused by the war; to Virginia, to load tobacco and flour for London; to Carolina, to take rice for France; but finding these routes pre-occupied, he turned his eyes towards the Cape of Good Hope and the Indies, and determined to measure his strength against the incorporated companies of France, England, Holland, and Sweden, which then monopolized the commerce of the East.

In 1781, Mr. Derby had built at the South Shore, under the eye of Thomas Barstow, a fast-sailing ship of 300 tons, called the *Grand Turk*. Her armament was 22 guns, and her voyages had been remarkably successful. Of her first cruise no record remains, but on her second cruise, under Joseph Pratt, she went to the coast of Ireland, and there captured the ship *Mary*, from Jamaica, sugar laden, and on her way to Bilboa with her prize, took the brig *John Grace*, and carried both in safety to Bilboa, where the net sales amounted to \$65,802. After refitting, she sailed for the West Indies, captured several prizes, which were sent into the French islands and condemned, and proceeds remitted to Salem. She subsequently captured the ship *Pompey*, of 20 guns, from London, which sailed after the proclamation of peace was signed, but was captured before it took effect in the longitudes in which she was taken. After this brilliant success the *Grand Turk* made two voyages to the West Indies. In November, A. D. 1784, she was dispatched, under the command of Capt. Jonathan Ingersoll, on the first voyage from Salem to the Cape of Good Hope. She was lying at Table Bay when Major Samuel Shaw arrived there on his return from Canton, and in his memoir, edited by the Hon. Josiah Quincy, he states that he sent his boat to the *Grand Turk* for Capt. Ingersoll to come on board, and says of him:—

“His object was to sell rum, cheese, salt provisions, chocolate, loaf sugar, butter, &c., the proceeds of which, in money, with a quantity of ginseng, and some cash brought with him, he intended to invest in Bohea tea; but as the ships bound to Europe are not allowed to break bulk on the way, he was disappointed in his expectations of procuring that article, and sold his ginseng for two-thirds of a Spanish dollar a pound, which is 20 per cent better than the silver money of the Cape. He intended remaining a short time to purchase fine teas in the private trade, allowed the officers on board India ships, and then to sail to the coast of Guinea, to dispose of his rum, &c., for ivory and gold dust, thence, without

taking a single slave, to proceed to the West Indies, and purchase sugar and cotton, with which he would return to Salem. Notwithstanding the disappointment in the principal object of the voyage, and the consequent determination to go to the coast of Guinea, his resolution not to endeavor to retrieve it by purchasing slaves, did the captain great honor, and reflected equal credit upon his owner, who, he assured me, would rather sink the whole capital employed than directly or indirectly be concerned in so infamous a trade."

These views of a Massachusetts merchant and master, at a moment when the slave trade was permitted by the laws, and this resolution of Capt. Ingersoll to sail in ballast from the coast of Africa to the great slave mart of the West, are peculiarly interesting at the present moment, when the topic of the slave trade is again started at the South.

The Grand Turk sold her rum to an English East Indiaman, and delivered it at St. Helena. She returned in 1785, via the West Indies, and her sales proved sufficient to load two ships for home with Grenada rum. Capt. Ingersoll sent the ship to Salem, and returned with his shipment in the Atlantic, and on his way home he rescued the master and mate of the English schooner *Amity*, whose crew had mutinied, and set their officers adrift in a boat. After their arrival in Salem, Capt. Duncanson, of the *Amity*, was sitting one day with Mr. Derby in his counting-room, and while using his spy-glass, he espied his own vessel in the offing. Mr. Derby promptly manned one of his brigs, put two pieces of cannon on board of her, and taking with him the English captain, boarded and recaptured the *Amity*.

Mr. Derby was a man of action, rather than of words, and when he reported the facts to the Governor, he concluded his laconic letter of six lines in these terms:—"The prisoners remain at your Excellency's disposal."

When the letter was printed, some one criticised it as not properly addressed to "His Excellency;" but Mr. Derby replied the address was there—they would find it in the conclusion.

Another anecdote of Mr. Derby at this period of his life, of a different character, may not be out of place. He was cheated by a merchant to whom he had sold some merchandise. When the loss was ascertained, he called his clerks around him, and charged them not to trust a man again who wore nankeen small-clothes in mid-winter; "For if he cheats himself, you may expect he will cheat you." A few weeks afterwards, one of the first merchants of Boston drove down to Salem, while Mr. Derby was absent, to buy an invoice of goods; but the clerks, observing his dress, and taking Mr. Derby at his word, refused to trust him; and he returned without his merchandise. His anger was appeased when he discovered what part of his costume had destroyed his credit.

On another occasion, Mr. Derby sold a country clergyman a piece of broadcloth on credit, and after two or three years he sent his clerks several times for the pay, but they returned empty-handed. Mr. Derby told them they did not understand their business, and added, "Let me see him if he ever comes here again, and I will show you what can be done." The clergyman came, the clerks ushered him into the inner room, and awaited the result. They were not a little amused to see him walk out after an hour's conversation with Mr. Derby, without squaring the amount, with another piece of broadcloth under his arm.

Although the voyage of the Grand Turk to the Cape did not realize all the hopes of Mr. Derby, the provisions, ginseng, and other articles gave a

fair profit. He had learned, too, the wants and prices of the Indian market. His eldest son, Elias Hasket, had also left college, landed from one of his ships in Scotland, visited London, Paris, and L'Orient, in France; learned the French language, and gained some insight into the English and French trade to the Indies. Thus encouraged, Mr. Derby, December 5, 1785, dispatched the *Grand Turk*, under the command of Capt. Ebenezer West, on the first voyage for New England to the Isle of France, India, and China.

The *Grand Turk* reached home with a cargo of tea, silks, and nankeens, in June, 1787; and the letters from her officers had been so satisfactory, that before her arrival at Salem, Mr. Derby dispatched the bark *Light Horse*, and brigantine *Three Sisters*, for the East, and was largely embarked in the East India trade.

In December, 1787, Mr. Derby again dispatched his ship *Grand Turk* on a voyage to the Isle of France, under the charge of his son, Elias Hasket, with a promise that he would send the ship *Juno* in a few weeks afterward to his consignment. The *Juno* foundered at sea, and proved a total loss, without insurance. The *Grand Turk*, however, was sold, with her cargo, at a great profit, by his son, who remained a year in the Isle of France, until relieved by the ship *Atlantic*, dispatched after the loss of the *Juno*, when he proceeded to Surat, Bombay, and Calcutta, and first displayed our ensign at those ports.

Elias Hasket, Jr., remained three years in India, and there formed an extensive mercantile acquaintance, and laid the foundations of the extensive trade subsequently developed by his father. August, 1788, he purchased at the Isle of France, from the proceeds of his cargo, the ship *Peggy* and brigantine *Sultana*, and sent them to Bombay for cotton. The *Peggy* returned to Salem, where she arrived June 21, 1789, with the first cargo of Bombay cotton. In 1789 he dispatched the *Sultana* to Madras, and loaded the *Light Horse* and *Atlantic* at Bombay, with cotton for China. After visiting Surat, Bombay, Madras, and Calcutta, he sent the *Peggy* to Pegu. She was impressed by the natives, and sent with troops to Siam, where she first displayed the flag of America. Returning in the brig *Henry*, in January, 1791, the immediate result of his voyages was found to be a profit of nearly \$100,000. He soon after sent a ship on the first voyage made from America to Mocha, in the Red Sea.

During the years 1787 and 1788, his father having dispatched the *Light Horse* and other vessels to the Isle of France and India, no less than four of Mr. Derby's ships found their way to Canton in 1789, viz., the *Atlantic*, *Three Sisters*, *Light Horse*, and *Astrea*.* Of these, the *Astrea* was one of his favorite ships; she was distinguished for speed, having in one voyage to the Baltic made the run in 11 days from Salem to the coast of Ireland, and she was rated at 360 tons. This ship first appears on the books of Mr. Derby in 1783, and seems to have been a letter of marque during the last year of the war. After the peace, she made several voyages to London and the Baltic, and continued to run many years in the service of Mr. Derby.

Early in 1788, Mr. Derby planned, for the first time, a direct voyage to Batavia and Canton, and selected the *Astrea* for that purpose; but in those days a Canton voyage was a serious undertaking, and as six months was required to provide the specie, ginseng, and other cargo, the ship was

* The *Astrea* was built by Mr. Derby, and made her first passage as a letter of marque, in 1788, to France in 18 days, and returned in 19 days.

sent in the spring up the Baltic for iron; a schooner was sent to Madeira for wine, and letters were addressed to Mr. Derby's correspondents at New York, Philadelphia, and Baltimore for ginseng and specie. The *Astrea*, on her return, met with stress of weather, and put into Newfoundland. This detention delayed her voyage until the close of the year. Upon her arrival from Russia, Mr. Derby had her thoroughly repaired, and then submitted her to a survey of three experienced merchants, who reported her to be in fine order for an Indian voyage.

In February, 1789, he dispatched her for Canton with an assorted cargo, backed up by shipments of specie by David Sears, Samuel Parkman, and other eminent merchants.

Her manifest gives the assortment then deemed proper for such a voyage, with a list of the adventures and terms of shipment, and may interest the merchant of the present day:—

MANIFEST OF THE CARGO ON BOARD SHIP ASTREA, JAMES MAGEE, MASTER, FROM SALEM, FOR BATAVIA AND CANTON.

- [S] 50 barrels salmon.
- 100 tons iron, 5,757 bars.
- [W] 39 pipes Madeira wine, 4,290 gallons.
- 50 barrels tar.
- ED 50 boxes chocolate, 2,500 lbs.
- 598 firkins butter, 32,005 lbs.
- [SC] 345 boxes spermaceti candles, 8,933½ lbs.
- [D] 153 hhds. and tierces ginseng, 55,776¾ lbs.
- [R] 11 pipes red port wine, 1,339 gallons.
- [F] 6 pipes Teneriffe wine, 721 gallons.
- 24 hhds. beer, 2 barrels each.
- 24 bbls. beer, 40 gallons each.
- 115 tubs steel.
- [B] 48 barrels beef.
- [F] & A 336 bbls. common flour.

This belongs to Tenney & Brown, of Newbury; ¾ the net proceeds you are to credit E. H. D.'s account for freight—the other ¼ to lay out on account of T. & B. in light goods.

B & T }
A 1009 } 9 kegs snuff.

- FD 2 boxes women's shoes, 407 pair.
- [D]d 14 hhds. N. E. rum, }
1 hhd. stores, } 1,792 galls.
- 19 dozen handkerchiefs.
- [F] 7 hhds. codfish, 9 quintals each, 63 quintals.

This belongs to Folger Pope, and after deducting commissions, the net proceeds is to be credited to E. H. D.'s account, as friend Derby is to have the use of the money for freight.

1 phaeton and harness complete, with saddles, bridles, &c., cased up.

This belongs to James Bott, and goes on the same terms as the above.

EED J. Bott, 1 box saddlery.

ADVENTURES.

	ID	4 hhds. ginseng, 1,998 lbs. 10 half bbls. beef. 1 box shoes, 94 pair. 6 cases Geneva. 2 pipes red port wine, 237 galls. 9 firkins butter.
Capt. Nathaniel West.	NW { EW {	15 boxes spermaceti candles. 1 pipe Teneriffe wine, 118 galls.
James Jeffry.	{ I7I xx No. 1	1 cask ginseng, 274 lbs.
Ezekiel H. Derby.	{ ED Nos. 1&2	1 cask } 1 bag } Ginseng, 310½.
Ezekiel H. Derby & Co.	D&C	1 cask of siftings of the ginseng, 138 lbs.
George Dodge.	{ [W] }	810 dollars. 1 pipe Madeira wine, 110 gallons, (marked with marking irons, GD near the bung.)
Benjamin Pickman, Jr.	BP	2 pipes Madeira wine, 220 galls.
Josiah Shippey & Co.— This goes one-fifth for frt.	{ [S] No. 1 a19	8 boxes containing 4,000 dollars. 19 tierces ginseng, 4,086 lbs.
Josiah Shippey & Co.— This goes at 33½ per cent for freight.	{ [W] No. 1 a16	16 tierces ginseng, 3,547 lbs.
Josiah Shippey & Co.— This goes one-fifth for frt.	{ I7S No. 1 & 2 No. 1 a24	2 boxes containing 1,000 dollars. 23 tierces 1 bbl. ginseng, 4,719 lbs.
John Seaman. This at 33½ per cent for freight.	{ A No. 1 a3	11 tierces ginseng, 639 lbs.
David Sears. This at one-fifth for freight.	{ DS No. 1 a16	Boxes containing 15,000 dollars. 16 casks ginseng, 5,570 lbs.
David Sears. This at 33½ per cent for freight.	{ DS No. 17 a31	15 casks ginseng, 4,793 lbs.
Edmund Seaman. This at one-fifth for freight and commissions.	{ ES No. 1 &2	200 Spanish milled dollars. 2 tierces ginseng, 430 lbs.
Samuel Parkman. This at one-fifth for freight and commissions.	{ P No. 1 a7 SP No. 1 a5	7 hhds. ginseng, 2,444 lbs. 5 boxes containing 5,000 dollars.
Eleazer Johnson. This at one-fifth for freight and commissions.	{ EJ No. 1 a5 No. 1 a7	5 casks ginseng, } 1 keg samples, } 1,988 7 bags dollars, 4,000

James Magee and Thomas H. Perkins.	}	1 pipe Madeira wine, 103 galls. 1 pipe port wine, 122 galls. 250 lbs. loaf-sugar. 4 cases Geneva, 18 galls. 20 gallons brandy. 95 dozen 9 bottles rappee snuff, 1,449 lbs. 552 lbs. manufactured tobacco.
Wm. Cabot: freight and commission as others pay.	}	W7C A box containing 23 pieces plate, weight 255 oz. 16 dwts. 12 gr.
Oliver Brewster; at 9 per cent freight home.	}	A bag containing 500 dollars.
Robert BreecK; at 25 per cent for freight and commissions.	}	A bag containing 200 dollars.
People—Adventures.	}	4 bbls. N. E. rum, 104½ galls. 50 cases Geneva, 225 galls. 2 bbls. snuff, 260 lbs.
Elias H. Derby; to be disposed of.	}	4 casks ginseng, 965 lbs., } 995 “ “ “ 30 lbs., }

It will be noticed that many of the shipments by merchants paid a large freight, and that it was the custom for the officers and children of the owner to take an interest in the voyage. The cargo of the *Astrea* was intrusted to the joint care of Capt. James Magee and Thomas Handy-side Perkins. The last-named gentleman laid the foundation of his fortunes in this voyage, by establishing a house in China, and for many years was a leading merchant in Boston, and one of the founders of the Boston Athenum and Asylum for the Blind. His memoir has already appeared in the *Merchants' Magazine*.

The following letter of instructions from Mr. Derby in this voyage is still extant:—

SALEM, February, 1789.

CAPT. JAMES MAGEE, JR., MR. THOMAS H. PERKINS:—

GENTS:—The ship *Astrea*, of which James Magee is master, and Mr. Thomas Perkins is supercargo, being ready for sea, I do advise and order you to come to sail, and make the best of your way for Batavia, and on your arrival there you will dispose of such a part of the cargo as you think may be most for my interest.

I think you had best sell a few casks of the most ordinary ginseng if you can get one dollar a pound for it. If you find the price of sugar to be low, you will then take into the ship as much of the best white kind as will floor her, and fifty thousand weight of coffee, if it is as low as we have heard—part of which you will be able to stow between the beams and the quintlings—and fifteen thousand of saltpeter, if very low, some nutmegs, and fifty thousand weight of pepper; this you will stow in the fore peak, for fear of its injuring the teas. The sugar will save the expense of any stone ballast, and it will make a floor for the teas, &c., at Canton.

At Batavia you must, if possible, get as much freight for Canton as will pay half or more of your charges; that is, if it will not detain you too long, as by this addition of freight it will exceedingly help the voyage. You must endeavor to be the first ship with ginseng, for be assured you will do better alone than you will if there are three or four ships at Canton at the same time with you. If Messrs. Blanchard & Webb are at Batavia in the brigantine *Three Sisters*, and if they have not stock sufficient to load with coffee and sugar, and if it is low, and you think it for my advantage, then I would have you ship me some coffee or sugar and a few nutmegs, &c., to complete his loading; if his brigantine can be

sold for a large price, and sugar and coffee, &c., is too dear to make any large freight, in that case it possibly may be for my interest to have her sold, and for them to take passage with you to Canton; but this must not be done unless you, Dr. Blanchard, and Capt. Webb shall think it *greatly* for my interest; or possibly they may sell their brigantine to advantage, and find some Dutch ship that would take their freight to St. Eustatia or Curaçoa, so as to make it very advantageous. But there are too often difficulties attending the sale of ships so far from home; it therefore must be well thought of before it is undertaken. One thing I have against it is, that I shall have too much property in the *Astrea*, and not know it in time to make my insurance, which ought to be taken into consideration. On your going round the Cape no doubt you will see some India ships bound home; you will put letters on board two or three of them for me, acquainting me with the situation of the ship, and everything you think I may wish to know. Capt. Magee and Mr. Perkins are to have 5 per cent commission for the sales of the present cargo, and $2\frac{1}{2}$ per cent on the cargo home, and also 5 per cent on the profit made on goods that may be purchased at Batavia and sold at Canton, or in any other similar case that may arise on the voyage. They are to have one-half the passage money—the other half belongs to the ship. The privilege of Capt. Magee is 5 per cent of what the ship carries on cargo exclusive of adventures. The property of Mr. Perkins, it is understood, is to be on freight, which is to be paid for like the other freighters. It is orders that the ships' books shall be open to the inspection of the mates and doctor of the ship, so that they may know the whole business, as in case of death or sickness it may be good service in the voyage. The Philadelphia beer is put up so strong that it will not be approved of until it is made weaker; you had best try some of it first. The iron is English weight; you will remember there is 4 per cent that you will gain if sold Dutch weight. As the ships will be about leaving Batavia at the time you are there; if so, you best barter the small ginseng for something those ships may have on board, as no doubt it will do better in that way than at Canton. You will be careful not to break any acts of trade while you are out on the voyage, to lay the ship and cargo liable to seizure, for my insurance will not make it good. All freight out and home, it is understood, belongs to the ship, as Capt. Magee is to fill his privilege with his own property. Be very careful of the expense attending the voyage, for I more fear that than anything else, and remember that one dollar laid out while absent is two dollars out of the voyage. Pay particular attention to the quality of your goods, as your voyage very much depends on your attention to this. You will not forget what Mr. Shippey says to you on that head, of the green tea and nankeens. You are not to pay any moneys to the crew while absent from home, unless in a case of real necessity, and then they must allow an advance for the money. Annexed to these orders you have a list of such a cargo for my own account as I at present think may do best for me, but you will add or diminish any article as the price may be.

My own property I suppose will take the room of 500 chests, and your freight that you already engaged will take the room of about 500 chests, and then I compute you will have room for 500 chests more on freight, to make up the 1,500 which you think the ship will load on cargo. You must, at Canton or Batavia, endeavor to fill the ship with light freight, and provided you can do it to advantage, you have leave to put my property into more valuable goods, so as to take the less room; but this must not be done unless by calculation you find it greatly for my interest. And I again repeat that I would have the doctor and Mr. Bray made acquainted with the whole business of the voyage, for fear of accident, as in case Mr. Perkins should fail, one or both of them might be of great service to the voyage. It is likewise my order that in case of your sickness, that you write a clause at the foot of these orders, putting the command of the ship into the person's hands that you think the most equal to it, not having any regard to the station *he* at present has in the ship. Among the silks, you will get me one or two pieces of the wide nankeen satin, the others you will get as directed. Get me two pots of twenty pounds each of race ginger, that is well put up; and lay out for my account fifteen or twenty pounds sterling in curiosities. There will

be breakage room in the bilge of the ship that nothing dry can go in; therefore, in the crop of the bilge you will put some boxes of China, such as are made suitable for such places, and filled with cups and saucers, some bowls, and anything of the kind that may answer.

As to the sale of the ship *Astrea*, it will not do to think of it, on account of the freighters' goods; but if at Batavia or Canton you can agree to deliver her the next season for \$20,000 or \$25,000, you may do it, the danger of the seas, &c., excepted. Attend particularly to the writings for this contract. Provided that you wish to obtain more property home in the ship, it will be most agreeable to me to take such a part of the profit, or take it to come at their risk, and for me to have all above 40 per cent for Hyson tea and light goods; but the goods must be of the best quality, and put in at the cash value; but do not take it on my risk without the property is insured before you leave Canton. If any goods are shipped from Canton in the ship, you will endeavor to get me the consignment, as it may serve some of my family at Boston. It is understood where I have one-third of the ginseng for the freight and commissions, as mentioned in the agreement, I am to allow Magee and Perkins the commission for the whole sales out. In case Mr. Blanchard is at Batavia, and purchasing coffee, sugar, and other articles, if he can, by taking those articles, put off some of your goods, and give you this money, in any way not to injure his voyage, then I would have him do it. Provided you, by information, are fully convinced that you can make a freight from Batavia on coffee, sugar, cotton, rice, or anything else, and you can sell my ginseng for a dollar a pound this weight, then I wish to have a third of my quantity sold, but not for less; but in a barter way you no doubt will do better.

Capt. Magee and Mr. Perkins, although I have been a little particular in these orders, I do not mean them as positive, and you have leave to break them in any part where you by calculation think it for my interest, excepting your breaking acts of trade, which I absolutely forbid. Not having to add, I commit you to the Almighty's protection, and remain you friend and employer,

ELIAS HASKET DERBY.

SALEM, 15th February, 1789.

We acknowledge the above to be a true copy of our orders this day received.

JAMES MAGEE.
THOMAS HAND, PERKINS.

The *Astrea* sailed with brilliant prospects, but American ships were already following the lead of the *Grand Turk*, and between the fall of 1788 and 1799, no less than fifteen American vessels arrived in Canton.

Mr. Perkins found the market overstocked with ginseng, and sold the large invoices of Mr. Derby at \$20,000 less than the prime cost. He found there, also, three other ships of Mr. Derby. The *Light Horse*, *Atlantic*, and *Three Sisters*, influenced by temporary high prices of produce in the Isle of France and India, had come on to China; so that four of his ships were lying at Canton in the summer of 1789.

Pursuant to the orders of Mr. Derby, two of these ships were sold, and the proceeds of all their cargoes were shipped in the *Astrea* and *Light Horse*, which arrived safely in Salem, with no less than 728,871 pounds of tea for Mr. Derby. This importation was unprecedented; so also was the entire importation of the same year into the United States, viz.:—2,601,852 pounds of tea. And the result was disheartening to the merchants who first adventured in the China trade. Down to this period most of the teas had come at high prices via Sweden, Holland, England, and France. The nation was exhausted by the war, and less than a million of pounds sufficed for the consumption of a country which now absorbs forty millions of pounds annually, in addition to cocoa and coffee.

Still another event had occurred during the voyage to dishearten Mr.

Derby. The government had been organized under the constitution of 1788, and an unexpected duty been imposed on teas, which amounted to \$25,000 on the invoices of Mr. Derby. This duty took immediate effect, without any exception for the cargoes on the way.

Under these circumstances Mr. Derby addressed to Congress the following memorial, in which, and the letters which accompanied it, he presents the oppressive weight of the duty, and shadows forth the idea of the present warehousing system of the United States:—

To the Honorable Senate and Honorable House of Representatives of the United States of America in Congress assembled:—

The memorial of Elias Hasket Derby, of Salem, in the commonwealth of Massachusetts, merchant, humbly sheweth—

That your memorialist, previous to the fourth day of March, in the year of our Lord one thousand seven hundred and eighty-nine, fitted out and ordered to places beyond the Cape of Good Hope four vessels, laden with cargoes of the growth and produce of this country, and principally the property of your memorialist, to the amount, nearly, of all his stock in trade; that only one of those vessels, to wit, the *Astrea*, was ordered and designed for Canton; that from the unexpected and particular circumstances of the markets at the Isle of France, India, and Batavia, the factors of two of his said vessels thought it advisable, and did sell them and their cargoes, and meeting with his two other vessels in those seas, put the proceeds thereof on board of them; that the factor of the ship, the *Light Horse*, one of the two remaining vessels, being ignorant of the great number of vessels which had sailed from the United States for Canton, judged it most for the interest of your memorialist to proceed also to Canton, there to load with tea and return home; that his said two ships, the *Astrea* and *Light Horse*, have within a few days past returned from Canton to the port of Salem with the proceeds of their own cargoes, the other two vessels and their cargoes, principally in teas.

That no fewer than eleven sail of vessels have been at Canton the last season, taking on board teas and other Chinese goods designed for the markets of the United States, amounting to three thousand one hundred and fifty tons of shipping, a schedule of which he herewith begs leave to exhibit; that some of those vessels have already arrived in the United States, and the rest are daily expected; that the teas which will be imported in all those vessels will, on the most accurate calculation, be more than sufficient for the consumption of the United States for three years; that the surplus produce of these teas cannot be exported to foreign markets without great loss, and that of course it must principally, if not altogether, be consumed in the United States.

That from the badness of the markets to which he originally intended his property, and not from any plan, nearly all his capital at this time consists of teas, and that in consequence of the impost law, made since his property left the United States, he shall be obliged within six months to raise a very large sum of money to discharge his bonds given to secure the payment of the duties; that no property now remains by him from whence to raise the sums necessary therefor, unless it is teas, which, from the great abundance at market, cannot be used without a sacrifice is made of them; his situation is peculiarly distressing, requiring him to sell his property at so low a price as to make him, in fact, pay the duties out of his own pocket, without the most distant prospect of ever receiving a cent therefor, instead of his becoming the collector, and advancing them to government, for the consumer, or to suffer his bonds to be put in suit, and thereby to have his credit impaired, and lose his reputation of punctuality, and receive but temporary relief with the loss of what is most dear to him, and this appears to him the only choice left, and whichever step he takes, it will be a painful, a really painful one to him. Under this melancholy impression he flies to your honors for aid and relief, and from you it is that he expects assistance under this his most grievous burthen, and which he could never have incurred had he or his factors abroad

have known or could have foreseen the operation of the impost laws. He therefore, and with the fullest confidence, appeals to you, the guardians of the liberty and trade of the citizens of this rising empire, for redress, not doubting that when the amount of the duties of impost on two cargoes of tea, the great scarcity of specie, and the difficulty of raising some thousands of dollars in this young nation, almost destitute of capital, are considered, your wisdom and candor will determine that so much time shall be given him for payment of the duties, and such provision be made for him, as that the consumers of that article shall eventually pay it, and not that he shall be compelled to pay it within the time limited by law, thereby throwing into the hands of watchful speculators an opportunity of enriching themselves, and rendering your memorialist the sole sufferer.

He would only further add that it is with the greatest cheerfulness that he advances to government the duties required by law, and should the idea be thought not unbecoming and improper, would suggest that he would not hesitate to pay to the United States all the duties on his teas in that article, at a much less price than it would have sold for at market, at the time when the impost law was made.

Your memorialist therefore humbly prays your honors that he may be allowed to pay to the United States the duties on his cargoes of tea as he from time to time shall sell them, and no sooner, or otherwise grant him such relief as in your wisdom shall seem best; and as in duty bound will ever pray.

SALEM, June 10, 1790.

ELIAS HASKET DERBY.

The petition of Mr. Derby presented so strong a claim that it was immediately granted. Ample time was allowed him for the disposal of his teas. Importations were checked; the low prices stimulated demand; the funding of the debt increased the means of the merchants; and we may infer, from the energy with which Mr. Derby embarked in the trade to India in 1791, that his means were not impaired, if they were not increased, by his tea voyages.

During the years 1789 and 1790, while the subjects of the duties on foreign merchandise and the funding of the State and National debt were under discussion, Mr. Derby carried on an active correspondence with his friends, the Hon. Benj. Goodhue and Fisher Ames, members of Congress from Massachusetts, in which he evinces his commercial information. When it was proposed to put a duty of twelve cents on Bohea tea, he pointed out the oppressive character of a tax amounting to nearly 100 per cent on the prime cost, and the injustice that would be thus done to merchants who had embarked in voyages to China, and the danger of illicit importations. He suggested, too, the importance of a system of drawbacks to a commercial nation.

In discussing the question of the public debt, in his letter of February 3d, 1790, to the Hon. Benj. Goodhue, he incidentally remarks:—

At the time of Lexington battle I loaned to government a large proportion of the supplies for the army, and took their obligations for so much specie, which obligations I have by me, and should think such debts were as justly due me as any private obligation whatever. To have the foreign debt put on a better footing than the domestic debt, or to put the interest at 3 or 4 per cent without the consent of the holders of such obligations, will not, in my opinion, ever raise the credit of the government.

The loan he refers to was not the only aid rendered by Mr. Derby to his country. When General Sullivan marched to Rhode Island he supplied his troops with boats to cross from the main to the island; he furnished the French fleet with coal; and at a later period took the lead in building a frigate for the nation, and when that nation, in her prosperity,

tendered to him in requital a 3 per cent stock for his active capital loaned to her in an hour of peril; when, too, that nation imposed an unexpected duty on his tea; while he was opening to her the way to Oriental wealth, he submitted to her injustice.

Perhaps he might not have so readily acquiesced could he for a moment have imagined that this same nation, after assuming by treaty the payment of his just claims on France, and allowing him no chance to enforce them with his own cannon, would for sixty years have withheld from his posterity both principal and interest of a just debt of \$40,000.

From 1788 to 1799, he pursued the India trade with vigor, but he seems to have been surfeited with tea. His principal voyages after 1790, were either direct to the Cape, the Isle of France, Bourbon, Calcutta, Madras, or from Salem to England, Spain, France, Sweden, or Madeira, and thence to the East Indies, taking return cargoes, which were either sold in Salem or Boston, or shipped coastwise to his valued correspondents, Ludlow & Gould, of New York, James Carey & Co., and Pickering & Hodgdon, Philadelphia, or other consignees at Baltimore or Richmond. Some of his shipments paid large profits. By a letter to Stephen Cadman, Esq., it appears that it was the custom of the day to sell muslins and calico from Calcutta by invoices marked 100 per cent above the India price. An instance occurs of a shipment of twelve thousand plain glass tumblers, costing less than one thousand dollars, and sent to the Isle of France by the ship *Benjamin*, Capt. Silsbee, and arriving when there was no glassware in the island, and selling for \$12,000; and another instance in which a cargo of common red wine from the Mediterranean, arriving at an opportune moment, sold for sufficient to load two vessels with coffee, which was worth twenty-five cents per pound in America. From the disturbed state of Europe, trade was irregular. Voyages occasionally resulted in loss, but the ripened wisdom, courage, and perseverance of Mr. Derby were triumphant, and in the brief period from 1790 to 1799, a space little longer than the war of 1776, he increased his property at least five fold, and made liberal advances to his children.

When Mr. Derby first engaged in the trade to India, there were no banks, and little active capital in Massachusetts. His first cargoes were of moderate value; they consisted of an assortment of provisions, naval stores, spars, cordage, wine, spirits, iron, lead, and ginseng. These cargoes were swelled by shipments of goods, or specie on freight, paying from 20 to 30 per cent upon returns for carriage. Mr. Derby rarely sold or purchased on credit, as debts, before the day of banks, were not punctually paid. While his large ships were on their voyages to the East, he employed his brigs and schooners in making up the assortment, by sending them to Gottenburg and St. Petersburg, for iron, duck, and hemp; to France, Spain, and Madeira, for wine and lead; to the West Indies, for spirits; and to New York, Philadelphia, and Richmond, for flour, provisions, iron, and tobacco; and made his remittances therefor, as far as possible, in the teas, coffee, pepper, muslins, and silks, which he imported from the East, often bartering the one for the other, and sometimes drawing moderate advances from his consignees, and London bankers. He rarely insured more than half the outfit, and, by dividing his risks, in his extensive commerce, could occasionally lose a ship and cargo, without a serious interruption of his business. His views were always prospective, and his solicitude seemed to be to make his importations the basis

of his future adventures, without incurring debt. After a few successful voyages to the East, his capital increased, and he became able to cope with the largest undertakings.

In the brief space of fourteen years, from 1785 to 1799, we find among his papers the record of one hundred and twenty-five voyages, by at least thirty-seven different vessels, of which voyages, forty-five were to the East Indies or China.

The records have suffered by lapse of time and removal. A number of voyages are doubtless omitted, and many of the ships made intermediate voyages, of which no account remains; but we have ample memorials of the enterprise and activity of this distinguished merchant.

Among the ships sent by him to the East, to the Baltic and Mediterranean, were the ships *Hasket & John*, Grand Turk, 300 tons, *Astrea*, 360 tons, *Henry*, 190 tons, *Recovery*, *John*, *Benjamin*, *Martha*, Grand Schem, Grand Turk, (new,) 560 tons, *Active*, *Three Sisters*, *Juno*, *Atlantic*, *Peggy*, *Eliza*, *Light Horse*, *Mount Vernon*, *Bunker Hill*, *Benjamin*, (new,) 450 tons.

The *John* was sometimes rigged as a ketch; the armed ship *Benjamin* was coppered to the bends. After her purchase by Capt. Silsbee in 1796, Mr. Derby adopted the practice of coppering his ships, then a novelty in America.

The *Henry*, built of white pine, proved a very buoyant and durable ship, and lasted nearly half a century. Among his small vessels were the brigs *Dolphin*, *Conger*, *Brothers*, *Nancy*, *Ranger*, *Cato*, *Three Friends*, *Chance*, *Rose*, *Peggy*, *Henry*, *Antelope*, *Jutland*; and schooners *Hannah*, *Polly*, *Porga*, *You*, *Hope*, *Fanny*; and sloops *Sally* and *Alice*.

Among the officers of these ships who afterwards became distinguished for talents or success, were Hon. Nathaniel Silsbee, Dr. Nathaniel Bowditch, John Prince, Joseph Ropes, J. Magee, Joseph Pratt, Benjamin Hodges, Esqs., Capt. Richard Cleaveland, Capt. J. Nichols, Hon. Thomas H. Perkins, Benjamin Crowninshield, Jacob Crowninshield, D. Saunders, Esqs., Capt. Richard Derby, Gen. Samuel Derby, Capt. Benjamin Webb, Capt. J. Ingersoll, Capt. Stephen Phillips.

Among the officers who rose most rapidly to distinction in the service of Mr. Derby, none is more prominent than the Hon. Nathaniel Silsbee, late Senator from Massachusetts. His father had enjoyed the entire confidence of Mr. Derby, and after his death, Mr. Derby transferred that confidence to his son.

In 1790, he appears as the mate and captain's clerk of a small vessel bound to Madeira. In 1792 he is master of a sloop in the trade to the West Indies, which Mr. Derby impowers him to sell for \$350. In 1793, at the early age of twenty years, he is on a voyage to the Isle of France, in command of the new ship *Benjamin*, of 142 tons. From the Isle of France, he proceeds to the Cape of Good Hope, returns to the Isle of France, and brings his ship home with large profits.

In 1796, Mr. Derby dispatches him, in the ship *Benjamin*, to Amsterdam, and thence to the Isle of France, with a credit of \$10,000 for his own private adventure. After selling his ship and cargo at a great profit, he purchases a new ship of 450 tons for his owner, and returns to Salem with a full cargo of East India goods, for his owner, and such favorable results for himself, as to enable him to commence business on his own account, in which he soon achieved a fortune.

When Mr. Derby first went into the India trade, there were few officers in the country able to take charge of an Indiaman, on such long, untried voyages, and he was obliged to improvise not only ships, but officers, for the occasion. To obviate this difficulty, he gave gratuitous instruction to many lads of his native town. He admitted the most promising of these, when young, as masters or supercargoes, into his ships. If they displayed tact and ability, he soon gave them command, and laid the foundations of their fortunes, by liberal commissions and salaries, and an interest in the voyages. While his ships were absent, Mr. Derby devoted himself to the improvement of models, the supervision of his vessels on the stocks; or found his recreation on his farm, or in importing new flowers, shrubs, plants, trees, and animals, for his own amusement, and the improvement of his State.

Capt. Richard Cleveland, who was in his employ from 1788 to 1795, and who still lives in a green old age at Salem, after a life of singular vicissitudes, bears the following testimony to his ability and character, in the first page of his "Narrative of Voyages and Commercial Enterprises," published at Cambridge in 1842:—

In the ordinary course of commercial education in New England, boys are transferred from school to the merchant's desk, at the age of fourteen or fifteen. When I had reached my fourteenth year, it was my good fortune to be received into the counting-house of Elias Hasket Derby, Esq., of Salem; a merchant who may justly be termed the father of the American commerce to India; one whose enterprise and commercial sagacity were unequaled in his day, and, perhaps, have not been surpassed by any of his successors. To him our country is indebted for opening the valuable trade to Calcutta; before whose fortress his was the first vessel to display the American flag; and, following up the business, he had reaped golden harvests, before other merchants came in for a share of them. The first American ships seen at the Cape of Good Hope and the Isle of France, belonged to him. His were the first American ships which carried cargoes of cotton from Bombay to China; and among the first ships which made a direct voyage to China and back, was one owned by him. He continued to prosecute a successful business, on an extensive scale, in those countries, until the day of his death. In the transaction of affairs abroad, he was liberal—greatly beyond the practice in modern times—always desirous that every one, even the foremast hand, should share the good fortune to which he pointed the way; and the long list of masters of ships, who have acquired ample fortunes in his employment, is a proof, both of his discernment in soliciting, and of his generosity in paying them.

Without possessing a scientific knowledge of the construction and sparring of ships, Mr. Derby seemed to have an intuitive faculty in judging of models and proportions; and his experiments, in several instances, for the attainment of swiftness of sailing, were crowned with a success unsurpassed in our own, or any other country. He built several ships for the India trade, immediately in the vicinity of the counting-house, which afforded me an opportunity of becoming acquainted with the building, sparring, and rigging of ships. The conversations to which I listened, relating to the countries then newly visited by Americans, the excitement on the return of an adventure from them, and the great profits which were made, always manifest from my own little adventures, tended to stimulate the desire in me of visiting those countries, and of sharing more largely in the advantages they presented.

Mr. Derby must have possessed striking qualities, both of head and heart, to have made so deep an impression on young Cleveland, to have been thus held in such vivid and grateful remembrance for half a century. In 1799, serious difficulties arose with France, and the country, still without a navy, appeared to be upon the eve of a war with that powerful nation. Salem had once before provided a navy, when the country was destitute of

national ships. She had prospered in her commerce, and she was now ready to volunteer again in commencing a navy. Her merchants assembled, and Mr. Derby, with Mr. William Gray, afterwards a distinguished merchant, started a subscription to build the Essex frigate; Mr. Gray leading, and Mr. Derby following, with subscriptions of \$10,000 each. The whole amount was subscribed by the men of Salem, and the frigate purchased and presented to the government. The amount was afterwards refunded in stock by the government.

The command of this frigate was very properly given to Richard Derby, a nephew of Mr. Derby, then absent on a foreign voyage. He however never took the charge, and retired from the navy; his sensibility having been wounded by the appointment of another captain to take his place before his return.

Mr. Derby's apprehensions of difficulties with France were realized. In 1798, his ketch, the John, on her return from the Isle of France, with a valuable cargo, was seized and sent as a prize to the West Indies, on the ground that she had no roll of equipage, although she had made several passages between France and the Isle of France, and no such paper was required in either country. She was recaptured by a British ship of war, and the following letter, from Mr. Derby to one of his agents in London, will further illustrate the proceedings in the admiralty courts of Great Britain in her colonies:—

SALEM, 8d July, 1798.

MESSRS. LANE & FRAZER.

Gentlemen:—Inclosed I send you sundry papers relating to the capture of my ketch John, that was taken some time since by a French privateer and sent into Porto Rico, and was afterwards retaken by the frigate *Amiable*, Capt. Hobb, and carried into Tortola. Capt. Derby, who went from Salem as commander of the vessel, tarried at the Isle of France, to close his business, and dispatched the ketch for Salem under the command of William Tibbets, the mate, who was taken from on board when she was captured by the French; so that there remained, to defend my property, only a quite young man, by the name of N. Robinson, who was quite inexperienced in business, and who had gone out as a clerk to the captain. This young man, of his own accord, undertook to claim the property, and act as an agent, (unauthorized by me,) in the settlement of this business, and has been most shamefully imposed on by the judge and agent for the frigate.

They obtained a sentence against one-eighth of the vessel and cargo, although it was clear that she was no prize to the French, and, of course, could not be one to their vessel, under similar circumstances, coming from the Isle of France to the United States, having been cleared in the admiralty at Guadaloupe. Not content with taking this eighth, at a fair and impartial valuation by disinterested persons, or an eighth of the goods as they rose, the agent insisted on valuing the vessel and cargo as he pleased—nearly 200 per cent above what it ought to have been—in this unprecedented manner fixing the *amount* of the eighth; and then demanding his payment out of those goods in the cargo, that he had purposely stated at a lower rate than the others; threatening, that unless a compliance was made with his infamous demands, that he would obtain an order from the judge, to have both the vessel and cargo sold at auction, and, in this manner, take from them both their neutral quality. Unless the payment of a prohibitory duty could be submitted to, it must have been sent to London in British bottoms. Besides this, he must have submitted to a rule established by the judge, of allowing 5 per cent to the agent, for sales, $2\frac{1}{2}$ auctioneer's fees, $2\frac{1}{2}$ wharfage, storage, etc., and other charges, amounting in all to $22\frac{1}{2}$ per cent. Knowing it to be the judge's determination to expose him to these difficulties, he complied with their exactions, and I am deprived of nearly one-quarter part of the property, instead of one-eighth, or of no part, had justice been done.

When I first heard of this vessel's being in trouble, I dispatched an agent expressly to look after her, who found her at Tortola, and entered a formal protest, and an appeal, against their proceedings, which accompany the within. To prosecute that appeal, he was under the necessity of giving bonds to the amount of £500 sterling. My wish is, that you would put those papers into the hands of some intelligent and trusty counsel, and ask their opinion of the probability of recovering anything, from the means that these papers afford; and unless there is a moral certainty that something can be effected, I had rather the whole proceedings should subside, on being released from my bonds. I can submit better to this imposition, than to expose myself to further expenses, mortification, and disappointment.

I am, gentlemen, your very humble servant,

ELIAS HASKET DERBY.

Mr. Derby's agents placed the case before Dr. Nichols, an English proctor, and under his advice, withdrew his appeal, and submitted to the loss of nearly one-fourth the cargo of the *John*, but, in his prosperous business, the loss, although large, was not seriously felt. He had now risen to great affluence, at a time when wealth was rare; but while he allowed his family all the comforts of life, he had no love for display. If he ever evinced any pride, it was in his long continued habit of assembling his seven children, and their families, every Saturday afternoon at his farm, and after spending a rural afternoon with them, of riding back in a long procession to Salem—the elder taking the lead. His wife, however, was more ambitious; she desired an elegant mansion, and indulged her wishes. She erected a costly edifice, on the site now occupied by Derby Square, and laid out walks and gardens, extending from Essex-street to a terrace which overhung the river. To these a conservatory and choice collection of books were added. In his letter of December, 1798, to his London agents, he alludes to this fancy of Mrs. Derby, as follows:—

Mrs. Derby wants something to complete her house; she will write you. It is business I know nothing of. I have given her an order for £120; you will do as she may direct with it.

From your friend,

MESSES. LANE & FRAZER.

ELIAS HASKET DERBY.

This mansion was finished, but was occupied by Mrs. Derby and her husband for a few brief months only. It survived the builders, and was for some twelve years afterwards in the possession of their oldest son, and the seat of a generous hospitality. The life of Mr. Derby was now drawing towards its close; but one of his last letters expresses so well his kindness to his officers, and explains so clearly the reverence in which he was held by them, that we must give it insertion.

He had sent his fast-sailing ship Benjamin to his friends Lane & Frazer, to obtain a license from the British government to take a cargo of saltpeter from Calcutta. The order was obtained, the funds provided, and the ship about ready to sail, when her commander, Capt. Bullock, made a misstep, fell through the hatch, and nearly lost his life. The voyage, in consequence, was abandoned. Mr. Derby, while still suffering from the disappointment, writes to him as follows:—

SALEM, 13th June, 1799.

CAPT. BENJAMIN BULLOCK.

I have received your several letters dated London, and most sincerely sympathize with you in your distress, and I am still in hopes that you will receive such aid from the medical assistance you are able to procure, that you will be able to reach your home. I would not have you allow yourself to be discouraged, but endeavor to keep up your spirits, even if you have no prospect of ever being as

well as you were before the accident; for, be assured that I always was, and still continue to be, your friend; and, provided upon your return, you have not regained your health, so as to be able to take charge of some one of my vessels, we will consult together, and endeavor to create some business for you.

I should have written before this, but my mind has been so much engaged with the loss I have myself experienced, (by the decease of Mrs. Derby,) that I have not been able to do it before. You will, therefore, not impute it to my want of feeling for, and interest in, your situation. I have written Mr. Lane, by this opportunity, should you have occasion for money, that he would advance you £100 sterling, and to charge it to my account, which is agreeable to your wishes. You will receive this by Capt. Samuel Derby, of my brig Antelope. I have desired him to call on you, and to be of as much service to you, as is in his power. If you feel it proper to return home, he will endeavor to procure you a passage in some of the ships for America; or in any way he can be useful to you, if you will propose to him, I am satisfied he will perform it with pleasure.

Your sincere friend,

ELIAS HASKET DERBY.

Mr. Derby made one more brilliant voyage, before he closed his career, although he did not live to ascertain its results.

Hostilities having commenced between the United States and France, American trade had been checked, and a great demand had arisen for sugar and coffee, in the ports of the Mediterranean. Mr. Derby, reviving a little of his revolutionary spirit, had built a new ship of four hundred tons, called the Mount Vernon, equipped her with twenty guns, six and nine pounders; manned her with fifty men, and, after loading her with 800 cases of sugar, placed her in charge of his son, Elias Hasket, with a sailing-master under him, and sent him up the Mediterranean. The cost of the cargo was \$43,275, and the history of her voyage is given in the following extracts from the letter-book of the Mount Vernon, which is still extant:—

GIBRALTAR, 1st August, 1799.

E. H. DERBY, Esq., Salem.

HONORED SIR:—I think you must be surprised to find me here so early. I arrived at this port in seventeen and one-half days, from the time my brother left the ship. In eight days and seven hours were up with Carvo, and made Cape St. Vincent in sixteen days. The first of our passage was quite agreeable; the latter, light winds, calm, and Frenchmen constantly in sight, for the last four days. The first Frenchman we saw was off Tereira—a lugger to the southward. Being uncertain of his force, we stood by him to leeward on our course, and soon left him. July 28th, in the afternoon, we found ourselves approaching a fleet of upwards of fifty sail, steering nearly N. E. We run directly for their center; at 4 o'clock found ourselves in their half-moon; concluding it impossible that it could be any other than the English fleet, continued our course for their center, to avoid any apprehension of a want of confidence in them. They soon dispatched an 18 gun ship from their center, and two frigates, one from their van, and another from the rear, to beat towards us—we being to windward. On approaching, under easy sail, the center ship, I fortunately bethought myself that it would be but common prudence to steer so far to windward of him, as to be a grapeshot's distance from him, to observe his force and maneuvering. When we were abreast of him, he fired a gun to leeward, and hoisted English colors. We immediately bore away, and meant to pass under his quarter, between him and the fleet, showing our American colors. This movement disconcerted him, and it appeared to me, he conceived we were either an American sloop of war, or an English one in disguise, attempting to cut him off from the fleet; for while we were in the act of wearing on his beam, he hoisted French colors, and gave us his broadside. We immediately brought our ship to the wind, and stood on about a mile—wore towards the center of the fleet—hove about, and crossed him on the

other tack, about half grapeshot distance, and received his broadside; several of his shot fell on board of us, and cut our sails—two round shot striking us, without much damage. All hands were active in clearing ship for action, for our surprise had been complete. In about ten minutes we commenced firing our stern chasers, and in a quarter of an hour gave him our broadside, in such a style as evidently sickened him; for he immediately luffed in the wind, gave us his broadside—went in stays in great confusion—wore ship afterwards in a large circle, and renewed the chase at a mile and a half distance; a maneuver calculated to keep up appearances with the fleet, and to escape our shot. We received seven or eight broadsides from him, and I was mortified at not having it in my power to return him an equal number, without exposing myself to the rest of the fleet; for I am persuaded I should have had the pleasure of sending him home, had he been separate from them.

At midnight we had distanced them; the chasing rocket signals being almost out of sight, and soon left them. We then kept ourselves in constant preparation till my arrival here; and, indeed, it has been requisite, for we have been in constant brushes ever since. The day after we left the fleet, we were chased till night by two frigates, whom we lost sight of when it was dark. The next morning, off Cape St. Vincent, in the latitude of Cadiz, were chased by a French lateen rigged vessel, apparently of 10 or 12 guns—one of them an 18 pounder. We brought to for him; his metal was too heavy for ours, and his position to windward, where he lay just in a situation to cast his shot over us, and it was not in my power to cut him off, we, of course, bore away, and saluted him with our long nines. He continued in chase till dark, and when we were nearly by Cadiz, at sunset, he made a signal to his consort, a large lugger, whom we had just discovered ahead. Having a strong breeze, I was determined to pass my stern over him, if he did not make way for me. He thought prudent so to do. At midnight we made the lights in Cadiz city, but found no English fleet. After laying to till daylight, concluded that the French must have gained the ascendancy in Cadiz, and thought prudent to proceed to this place, where we arrived at 12 o'clock, popping at Frenchmen all the forenoon. At 10 A. M., off Algeiras Point, were seriously attacked by a large latineer, who had on board more than 100 men. He came so near our broadside as to allow our 6 pound grape to do execution handsomely. We then bore away, and gave him our stern guns in a cool and deliberate manner, doing apparently great execution. Our bars having cut his sails considerably, he was thrown into confusion, struck both his ensign and his pennant. I was then puzzled to know what to do with so many men; our ship was running large, with all her steering-sails out, so that we could not immediately bring her to the wind, and we were directly off Algeiras Point, from whence I had reason to fear she might receive assistance, and my port, (Gibraltar,) in full view. These were circumstances that induced me to give up the gratification of bringing him in. It was, however, a satisfaction to flog the rascal in full view of the English fleet, who were to leeward. The risk of sending here is great indeed, for any ship short of our force in men and guns—but particularly heavy guns. Two nines are better than six or eight sixes; and two long twelves, or thirteen pounders, do better than twenty sixes, and could be managed with few men.

It is absolutely necessary that two government ships should occasionally range the straits and latitude of Cadiz, from the longitude of Cape St. Vincent. I have now, while writing to you, two of our countrymen in full view, who are prizes to these villains. Lord St. Vincent, in a 50 gun ship, bound for England, is just at this moment in the act of retaking one of them. The other goes into Algeiras, without molestation.

I find that nothing is to be done here to advantage, except to obtain information from above. I have been offered \$30 to deliver my sugar at Naples, where I think I shall go; but rather expect to sell at Venice, Constantinople, or Genoa, in case the French are driven from there. I have concluded to touch at Malaga, with Capt. Young, of Boston, and obtain what information I can; and think I may direct Mr. White how to lay out the property in his hands, against my re-

turn, as I think it for your interest to have it out of Spain. You need have but little apprehension for my safety, as my crew are remarkably well trained, and are perfectly well disposed to defend themselves; and I think, after having cleared ourselves from the French in such a handsome manner, you may well conclude that we can effect almost anything. If I should go to Constantinople, it will be from a passport from Admiral Nelson, for whom I carry a letter to Naples.

Your affectionate son,

ELIAS HASKET DERBY.

NAPLES, 29th October, 1799.

GENTLEMEN:—You undoubtedly have heard from Mr. Degur, ere this, of my arrival at this place. I have till this deferred writing, as my business has been in a very unsettled state. I have now to request that you will send by the first opportunity to America, copies of this letter to my father, in order that he may be apprized of my situation, and the state of his business. My sales here amount to about \$120,000, which, from the particular state of the place, I have found impossible to invest immediately in a cargo proper for America. I have, therefore, contracted for \$60,000 in silks, called ormazene, some satins, silk malice, gloves, brushes, and six tons of manna, six tons of liquorice, and sixteen brass guns, and eighteen swivels of the same, at one shilling sterling the English pound. These last serve me to arm two polacca ships that I have bought, and which are now ready for sea, with my own. They will cost about \$16,000, in complete order for sea, and are extraordinary fine new ships, and great sailers, of 290 and 310 tons, and 14 guns. With these I am now ready to proceed to Manfredonia, for cargoes of wheat, for Leghorn, in the expectation, and almost certainty, of employing my time to advantage, till my silks, etc., are ready. I shall write you from Manfredonia, on my arrival. Till then,

I am, sir, your friend and humble servant,

ELIAS HASKET DERBY.

MESSES. LANE, SON & FRAZER, Merchants, London.

NAPLES, 29th October, 1799.

HONORED SIR:—That this may find you in better health than when I left you, is my sincere wish. It has been an unhappy circumstance in my voyage, that I cannot bring it to a close, agreeable with your wishes, this fall, without too great sacrifices. My manufactured silks cannot be ready, and the red wine of Port Iolo, is not yet in season to ship. My sales have been handsome, though not so great as I could have wished. I have been obliged to use a great deal of address, and exercise all my patience to effect them.

They are now complete, all to 200 quintals of roll tobacco, brought by Capt. Allen from Gibraltar, who is discharged, and is now on his passage from Palermo to Charleston. They will amount, with the tobacco, to \$120,000. I have bought 16 brass guns, at £1 sterling per pound, expecting them to be as good a return as almost anything. Also 65 boxes of manna, containing about 8,332 pounds, together with \$50,000 contracted for principally in ormazine silks, satins, and about 700 casks of wine, in 58 gallons, (French fashioned casks,) at about \$12, which I expect will compose the Mount Vernon's cargo for America. In the mean time, whilst the silks are in the loom, I have thought it for your interest to purchase two polacca rigged ships, of 290 and 310 tons; both of them very fine ships, almost new, and great sailers. They are now ready to proceed with the Mount Vernon for Manfredonia, to take, on your account, cargoes of wheat to Leghorn, which, from the rising state of the market, I think will more than clear the ships. They cost, with all expenses, about \$16,000. By means of the brass guns, and others bought with them, they mount 12 and 14 sixes. Wages \$9 per month. I think, if I have the good fortune to bring them home, you will allow either of them to equal the Mount Vernon. My present intention is, to make all the dispatch in my power, to return with the three vessels to this port, and load them with wine for Salem; which will be in some preparation for them. I hope the arrangement will meet your approbation, for I assure you I did not know how I should otherwise invest my funds.

Exchange on London, besides the uncertainty of it, is very disadvantageous. To invest \$100,000 in silks, would not certainly do; and to leave property in a distracted country like this, where they guillotin six a day, three or four times in a week, would be madness. Mr. Bruce takes the Lucy, and Mr. Dana the Nancy, named for my sister Pickman. They are both well off for officers, and I trust, with Mr. Collins and others, I shall do perfectly well. If we are fortunate, I shall be here in two months, or, at farthest, I hope in ten weeks, to take my manufactures and wines for home, as I think, with a good voyage. We are all in fine health and spirits.

I am, with many wishes for you and the family's welfare, your affectionate son,

ELIAS HASKET DERBY, JR.

P. S. The English minister, Lord Nelson, and Commodore Trowbridge, have been very polite to me.

The writer of the above letter was invited by Lord Nelson to dine with him, and the officers of the fleet, at Naples, and was called upon to relate his encounter with the French fleet, for which he was much commended. In the course of the evening, one of the English officers, becoming a little excited, began to inveigh against the ingratitude of the United States, in throwing off her allegiance to the mother country. Capt. Derby disarmed his opponent, and restored the good humor of the company, by stating that they did not understand the true causes of the result; that the colonists, like themselves, had a great fancy for punch and Madeira, and were disturbed by a set of custom-house harpies, who were constantly seizing their wine, and spoiling their lemons, by running their rapiers through the boxes, and they fought, as any true Briton would, for their punch and their Madeira.

The beautiful Lady Hamilton was present on this occasion, and just at this moment, Napoleon, availing himself of Lord Nelson's stay at Naples, was making his way from Egypt to France.

A few more letters will show the results of the voyage, and the melancholy news from home, which reached Capt. Derby at Manfredonia:—

MANFREDONIA, 29th November, 1799.

DEAR SIR:—Your letter of the 16th has conveyed to me such distressing news, that indeed I know not how to answer it. The very kind and soothing way in which you were so good as to announce it, afforded me some alleviation to the pain I endured in parting with one who was infinitely dearer to me than my own life, which I feel I could have willingly sacrificed for him. My loss is beyond what I can count, and is certainly the greatest that could possibly befall me. But I ought to thank God for having preserved to me such an example, till the present time. My wheat is all ready, and I hope in a fortnight to be able to proceed for Leghorn. We arrived here yestertay, after a most tedious passage—13 days in sight of Corfu—were fired on by two Turkish polaccas, but, on answering their shot, they made off; one of them, a 20 gun ship, went, after leaving us, and anchored under Cape Colone; the other, 18 or 20 guns, was off Cape Otronto. They have succeeded in taking, from what they tell me here, eleven different polaccas. Remember me to Mr. Costa Hall, and the family, and believe me
Your sincere friend and humble servant,

ELIAS HASKET DERBY, JR.

MESSERS. SCHWARTZ & DEGAN, Merchants, Naples.

MANFREDONIA, 27th December, 1799.

SIR:—The Nancy being now ready for sea, I do direct that you proceed to sea, in company with the Mount Vernon and Lucy, and with them proceed to Leghorn, for the disposal of your cargo of wheat. Should anything create a separation, you will address yourself to Messrs. Dupin & Co., to aid you in the sale; or should I be separated from you entirely, you will consult with Capt. Bruce,

and close your business at Leghorn, and proceed to Naples, where the property in the hands of Messrs. Degan and Mr. Vallin, belonging to my father, will be delivered to you; with which proceed to Salem, in America.

I suppose it will take nearly the amount of your sales of wheat to pay what those gentlemen may be in advance for the purchase of wines, silk, etc.; but should the Lucy, as well as the Mount Vernon, be entirely separated, in that case it will be necessary to sell a considerable proportion of the wine, as your ship cannot take it. Do all in your power to protect yourself from Algerines and Frenchmen, And believe me your friend,

ELIAS HASKET DERBY.

CAPT. LUTHER DANA.

LEGHORN, 8th February, 1800.

MESSRS. JOHN DERBY & BENJAMIN PICKMAN.

DEAR BROTHERS:—I have received from you several letters, containing the afflicting intelligence of the death of my father, which you may well imagine, from your own feelings, has overwhelmed me with the deepest affliction; and I must confess it has extremely disheartened me in my undertakings, which hitherto have been quite equal to my sanguine expectations. My voyage to Manfredonia has been considerably longer than I expected, and the weather excessively disagreeable; but had my detention been only fourteen days longer, it would have been an advantage to the voyage of so many thousand dollars, in the sales here; though I feel myself amply paid for the undertaking, as I shall now decidedly be able to invest more than \$160,000 for home, including the ships. The weather has been such as to overcome us all, but is now settled for the better. That God will bless and protect you, is the sincere wish of a brother's heart.

ELIAS HASKET DERBY.

LEGHORN, 10th February, 1800.

DEAR SIR:—You will be surprised at not hearing from me before this, but I have been out of the way of the different opportunities that may have offered. I have just completed a voyage to Manfredonia for wheat, which has turned out very fortunate. Two polacca ships which I had bought with my own funds, have cleared me near \$30,000, in 2½ months. If I stop at Gibraltar, I trust you will see me in about six weeks; till then I am,

Dear sir, your very humble servant,

ELIAS HASKET DERBY, JR.

MESSRS. ROBERT ANDERSON & Co., Merchants, Gibraltar.

The Mount Vernon arrived safely in America with her valuable cargo of silks, wines, and brass cannon, and realized a net profit of more than \$100,000 on a capital of \$43,275, the cost of the cargo, when she sailed from America, the voyage having been aided by a purchase at Gibraltar.

Before her arrival, however, her owner had closed his career. He left an estate which, with the advances to his son, exceeded a million, and was supposed to be the largest fortune left in this country during the last century. But this was not all. He had contributed still more to the growth of his native town, to the defense and commerce of his country. He had gained, too, a character for integrity, liberality, and mercantile honor, still more valuable.

The mansion in which Mr. Derby lived while acquiring his fortune still stands in Washington-street, Salem, and is now occupied by R. Brookhouse, Esq. But a few months before his death, Mr. Derby had finished his large and tasteful house in Essex-street, in Salem, with a conservatory, terraces, and garden. He had enriched it, also, with a large library, and imported a scientific gardener from Holland, with a collection of exotic flowers. Upon his decease, it was set off to his eldest son, whose letters we have given. But with the embargo and war there came a check to the prosperity of Salem; ships decayed at the wharves, or were captured by the enemy.

Although Mr. Derby left seven children, in prosperous circumstances, and many merchants had risen to wealth in Salem, none of them were then willing to cope with the expenses and style of living attendant in such a structure. The buildings and gardens were closed for years, and finally gave place to the square and market, which now bear the name of Derby.

Mr. Derby, in his will, showed his appreciation of the services of his eldest son, who made two voyages for him equally successful—the one to the Isle of France, the other to Naples—in the Mount Vernon, and although he had previously advanced him his proportion, he allowed him to share equally in the final division.

The voyage of the Mount Vernon, however, was not the last voyage of the son. For ten years he occupied the paternal mansion, when, finding his fortune impaired by expenses of living and the adverse course of trade, he purchased the ship Mount Hope, of Newport—a vessel of 500 tons—and embarked for Rio Janeiro, with an intent to take a cargo of sugar to Russia. The voyage, as originally planned, would have surpassed his two previous voyages, but on his arrival in Brazil, he was induced by the agent of a great London house to take funds they wished to remit, and load with coffee upon advances from that house, with the assurance that he might proceed from England to the continent, if he found it advisable. But on her arrival at London, such was the state of affairs, that his consignees refused to risk their property on the continent, and he was obliged to sell at a loss.

From London he proceeded to Lisbon, and finding large flocks of merinos had crossed the mountains to escape the French armies, he concluded to take a flock to America. Down to this period the export of merinos had been prohibited in Spain; a few only had reached the country under the auspices of Consul Jervis and Gen. Humphreys; and the wool of this country was so coarse, that an English traveler had predicted we should never rival England in cloth. Capt. Derby lived to refute this theory. He embarked a flock of 1,100 merinos of the Montarco breed in the Mount Hope; and in 1811, after a tempestuous passage, he landed two-thirds of them in New York, whence they were sent to his farm at Ten Hills, near Boston, and gradually diffused over the country.

During the war, Capt. Derby, then known as Gen. Derby, set up the first broadcloth loom ever erected in the State, and supplied many gentlemen with broadcloth of his own manufacture. He died in Londonderry, N. H., September 16, 1826, much loved and respected, leaving four daughters and two sons, Elias Hasket and John C. Derby.

But we cannot, in justice to the subject of this memoir, the first Elias Hasket, finish this sketch without giving the following obituary notice, which appeared in the *Salem Gazette* a few days after his decease, which is ascribed to the pen of the Hon. Benjamin Pickman:—

Extract from the Salem Gazette of September 10, 1799.

Died, in this town, on Sunday last, at the age of 60, Elias Hasket Derby, Esq., having survived his amiable consort but a few months. Though Mr. Derby's natural disposition led him rather to retire from public observation, yet his character has been of too much importance in the community of which he was a member, for his departure out of life not to be sensibly felt and regretted. By a regular application to commercial pursuits, by a careful attention to all parts of his business, and by a remarkable course of good fortune, he arrived to a high

degree of opulence. He possessed an uncommon spirit of enterprise, and in exploring new channels of commerce, has frequently led his countrymen to sources of wealth. He was among the first who embarked in the trade beyond the Cape of Good Hope, which has since become so extensive and lucrative; he made various improvements in navigation, and the many excellent vessels built according to his own plans and under his immediate direction, are proofs of his skill in naval architecture.

If that man is deserving of the gratitude of his country "who makes two blades of grass grow where one only grew before," the memory of Mr. Derby has a claim to the affectionate regards of his fellow-citizens, for he possessed a good taste in gardening and agriculture, and most judiciously—both for his own enjoyment and the benefit of his country—applied a part of his wealth to improvements in that department. By his successful experiments in his excellent garden and farm, in Danvers, he taught the neighboring farmers that their lands are capable of productions, which they had before thought could be prepared only in more genial soils. It was in these improvements that Mr. Derby found some of his most tranquil enjoyments, and they imparted delight to all who had the curiosity to visit them.

In all his dealings, Mr. Derby uniformly regarded the principle of justice, and his engagements were sacredly fulfilled. In the possession of riches, he did not forget the duties of charity. Providence had blessed him with abundance, and others partook of the gift; his hand often cheered the heart of poverty and affliction, and his charities were always applied with judgment—often in secret, never with ostentation. His deportment was modest and grave. In the hours of relaxation he was affable, mild, and cheerful.

In the interesting domestic character of husband and father, he was particularly amiable, and possessed the unbounded affections of his family. He was a sincere believer in the Christian religion, which he evinced by a habitual regard to its precepts, by a uniform attendance upon public worship, and by a firm expectation—expressed through his last sickness—of inheriting its promises. In short, he has well discharged the duties of life, and we trust he is removed to a better world.

Mr. Derby was a tall man of fine figure and elegant carriage. His deportment was grave and dignified; his habits regular and exact. He left at his decease the following children:—

Elias Hasket, late of Londonderry, N. H.

John, late of Salem.

E. Hersey, late of South Fields, Salem.

Richard, late of Newport, R. I.

Elizabeth, wife of Capt. Nathaniel West, of Salem.

Anstiss, wife of Hon. Benjamin Pickman, of Salem.

Patty, wife of Hon. John Prince, of Jamaica Plains.

Their children completed the Derby Wharf, commenced by Richard Derby and continued by his son, extending it 2,000 feet into the harbor of Salem. They constructed a bridge and avenue leading to the South Fields, now known as Lafayette Avenue, and leveled and improved the Common.

They aided in establishing the Marine Society, composed of ship-owners and masters only, most of whom have doubled Cape Horn or the Cape of Good Hope, and whose members already exceed 500;* whose elegant Hall and collection of curiosities are the pride of Salem, and whose funds for charity, now greatly increased, exceed \$39,000. The children

* At least 100 members took part in the Revolutionary war.

of Mr. Derby have all passed away; but one of the sons-in-law, Capt. West, will be honored in Salem for his recent donation of \$35,000 to found a school of science. While another son, the late John Derby, will be remembered for his enterprise in sending the second American ship to Japan in the year 1800, viz., the *Margaret*, Capt. Samuel Derby, which, during that year, made two visits to that insolated empire.

Art. II.—EUROPEAN COMMERCIAL CORRESPONDENCE.

NUMBER I.

PARIS, FRANCE, January 1, 1857.

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

MY DEAR SIR:—Opportune arrivals of Australian treasure ships, more confidence in the stability of the French alliance, and comparative quiet among the despotic powers, are no doubt the principal causes of the present firmer tone of the money market. London insists upon it, that the panic is past, and Paris has a great respect for the opinion of her distinguished friend. Certainly, on the face affairs look better—but it is only on the surface. The sick man may be better, but is far from well. The disease is chronic, and the remedy—of the arrival of \$8,000,000 of gold at Liverpool between the rising and setting of a sun, an amount unprecedented in a single day—only touches the inner man, leaving the malady to gnaw away at the vitals of healthy commerce for awhile, and then burst out again with more violence than before!

When I wrote you, I endeavored to show that however bad matters were at home, they were far worse abroad, and that a gold drain to, was nothing more than a silver drain from, the continent. So long as we continue to import Oriental luxuries, we must continue to put our hands in our pockets, and established European coins must continue to be thrown into the melting-pot to supply the ravenous demand for silver which such importations are sure to create, and that silver must be replaced with California and Australian gold. Am I not right? The disease is therefore chronic, and the temporary relief afforded may only deceive the public, and take the issue away from the East, where it belongs, and solve the problem nearer home. China wants nothing from the West. That wonderful land is only a gigantic Japan; the Emperor and his cabinet to-day, I have no doubt, would give the world many hundred millions if every European would quit the soil. But England forced the trade fourteen years ago, and the country retaliates by selling her goods at high prices, and taking nothing but hard cash for payment.

Every mail, regularly twice a month, the treasure goes away. To-day the amount by the overland is \$4,000,000, the next the same, and most likely so on during 1857—about \$60,000,000 or \$70,000,000 in a twelve-month! But even at this rate, it will take many years to exhaust it; for we continue to extract out of the old mines some \$40,000,000 per annum—and the quantity has been increasing for centuries; and when the coin grows scarce, high prices will tempt the owner of silver plate to take the gold instead. It is said that France alone has some \$600,000,000 in sil-

ver, the collection of ages; and all the continent—Germany, Austria, Prussia, and Russia, as well as minor States—have refused aught but a silver standard. Hamburg alone having broke the chain, and at last followed the example of England and America. They must all come to it, sooner or later; for the pouring in of some \$600,000,000 in gold since old Sutler saw the dust on his mill-wheel, in 1848, is sure to revolutionize rusty and time-worn habits. Since Louis Philippe made way for Louis Napoleon—

California has turned out, up to 1856.....	\$321,000,000
Australia.....	208,000,000
Add for both El Dorados for 1856.....	100,000,000

You have, in less than eight years, more gold than France collected in silver in as many hundred.

The rate at the Bank of England for "gilt-edged" paper may be half per cent less to-day; but the directors never made so false a move as when they dropped it to 6½, until there is more certainty for the future; for exchange on all sides is against England, and continental money seekers are on the increase. Operations now are giants to what they were a quarter of a century since, for while England and America have macadamized their soil with railways, Europe and Asia have only inserted the wedge.

In round numbers, why not put down the figures—there's no harm if it amounts to a few millions more or less. Governments, corporations, and financial leaders are putting out their baits; and from what I note, I feel authorized in issuing the following advertisement:—

MONEY WANTED—For Railway and other Enterprises during the coming year!

Commence with England—Branch railways and new joint-stock companies under the Limited Liability Act—about 410 prospectuses issued.....	\$50,000,000
France calls for 40,000,000 officially for railways, branches from the trunk lines, which will serve to take away her 10 and 15 per cent dividends, as it has always done in railway enterprise, and will want as much more for other projects—say for France.....	80,000,000
Now Russia at least, for railways and steamships, commence with....	60,000,000
And take America, India, Australia, and other countries—you should give them.....	50,000,000
And now for Austria, for her railways, &c.....	80,000,000
	<u>\$320,000,000</u>

Here you have some \$320,000,000 to furnish during the twelve months ending 1st January, 1858! But you answer, "That is nothing; the world dropped about as much each year of the war upon the Crimea." Admit it; but war spreads disaster; and its commerce is as unprofitable as it is immoral. One nation's happiness is marked by the misery of the other. Taking, then, these sums for great national enterprises, and then adding what is wanted to carry on the legitimate trade of the world in its present inflated state, money in 1857 will command at least twice as much as it did five years before. I much doubt if the rate in Threadneedle-street drops below 4 per cent for many years, and during the coming year not less than 5. The French Bank has paid away during the last sixteen months about \$2,000,000 premium, or 1 per cent on 200,000,000 of gold purchased; and now it is said that Rothschild has contracted to supply

her with \$60,000,000 during next year. At this rate, the Bank of England will find it difficult to lower her rate of interest, without losing her bullion, for she never likes to have less than 70,000,000 in the vault, and now it is only \$50,000,000.

England may have escaped a panic, but I don't believe it notwithstanding. Whenever there is a *bona fide* crisis in England, it is thrown upon the Bank as the chief cause. The old lady gets crowded, government helps her, and then all goes smoothly on until something new comes up, and she is as weak as the most rotten of her securities. In 1822 she saved a panic by issuing \$20,000,000 in small notes, but the directors forgot that sudden contraction produced just what they tried to avoid; for it was only three years later when they called in the same notes that caused that terrible panic of 1825. Instead of suspending cash payments as before, they again issued small notes, some \$23,000,000, which saved a national bankruptcy. In December, 1825, its circulation was 98,000,000, and during the next three months it reached 122,000,000; but before the end of the year, it fell off to the old figure—and it was then that the one, and all under five pound notes, were abolished, and have never been since used in England.

Again, during that memorable period, '36 to '40, the sudden contraction of bank-notes, it is said, created the disaster. In 1839, the notes only amounted to 76,000,000; but after the panic occurred, as usual, they tried once more the old remedy, and issued some 20,000,000 new notes, so that in 1843—about the time that Mr. Miller was to take his celestial flight—their notes showed the sum of \$96,000,000. Go back, if you like, to earlier dates, you find it much the same. The course of the Bank has been to arrest panic by issue of more notes. Was not the crisis arrested in 1793, when George and Napoleon got mad with each other and went to war, by issuing the Exchequer Bills? Four years later, she had no gold, and out came one-pound notes again. In 1810, the same course was pursued; then the notes reached the enormous sum of 240,000,000! Well, when contraction came, it organized a smash—and the resuming of cash payments, in 1819, brought the English people almost to rebellion, money was so scarce and the times so hard.

But to return to '43. The times required some new legislation, and Peel was at hand with his Currency Bill of 1844, under which the councils of the Bank of England are now governed. That act prohibits expansion. Hence the difference; with 50,000,000 bullion, she can only discount 150,000,000; while New York, with only 10,000,000 specie, has a discount line of nearly 100,000,000! Thus in the former case it is only three to one, in the latter ten. Such being the fact, many of the London financiers are crying for a change; and sound enough is the argument, that bank facilities sufficient for England's commerce in 1844 are by no means adapted to England's commerce in 1857. Why, look at the fact, previous to that time—say 1841—British exports did not exceed 250,000,000, and it only reached 10,000,000 more in 1845, but sprung ahead under free trade to 350,000,000 in 1850; 400,000,000 in 1852; and in 1853, during the Australian panic year, the last of the peace, it reached 494,000,000. But during the war it fell off again. In 1854 it was some 8,000,000; and in 1855 the entire export was but 478,000,000—showing how war operates upon commerce. For this year, the year of peace and plenty, Old England will out-Herod Herod. The Report of the

Board of Trade is most instructive, as showing the increasing commerce of the Island merchant—or, in Napoleon's words, the "nation of shop-keepers."

During the first ten months of the present year, British exports amount to as much as the entire exports of last year. Already the tables show four hundred and seventy-seven millions to the 1st of November, 1856; an increase of nearly 22 per cent over 1855. Again, look at the imports; seven hundred and sixty-two millions in 1854, and forty-four millions less the following year! The decrease was from foreign lands, (not colonies,) half of which was for cereals. The commerce of France has also received a powerful impetus. I note her imports and exports are returned in one sum. In 1854 the tables show a trade of seven hundred and fifty millions; five millions less in '53, and only six hundred millions in '52; while last year, (1855,) the exports and imports of France amounted to eight hundred and sixty-five millions of dollars; for a population of thirty-seven millions of people! Even little Belgium, during 1855, exported one hundred and forty millions, and imported five millions less.

The extraordinary increase in the commerce of the world, must create a *pro rata* demand for money to carry on that commerce; and from the figures which I have given, it will be seen that we require more extensive banking facilities now than when the act was passed; and may naturally enough look for a higher rate of interest. When the Bank Court placard 7 per cent, many shavers in England squeeze out 12! The Committee of the House of Lords reported in 1847 that the panic of that year was caused by the restrictive measures of 1844. But then the losses were from one Englishman to his brother merchant; now it would be a loss to the nation, for the balance of trade is so against her. England has credit enough, but not currency. If she would issue one pound notes again, she would at once release millions of sovereigns; for who will cart round gold, when he can have sound paper? During the coming Parliamentary session, I think the question of currency will be taken up. It certainly requires some healthy regulations. Now the Bank of England depresses or inflates the money market—pushes all stocks up or down, just when they happen to have the fancy. Supposing the Bank of France manager gave the wink to the governor of the Bank of England; or let it go deeper—the directors were in the secret—and they put up the rates, and down the screw—what a nice game they could play with rents and consols, private stocks and American securities! They change so often lately, one might suppose as much; but of course such great men are immaculate! They may speculate, but never would abuse their confidence! oh, no! never! However, I believe it is recorded, that in 1847 the governor of the bank was a bankrupt—Governor Ried, of the great East India firm, Reid, Irving & Co., who came down for eight millions of dollars, and what did they pay?

Yes, bullionists and finance writers lay all changes in the money market at the door of the Bank of England. But what does she care?—her policy is to make money; and if she brings on a crisis, how simple it is for her to get an order in council to suspend specie payment! She has done it before, she can do it now! How strange it is that her private securities, now that money is high, roll up so! Why, in '51 and '52, when money was 2 and $2\frac{1}{2}$ per cent, private securities were only from fifty to sixty-five millions; but during the last year and a half, when the rate has

been backing and filling between 5 and 7 per cent, the private securities come up to ninety-five to one hundred and five millions! But the exports then were only three hundred and fifty millions; now this year, they are at the rate of five hundred and fifty-five millions! Showing that the more commerce increases, the more we have to pay for money. Is it not so! Hence, I do not think we shall get the old rate again for a long time.

The history of the Bank of England would read like a romance; so many are its thrilling scenes, so numerous are its individualities, so gigantic are its operations. In times of peril, it holds up great names, and deals out millions, as smaller corporations would thousands; but her history is in the past, yet her influence still shakes the kingdom. Through a dozen kingly reigns, private bankers, and the Bank of England, have managed to rule the financial world, and pocket all the banker's profits; but during the last quarter of a century, a new element has been introduced, which has given a wonderful impetus to trade, and somewhat startled the private banker into the fact of their possessing a powerful competitor, who bids fair to swallow up all the time-worn names. I allude to the joint-stock banks in England, with branches in all the colonies. Allowing interest on deposits; giving great facility in discounts; and declaring satisfactory dividends, the joint-stock bank, and the private banker, so long as they are rivals, cannot be friends. When the one sneeringly alludes to the gigantic swindles of the Northern British and Tipperary banks, the other remembers one Paul, Bates & Co; so each has a piece of the argument for illustration.

Most interesting is it to trace the stimulants to commerce. England first, and Holland, and once Venice, and old Spain. The discovery of the North American continent was a powerful stimulant. Another, in smaller proportion, the conquest of India. Then came that mighty agent, the steam-engine; afterwards, the opening of China; and then gold in the Pacific, and gold in the Indian Ocean. The last four agents spurred on, and pushed, to their working capacity, the acknowledged potency of the joint-stock bank. England may, therefore, give that institution some credit for the astonishing impetus given to her commerce, as shown by the tables of the Board of Trade. Most of the heavy enterprises of the day, have been completed by the joint-stock bank. To a man of standing, they are not mean in their facilities. Overdraw your bank account in State or Wall streets for one half-eagle, and a red mark is placed against your name. Not so with the joint-stock banks. Let a man possess a good name in the commercial world, for business character and morality, and he may check away for thousands—his only collateral, his promise to pay—his honesty and known integrity. Show yourself worthy of the confidence of an Englishman, and there is nothing he will not do for you—your word is his bond. Really, they are a wonderful people! What other people would submit to paying sixteen pence in the pound, to meet the income tax, levied in order to disburse the debt of a most unprofitable war? England's commerce is on the increase—the nation prospers, and the national debt stands at four thousand millions of dollars! How, then, must it be with America, who can sleep soundly, without the *nightmare* of mammoth notes to pay? If in thirty years we have caught up with the old mother land in commerce, how will it be in 1886? Shall we not leave her far behind? England's orthodox policy with her oldest son, made America. Her surplus criminal population or-

ganized Australia. In all three Anglo-Saxon nations;—each commercial, each financial. But the old man watches with anxious eye the progress of his precocious boys—the elder has already passed him, the other is in sight!

Have I made too many figures? For fear of taxing your space, I will rest awhile, although I wanted to talk of France, and her railways, and of Russia, and what she wants to do; but must wait another month, and in March more changes may be chronicled; for we are to have another congress! What a sarcasm—what a commentary on the peace! I could laugh, but the peace of the world disturbed, is not a subject for merriment!

Steam across the Atlantic, was once the exciting topic of the world; but now it is the telegraphic cable. Only seventeen hundred and fifty thousand dollars, or three hundred and fifty-five thousand-dollar shares! London takes 101; Liverpool, 86; Glasgow, 37; Manchester, 28; other English towns, 10; and the balance, 88, in America. One-fifth, or 20 per cent, to be paid up; and Wm. Field tells us that on the 4th of July, 1858, England and America, separated on the 4th of July, 1776, are again to be united! Stand back, Columbus! and you Vespuceius, and Ferdinand de Soto, retire! And you, old Miles Standish! you never dreamed that Franklin was to chain the lightning, and that Morse was to extend the chain across the surging ocean Atlantic! Shakspeare was the only man in early times who thought of putting “a girdle round the earth in forty minutes!” What food for contemplation in the ocean telegraph! The grain market rises in the morning in England; and in the afternoon the ships are filling up in the East River. Cotton advances $\frac{1}{4}$ d. in Liverpool at noon; and in New Orleans an hour later, thousands of bales change hands.

Yours very truly,

G. F. T.

Art. III.—THE PRODUCTION OF SILK:

ITS MANUFACTURES AND EXPORTS FROM ITALY.

The silks of Italy, especially those produced in the Lombard and Venetian provinces, in Piedmont, and in Tuscany, are superior to those of the other parts of Europe, inclusive France. The beautiful raw silks of Fossombrone and the fine white organzines of Novi, cannot be rivaled by any other silks offered in the markets of London or Lyons. They are spun and prepared with extreme exactness, which, together with their neatness and strength, causes them to pass easily to the winding bobbins, and to lose very little in the throwing mill, and produce a fabric of great compactness and strength.

Silk is the staple and most important article of Italian agriculture and commerce. The following table may give an idea of the increase of the silk culture and production in Italy, affording a view of the exportation from the single Lombard-Venetian Kingdom in the years 1852, 1853, and 1854:—

Exported to—	1852.	1853.	1854.
London,			
{ Tram and organzinelbs.	259,500	147,000	88,700
{ Raw silk	1,131,000	1,950,000	651,300
{ Floss and refuse	566,500	155,500	.....

	1852.	1853.	1854.	
Lyons,	{ Tram and organzine	219,800	644,500	640,500
	{ Raw silk	163,500	340,500	537,000
	{ Floss and refuse .....	.....	639,000	1,096,069
Other countries, {	Tram and organzine.....	.....	.....	.....
	Raw silk.....	.....	.....	.....
	Dappion and refuse	2,190,810	2,770,480	2,378,600
Total.....lbs.	4,530,565	6,132,950	5,339,100	

Now, taking the average exportation for these three years, we have the number of pounds (the Lombard pound of silk is of 12 ounces) amounting to 5,334,202 pounds, which, calculated at \$3 50 per pound, will give a receipt of \$18,669,707.

SILK TWISTING MILLS.

There are in the Lombard-Venitian provinces three large establishments for the twisting of silk into organzine and tram. The largest is at Milan, and was founded by a joint-stock company. The silk prepared by this establishment in 1851, was 1,443,748 kilogrammes. In the same city another company has been lately organized for the same object; and a third one at Bergamo, on the system of Talabot; and in the year 1852 it prepared 509,925 kilogrammes of tram and organzine. At Turin, the capital of the Kingdom of Sardinia, there is also a large establishment of this kind on an extensive scale, on the same plan as the best twisting mills of Lyons.

Besides these large establishments, working on considerable capitals furnished by the respective stockholders, there are in many parts of Lombardy, especially in the province of Como, and in Piedmont, at Vercelli and Novi, a great many private factories for the twisting of silk into tram, organzine, and sewing silk. This last article is far the greatest part manufactured at Naples.

THE DYEING OF SILK.

Among the different branches of industry connected with the production and manufacture of silk, is the art of dyeing, which in Italy does not keep pace with the other advancements of manufacturing pursuits. At Milan, where 11 dyeing establishments are in operation, only the black is done with some perfection. In this color the Italians can compete with foreign manufacturers; but in the half-shades, and especially in the white, they are behind the Swiss, French, and English dyers. In every country where factories of silk stuffs exist, there are also dyeing establishments. Bologna, Florence, Turin, and Genoa have the best factories for dyeing silks, but they are limited only to the demands of their local manufactures. They are not in want of some of the raw materials, but for many others they are under the control of foreign markets. Milan, for instance, imports annually 25,000 francs' worth of soap from Marseilles.

But this deficiency of materials is repaid by the low prices of wages, which never exceed 3 francs a day for a good weaver or other workman. However, what cannot in any way be repaid, is the want of technical instruction, which in Italy—except, perhaps, in Piedmont—is awfully neglected.

But from all that we have just remarked, it behooves us to except some silk productions of Lombardy, and the velvets of Genoa, whose brilliancy and substantial beauty are equal to the best fabrics of the same kind from other countries. The silk stuffs manufactured by Bellosta, of Turin, and the sewing silks of Fenizio, Rabinacci, Odras, and Callet, of Naples, are also not inferior to the like articles produced in the best establishments of Europe.

THE WEAVING OF SILK.

But it is not enough to rear cocoons and to spin and twist silk; with the raw material, one must also create such fabrics that may compete with the products of foreign manufactories, to which heavy annual contributions are often paid. This branch of industry, for which Florence, Milan, and Genoa, had already acquired a wide-spread renown before the times of Louis XIV., has not in Italy made the same progress which other arts and industrial pursuits have made. Only a small part of the raw material is converted into stuffs in Italy, as may be seen by the following hints:—

The silk manufacturing establishments of Piedmont number 49, with 4,600 looms and 10,000 workngmen, who manufacture 135,000 kilogrammes of tram and organzine. Their stuffs may be classified as follows, viz. :—

Velvets, damask, and brocade	310,000 meters.
Fancy articles, handkerchiefs, and scarfs.....	1,500,000 “
Gros, taffetas, satin, &c.....	30,000 “
Ribbons	6,700,000 “
Large shawls	10,000 “

The average value of these manufactures amounts to 16,000,000 of francs, the half of which represents the cost of the tram, organzine, and other materials; and the other half, the wages of labor, the interest of the capital, the cost of dyeing, and the profits, which may be reckoned at 3,600,000 francs.

There are 94 silk manufactories in Lombardy, with 5,447 looms and 7,919 workingmen; 205,456 kilogrammes of silk are annually manufactured into stuffs; the prime cost amounts to 12,327,360 francs, which give a profit of about 4,350,000 francs a year. The Lombard manufacturing establishments produce almost every kind of fabrics, either wholly composed of silk or mixed with other materials, at the imitation of the manufactures of Lyons, Zurich, and Germany. Such productions are in a great measure consumed at home, or in the Duchies of Parma, Modena, and in Romagna, or they find their way to Hungary, Bohemia, and Poland.

The provinces of Venice manufacture 13,000,000 francs' worth of silk stuffs; and the Italian Tyrol, 1,500,000 francs' worth.

In the Grand Duchy of Tuscany, 41 manufacturing establishments give occupation to 4,262 looms and 9,500 workingmen.

The brocades of silk, of various colors, and the velvets, manufactured by Frullini, of Florence; the brocades of gold and silk, with different hues, produced by the factories of Maffei and Riva, of Florence, and Bevilacqua, of Lucca; and likewise, the gros, the signarias, the damasks, and many fancy stuffs manufactured by Borgagni and Borgognino, of Florence; and the splendid bed-quilts made with the refuse of silk (stousa) in the newly-founded establishment of Franceschini, at Prabo, sustain well the high reputation of the Italian silk manufactures.

There are also some manufactories of damask, lusbrine, and ribbons at Modena; but they are of a minor import, as well as those of Romagna, where almost every kind of industry has fallen into insignificance, owing to the sterilizing stupidity of the Popish government. Only the crapes of Bologna are still in some repute, and give employment to about 12,000 persons. At Naples, 3,600 pieces of silk stuffs are weaved every year. The best silk manufacturing establishments of the Two Sicilies, are the one of St. Leucis and the Royal Convent of the Carminello, where the best brocades, damasks, velvets, and satins are produced; and the silk factories of Messrs. Mazzochi and Verona, of Catanzaro. The velvet carpets, the mixed stuffs for furniture, and the admirable vestings manufactured by Mr. Matera, the oldest of the Neapolitan manufacturers, are worthy of notice. A moderate quantity of silk handkerchiefs, vestings, and damasks, is also manufactured in small private establishments at Messina, Catania, and in some inland places of Sicily; but they are far below the demand for the home consumption.

Art. IV.—SHORT METHOD OF CALCULATING INTEREST.

It is often desirable, in keeping an account on which interest is allowed, to know the exact balance; especially in accounts where there are advances on merchandise, or in those where there are numerous debits and credits. It is impossible to arrive at such a balance, without calculating the interest; and in large accounts, this single item will often vary five or ten thousand dollars. There are few who have anything to do with interest accounts, who do not know that it would be an interminable, and very unsatisfactory labor, to calculate the interest as often as the account is examined; even if that were only once a month, to say nothing of once a week. It would be, in fact, writing out an account current each time; and even then, we could not turn over a new leaf, with the balance obtained, without allowing compound interest; an important consideration, where it is agreed that interest shall be charged once a year, or every six months. But it is not adding to the account current, as the items accrue, and to calculate the interest to the time when it is usual to render one—say, for instance, the 31st December. It is only preparing the work in advance. Having this, it is an exceeding simple matter indeed, (far easier than many would suppose,) to obtain the exact interest earned, on any day prior to rendering accounts.

I am not aware that the method which I shall endeavor to explain in this article, is in practice among bookkeepers; but I certainly have never met with it in any text-book on the art, nor had I seen it in practical operation, until, in adjusting some balances of the kind, it appeared as an infallible, and very useful rule. To be concise, it is simply this:—

If the balance of the account is a debit one, the interest on that balance, for the number of days between the present date, and that to which interest has been calculated, subtracted from the balance of interest already obtained, will give the interest earned.

If the balance is a credit one, the difference should be added.

Thus, in ten minutes we can find the balance of interest due at any period desired, and, of course, obtain the balance of the account to a cent; while, by the usual process, a long and tedious account current would be necessary—would be useless the next week, and a new one requisite, whenever the account was examined. On the other hand, the account current which was once made up, (the interest being calculated to the usual date,) would lose none of its value by keeping; and at the end of the year, when the accountant is immersed in figures, it would be of service to have it previously prepared.

The process is best shown and proved by a practical account; and that which will be found on preceding page, is purposely a large one, to make the proof incontrovertible. Indeed, it stands to reason that the rule holds good in the longest and most intricate accounts—as well where there are many calculations, as where there are few.

It will be observed that in finding the balance from which to calculate the difference of interest, it is necessary to adhere to the old rule:—that 50 cents and over are equal to \$1, and less than \$50 must remain unnoticed.—(See table on preceding page.)

The first account is of interest calculated to the 31st December; the second, to the 31st of October, and a balance struck. In that of debtor, the columns are added, in small figures, to the 31st of October; and from these we obtain our rule.

This process is so simple, that it may have occurred to experienced bookkeepers before, and doubtless has; but as bookkeepers are proverbially a silent race, they have never seen fit to divulge the secret. At the same time the rule is too good to be locked up in the memories of a few of the gray-headed men in the profession; and you will doubtless be ready to spread it as far as possible in the pages of your Magazine, the most valuable, of its class, that comes to the door of the merchant.

H. B. A.

Art. V.—WESTWARD MOVEMENT OF THE CENTER OF POPULATION,

AND OF INDUSTRIAL POWER IN NORTH AMERICA.

In the rapidly developing greatness of North America, it is interesting to look to the future, and speculate on the most probable points of centralization of its commercial and social power. I leave out the political element, because, in the long run, it will not be very potential, and will wait upon industrial developments. I also omit Mexico, so poor, and so disconnected in her relations to the great body of the continent.

Including with our nation, as forming an important part of its commercial community, the Canadas, and contiguous provinces, the center of population, white and black, is a little west of Pittsburg. The movement of this center is north of west, about in the direction of Chicago. The center of productive power cannot be ascertained, with any degree of precision. We know it must be a considerable distance east, and north of the center of population. That center, too, is on its grand march westward. Both, in their regular progress, will reach Lake Michigan. The

center of industrial power will touch Lake Erie, and possibly, but not probably, the center of population may move so far northward as to reach Lake Erie also. Their tendency will be to come together; but a considerable time will be required to bring them into near proximity. Will the movement of these centers be arrested before they reach Lake Michigan? I think no one expects it to stop eastward of that lake; few will claim that it will go far beyond it. Is it not, then, as certain as anything in the future can be, that the central power of the continent will move to, and become permanent on, the border of the great lakes? Around these pure waters will gather the densest population, and on their borders will grow up the best towns and cities. As the centers of population and wealth approach, and pass Cleveland, that city should swell to large size. Toledo will be still nearer the lines of their movement, and should be more favorably affected by them, as the aggregate power of the continent will, by that time, be greatly increased. As these lines move westward towards Chicago, the influence of their position will be divided between that city and Toledo, distributing benefits according to the degree of proximity.

If we had no foreign commerce, and all other circumstances were equal, the greatest cities would grow up along the line of the central industrial power, in its westward progress, each new city becoming greater than its predecessor, by the amount of power accumulated on the continent, for concentration from point to point of its progress. But as there are points from one resting-place to another, possessing greatly superior advantages for commerce over all others, and near enough the center line of industrial power to appropriate the commerce which it offers, to these points we must look for our future great cities. To become chief of these, there must be united in them the best facilities for transport, by water and by land. It is too plain, to need proof, that these positions are occupied by Cleveland, Toledo, and Chicago.

But we have a foreign commerce beyond the continent of North America, by means of the Atlantic Ocean, bearing the proportion, we will allow, of one to twenty of the domestic commerce within the continent. This proportion will seem small, to persons who have not directed particular attention to the subject. It is, nevertheless, within the truth. The proof of this is difficult, only because we cannot get the figures that represent the numberless exchanges of equivalents among each other, in such a community as ours.

If we suppose ten of the twenty-nine millions of our North American community to earn, on an average, \$1 25 per day, 312 days in the year, it will make an aggregate of nearly four thousand millions of dollars. If we divide the yearly profits of industry equally between capital and labor, the proportion of labor would be but \$1 25 per day, for five millions of the twenty-nine millions. The average earnings of the twenty-nine millions, men, women, and children, to produce two thousand millions yearly, would be 22 cents a day, for 312 working days. This is rather under, than over the true amount; for it would furnish less than \$70 each for yearly support, without allowing anything for accumulation.

Of the four thousand millions of yearly production, we cannot suppose that more than one thousand million is consumed by the producers, without being made the subject of exchange. This will leave three thousand millions as the subjects of commerce, internal and external. Of this, all

must be set down for internal commerce, inasmuch as most of that which enters the channel of external commerce, first passes through several hands, between the producer and exporter. Foreign commerce represents but one transaction. The export is sold, and the import is bought with the means the export furnishes. Not so with domestic commerce. Most of the products which are its subjects, are bought and sold many times, between the producer and ultimate consumer. Let us state a case:—

I purchase a pair of boots from a boot dealer in Toledo. He has purchased them from a wholesale dealer in New York, who has bought them of the manufacturer in Newark. The manufacturer has bought the chief material of a leather dealer in New York, who has made the purchases which fill his large establishment from small dealers in hides. These have received their supply from butchers. The butchers have bought of the drovers, and the drovers of the farmers. If the boots purchased are of French manufacture, they have been the subject of one transaction represented in foreign trade, to wit:—their purchase in Paris by the American importer; whereas, they are the subject of several transactions in our domestic trade. The importer sells them to the jobber in New York; the jobber sells them to the Toledo dealer, who sells them to me.

It can scarcely admit of a doubt, that the domestic commerce of North America bears a proportion as large as twenty to one of its foreign commerce. Has internal commerce a tendency to concentrate in few points, like foreign commerce? Is its tendency to concentration less than that of foreign commerce? No difference, in this respect, can be perceived. All commerce develops that law of its nature, to the extent of its means. Foreign commerce concentrates chiefly at those ports where it meets the greatest internal commerce. The domestic commerce being the great body, draws to it the smaller body of foreign commerce. New York, by her canals, her railroads, and her superior position for coastwise navigation, has drawn to herself most of our foreign commerce, because she has become the most convenient point for the concentration of our domestic trade. It is absurd to suppose she can always, or even for half a century, remain the *best* point for the concentration of domestic trade; and, as the foreign commerce will every year bear a less and less proportion to the domestic commerce, it can hardly be doubted, that before the end of one century from this time, the great center of commerce of all kinds, for North America, will be on a lake harbor. Supposing the center of population (now west of Pittsburg) shall average a yearly movement westward, for the next fifty years, of twenty miles; this would carry it one thousand miles northwestward from Pittsburg, and some five hundred or more miles beyond the central point of the natural resources of the country. It would pass Cleveland in five years, and Toledo in eleven years, reaching Chicago, or some point south of it, in less than twenty-five years. The geographical center of industrial power, is probably now in northeastern Pennsylvania, having but recently left the city of New York, where it partially now for a time remains. This center will move at a somewhat slower rate than the center of population. Supposing its movement to be fifteen miles a year, it will reach Cleveland in twenty years, Toledo in twenty-seven years, and Chicago in forty-five years. If ten years be the measure of the annual movement northwestward of the industrial central point of the continent, Cleveland would be reached in thirty years, Toledo in forty, and Chicago in sixty-three years. It is well known, that the rate

at which the center of population in the United States is now moving westward, is over fifteen miles a year, and that it is moving with an accelerated speed. It is obvious that the center of population, and the center of industrial power, now widely separated, by the nature of the country between New York and Cleveland, by the superiority in productive power of the old Northern and Middle States, over the new states of the Northwest; and still more, by the inferiority of industrial power of the plantation States, compared with the region lying north of them, will have a constant tendency to approximate, but can never become identical, so long as the inferior African race forms a large portion of the population of the great southern section of our Union. The constant tendency of the center of industrial power will be northward, as well as westward. This will be determined by the superiority of natural resources of the Northwest, over the Southwestern section, by the use of a far greater proportion of machine labor, in substitution for muscular labor, in the northern region, and also by the superior muscular and mental power, of the inhabitants of the colder climate. To these might be added the immense advantage of a vastly greater accumulated industrial power, in every branch of industry, and the tendency of the superabundant capital of the Old World to flow into the free States, and the country north of them.

In the view of the subject which has been taken here, it will be seen that the trade with the British Provinces north of us has been considered a portion of our domestic trade, and that Mexico and California have been left out of our calculation. These may be allowed to balance each other. But, together or apart, they will not be of sufficient importance to our continental commerce, to vary materially the results of its future for the next fifty years, as developed in this paper.

At their present rate of increase, the United States and the Canadas, fifty years from this time, will contain over one hundred and twenty millions of people. If we suppose it to be one hundred and five millions, and that these shall be distributed so that the Pacific States shall have ten millions, and the Atlantic border twenty-five millions, there will be left for the great interior plain, seventy millions. These seventy millions will have twenty times as much commercial intercourse with each other, as with all the world beside. It is obvious, then, that there must be built up in their midst the great city of the continent; and not only so, but that they will sustain several cities greater than those which can be sustained on the ocean border.

This is the era of great cities. London has nearly trebled in numbers and business since the commencement of the current century. The augmentation of her population in that time, has been a million and a half. This increase is equal to the whole population of New York and Philadelphia; and yet, it is probable that New York will be as populous as London, in about fifty years. A liberal, but not improbable estimate of the period of duplication of the numbers of these great cities would be, for London, thirty years, and for New York, fifteen years. At this rate, London will have four millions and seven hundred thousand, and New York three millions four hundred thousand, at the end of thirty years. At the end of the third duplication of New York—that is, in forty-five years, she will have become more populous than London, and number nearly seven millions. This is beyond belief, but it shows the probability of New York overtaking London in about fifty years.

A similar comparison of New York and the leading interior city—Chicago—will show a like result in favor of Chicago. The census returns show the average period of duplication to be fifteen years for New York, and less than four years for Chicago. Suppose that of New York for the future should be sixteen years, and that of Chicago eight years, and that New York now has, with her suburbs, nine hundred thousand, and Chicago one hundred thousand people. In three duplications, New York would contain six millions two hundred thousand, and Chicago, in six duplications, occupying the same length of time, would have six millions four hundred thousand. It is not asserted, as probable, that either city will be swelled to such an extraordinary size in forty-eight years—if ever; but it is more than probable that the leading interior city will be greater than New York fifty years from this time.

A few words as to the estimation in which such anticipations are held. The general mind is faithless of what goes much beyond its own experience. It refuses to receive, or it receives with distrust, conclusions, however strongly sustained by facts and fair deductions, which go much beyond its ordinary range of thought. It is especially sceptical and intollerant towards the avowal of opinions, however well founded, which are sanguine of great future changes. It does not comprehend them, and therefore refuses to believe; but it sometimes goes further, and, without examination, scornfully rejects. To seek for the truth, is the proper object of those who, from the past and present, undertake to say what will be in the future, and, when the truth is found, to express it with as little reference to what will be thought of it, as if putting forth the solution of a mathematical problem.

If it were asked, whose anticipations of what has been done to advance civilization, for the past fifty years, have come nearest the truth—those of the sanguine and hopeful, or those of the cautious and fearful—must it not be answered that, no one of the former class had been sanguine and hopeful enough to anticipate the full measure of human progress, since the opening of the present century? May it not be the most sanguine and hopeful only, who, in anticipation, can attain a due estimation of the measure of future change and improvement, in the grand march of society and civilization westward over our continent?

J. W. S.

JOURNAL OF MERCANTILE LAW.

CHARTER PARTY—CUSTOM—ARBITRATION.

United States Circuit Court, (September, 1856.) Before Nelson, Chief Justice. Augustus Belmont vs. William Tyson.—In error.

NELSON, C. J. One of the principal questions arising in this case is, whether or not, according to the true interpretation of the charter party, the charterer was bound to furnish the cargo for the vessel outside the west pass into the harbor of Apalachicola?

The judge charged that, if the jury found that the vessel was as deep as it was prudent to load her inside the pass, and that the master went to a proper place outside, in order to complete the lading, the parties must be presumed to have understood the vessel was to go outside to finish loading, as upon the contract he was to have a full cargo. The two entrances into the harbor are called the east

and west passes. The east will enable vessels to enter drawing some sixteen feet water, the west about thirteen. The ship in this case entered the east pass, anchored, and took in lumber until she drew the sixteen feet, and then passed out and anchored at the mouth of the west pass to complete the cargo. When fully laden she drew from eighteen to nineteen feet water.

It is insisted, on the part of the charterer, that he was not bound to furnish cargo beyond the quantity the vessel could receive within the passage, and get safely out to sea; whereas, the owner claims that he was entitled to have a full cargo, and that the charterer was bound to furnish the remainder necessary to complete it outside, and this upon the principle that the charterer is presumed to have known the size and character of the ship, and the state of the harbor at the place of loading; and that a full cargo could not be obtained on board unless part of it should be taken in outside the passes.

There is some evidence in the case that this is the custom in the instance of large ships receiving cargo at this port. The evidence, however, was slight, and the case in the court below was not put upon that ground. The voyage was from Apalachicola to Liverpool, with a cargo of lumber particularly specified. The whole ship was chartered, the freight at eighty shillings sterling per load. The owner, therefore, was deeply interested in having a full cargo; and, if the charterer is chargeable with a knowledge of the tonnage and draft of water of the ship, and the state of the harbor, as I am inclined to think he is, then, as he stipulated to supply a full cargo, it seems to me the ruling of the court below was right and agreeably to the fair interest and meaning of the charter party. The full cargo, in point of fact, was delivered outside the west pass; that is, the cargo was completed at that place. It is claimed, however, on the part of the shippers, that this was upon condition of waiving any claim for demurrage, which is denied by the master.

The next material question in the case is, whether or not an arbitration between the consignees of the ship and those of the cargo at Liverpool, in respect to the measurement of the lumber, is binding upon the owners. The consignees of the cargo claimed that, according to the custom of that port, the freight was to be paid per load, solid measure—that is, defective pieces, on account of splits, sap, and bark, were not to be counted, which made a difference in the freight in this case of over three thousand dollars. There was a deduction of one hundred and fifty loads in consequence of these defects. A dispute arose as to the measurement, whether in should be according to the rule at Apalachicola or Liverpool, and the consignees of the ship and of the cargo referred the question as above stated. The arbitrators decided in favor of the usage at Liverpool, and that the measurement must be as upon the case of a sale, between vendor and vendee. The reasonableness of this usage, if it exists, is not very apparent. Certainly the master, or owner in this case, had no right to dictate as to the quality of the lumber put on board. The cargo was selected and delivered at the ship's tackle by the agent of the charterer. Even if such a custom exists at Liverpool, as it respects the consignee of the cargo, I doubt if it can be regarded as a defense in a suit against the charterer for the freight. I can understand his contract in no other way than as stipulating to pay the eighty shillings sterling for every load of lumber of such quality as he has delivered on board. This, I think, is the clear sense of it. According to the usage, as claimed at Liverpool, if the whole cargo which the shipper has seen fit to ship should there be deemed not merchantable, no freight would be due or collectable at all.

The question here, however, is as to the effect of the arbitration. The court below held that it could not bind the charterer, and as the award must be mutual, it did not bind the owner.

There are some minor points raised in the case, but, if the ruling of the court can be maintained upon the two questions that I have noticed, I think the case free from difficulty. These questions are somewhat embarrassing, but for the reasons stated, as at present advised, I am inclined to concur in the disposition of the case by the court below, and to affirm the judgment.

COMMERCIAL CHRONICLE AND REVIEW.

THE OPENING TRADE—THE MONEY MARKET—THE USURY LAWS—RESTRICTIONS UPON TRADE IRRATIONAL AND OPPRESSIVE—MARINE INSURANCE AS ILLUSTRATIVE OF THIS TRUTH—FREEDOM OF ACTION NECESSARY TO SELF-RELIANCE—THE TARIFF—THE CANAL LOAN—BUSINESS AT THE ASSAY OFFICE AND UNITED STATES MINT—THE BANK MOVEMENT—DEBT OF CALIFORNIA—TRADE AND COMMERCE OF NEW YORK FOR 1856, WITH COMPREHENSIVE TABLES OF PRICES, ETC., ETC.

THE new year has opened with a fair prospect of business, but a moderate actual trade in most particulars. The stringency in the money market has been slightly relaxed, but there has been no return to low rates; nor, indeed, do we see any promise of such a return, throughout the current year. Our readers are aware that in some of the States the laws regulating the usance for money have been so far modified that it is not a crime to receive more than a certain fixed per centage; but there is still a relic of this barbarism left in many of the States, and much inconvenience is thereby experienced, although the law is everywhere openly and notoriously violated. It can be made plain to the dullest apprehension, that there is no more propriety in fixing the rate of interest by statute, than the price of oats; and yet the usury laws remain unrepealed. The show of argument by which the statute is maintained, is not the real ground of opposition to this reform. The friends of the law are found chiefly in the rural districts; and their fear is that if capitalists in the city are allowed to take openly the current market rate for money, there will be none offered in bond and mortgage, at the present nominal quotations. This is not said publicly, but it is the pith of all the *bona fide* objections to free-trade in money. Those who assume this ground, place themselves at once in a false position. If 7 per cent be the legal rate of interest, and money is worth more, and landowners are only enabled to borrow at this rate because the law forbids the lender to take a higher rate, then the law is certainly unjust and oppressive. If money is worth, on the average, no more than the legal rate, then the restriction is totally unnecessary. The landowner can offer the very highest security for borrowed capital; and for this reason he will always be enabled to borrow at the lowest market rate. If money is worth 10 per cent, and the law prescribes 7 per cent, then the landowner will not be able to borrow at all, and the restriction designed for his protection proves his curse. If all laws regulating the rate of interest were repealed, there can be no question but what the usance of money would be secured at some decline from the average current rates, as a bonus is now asked for the increased risk of subjecting a loan to the taint of usury. Perhaps one of the best tests of the soundness of these views, lies in the fact that in all the States where a reform has been tried, no voice has been raised in favor of a return to the old system.

The fact is, the world in every age has been, and still is, governed too much. There are too many restrictions upon trade, and too much fear of the salutary operation of natural laws. If a want of any kind be experienced, those who suffer rush at once to the fountain of authority, for power to create an arbitrary source of help, forgetful of the great truth that the demand is sure to produce the supply by a process which will be in perfect harmony with other interests. The evil effects of this interference with natural laws is daily experienced. An instance

is seen in the working of the system of marine insurance in the city of New York. There were several large companies in the field, who had grown rich in the business; this naturally drew in others, who were anxious to share the profits. Of course the new comers must offer some inducement to the customers of the old companies, to secure a profitable business. But some wise head thought that it would be a beautiful regulation that all the companies should be bound by a certain standard, and the exact rate of insurance on every article should be governed by a tariff, to which all should conform. Mark the result! The rates being the same in all the companies, the richer and more influential picked the cream of the business, and left the next choice to the second class, and so on down to the tail; and this rule was adhered to, until all who were low down upon the list failed, and some above them were sorely crippled. In connection with this very business, a project is now on foot equally absurd. The insurance companies have discovered that a large number of vessels are lost through carelessness, or ignorance, or want of nerve on the part of the commander. So they now propose a Board of Examiners, to pronounce upon the competency of shipmasters! Why not reach this difficulty in the simplest way? Is there less risk of loss under a good captain than a poor one? Very well—graduate the rates accordingly. Let skill and care, and all that makes up thorough seamanship, bring its price in lowering the rates of insurance; there will be no lack of the supply, the moment there is a demand for it at an equivalent compensation. The shipmaster under whom a ship shall insure at the lowest premium, will stand at the head of his class, without a certificate, and he whose vessel pays more than an average rate, will be dropped from the roll, without the blackball of the Board of Examiners. The same rule applies to the building, fitting, and manning of vessels. There should be no arbitrary classification, but each office should have its own inspector, and the rate of insurance should be nicely graduated to give an advantage to everything that goes to insure the safety of a voyage, and the delivery of a cargo in good order.

This rule will apply to all classes of business and all human experience. No people will ever be self-reliant who are taught to depend upon the watch and care of government or of society. In some parts of Europe, dear bread will create a revolution; not because, as some superficial thinkers assert, that the masses are discontented and rebellious simply on account of an empty stomach, but because the people are not taught to see the effect of natural laws, and therefore look upon the affliction as something the government could have easily prevented, if so disposed. Some philanthropists are continually harping upon plans to protect the public; they would erect gates at the ferries, as high as Haman's gallows, lest the impatient passengers should fall overboard; and would have the police Argus-eyed in watching pedestrians through the thoroughfares, lest some one should do himself a mischief. In the cities of the Old World, where such care is taken, there are ten accidents to one in those places nearer home, where people are left to look out for themselves. Habits of watchful self-reliance can only be fostered where such restraints are unknown.

The tariff question still drags in Congress, but there is now some hope that a reform will be agreed upon before the close of the present session. It is time that the political aspect of this question should give place to sound practical economy.

The 6 per cent canal loan for \$1,000,000, upon the credit of the State of New York, having seventeen years to run, was taken on the 15th of January, at \$114 50 a \$116 25, averaging \$114 54. The bids amount to \$4,545,000.

The following is a statement of the business at the United States Assay Office, at New York, during the month ending December 31 :—

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

	Gold.	Silver.	Total.
Foreign coins.....	\$7,500 00	\$88,000 00	\$95,500 00
Foreign bullion	10,500 00	66,000 00	76,500 00
Domestic bullion	2,172,000 00	28,000 00	2,200,000 00
Total deposits.....	\$2,190,000 00	\$182,000 00	\$2,372,000 00
Deposits payable in bars			2,072,000 00
Deposits payable in coin.....			300,000 00
Gold bars stamped.....			2,296,513 30
Transmitted to U. States Mint, Philadelphia, for coinage.....			117,647 60

The following is a statement of deposits and coinage at the Mint of the United States, in Philadelphia, during the month of December, 1856 :—

GOLD DEPOSITS.

California gold	\$129,370 00
Gold from other sources.....	9,580 00
Total gold deposits	\$138,950 00

SILVER DEPOSITS.

Silver, including purchases.....	\$152,440 00
Total gold and silver deposits	\$291,390 00

The coinage executed was :—

GOLD.

	No. of pieces.	Value.
Dollars	242,406	\$242,406 00
Fine bars	22	1,723 72
Total.....	242,428	\$249,529 72

SILVER.

Dimes.....	1,730,000	173,000 00
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COPPER.

Cents	180,441	1,804 41
Half cents	40,230	201 15
Total.....	220,671	\$2,005 56

RECAPITULATION.

Gold coinage.....	242,428	249,529 72
Silver coinage	1,730,000	173,000 00
Copper coinage.....	220,671	2,005 56
Total.....	2,193,099	\$424,535 28

The bank movement at New York shows a continuation of the expansions in loans, without any permanent improvement in specie. It is evident that most of these institutions are anxious to make large dividends, and a little careless about maintaining a conservative position. Whoever lives twenty years longer will probably see a great change in the business of banking. The legal restrictions will be, to a great extent, removed, except in the matter of circulation, and a large part of the business will be transacted by private bankers. We give a full

report of the bank statements from the 1st of January, 1856, for convenient reference, but shall carry forward only the report from January 1, 1857 :—

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	82,652,528
Jan. 26.	49,692,900	96,887,221	12,733,069	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	88,086,944
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
July 26.	53,170,317	111,346,589	13,910,858	8,386,285	92,365,040
Aug. 2.	53,658,039	112,221,563	14,328,253	8,646,043	93,847,317
Aug. 9.	53,658,039	112,192,322	13,270,603	8,676,759	92,220,370
Aug. 16.	53,658,039	111,406,756	12,806,672	8,584,499	92,013,229
Aug. 23.	53,985,068	110,188,005	12,914,732	8,588,413	90,127,223
Aug. 30.	53,985,068	109,373,911	12,965,236	8,589,745	87,776,242
Sept. 6.	53,985,068	109,560,943	13,098,876	8,887,860	89,350,154
Sept. 13.	53,985,068	109,579,776	12,281,387	8,741,064	88,044,074
Sept. 20.	54,243,043	109,715,435	12,270,685	8,760,383	90,563,865
Sept. 27.	54,243,043	108,992,205	10,873,220	8,665,193	88,453,795
Oct. 4.	54,243,043	107,931,707	11,015,184	8,830,628	88,730,804
Oct. 11.	54,243,043	107,147,392	10,382,751	8,748,930	86,078,142
Oct. 18.	54,443,043	105,918,836	10,847,010	8,697,417	86,902,852
Oct. 25.	54,497,718	104,156,483	10,580,795	8,649,802	83,465,152
Nov. 1.	54,497,718	103,142,093	11,057,675	8,686,935	86,522,891
Nov. 8.	54,697,718	102,508,639	11,516,420	8,946,721	86,827,821
Nov. 15.	55,197,718	103,554,450	12,253,737	8,856,977	87,520,900
Nov. 22.	55,235,068	104,504,919	12,971,868	8,818,323	91,404,510
Nov. 29.	55,235,068	105,536,476	12,110,834	8,610,256	88,524,264
Dec. 6.	55,235,068	106,898,534	12,278,347	8,671,758	91,693,784
Dec. 13.	55,235,068	108,336,586	10,832,543	8,516,854	89,590,680
Dec. 20.	55,235,068	108,334,593	11,151,316	8,397,440	89,012,730
Dec. 27.	55,235,068	108,527,429	10,392,423	8,387,167	87,396,664
Jan. 3, 1857	55,235,068	109,149,153	11,172,244	8,602,113	95,846,216
Jan. 10.	55,235,068	110,150,234	11,090,108	8,328,395	90,709,710
Jan. 17.	55,235,068	110,860,401	11,955,154	8,047,065	93,035,766

We annex our usual comparative summary of the weekly statements of the Boston banks :—

WEEKLY AVERAGES AT BOSTON.

	December 23.	December 30.	January 5.	January 12.	January 19.
Capital	\$31,960,000	\$31,960,000	\$31,960,000	\$31,960,000	\$31,960,000
Loans and discounts..	51,498,000	51,871,000	52,770,819	53,440,859	53,000,713
Specie.....	3,525,000	3,744,500	3,328,986	3,849,416	3,888,000
Due from other banks	7,655,000	7,500,000	7,171,114	6,932,793	7,222,000
Due to other banks..	3,904,000	4,313,500	4,489,271	5,096,264	5,194,000
Deposits	15,764,800	15,910,000	16,975,583	16,493,751	16,825,000
Circulation	7,253,000	7,250,000	7,316,349	7,523,663	7,535,000

The following are the aggregate footings of the New Orleans banks on the last Saturday of December, for the years—

	1851.	1855.	1856.
Specie	\$6,570,575	\$8,191,254	\$6,690,723
Circulation	6,582,565	7,222,614	9,194,134
Deposits	11,490,908	17,219,274	13,492,539
Short loans	17,490,908	14,747,467	20,611,903
Exchanged	3,154,433	6,100,148	6,416,699
Due distant banks	1,272,634	1,843,389	965,553
Long and short loans, last Saturday of December, 1854.....			21,362,619
“ “ “ “ 1855.....			21,611,832
“ “ “ “ 1856.....			24,454,296

The New Orleans bank statement for the week ending January 10, shows an extensive movement. Deposits have increased half a million, and exchange \$300,000. The circulation has overtopped ten millions, which is larger than in any previous period since 1841. The specific changes, compared with the previous week, are as follows :—

Increase in short loans.....	\$19,522	Increase in deposits	\$494,845
“ specie	154,522	“ exchange	307,132
“ circulation	180,245	“ amt. due dist'nt b'ks	208,436

The following table shows the comparative condition of the banks in Portland, according to the returns made to the Secretary of State, January 3, 1857 :—

	Capital.	Loans.	Circulation.	Deposits.	Specie.
Cumberland	\$200,000	\$351,836	\$164,671	\$70,329	\$14,123
Canal.....	600,000	1,187,172	392,028	207,970	36,582
Casco	600,000	1,111,923	324,932	179,931	56,620
Manufact'rs & Traders'.	200,000	361,602	106,454	86,481	13,672
Mechanics'	100,000	199,548	93,756	17,797	16,150
Merchants'	225,000	407,946	103,537	58,843	35,745
	\$1,925,000	\$3,619,982	\$1,125,428	\$621,350	\$172,892

Compared with the returns for January 5, 1856, the above exhibits the following changes :—

	Increase.	Decrease.
Capital	\$93,200	.....
Loans	184,011	.....
Circulation .....	.....	\$132,789
Deposits .....	.....	75,853
Specie.....	.....	2,898

ASSETS OF ALL THE BANKS OF PENNSYLVANIA, NOVEMBER, 1856.

	Philadelphia banks.	Other banks.	Total.
Bills discounted.....	\$26,000,479	\$24,177,209	\$50,171,687
Specie	3,473,247	2,494,662	5,967,909
Due by other banks	1,672,412	3,466,992	5,139,434
Notes, &c. of other banks.....	4,792,629	914,010	5,706,629
Real estate and personal property..	312,699	398,774	1,206,569
Bonds, mortgages, &c.	214,691	692,688	907,380
Stocks	473,042	462,158	935,201
Exchange and interest	58,918	17,182	76,100

	Philadelphia banks.	Other banks.	Total.
Bills receivable	835,748	16,937	702,685
Expenses	92,702	61,365	154,067
Loans	705,588	660,897	1,386,425
Suspended debt	177,038	95,114	272,152
Bills of exchange	1,336,369	1,839,789	3,176,153
Specie funds, &c.	1,274,871	318,825	1,563,696
Miscellaneous	230,883	74,847	303,730
Total	\$42,001,240	\$35,688,588	\$77,689,805
Total November, 1855	39,176,260	35,087,360	74,263,626
Increase	\$2,824,976	\$601,207	\$3,426,178

LIABILITIES OF ALL THE BANKS OF PENNSYLVANIA, NOVEMBER, 1856.

Capital stock	\$12,462,580	\$11,136,761	\$23,599,344
Circulation	5,422,151	11,940,198	17,362,345
Due other banks	3,280,424	935,090	4,215,515
Due depositors	17,723,326	8,682,648	26,435,942
Dividends unpaid	54,134	192,311	246,445
Contingent fund	2,301,667	987,310	2,288,977
Discount, interest, and exchange ..	532,422	633,086	1,170,509
Profit and loss	160,053	423,497	588,540
Due Commonwealth	228,601	254,858	483,404
Issues of 4th of May	1,574	4,177	5,751
Miscellaneous	104,613	22,446	127,059
Suspense Account .....	.....	6,058	6,058
Surplus	296,194	186,184	482,376
Certificates of deposit	52,140	277,623	330,763
Total	\$41,619,479	\$35,688,562	\$77,308,043
Total November, 1855	38,688,200	35,087,360	73,775,662
Increase	\$2,931,278	\$601,202	\$3,532,483

Annexed is the aggregate condition of the Bank of the State of Missouri and its branches on the 31st of December, 1856 :—

RESOURCES.

Bills discounted	\$1,511,466 67	Suspended debt	\$79,088 50
Exchange matured	141,198 29	Due from banks	75,991 95
Exchange maturing	1,299,656 68	Bank notes on hand	196,910 00
Real estate	98,254 94	Specie on hand	1,245,184 31
Bills receivable	81,441 85		
Total			\$5,729,133 19

LIABILITIES.

Capital stock owned by the State	\$954,205 22		
Capital stock owned by individuals	261,200 00		
			\$1,215,405 22
Due depositors			1,186,267 55
Dividends unpaid			2,715 36
Interest and exchange		\$298,983 60	
Less expenses	\$23,088 45		
Less protest account	82 05		
		23,170 50	
			275,813 10
Contingent fund			156,567 59
Due to banks			111,984 87
Circulation			2,780,380 00
Total			\$5,729,133 19

The Supreme Court of California has decided that all the bonded debt of that State over \$300,000 is unconstitutional, because the law creating the same was not submitted to the vote of the people. There can be little doubt, however, but what the State will make as ample provision for its payment as if it had been legally issued. The amount of the debt, of course, becomes an interesting item, and we have compiled a statement, which, we trust, will be found correct:—

MEMORANDUM OF CALIFORNIA STATE BONDS OUTSTANDING JANUARY 1, 1856.

Seven per cent—issued under the act of April 28, 1851.....	\$268,500 00
Payable March 1, 1861.	
Seven per cent—issued under act of May, 1852.....	1,390,300 00
Payable March 1, 1870.	
Seven per cent—issued March 16, 1855.....	700,000 00
Payable March 1, 1870.	
Seven per cent—issued under act of April 19, 1856:—	
[The law authorizes the issuing of \$1,500,000, providing that amount of indebtedness shall accrue prior to January 1, 1857.]	
Amount issued to January 1, under the act.....	300,000 00
Payable July 1, 1875.	
Total amount of civil debt of California, January 1, 1856*.....	\$3,158,800 00

WAR DEBT OF THE STATE OF CALIFORNIA.

Twelve per cent—bonds issued under act of February 18, 1851.....	\$300,000 00
Interest to January 1, 1856.....	111,145 53
Seven per cent—issued under act of May 1, 1852.....	663,905 00
Interest to January 1, 1856.....	135,500 00
Total.....	\$1,081,610 53
Amount assumed by United States government.....	924,000 00
Balance owed by California.....	\$157,610 53

We have compiled our usual tables, showing the total foreign imports and exports at the port of New York throughout the year. The imports of foreign goods and merchandise for 1856 amounted to \$213,556,649, being \$55,696,411 in excess of the total for 1855, \$32,185,177 in excess of 1854, and \$19,458,997 in excess of the total for 1853, which was the largest previous total on record. Before giving our monthly comparison, we annex a brief summary, showing at a glance the total imports at New York for each of the last seven years:—

FOREIGN IMPORTS AT NEW YORK.

Year.	Dutiable.	Free goods.	Specie.	Total.
1850.....	\$110,933,763	\$8,645,240	\$16,127,939	\$135,706,942
1851.....	119,592,264	9,719,771	2,049,543	131,361,578
1852.....	115,336,052	12,105,342	2,408,225	129,849,619
1853.....	179,512,412	12,156,387	2,429,083	194,097,652
1854.....	163,494,984	15,768,916	2,107,572	181,371,472
1855.....	142,900,661	14,103,946	855,631	157,860,238
1856.....	193,839,646	17,902,578	1,814,425	213,556,649

Under the head of dutiable, we have included above both the dutiable entered directly for consumption and the goods thrown into the bonded warehouses. In the extended table given below these items are separate, but included in the total. The specie which swells the amount for 1850, in the above summary, was mostly from California, then entered from Chagres as from a foreign port, but since ex-

* Since the date of the above return, we understand about \$300,000 more of the 1875 bonds have been issued, making a total of about \$3,500,000 to total State indebtedness.

cluded from the statement of imports. The comparative increase of our imports began before the close of 1852, and the receipts continued very large to November, 1854; from that date they suddenly and rapidly declined, and were comparatively small until July, 1855; since that period they have again increased, and the total for 1856 is the largest on record. Appearances indicate that the increase has again reached its maximum, and that the receipts for the current year will fall a little behind the total for the year just closed.

For convenience, and economy of space, we have placed an extended table of exports, together with the imports, both in monthly items. It will be seen that the total for December, exclusive of specie, is only \$773,697 less than the very large shipments for December, 1855, \$3,048,406 greater than for December, 1854, and \$1,252,362 greater than for December, 1853. We annex a quarterly statement, showing the course of this trade for the year, compared with the previous two years:—

EXPORTS FROM NEW YORK TO FOREIGN PORTS, EXCLUSIVE OF SPECIE.

	1853.	1854.	1855.	1856.
First quarter.....	\$11,892,650	\$17,840,161	\$16,802,543	\$19,820,683
Second quarter.....	16,268,967	16,474,773	15,628,290	20,250,346
Third quarter.....	15,810,526	13,826,852	14,616,675	20,567,594
Fourth quarter.....	22,165,369	15,065,895	25,299,054	23,028,907
Total.....	\$67,136,642	\$64,207,681	\$72,346,562	\$83,667,580

The above shows an increase during each quarter of the year except the last. The total exports for 1856, exclusive of specie, are \$11,320,968 greater than for 1855, and \$19,459,849 greater than for 1854, and are in fact in excess of any previous year upon our record. We also present our usual monthly summary of the exports of specie from New York to foreign ports:—

EXPORTS OF SPECIE FROM NEW YORK TO FOREIGN PORTS.

	1852.	1853.	1854.	1855.	1856.
January.....	\$2,866,958	\$747,679	\$1,845,682	\$156,398	\$104,834
February.....	3,551,543	1,121,020	579,724	2,123,708	1,204,343
March.....	611,994	592,479	1,466,127	2,298,697	2,584,396
April.....	200,266	767,055	3,474,525	3,313,447	3,261,694
May.....	1,834,893	2,162,467	3,651,626	5,320,152	3,812,865
June.....	3,556,355	3,264,282	5,168,183	3,862,396	4,300,328
July.....	2,971,499	3,924,612	2,922,452	2,923,324	5,278,126
August.....	2,935,833	1,183,973	4,548,320	2,609,393	3,202,053
September.....	2,122,495	1,244,191	6,547,104	1,831,684	3,738,547
October.....	2,452,301	4,757,972	3,359,398	1,188,100	4,996,660
November.....	809,813	3,855,775	3,338,001	1,011,900	2,955,839
December.....	1,180,305	3,131,851	68,264	986,535	1,779,181
	\$25,096,255	\$26,753,356	\$37,169,406	\$27,625,740	\$37,218,766
Do. from Boston	3,495,006	5,763,517	7,413,437	14,849,470	12,227,059

The specie shipments in 1851, which year we are obliged to omit in our comparison on account of the space, were the largest on our record, amounting to \$43,743,209. Next to that year, however, is the total for 1856, it being a trifle larger than for 1854. We have added to the above table, under the appropriate years, the corresponding specie shipments from the port of Boston, a large part of which went overland from New York. These totals do not include any given as shipped from New York, and are, in reality, so much additional shipments from New York.

FOREIGN IMPORTS ENTERED AT NEW YORK DURING THE YEARS 1855 AND 1856.

MONTHS.	ENTERED FOR CONSUMPTION.		ENTERED WAREHOUSE.		FREE GOODS.		SPECIE.		TOTAL.	
	1855.	1856.	1855.	1856.	1855.	1856.	1855.	1856.	1855.	1856.
January.....	\$8,370,259	\$12,556,638	\$3,254,654	\$1,625,254	\$1,250,630	\$1,341,808	\$90,284	\$54,364	\$12,945,827	\$15,578,064
February.....	8,315,268	12,521,622	2,237,394	1,486,259	1,461,465	1,956,155	67,355	72,247	12,081,482	16,036,283
March.....	6,765,687	15,781,297	1,865,633	2,222,655	1,458,578	2,141,661	83,159	111,345	10,173,057	20,256,958
April.....	6,343,512	14,530,636	1,422,006	3,181,498	1,266,998	2,250,533	74,949	95,168	9,107,465	20,057,835
May.....	8,082,524	12,392,421	2,336,959	3,733,350	1,156,913	2,151,057	69,590	134,284	11,645,986	18,411,112
June.....	8,020,545	12,518,271	2,716,245	3,936,633	1,188,043	1,249,579	68,779	257,174	11,993,612	17,961,657
July.....	13,608,485	19,288,885	2,431,756	4,907,675	799,671	1,280,854	69,035	238,918	16,308,947	25,716,332
August.....	13,899,758	18,375,986	1,356,428	4,136,716	1,201,570	1,303,790	48,643	103,173	16,506,399	23,919,665
September.....	11,859,017	10,934,435	1,566,377	3,264,622	489,126	1,026,208	107,205	84,097	14,021,725	15,309,362
October.....	12,088,621	9,932,001	2,879,886	2,836,781	1,082,125	961,781	54,399	95,029	15,605,031	13,825,592
November.....	7,654,782	9,730,429	2,547,741	3,318,842	1,730,287	1,097,524	14,378	321,750	11,947,188	14,468,545
December.....	11,276,564	7,930,499	3,100,560	2,626,241	1,038,540	1,141,628	107,855	246,876	15,523,519	12,015,244
Total.....	\$115,685,022	\$156,493,120	\$27,215,639	\$37,346,526	\$14,103,946	\$17,902,578	\$855,681	\$1,814,425	\$157,860,238	\$213,556,649

EXPORTS FROM NEW YORK TO FOREIGN PORTS DURING THE YEARS 1855 AND 1856.

MONTHS.	DOMESTIC PRODUCE.		FOREIGN DUTIABLE.		FOREIGN FREE.		SPECIE.		TOTAL.	
	1855.	1856.	1855.	1856.	1855.	1856.	1855.	1856.	1855.	1856.
January.....	\$4,996,787	\$5,257,686	\$440,639	\$212,239	\$458,091	\$41,305	\$156,398	\$104,834	\$6,051,915	\$5,616,064
February.....	3,154,264	5,408,990	598,601	143,944	812,226	53,275	2,123,708	1,204,343	6,688,799	6,810,552
March.....	4,807,833	8,044,122	592,890	468,280	941,212	190,842	2,298,697	2,584,396	8,640,632	11,287,640
April.....	4,349,944	5,229,436	262,684	202,027	100,092	68,263	3,313,447	3,261,594	8,026,167	8,761,320
May.....	5,071,890	5,563,205	358,732	247,079	244,254	68,194	5,320,152	3,312,865	10,995,028	9,691,343
June.....	3,956,706	8,273,454	736,306	450,432	547,632	148,206	3,862,393	4,300,328	9,103,087	13,172,470
July.....	3,960,757	6,901,272	210,320	108,617	185,557	22,423	2,923,324	5,278,126	7,279,958	12,310,438
August.....	4,281,481	5,612,828	222,176	211,933	151,482	88,242	2,609,393	3,202,053	7,264,532	9,115,056
September.....	5,228,637	7,045,202	358,896	509,752	17,369	67,325	1,831,684	3,738,547	7,436,586	11,360,826
October.....	6,614,146	6,129,837	201,939	130,577	31,505	71,931	1,188,109	4,996,660	8,035,699	11,329,005
November.....	8,344,333	7,541,595	306,817	202,093	129,405	55,662	1,011,900	2,955,839	9,792,455	10,755,189
December.....	8,819,997	8,246,568	667,401	467,501	183,511	183,143	986,535	1,779,181	10,657,444	10,676,303
Total.....	\$63,586,775	\$79,254,195	\$4,957,401	\$3,854,524	\$3,802,386	\$1,058,811	\$27,625,740	\$37,218,766	\$99,972,302	\$120,886,296

We have also compiled a statement giving a comparison of the goods withdrawn from warehouse, but they are not, of course, to be reckoned with the total entered at the port, as those which were landed here have been already included under the head of entered for warehousing:—

WITHDRAWN FROM WAREHOUSE.

	1853.	1854.	1855.	1856.
January.....	\$1,536,365	\$2,889,516	\$2,057,931	\$2,345,618
February.....	830,522	1,954,010	2,563,274	2,047,067
March.....	697,113	1,701,203	2,718,093	1,852,396
April.....	1,229,708	1,151,991	1,814,318	1,467,576
May.....	1,049,550	1,588,652	1,782,834	1,548,339
June.....	1,181,396	1,422,672	1,304,620	1,656,871
July.....	1,702,448	636,832	2,029,164	2,187,337
August.....	1,745,864	3,038,056	2,889,884	2,531,732
September.....	1,709,052	3,181,318	2,311,341	3,457,706
October.....	1,188,983	2,070,544	1,597,437	3,273,982
November.....	1,333,068	1,431,775	1,197,650	1,725,544
December.....	1,488,986	901,828	1,190,787	1,625,650
Total.....	\$15,693,055	\$21,968,395	\$23,457,338	\$25,722,818

The imports of dry goods are, of course, included in the foregoing statement. The total receipts of dry goods at New York during the year 1856 were \$341,318 less than for the year 1853, but \$13,520,957 larger than for 1854, and \$28,398,831 larger than for 1855, as will appear from the following comparison:—

IMPORTS OF DRY GOODS AT NEW YORK FOR THE YEARS—

	1853.	1854.	1855.	1856.
Manufactures of wool.....	\$28,214,146	\$22,689,658	\$18,637,337	\$27,257,237
Manufactures of cotton.....	16,803,473	15,892,386	10,510,723	17,926,293
Manufactures of silk.....	34,199,578	28,528,106	23,197,480	30,938,865
Manufactures of flax.....	8,790,135	7,633,572	6,706,364	9,484,401
Miscellaneous dry goods.....	5,766,879	6,099,214	5,922,158	7,756,097
Total.....	\$93,704,211	\$80,842,936	\$64,974,062	\$93,362,893

The receipts for cash duties are larger than for any previous year, but have not increased in proportion to the excess of dutiable imports; this excess not being composed of those articles included in the highest schedule:—

CASH DUTIES RECEIVED AT NEW YORK.

	1853.	1854.	1855.	1856.
January.....	\$3,311,137 37	\$4,379,285 32	\$2,560,033 32	\$3,683,654 85
February....	3,878,395 47	2,867,294 50	2,665,164 94	3,576,919 14
March.....	3,935,967 63	3,627,119 49	2,363,084 95	4,382,107 47
April.....	3,348,252 14	3,168,490 21	1,994,710 10	3,913,885 39
May.....	2,852,853 56	3,243,164 41	2,400,482 60	3,457,153 64
June.....	3,840,723 33	2,452,606 83	2,316,464 80	3,527,425 26
July.....	4,640,107 15	4,045,745 78	3,787,341 95	5,441,544 27
August.....	4,746,657 81	5,214,629 78	4,290,796 15	5,286,399 11
September...	4,226,340 13	3,439,492 49	3,523,379 50	3,702,134 70
October.....	2,705,694 33	2,402,115 10	3,329,194 95	3,391,230 97
November....	2,642,985 92	1,751,023 45	2,171,707 76	2,774,845 63
December...	2,959,110 94	1,505,920 72	2,984,941 97	2,381,969 75
Total.....	\$43,083,225 83	\$33,096,838 08	\$34,338,307 99	\$45,519,270 18

We have not space to give a comparison of the different items of general merchandise imported at New York, amounting in all (exclusive of dry goods) to

\$118,000,000, but the following comparative summary embraces some of the leading particulars, and will be found very interesting for reference :—

IMPORTS OF A FEW LEADING ARTICLES OF GENERAL MERCHANDISE AT NEW YORK,
FROM FOREIGN PORTS FOR THE YEARS—

	1854.	1855.	1856.
Books.....	\$562,951	\$491,980	\$614,068
Buttons.....	575,299	406,760	742,002
Cheese.....	76,204	93,290	102,677
China ware.....	714,118	413,847	636,443
Cigars.....	2,048,044	2,304,051	2,264,699
Coal.....	465,970	336,373	540,803
Coffee.....	4,907,835	6,508,080	7,395,809
Earthenware.....	1,471,614	932,049	1,220,487
Furs.....	1,420,174	1,472,302	2,270,781
Glass, plate.....	598,322	241,925	337,940
India-rubber.....	1,469,261	795,450	648,619
Indigo.....	403,950	288,533	322,949
Leather and dressed skins...	1,447,699	1,496,546	2,224,387
Undressed skins.....	5,335,334	3,972,915	5,505,407
Liquors—Brandy.....	1,013,581	1,301,063	2,078,887
Metals—Copper and ore.....	403,717	245,606	256,658
" sheathing.....	1,025,646	405,868	573,394
Iron, bars.....	3,702,733	2,656,440	3,628,256
" pig.....	793,276	830,266	563,600
" railroad.....	3,196,439	1,973,622	2,608,742
" sheet.....	487,955	431,930	751,863
Lead.....	2,439,759	1,709,517	2,116,110
Spelter.....	355,463	301,228	370,293
Steel.....	1,613,909	1,315,228	1,791,408
Tin, and tin plates...	3,100,885	3,463,822	4,792,015
Zinc.....	401,320	268,861	399,898
Molasses.....	644,658	941,111	1,606,338
Rags.....	667,365	713,547	824,082
Salt.....	400,209	453,127	487,480
Salt peter.....	84,136	165,063	68,244
Sugar.....	6,601,498	9,818,724	17,711,162
Tea.....	6,548,801	4,991,516	5,898,900
Watches.....	3,239,719	3,038,845	3,506,432
Wines.....	1,909,570	1,633,539	2,537,146
Wool and waste.....	1,145,728	597,260	643,865
Tobacco.....	516,062	695,084	808,947

In like manner, we have not room for all the particulars of exports, but the following includes a comparison of some of the most important items :—

EXPORTS OF CERTAIN ARTICLES OF DOMESTIC PRODUCE FROM NEW YORK TO FOREIGN PORTS IN THE YEARS—

	1853.	1854.	1855.	1856.
<i>Ashes—</i>				
Pots, bbls.....	11,077	9,652	13,155	9,055
Pearls, bbls.....	796	1,876	2,243	2,227
<i>Beeswax, lbs.....</i>	224,268	218,177	169,616	217,435
<i>Breadstuffs—</i>				
Wheat flour, bbls.....	2,150,612	888,735	1,005,006	1,921,025
Rye flour, bbls.....	5,302	10,354	20,647	11,890
Corn meal bbls.....	46,515	67,858	51,259	77,529
Wheat, bush.....	7,244,319	1,671,013	3,405,293	9,571,393
Rye ".....	28,981	326,961	535,907	1,261,905
Oats ".....	63,732	63,999	40,264	17,032
Barley ".....	100	72	1,184	305
Corn ".....	1,102,297	4,367,371	3,860,852	3,862,529

	1853.	1854.	1855.	1856.
<i>Candles—</i>				
Mold, boxes.....	47,563	51,247	54,303	45,474
Sperm ".....	5,335	10,450	10,776	4,751
Coal, tons.....	33,875	22,332	13,486	7,222
Cotton, bales.....	375,733	308,683	227,921	195,730
Hay, ".....	4,775	3,886	5,734	4,560
Hops ".....	328	13,289	9,156	4,250
Naval stores, bbls.....	476,521	656,473	627,723	478,511
<i>Oils—</i>				
Whale, gallons.....	259,173	361,315	272,400	44,378
Sperm ".....	956,256	680,537	836,199	598,062
Lard ".....	52,709	33,194	103,179	55,063
Linseed ".....	20,355	11,610	11,210	6,394
<i>Provisions—</i>				
Pork, bbls.....	71,641	116,869	152,750	134,474
Beef ".....	52,243	95,513	66,212	65,028
Cut meat, pounds.	8,534,569	17,333,742	15,903,457	29,805,028
Butter ".....	1,967,375	2,045,432	990,639	1,115,081
Cheese ".....	7,184,890	3,817,407	6,937,496	3,760,540
Lard ".....	6,915,393	15,785,363	8,555,962	10,979,593
Rice, tierces.....	25,342	22,947	24,264	38,715
Tallow, pounds.....	3,494,556	6,064,197	1,911,339	1,375,620
<i>Tobacco—</i>				
Crude, packages.....	24,150	35,735	32,367	33,175
Manufactured, pounds..	5,617,362	3,700,444	5,282,952	4,849,923
Whalebone ".....	3,167,037	735,799	2,131,197	1,872,151

It is hardly possible that the import trade for 1857 will equal the total for 1856, but we do not think the falling off will be very large. Present appearances indicate a decrease in the receipts of dry goods, although from the higher rates the same quantity will make an increased valuation at the custom-house. The export trade will be large, but the total will depend materially upon the prospects for the next European harvest. If we are to supply a large part of Western Europe with breadstuffs, there will be no important decline; but if the next year's crops in England, France, and Spain should be good, the export trade of next fall will dwindle to a very moderate total. Cotton is much higher in price than at the corresponding date of last year, and the average for the year promises to exceed either of the last three, even though the crop should be fully 3,000,000 bales. The price of sugar continues enormously high, and the consumption must be sensibly diminished.

NEW YORK COTTON MARKET FOR THE MONTH ENDING JANUARY 23.

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

Since the date of my last report, (December 26th,) our market has been well maintained at a small advance. The total sales are estimated at 35,500 bales, inclusive of parcels in transitu and re-sales. Holders, generally, have shown a degree of firmness compatible with their opinions as regards the shortness of the crop; while buyers seem to have been uninfluenced by the increasing receipts, now beyond those of last year, and strengthened in their views by continued activity in all the Southern markets, and the advancing tendency displayed in all the European marts of commerce, have contributed largely in sustaining prices here, which requires all the late advance abroad to cover cash. Nearly 2,000,000 of bales of the present crop have already passed from the hands of the producers at prices much beyond their expectations, and it is not altogether improbable

that a resort to short time and finer counts of yarn, may place the balance of our crop in the power of the lords of Manchester, at prices more in accordance with the cost of production than those now ruling either here or abroad. Our own spinners, both in this and the Southern markets, have been active in their purchases, not from any knowledge of the short-comings of the present crop, for it is impossible to estimate the crop sufficiently correct as a basis for a monetary guide, but simply because a better selection is offered and more easily obtained early in the season.

The sales for the week ending January 2d were 8,500 bales, at $\frac{3}{8}$ c. to $\frac{1}{4}$ c. per pound advance. Holders demanding further additions, tended to limit transactions, and the market closed steady at the following, with small offerings:—

PRICES ADOPTED JANUARY 2D FOR THE FOLLOWING QUALITIES:—

	Upland.	Florida.	Mobile.	N. O. & Texas.
Ordinary.....	11	11	11	1 $\frac{1}{2}$
Middling.....	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{3}{8}$
Middling fair.....	13 $\frac{3}{8}$	13 $\frac{3}{8}$	13 $\frac{3}{8}$	14
Fair.....	13 $\frac{7}{8}$	14	14 $\frac{1}{2}$	14 $\frac{1}{2}$

For the week ensuing the sales were 10,000 bales, inclusive of parcels in transit, at a small advance on middling and grades below. Holders were firm at the following, at the close:—

PRICES ADOPTED JANUARY 9TH FOR THE FOLLOWING QUALITIES:—

	Upland.	Florida.	Mobile.	N. O. & Texas.
Ordinary.....	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$
Middling.....	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{3}{8}$	13 $\frac{1}{2}$
Middling fair.....	13 $\frac{3}{8}$	13 $\frac{3}{8}$	13 $\frac{3}{8}$	14 $\frac{1}{8}$
Fair.....	14	14 $\frac{1}{8}$	14 $\frac{1}{2}$	14 $\frac{1}{2}$

The transactions for the week ending January 16th were 8,000 bales, and holders were less stringent in their demands, being willing sellers at a reduction of $\frac{3}{8}$ c. to $\frac{1}{4}$ c. per pound. Continued heavy receipts at the South dampened the expectations of buyers, and the market closed quiet at the annexed:—

PRICES ADOPTED JANUARY 16TH FOR THE FOLLOWING QUALITIES:—

	Upland.	Florida.	Mobile.	N. O. & Texas.
Ordinary.....	11	11	11	11 $\frac{1}{2}$
Middling.....	13	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{3}{8}$
Middling fair.....	13 $\frac{3}{8}$	13 $\frac{3}{8}$	13 $\frac{3}{8}$	14
Fair.....	13 $\frac{7}{8}$	14	14 $\frac{1}{2}$	14 $\frac{1}{2}$

For the week closing at date the sales were 9,000 bales, at prices a shade more favorable to holders. Buyers were, however, cautiously inclined, owing to advance in freights and insurance; but as the foreign advices were favorable, the market closed steadily at the following:—

PRICES ADOPTED JANUARY 23D FOR THE FOLLOWING QUALITIES:—

	Upland.	Florida.	Mobile.	N. O. & Texas.
Ordinary.....	11	11	11	11 $\frac{1}{2}$
Middling.....	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$
Middling fair.....	13 $\frac{3}{8}$	13 $\frac{3}{8}$	14	14 $\frac{1}{2}$
Fair.....	14	14 $\frac{1}{2}$	14 $\frac{1}{2}$	14 $\frac{1}{2}$
Receipts to date.....bales	1,735,000		Increase	12,000
Export to Great Britain.....	364,000		Decrease	221,000
Export to France.....	168,000		Decrease	41,000
Stock on hand.....	837,000		Increase	163,000

JOURNAL OF BANKING, CURRENCY, AND FINANCE.

CONDITION OF THE BANKS OF THE UNITED STATES.

The subjoined tables have been compiled from the official returns made to the Treasury Department:—

BANKING MOVEMENTS OF UNITED STATES.

	1855.	1856.
Number of banks	1,163	1,255
Number of branches	144	143
Number of banks and branches	1,307	1,398
Capital paid in	\$332,177,278	\$343,874,272
Loans and discounts	576,144,758	634,183,280
Stocks	52,727,082	49,485,215
Real estate	24,073,801	20,865,867
Other investments	8,734,540	8,822,516
Due by other banks	55,738,735	62,639,725
Notes of other banks	23,429,518	24,779,049
Specie funds	21,935,738	19,937,710
Specie	53,944,546	59,314,063
Circulation	186,952,223	195,747,950
Deposits	190,400,342	212,705,652
Due to other banks	45,156,697	52,719,956
Other liabilities	15,599,623	12,227,867
Gold and silver in United States Treasury	27,188,889	22,706,431
Total specie in banks and treasury	81,133,435	83,020,494

DISTRIBUTION OF BANK LOANS.

Eastern States	\$173,513,958	\$177,411,938
Middle	241,671,978	279,232,487
Southern	69,598,123	75,875,681
Southwestern	64,397,868	73,512,343
Western	26,962,816	28,150,831
Total	\$576,144,758	\$634,183,280

DISTRIBUTION OF BANKS AND BANK CAPITAL.

States.	1855.		1856.	
	No.	Capital.	No.	Capital.
Eastern	440	\$101,864,621	492	\$110,415,090
Middle	464	120,758,047	486	125,994,239
Southern	124	49,255,264	129	48,657,450
Southwestern	96	41,016,635	108	41,829,363
Western	183	19,342,721	183	16,978,130
Total	1,307	\$332,177,288	1,398	\$343,874,272

BANK NOTE CIRCULATION OUTSTANDING.

	1855.	1856.
Gross circulation as above	\$186,952,223	\$195,747,950
Notes unemployed	23,429,518	24,779,049
Circulation outstanding	\$163,522,705	\$170,968,901

	CIRCULATION.		NOTES ON HAND.	
	1855.	1856.	1854-55.	1855-56.
Eastern States.....	\$53,816,469	\$47,762,301	\$7,456,556	\$6,807,215
Middle.....	57,298,622	58,998,468	9,459,951	9,444,234
Southern.....	30,941,217	35,362,506	2,610,478	2,649,264
Southwestern.....	25,130,695	34,972,674	1,240,681	2,428,926
Western.....	19,765,220	18,652,001	2,661,552	3,449,410
Total.....	\$186,952,223	\$195,747,950	\$23,429,518	\$24,779,049

SPECIE AND STOCK AND REAL ESTATE BASIS—1856.

	Specie.	Stocks.	Real estate.
Eastern States.....	\$6,796,314	\$1,674,165	\$2,273,870
Middle.....	22,009,791	24,753,765	7,707,859
Southern.....	7,696,291	7,925,596	6,433,401
Southwestern.....	17,672,577	5,454,164	3,569,433
Western.....	5,139,090	9,677,525	881,324
Total.....	\$59,314,063	\$49,485,215	\$20,865,867

PROGRESSIVE ACCUMULATION OF BANK DEPOSITS.

	1854.	1855.	1856.
Eastern States.....	\$24,898,038	\$29,900,939	\$31,596,935
Middle.....	116,917,925	117,465,664	127,410,259
Southern.....	14,597,101	11,651,545	12,898,897
Southwestern.....	20,064,818	19,702,844	26,300,916
Western.....	11,710,862	11,679,300	14,498,955
Total.....	\$188,188,744	\$190,400,342	\$212,705,662

PROPERTY AND TAXATION OF NEW ORLEANS IN 1856.

We give below, from an official source, (Francis Turner,) an abstract of the assessment of the parish of New Orleans, after objections and corrections have been made, for 1856:—

Rep. Dis.	Real estate.	Slaves.	Capital.	Licenses.
1.....	\$5,569,500	\$615,180	\$357,400	\$7,645
2.....	7,013,400	661,700	670,150	9,510
3.....	20,022,175	824,300	13,054,600	80,325
4.....	9,317,750	410,350	2,385,250	23,160
5.....	7,093,300	586,600	713,650	20,430
6.....	4,416,800	653,150	185,800	11,660
7.....	2,875,610	295,700	173,850	5,920
8.....	1,705,440	112,650	445,550	6,055
9.....	2,193,190	263,750	118,850	6,175
10.....	7,253,550	760,200	439,400	10,455
Real estate.....	\$67,460,115	\$5,183,580	\$18,544,500	\$181,335

Showing a grand total of real estate, slaves, and capital, of \$91,788,195. On this there is levied a State tax of 16½ cents per \$100, amounting to \$150,980; a mill tax, 10 cents per \$100, amounting to \$91,188; internal improvement, 7½ per cent on \$100, a total of \$68,391; State licenses, \$181,335; poll tax, \$7,178—total State taxes, \$500,672. Mr. Turner says:—

In comparing the above statement with the returns of last year, I find there is an increase on real estate and slaves of \$1,514,450. Not being able last year to obtain the recapitulation, I cannot state exactly the increase on capital, but from facts before me, I believe it will exceed the above—making a total increase of over \$3,000,000.

THE COST OF WAR.

A late number of *Putnam's Magazine* contains an interesting article on this subject. It furnishes some interesting details of the cost of war, derived, we presume, from a table prepared by Mr. Burrett, the "learned blacksmith."

The figures which are given as the cost to Great Britain for wars past and prospective for one year are enormous. That power expended \$251,000,000 in 1854, while all its other expenses amounted to but \$30,000,000.

In speaking of these immense sums, the words do not convey to the mind an adequate idea of their vastness, and it is only by measuring them with familiar standards that we can begin to appreciate them. The war tax of Great Britain in 1854 was nearly three-fourths of a million of dollars daily, or thirty-one thousand dollars for every hour, all to be drawn out of the laboring man.

The public debts of all the States of Christendom, both in Europe and America, amount in round numbers to a grand total of \$9,000,000,000. Doubtless \$8,000,000,000 of this almost immeasurable sum represent the war bills left to present and future generations to pay, by those who contracted them. According to a German statistician, the paid-in capital of all the known banks in the world in 1852 amounted to \$781,554,865. Thus the war debts of Christendom amount at this moment to ten times the capital of all the banks.

Thus Christendom enters upon the last half of the nineteenth century with an unpaid war bill amounting to \$9,000,000,000, with other liabilities. What a legacy for future generations! But the most aggravating circumstance connected with this appalling inheritance is the fact that in some cases it will go down to them with the solemn assurances of those who contracted it that it was all a mistake, and might have been avoided. Eminent statesmen, representing all parties, in the British Parliament, have deliberately declared their opinion to the world that the long wars with the French Republic and the Empire were all waged upon a wrong principle, and might have been avoided with honor.

The interest on the war debt of nations, at 5 per cent, will amount to \$450,000,000 yearly. Then there is a considerable sum to be raised for war prospective, in the mere preparation for war in time of peace. This sum cannot amount to less than \$450,000,000 more. This grand aggregate tax of \$900,000,000 yearly, is imposed upon the people of the civilized world, the earnings and industry of the people, by wars past and prospective. This sum is equal to the whole value of all the exports of England, France, and the United States put together. It is twice the amount of the rental of all the real estate in Great Britain, exceeds the net profits of all the manufactures in Christendom. It is equal to the yearly wages of four millions five hundred thousand agricultural laborers at \$200 a head. It would pay for the construction of forty-five thousand miles of railroad at \$20,000 a mile. It would support one million two hundred thousand ministers of the gospel, allowing each \$750 per annum; giving a religious teacher and pastor to every seven hundred and fifty persons of the whole population of the globe.

STATE AND CITY STOCKS, RAILROAD BONDS AND SHARES.

We are indebted to Messrs. Decoppet & Co., Stock and Exchange Brokers, New York, for a tabular statement of the leading stocks, bonds, and shares, dealt in at the New York Stock Exchange. This table shows the comparative prices of these stocks and bonds in 1854, 1855, and 1856:—

TABLE OF COMPARATIVE PRICES.

	STATE STOCKS.				
	1854. 31 Dec.	1855. 24 Dec.	1856. 19 May.	1856. 14 July.	1856. 24 Dec.
United States 6, 1867, '68.....	118½	115¾	118½	116	116
New York 6, 1867.....	108	114	112	111	111
Ohio 6, 1870.....	101½	110	108¾	105	105
Pennsylvania 5.....	84	84½	83½	82½	84½
Indiana 5.....	80	81½	83½	83½	83
Tennessee 6.....	92½	95½	94½	94½	94
Virginia 6.....	96½	96½	93½	93½	94½
Missouri 6.....	93½	88½	84½	86	89½
North Carolina 6.....	96	96½	96½	96	96½
Georgia 6.....	96	97	100	101	98
Illinois 6.....	81	105	111	112	114
Louisiana 6.....	86	93½	94	91	90½
California 7, 1870.....	86	87½	88½	82	82½

RAILROAD BONDS.

Erie, 2d. mortgage 7, 1859.....	94	96	96½	99	97
“ 3d. “ 1883.....	80	92	95	98	96½
“ Sinking Fund, 7, 1875.....	..	87½	90½	97½	94½
Hudson, 1st mortgage.....	95½	100½	99½	102	98½
Michigan Southern, 7, 1st mortgage.....	93	94	94	96	91
New York Central 6.....	83½	85½	86½	89½	85½
Illinois Central, Construction, 7.....	66½	81½	85½	93½	97½
Chicago & Rock Island, 7, 1st mortgage....	87	97½	95	98½	95
Panama, 7.....	79½	105½	104½	101½	96
Pennsylvania Central, 6, 1st mortgage....	98½	97	98½	97	101½
Reading 6, 1860.....	82	93½	93	94	89½
Cleveland and Toledo, 7, 1st mortgage....	83	87	88½	87	80
Cleveland and Pittsburg, 7, 1st mortgage....	86	93	93	93	93
Galena and Chicago, 1st mortgage.....	89½	96	92	95	93
“ “ 2d “.....	..	86½	88½	88½	85
Michigan Central, 8.....	96½	99	101	101	100
Milwaukie & Miss., 1st mortgage, 2d sec....	88	91½	96½	96½	94½
“ “ “ 3d “.....	..	87	89½	89	86½
Ohio Central, 7, 1st mortgage.....	92	82½	78½	79	79
Terre Haut & Alton, 7, 1st mortgage.....	80	79½	78	77½	75½
Little Miami, 6, 1st mortgage.....	..	79½	80	80	77½

RAILROAD SHARES.

Baltimore and Ohio.....	42	54½	55½	64½	87½
Chicago and Rock Island.....	73½	86½	88½	93½	93½
Cleveland, Columbus & Cincinnati.....	95½	105½	102	102½	101½
Cleveland and Pittsburg.....	50	63½	60½	61½	57½
Cleveland and Toledo.....	52½	72½	73½	78½	74½
Erie.....	39	50½	58½	63½	61½
Galena and Chicago.....	90½	122½	110½	113½	118½
Harlem, preferred.....	72	45½	53½	56½	53½
Hudson River.....	33½	31½	33½	34½	30½
Illinois Central.....	91	96½	98½	107½	121½
Little Miami.....	88½	90	92	89	85½
Macon and Western.....	95	101	106	103	91½
Michigan Central.....	81½	97½	93½	93½	93½
Michigan Southern.....	79	94½	92½	93½	88½
Milwaukie and Mississippi.....	..	86	83½	80½	77½
New York Central.....	83½	92½	88½	93½	93½
Panama.....	72½	104½	97½	101½	97½
Pennsylvania.....	84½	87½	94½	97½	95½
Reading.....	71½	93½	86½	92½	86½

CITY BONDS.

Albany 6.....	97	96½	97	97	100
Baltimore 6.....	89½	97½	97½	98	94½
Cleveland 7, W. W.....	..	101	101½	102	97½
Cincinnati 6.....	91½	88	89½	90	88
Chicago 6.....	91	87	90	89½	88
Detroit 7, W. W.....	101½	101½	101	102	101
Louisville 6.....	84	80½	79	78	76
Philadelphia 6.....	83	90	91½	92	90½
Pittsburg 6.....	71	75½	74	72	74
St. Louis 6.....	77	78½	79½	79	77½
Milwaukee 7.....	75	83½	87½	87	80
San Francisco 10.....	100½	91½	96	95½	90

RATE OF TAXATION IN SAN FRANCISCO.

A correspondent of the San Francisco *Bulletin* gives the rates of taxation in that city and county for the past seven years. It amounts in the aggregate to 25 per cent of the assessed value of the property, including personal, real, and improvements:—

Fiscal years.	State & County.	City.	Total.
1850-51.....	\$1 00	\$1 00	\$2 00
1851-52.....	1 65	2 45	4 10
1852-53.....	1 96	2 45	4 41
1853-54.....	1 88½	2 00	3 88½
1854-55.....	1 70½	2 15	3 85½
1855-56.....	1 52½	2 33½	3 85½
1856-57.....	.....	.....	2 90
			\$24 40½

FINANCES AND DEBT OF ILLINOIS.

We are indebted to the Hon. John Moore for the subjoined abstract of the amount of receipts and expenditures of the State of Illinois, for the last two years:—

	Receipts.	Expenditures.	Balances.
Revenue.....	\$693,025 35	\$530,985 53	\$162,039 82
State debt.....	1,531,980 71	908,820 46	623,160 25
Interest fund.....	1,028,770 34	691,047 23	337,724 11
State land fund.....	198,577 12	160,879 18	37,697 94
Illinois Central Railroad.....	61,280 59	56,414 51	4,866 08
School fund.....	108,145 99	85,076 48	23,069 56
Non-resident taxes.....	7,799 80	3,319 13	4,471 67
Total.....	\$3,629,571 99	\$2,486,542 47	\$1,193,029 43

The Springfield *Journal* says:—"From Gov. Moore, who is now preparing his treasury report, we learn that the total revenue collected upon last year's assessments, amounts to \$614,128 48. This is for revenue purposes alone, and does not include the two mill tax, nor what has been received from the Central Railroad Company. The total receipts into the treasury will more than double this amount."

The Chicago *Journal*, in alluding to the financial condition of Illinois, says:—"Illinois is now clear of all the embarrassments occasioned by her heavy State debt, and will hereafter stand among the interest-paying States of the Union. She has in the last few years increased so enormously in all the elements of wealth,

that the tax assessments, applied by law to the payment of the interest on the State indebtedness, are now quite sufficient to meet the entire amount. Henceforth she enters upon a new career of greatness. Not only is she now able to meet the accruing interest, but ample provision has been made, by which the principal of the debt is also gradually being paid off. For this purpose, on the 1st of January next, over half a million, the proceeds of the two mill tax, will be distributed in this city. At the present rate of decrease, it will not be many years before Illinois will be clear of debt—clear of onerous taxes, and with a revenue derived from the Central Road, amply sufficient to meet the ordinary expenses of the State government.”

REAL AND PERSONAL PROPERTY IN ALBANY.

The following statement of the assessed and equalized value of the real estate and personal property of the city of Albany, has been prepared by the Finance Committee of the Board of Supervisors:—

ASSESSED VALUE.			
	Real.	Personal.	Total.
1.....	\$969,945 00	\$18,500 00	\$988,445 00
2.....	1,047,925 00	28,800 00	1,076,225 00
3.....	1,600,441 00	132,600 00	1,733,041 00
4.....	3,206,921 00	1,141,987 00	4,348,908 00
5.....	3,245,823 00	3,103,013 00	6,348,836 00
6.....	1,886,740 00	233,350 00	2,120,090 00
7.....	1,252,825 00	31,900 00	1,294,725 00
8.....	1,090,025 00	12,300 00	1,102,325 00
9.....	1,629,623 00	116,300 00	1,745,923 00
10.....	2,188,170 00	58,550 00	2,246,720 00
	<hr/>	<hr/>	<hr/>
	\$18,128,438 00	\$4,876,800 00	\$23,005,238 00
EQUALIZED VALUE.			
1.....	\$872,950 50	\$18,500 00	\$891,450 50
2.....	943,132 50	28,800 00	971,432 50
3.....	1,440,396 90	132,600 00	1,572,996 90
4.....	2,886,228 90	1,141,987 00	4,028,215 90
5.....	2,921,240 70	3,103,013 00	6,024,253 70
6.....	1,698,066 00	223,350 00	1,931,416 00
7.....	1,136,542 50	31,900 00	1,168,442 50
8.....	981,022 50	12,300 00	993,322 50
9.....	1,466,660 70	116,300 00	1,582,960 70
10.....	1,969,353 00	58,550 00	2,027,903 00
	<hr/>	<hr/>	<hr/>
	\$16,315,594 20	\$4,876,800 00	\$21,192,394 20

The total taxation of Albany on the above property, as apportioned by the Supervisors, amounted to \$335,275; of which \$75,747 was for the county tax, and \$259,527 for the city tax. The ratio of taxation is about \$1 46 on the \$100.

PROPERTY OF THE BANK OF IRELAND.

At the meeting in December, 1856, of the proprietors of the Bank of Ireland stock, a dividend of 4½ per cent for the half-year, (at the rate of 9 per cent annuum) free of income tax, was declared; and the governor, Mr. John Ennis, stated that there would remain £12,000, out of the half-year's profits, to be added to the "rest" fund, which now amounts to £1,040,000. The Irish banks generally continue to make large profits, owing to the activity of trade, the soundness of credit, and the prosperity of agriculture.

FINANCIAL CONDITION OF ALABAMA.

We learn from the annual reports of the fiscal Department of State of Alabama that the total receipts into the treasury for the fiscal year ending September 30th, were \$798,008 46; the disbursements for the same period, \$497,946 99; showing an excess of receipts over disbursements of \$311,056 47. The balance in the Treasury, including notes of the State Bank and branches, on the 30th of September, was \$1,891,789 89. If to this is added the loan (\$400,000) to the Mobile and Ohio Railroad Company, and that to the Alabama and Tennessee River Railroad, and the bonds of other States now in the Treasury, the assets of the State will be found very considerable and constantly augmenting. These reports certainly represent the consideration of the State in a very favorable light, and argue that it will be no difficult matter for Alabama to place herself among the very foremost in works of internal improvement. The total assessments for the fiscal year ending September 30, 1856, exceed those of the year 1855, \$35,668 60.

A TRANSACTION ON THE PARIS BOURSE.

The Tribunal de Commerce decided a case on the 5th of December, 1856, which M. Cauchois, a *courtier marron*, or unlicensed stock exchange interloper, who had sued one of his employers, M. Perigny, for a balance of 14,000 francs of loss upon the bargains which Cauchois had made on the other's account, not only was condemned to lose his suit, on the ground that he could not be legally recognized as a stockbroker, but was also fined a sum amounting to one-twelfth of the heavy caution-money exacted from the regular *agents de change*, as a punishment for practicing in that capacity without a legal title to do so.

JOURNAL OF INSURANCE.

THE NEW ENGLAND MUTUAL LIFE INSURANCE COMPANY.

This company, which was chartered by the Legislature of Massachusetts in 1835, was not established until 1843. It has now been in operation more than thirteen years, and the marked success which has attended its progress must be highly gratifying to its founders and present Board of Directors. The Hon. WILLARD PHILLIPS, the President of the company, was for many years Judge of Probate for the county of Suffolk, and is well known in the legal and commercial world as the author of a standard treatise on the law of insurance. The reports which he has made from year to year of the doings of this company are models of their kind, and bear unmistakable evidence of his thorough knowledge of the subject. But the best and most conclusive evidence is to be found in the "facts and figures" disclosed in these reports. In accordance with a custom we have adopted for the last three or four years, we proceed to lay the Thirteenth Annual Report of the Directors before the readers of the *Merchants' Magazine*, commending it to the especial attention of all who are interested in the subject of life insurance. The document is so clear and lucid as to render further comment unnecessary:—

REPORT OF THE DIRECTORS TO THE MEMBERS AT THE ANNUAL MEETING, DECEMBER 8, 1856.

By recurring to the twelve preceding annual reports of our company, it will be perceived that its growth in members, the amount of net annual receipts, the

amount insured, and that of the accumulated fund, has been singularly regular and constant. At the last quinquennial distribution in 1853, the company consisted of 2,434 members; its receipts during the preceding year were \$185,984 83; the amount insured was \$5,786,378; and that of the accumulated fund, after making the distribution of \$141,000, being 30 per cent on the amount of premiums paid in by the subsisting members during the preceding five years, was \$508,233 21. At the end of the three years since past, the number of members is 2,688. The receipts during the past year have been \$282,992 14; the amount insured is \$8,227,362 62; and the accumulated fund is \$964,417 62. In the return made to the Insurance Commissioners, November 1, 1856, in compliance with law, it is estimated by as near an approximation as can be conveniently made, that our risks could be reinsured—that is, taken off our hands and assumed by other responsible underwriters, including a reservation of \$50,000 to maintain our Guaranty Fund, in compliance with the charter, for \$856,473 16; leaving a net surplus of \$107,944 46. These facts are a demonstration of the very prosperous condition of the company.

A computation of the probability of losses, from the increased aggregate of the ages of the members, would have given a greater number and amount during the past year than in the next preceding one. The known and proved losses have, however, on the contrary, been less, both in number and amount, having been 16, amounting to \$48,605 90, against 21, amounting to \$71,000, of the year before; and this last number and amount were materially less than a computation, based upon tables of mortality in highest repute, would give.

A judicious discrimination in assuming risks is obviously of essential importance in conducting the business of any species of insurance company, and not the least so in respect to taking risks of life. It is especially difficult to estimate the extraordinary risk from climate, hazardous employment, and any extraordinary circumstances, on account of the want of sufficient and accurate statistics of such risks, which can be derived only from long experience. Our company has, from its commencing business, taken care to preserve the statistics of such risks, in a form to be conveniently used in determining a just rate of additional premium, so soon as a sufficient number of cases shall have been recorded.

Any member who will take the trouble to examine our investments will readily satisfy himself that they are safely made, and fully equal in value to the amounts at which they are put down in our Report.

The average of the incidental expenses of our company since it began business, including commissions of agents—constituting a large item, of course—has been, on an average of the whole period, seven-and-six-tenths per cent on the net receipts, and of course a less rate on the gross receipts. In respect to this department of the management of the concerns of the company, it will not, we are confident, suffer by comparison with others. In the early period of its operation, considerable items in this department must be incurred for supplying ourselves with tables and forms for calculating the rates of premium in the divers modes of assuming risks and making payments of premium, and in facilitating the computation of the reservations to be made in determining on distributions of surplus.

It is of material importance to the safe and advantageous management of the concerns of the company in future, to proceed somewhat further in completing such tables and computations in convenient forms for use. This is a temporary branch of expenditure, which will probably cease during the present year. Gentlemen of established reputation for mathematical science have been successively engaged in collecting the requisite data, reducing them to a system, and making the calculations, and constructing such tables and formulas.*

The great importance of a judicious economy and skillful management in life insurance is strikingly illustrated in the returns† recently made to the British

* The persons successively engaged have been Professor Benj. Pierce, of Harvard University, Mr. James Ha ward, Mr. Elizur Wright, and Mr. E. B. Elliott.

† Published in late numbers of the London Times and London Insurance Gazette, and republished in the Insurance Monitor and Currie's United States Insurance Gazette for November, 1856.

Parliament, by which it appears that of 54 life insurance companies established under the act of Parliament of 1844, 30 have paid out their whole receipts for premiums and interest, and 6 all their receipts besides paid-up capital—leaving them without means to meet their liabilities on their outstanding policies, on which they have been receiving premiums, or even to pay their present subsisting debts. The aggregate remaining funds of all those companies, taken together, are stated to be $\frac{2,610,700}{16,641,877}$, or short of one-sixth part of their receipts, against liabilities on policies to the amount of many millions of pounds sterling. Thirteen other companies, formed during the same period, are stated to have become extinct.

It does not appear what proportion of these disastrous results is owing respectively to inadequate rates of premium, the assumption of bad risks, bad investments, frauds, and extravagant expenditures, which several causes must have operated in different relative degrees in the divers companies. The results show, however, that besides the preliminary scientific deductions to be made from a skillful digest of great masses of vital statistics, in forming a general system of rates of premiums for divers risks and the variety of forms of insuring, the successful conducting of this branch of insurance requires the integrity, good faith, industry, skill, vigilance, systematic arrangements, prudence, and economy, requisite in carrying on any business of great magnitude depending on the concurring action of many persons.

We here subjoin an official statement of the business of the company for the year ending November 30, 1856 :—

2,559 Policies outstanding November 30, 1855	\$7,164,962 62
666 " issued since	2,273,800 00
3,225 "	\$9,438,762 62
537 " terminated	1,211,400 00
2,688 " outstanding November 30, 1856	\$8,227,362 62

Sixteen members of the company have died during the past year, terminating 20 policies; of which number, 16, amounting to \$44,200, were for the benefit of surviving families, and the 4 remaining, amounting to \$4,405 90, were for the benefit of creditors.

The diseases of which they died were as follows :—

Typhoid and other fevers	4	Dropsy	1
Consumption	7	Pleurisy	1
Accidental	2	Apoplexy	1

The ages of new members are as follows :—

Under 20 years	4	40 to 45 years	106
20 to 25	43	45 to 50	51
25 to 30	117	50 to 55	29
30 to 35	146	55 to 60	15
35 to 40	147	60 and over	8

The classes of new members are as follows :—

Merchants, traders, and brokers ..	239	Clergymen	17
Mechanics	51	Physicians and dentists	19
Clerks	68	Master mariners and mariners	9
Bank, insurance, & railroad officers	27	Teachers	21
Manufacturers	29	Engineers and machinists	12
Lawyers	19	Editors	3
Farmers	5	Government officers	6
Students	11	Expressmen and conductors	7
Females	22	Miscellaneous professions	22
Agents and superintendents	29		

The residences of new members are as follows :—

New England States.....	426	Western States	44
Middle States	185	Southern States.....	11

We also add an exhibit of the business and property of the company, November 30, 1856 :—

Premiums received on 666 new policies		\$59,808 41
“ “ on old policies.....		173,971 01
Received for additional premium		1,498 92
		<hr/>
Add amount received for interest, including charges for policies		\$235,278 34
		47,713 80
		<hr/>
		\$282,992 14
Deduct amount of premium returned on surrender or by stipulation...		16,398 14
		<hr/>
		\$266,594 00
Losses paid since November, 1855	\$44,105 90	
Losses not due, November, 1856.....	4,500 00	
	<hr/>	\$48,605 90
Rent and salaries.....	6,600 00	
Commission to agents, advertising, printing, postage, doctors' fees, stationery, and all other incidental expenses.	15,954 98	
	<hr/>	\$71,160 88
		<hr/>
Net accumulation for the year ending November 30, 1856		\$195,433 12
Add accumulation to November, 1855.....		768,984 50
		<hr/>
		\$964,417 62

The property of the company consists of—

Loans on mortgage.....	\$509,599 16
Loans on collateral	67,970 00
Bank stocks	115,034 10
Manufacturing stocks	23,500 00
Railroad stocks	25,002 00
Railroad bonds.....	18,950 00
City stocks and securities.....	53,000 00
Premium notes secured by collateral.....	147,644 34
Cash in Merchants' Bank	10,616 27
	<hr/>
	\$976,315 87

The company owe—

Balance of first Distribution Account	\$2,107 51
“ second “ “	5,290 74
“ Loss Account.....	4,500 00
	<hr/>
	\$11,898 25
	<hr/>
	\$964,417 62

The following gentlemen compose the present Board of Directors :—Willard Phillips, Charles P. Curtis, Marshall P. Wilder, Thomas A. Dexter, Sewell Tappan, Charles Hubbard, William B. Reynolds, A. W. Thaxter, Jr., Geo. H. Folger.

DIVIDENDS OF BOSTON INSURANCE COMPANIES.

We are indebted to our reliable correspondent, Mr. JOSEPH G. MARTIN, Stock and Exchange Broker, and a member of the Boston Broker's Board, for the following tabular statement of the semi-annual dividends for ten years, with the date of payment, when the companies commenced operations, capital, par value, and average per centage of dividends:—

SEMI-ANNUAL DIVIDENDS OF BOSTON INSURANCE COMPANIES FOR TEN YEARS.

Insurance companies.	When new.	Capital stock.	Par.	Dividends payable.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	Total.	Average.										
American.....	1818	300,000	100	Jan. & July.	5	3	5	5	4	6	10	10	10	5	8	8	8	8	151	15.1						
Boston.....	1823	300,000	100	Mar. & Sept.	6	4	6	4	4	0	4	8	4	5	5	5	0	0	0	60	6.					
Boylston.....	1825	300,000	100	Apr'l & Oct.	5	5	6	3	6	6	6	8	8	8	0	6	4	0	0	6	8	101	10.1			
City†.....	1850	150,000	50	Apr'l & Oct.	....	....	....	....	....	0	3	3	4	0	0	4	4	4	3	3	3	31	6.2	
Eliot†.....	1851	200,000	50	Apr'l & Oct.	....	....	....	....	....	3	4	0	0	0	0	5	5	5	5	5	5	27	5.4	
Fireman's.....	1831	300,000	25	Jan. & July.	5	5	8	5	8	10	10	10	10	10	10	10	10	10	12	12	185	18.5				
Franklin.....	1823	300,000	100	Jan. & July.	6	0	6	0	7	6	6	10	8	5	4	5	5	6	5	6	6	4	7	107	10.7	
Hope.....	1831	200,000	100	Apr. & Oct.	3	0	0	0	0	3	7	5	5	5	6	5	0	0	0	0	0	0	0	39	3.9	
Manufacturers'.....	1822	400,000	100	Apr. & Oct.	4	5	0	3	5	6	10	10	10	15	15	12	10	10	5	5	10	15	180	18.		
Mercantile.....	1823	300,000	100	May & Nov.	3	5	0	5	4	6	5	6	5	5	5	5	4	4	4	5	5	5	91	9.1		
Merchants'.....	1816	500,000	100	Apr. & Oct.	10	10	10	10	10	10	15	20	15	15	15	10	6	10	4	4	8	8	8	10	208	20.8
National.....	1832	500,000	50	Apr. & Oct.	5	7	3	6	6	8	10	8	10	10	8	6	6	5	6	6	*6	6	135	*13.5		
Neptune.....	1831	300,000	100	Apr. & Oct.	4	0	10	6	6	8	10	50*	10	7	7	8	0	5	0	0	0	0	6	137	13.7	
N. American||.....	1851	200,000	100	Jan. & July	....	....	....	....	....	4	4	4	3	5	5	5	4	5	5	5	5	44	4.4	
Suffolk.....	1803	225,000	100	Apr. & Oct.	3	4	0	0	4	4	5	4	5	5	5	4	4	0	4	0	0	0	61	6.1		
U. States.....	1825	200,000	50	June & Dec.	5	5	5	10	10	15	10	0	0	0	0	0	0	0	0	5	4	6	80	8.		
Warren.....	1835	150,000	100	Apr. & Oct.	0	4	0	0	6	0	0	0	3	5	5	6	3	6	0	0	8	0	0	0	46	4.6
Washington.....	1824	200,000	100	Apr. & Oct.	0	4	6	3	0	6	6	6	5	4	3	0	0	0	0	0	0	0	0	49	4.9	

* Extra dividends were made by the Neptune Co. May, 1850, (20 per cent.) and the National, (20 per cent.) April, 1856. These added to the total, would make the average of the Neptune 15.7 for ten years, and the National 15.5 for the same time. The 50 per cent dividend of the Neptune, (October, 1850,) was *in stock*, but even better than cash, as the new shares sold at 40 per cent premium.

† New October, 15, 1850. The name of the "Cochituate" Insurance Co. was changed to "City," March 29th, 1856.

‡ New February 1, 1851. || New April 1, 1851.

The Shoe and Leather Dealer's Insurance Co., (new August 8, 1855,) paid 3 per cent in April, and 4 per cent in October of the present year.

STATISTICS OF TRADE AND COMMERCE.

THE DANISH SOUND DUES.

We have published in former volumes of the *Merchants' Magazine* the history and statistics of the Sound Dues. The government of Denmark has recently caused to be prepared and published a statement relative to the Sound Dues, from which the following table has been compiled. It will prove interesting, especially at this juncture in the history of this long disputed question, when its final settlement cannot be delayed a great while longer; the more so, as it is derived from a Danish official statement, prepared with a view to supply the requisite data for a just apportionment, among commercial nations, of the total sum demanded by the government of Denmark for the abolition of the Sound tax. It is presented in continuation of an article on the same subject, which appeared in the *Intelligencer* of the 22d September last:—

STATEMENT SHOWING THE AGGREGATE AMOUNT OF DUES ON VESSELS AND CARGOES TO AND FROM THE BALTIC, CALCULATED UPON THE ANNUAL AVERAGES FROM 1842 TO 1847, AND FROM 1851 TO 1853, INCLUSIVE, IN RIX DOLLARS DE BANCO, EACH EQUAL TO 52 CENTS.

	Average.	Proport'n per ct.		Average.	Proport'n per ct.
Denmark.....	72,088	3.21	Portugal.....	17,656	0.79
Sweden.....	102,182	4.54	Sardinia.....	1,473	0.07
Norway.....	42,866	1.91	Tuscany.....	1,685	0.08
Russia.....	625,747	27.83	Two Sicilies.....	14,713	0.65
Prussia.....	285,250	12.69	Austria.....	1,891	0.08
Mecklenburg.....	24,006	1.07	Turkey.....	2,308	0.10
Lubeck.....	6,617	0.29	United States.....	46,117	2.05
Hamburg.....	6,875	0.31	Mexico.....	420	0.02
Bremen.....	14,045	0.62	Hayti.....	839	0.04
Oldenburg.....	1,807	0.08	Venezuela.....	420	0.02
Hanover.....	7,927	0.35	New Grenada.....	210	0.01
Ports in the Baltic...	14,899	0.66	Uruguay, &c.....	294	0.01
Great Britain.....	650,601	28.93	Brazil.....	32,527	1.45
Holland.....	90,461	4.02	China.....	210	0.01
Belgium.....	19,367	0.86	Other countries.....	19,095	0.85
France.....	78,315	3.49			
Spain.....	65,531	2.91	Total.....	2,248,519	100

The above total would make 1,124,289 rix dollars specie; a sum which, in ten years, would amount to 11,242,890 rix dollars specie, or 1,242,890 dollars more than the Danish government demands for the capitalization of the Sound Dues. The share of the United States, according to the table, would be 20,500 rix dollars specie, equal to 21,525 United States currency; and that of Great Britain would amount to 289,300 rix dollars specie, or 303,965 dollars, United States currency.

SPIRITS DISTILLED, IMPORTED, AND CONSUMED IN THE UNITED KINGDOM.

A return, moved for by Mr. Brotherton, shows that in 1855 there were distilled in the whole of the United Kingdom 27,485,193 gallons of spirits, against 25,003,912 gallons in 1854, 26,441,557 gallons in 1853, 24,423,202 gallons in 1852, 24,543,657 gallons in 1851, and 25,844,887 gallons in 1850. Of this quantity, 7,921,983 gallons were distilled in England, 11,283,636 gallons in Scot-

land, and 8,297,574 gallons in Ireland. The quantity of spirits charged with duty for consumption last year was, in Great Britain, 15,728,419 gallons; and in Ireland, 6,228,856 gallons. The total quantity of foreign and colonial spirits entered for home consumption in the United Kingdom last year amounted to 4,788,687 gallons, of which 4,457,455 entered England, 192,148 Scotland, and 139,084 Ireland.

PRICES OF PRODUCE AND MERCHANDISE AT CINCINNATI.

In the *Merchants' Magazine* for November, 1856, (vol. xxxv., pages 608-609,) we published the average prices of butter, cheese, and coffee, on the last day of each week of the year, commencing with September 5th, 1855, and ending August 27, 1856; and in the December number, (vol. xxxv., pages 748-749, the average prices of flour, corn, wheat, and rye, for the same time. In the number for January, 1857, (vol. xxxvi., pages 90-91,) we also gave the average prices of star candles, lard, oil, and barley. We now subjoin the average prices of oats, hay, hemp, and molasses:—

The following table shows the price of oats at the close of each week during the year:—

September 5.....	..	January 9.....	30	May 7.....	28
12.....	30	16.....	30	14.....	26
19.....	28	23.....	30	21.....	25
26.....	28	30.....	30	28.....	25
October 3.....	28	February 6.....	28	June 4.....	27
10.....	28	13.....	30	11.....	28
17.....	30	20.....	30	18.....	30
24.....	30	27.....	28	25.....	35
31.....	30	March 5.....	27	July 2.....	36
November 7.....	30	12.....	28	9.....	36
14.....	30	19.....	26	16.....	33
21.....	31	26.....	25	23.....	32
28.....	31	April 2.....	25	30.....	35
December 5.....	31	9.....	26	August 6.....	35
12.....	31	16.....	27	13.....	38
19.....	31	23.....	28	20.....	38
26.....	30	30.....	27	27.....	38
January 2.....	30				

The following table shows the price of hay at the close of each week during the year:—

September 5.....	\$12 00	January 9.....	\$14 75	May 14.....	\$11 00
12.....	15 00	16.....	16 00	21.....	11 50
19.....	16 00	23.....	14 00	28.....	12 00
26.....	15 00	30.....	15 00	June 4.....	13 00
October 3.....	14 00	February 6.....	15 00	11.....	14 00
10.....	15 00	13.....	15 00	18.....	13 00
17.....	15 00	20.....	16 00	25.....	13 00
24.....	14 00	27.....	15 00	July 2.....	14 00
31.....	15 00	March 5.....	14 00	9.....	16 00
November 7.....	15 00	12.....	12 50	16.....	17 00
14.....	15 00	19.....	12 00	23.....	17 00
21.....	16 00	26.....	12 00	30.....	18 00
28.....	17 00	April 2.....	13 00	August 6.....	17 00
December 5.....	15 00	9.....	13 00	13.....	18 00
12.....	14 50	16.....	13 50	20.....	20 00
19.....	16 00	23.....	13 00	27.....	21 00
26.....	15 00	30.....	14 00		
January 2.....	14 50	May 7.....	13 00		

The following table shows the price of hemp at the close of each week during the year :—

September 5.....	\$150	January 9.....	\$160	May 14.....	\$165
12.....	150	16.....	160	21.....	165
19.....	150	23.....	160	28.....	165
26.....	150	30.....	160	June 4.....	155
October 3.....	155	February 6.....	160	11.....	155
10.....	160	13.....	160	18.....	165
17.....	160	20.....	160	25.....	160
24.....	160	27.....	160	July 2.....	160
31.....	160	March 5.....	160	9.....	160
November 7.....	160	12.....	160	16.....	165
14.....	160	19.....	160	23.....	165
21.....	160	26.....	165	30.....	165
28.....	160	April 2.....	165	August 6.....	170
December 5.....	160	9.....	165	13.....	170
12.....	160	16.....	165	20.....	170
19.....	160	23.....	165	27.....	170
26.....	160	30.....	165		
January 2.....	160	May 7.....	165		

The following table shows the price of molasses at the close of each week during the year :—

September 5.....	41	January 9.....	41	May 14.....	43
12.....	42	16.....	41	21.....	45
19.....	42	23.....	41	28.....	46
26.....	42	30.....	42	June 4.....	48
October 3.....	40	February 6.....	43	11.....	50
10.....	40	13.....	43	18.....	50
17.....	41	20.....	43	25.....	52
24.....	40	27.....	43	July 2.....	53
31.....	38	March 5.....	42	9.....	53
November 7.....	37	12.....	41	16.....	53
14.....	37	19.....	41	23.....	53
21.....	37	26.....	42	30.....	53
28.....	38	April 2.....	42	August 6.....	53
December 5.....	40	9.....	42	13.....	54
12.....	40	16.....	42	20.....	54
19.....	41	23.....	42	27.....	55
26.....	41	30.....	43		
January 2.....	42	May 7.....	43		

THE BARLEY TRADE OF ALBANY.

According to the *Statesman*, the following figures of the receipts of barley at tide-water, during the following years, show :—

	Bushels.		Bushels.		Bushels.
1844.....	812,642	1849.....	1,400,194	1853.....	2,518,941
1845.....	1,152,297	1850.....	1,744,867	1854.....	1,895,208
1846.....	1,391,968	1851.....	1,809,417	1855.....	1,674,457
1847.....	1,523,020	1852.....	2,273,367	1856.....	2,030,000
1848.....	1,543,197				

Within twelve years the receipts have increased nearly 200 per cent, and the business has increased in this city in greater proportion. In 1843 and 1844, we find the business done in barley was not reported over 50,000 bushels per week ; now it is not uncommon to report a daily business of 40,000 to 50,000 bushels.

Of the quantity sold, 895,300 bushels is four-rowed, 604,500 is two-rowed,

123,800 bushels is Canadian, and 59,200 is mixed. The average value of the sales of four-rowed may be put at \$1 26½; of two-rowed, at \$1 22½; of Canadian at \$1 27½; and of mixed at \$1 18. The aggregate quantity and value of the reported sales, may thus be stated:—

	Bushels.	Value.		Bushels.	Value.
Four-rowed.....	895,300	\$1,126,155	Canadian.....	123,800	\$158,092
Two-rowed.....	604,500	740,334	Mixed.....	59,200	73,355
Total.....				1,682,800	\$2,096,966

Making an average of a small fraction under \$1 25 per bushel.

The highest figure paid for four-rowed was \$1 32, in September; for Jefferson County two-rowed, \$1 26, \$1 28, and \$1 33, was paid; and it is the large sales during the season of this description of barley that brings the average of two-rowed barley up to \$1 22½; the highest figure paid for Canadian barley was \$1 32, in November.

The greatest quantity of two-rowed barley sold at one price, was at \$1 25; at which sales of 80,500 bushels were reported. Of Canadian, more than one-third of the whole quantity reported sold, was at \$1 30; the sales, at that figure, reaching 52,500 bushels. Of four-rowed, 145,200 bushels were reported at \$1 26, and 142,100 bushels at \$1 26½; being more than one-third the whole quantity reported at \$1 26½.

STATISTICS OF THE WHALE FISHERY.

We publish below a statement of the receipts of the whale fishery in the United States for the year ending December 30, 1856, to which we have appended the receipts for each year from 1845 to 1856, inclusive; and also, the importations of whalebone:—

	Barks.	Brigs.	Schooners.	Sperm. Bbls.	Whale. Bbls.
New Bedford.....	88	1	0	57,457	84,752
Fairhaven.....	7	0	0	4,789	9,153
Dartmouth.....	3	0	0	1,144	1,425
Westport.....	4	0	0	1,172	349
Mattapoissett.....	2	1	0	992	419
Sippican.....	0	0	2	290	35
Holmes' Hole.....	1	0	1	235	890
Falmouth.....	.	0	0	307	2,477
Nantucket.....	9	1	4	6,071	15,024
Edgartown.....	4	0	1	1,233	5,970
Provincetown.....	1	0	11	553	2,135
Orleans.....	1	3	1	300	1,110
Beverly.....	1	0	0	40	160
Boston.....	3	0	0	324	225
Salem.....	1	0	0	260	220
Fall River.....	2	0	0	....	2,030
Newport.....	1	0	0	700	....
Warren.....	9	0	0	2,907	13,351
New London.....	18	0	5	852	32,551
Stonington.....	4	0	0	515	5,200
Greenport.....	1	0	0	675	150
Mystic.....	3	0	0	85	4,000
Sagharbor.....	3	1	0	420	2,910
New York.....	4	0	0	1,067	11,238
Total, 1856.....	171	7	24	82,389	195,774

RECEIPTS FOR TWELVE YEARS.

Years.	Barks.	Brigs.	Schooners.	Sperm. Bbls.	Whale. Bbls.	Whalebone. Lbs.
1845.....	207	19	16	158,484	274,843	3,116,110
1846.....	158	25	11	92,877	219,763	2,723,939
1847.....	214	28	12	121,410	325,545	3,450,124
1848.....	178	12	6	108,531	243,876	1,755,892
1849.....	165	9	14	99,433	256,183	1,990,640
1850.....	144	17	16	86,157	191,752	2,242,012
1851.....	194	24	18	98,534	311,915	4,506,150
1852.....	116	10	27	81,521	82,281	2,509,630
1853.....	200	11	29	88,897	241,389	6,320,558
1854.....	210	8	28	69,418	321,593	3,272,872
1855.....	146	6	20	68,285	176,186	2,715,100
1856.....	171	7	24	82,389	195,774	2,774,500

IMPORTATIONS INTO THE UNITED STATES, COMPRISING SPECIE.

Fiscal year to June 30,	Goods.	Specie & bullion.	Total.
1845.....	\$113,184,322	\$4,070,242	\$117,254,564
" " 1846.....	117,914,065	3,777,732	121,691,797
" " 1847.....	122,424,349	24,121,289	146,545,638
" " 1848.....	148,638,704	6,360,224	154,998,928
" " 1849.....	141,206,199	6,651,240	147,857,439
" " 1850.....	173,509,526	4,628,792	178,138,318
" " 1851.....	210,771,340	5,453,592	216,224,932
" " 1852.....	207,440,398	5,505,044	212,945,442
" " 1853.....	263,777,265	4,201,382	267,978,647
" " 1854.....	298,874,001	6,906,162	305,780,253
" " 1855.....	257,723,148	3,659,812	261,382,960
" " 1856.....	310,432,320	4,207,622	314,639,942
Total.....	\$2,365,895,727	\$79,543,138	\$2,445,438,860

IMPORTATIONS FROM 1ST JULY TO 31ST DECEMBER, 1856.

Into New York.....	\$104,392,000
Into other ports, (estimated).....	69,000,000
	\$173,392,000

INTERNAL TRADE OF RUSSIA.

The Moscow correspondent of the London *Morning Chronicle* confirms the estimate made during the war in Parliament by Mr. Cobden, as to the vast internal trade of Russia, compared to which all her maritime trade is a mere fraction. He says the great fair of Nijney Novogorod has been going on for some time past, and some idea may be formed of the enormous extent of the transactions there, from the value of goods, domestic and foreign, sold at the fair last year. Total value of native and foreign goods and manufactures, \$39,580,075; total of foreign goods, \$12,150,985; making the enormous amount of native and foreign goods brought to the fair, \$51,731,035. Among the foreign goods there were 46,000 chests of tea from China; raw cotton and yarn from Bokhara and Khiva; silks from various parts of Transcaucassia; toys, dyestuffs, and carpets from China, and madder and furs from Derbent, Bokhara, and Khiva.

POSTAL DEPARTMENT.

SAILING OF MAIL STEAMERS BETWEEN UNITED STATES AND EUROPE.

We are indebted to HORACE KING, Esq., of the Post-office Department, for an official copy of a "SCHEDULE OF THE DAYS OF SAILING OF THE UNITED STATES MAIL STEAMERS BETWEEN THE UNITED STATES AND EUROPE FOR 1857;" together with the instructions of the Postmaster-General in regard to the postage on letters, pamphlets, periodical works, &c., to foreign countries, which we publish in connection with the schedule for the information of our readers:—

LINE.	From New York.	From Liverpool.	From Southampton.	From Havre.	From Bremen.
Bremen	January 24		February 5		February 21
Collins.	" 31	February 4			
Havre	February 7		March 11	March 10	
Collins.	" 14	" 18	" 25		March 21
Bremen	" 21		" 25		
Havre	March 7		April 8	April 7	
Collins.	" 14	March 4	" 22		April 18
Bremen	" 21		" 22		
Havre	April 4		May 6	May 5	
Collins.	" 11	April 1	" 20		May 16
Bremen	" 18		" 20		
Havre	May 2		June 3	June 2	
Collins.	" 9	" 29	" 17		June 13
Bremen	" 16		" 17		
Collins.	" 23	May 27	" 30		
Havre	" 30		July 1	" 30	
Collins.	June 6	June 10	" 15		July 11
Bremen	" 13		" 15		
Collins.	" 20	" 24	" 29	July 28	
Havre	" 27		" 29	July 28	
Collins.	July 4	July 8	August 12		August 8
Bremen	" 11		" 12		
Collins.	" 18	" 22	" 26	August 25	
Havre	" 25		" 26	August 25	
Collins.	August 1	August 5	Septemb'r 9		Septemb'r 5
Bremen	" 8		Septemb'r 9		
Collins.	" 15	" 19	" 23	Septemb. 22	
Havre	" 22		" 23	Septemb. 22	
Bremen	Septemb'r 5		October 7		October 3
Collins.	" 12	Septemb'r 2	" 21	October 20	
Havre	" 19		" 21	October 20	
Collins.	" 26	" 30	Novemb'r 4		" 31
Bremen	October 3		Novemb'r 4		
Collins.	" 10	October 14	" 18	Novemb. 17	
Havre	" 17		" 18	Novemb. 17	
Collins.	" 24	" 28	Decemb'r 2		Novemb. 28
Bremen	" 31		Decemb'r 2		
Collins.	Novemb'r 7	Novemb. 11	" 16	Decemb. 15	
Havre	" 14		" 16	Decemb. 15	
Collins.	" 21	" 25	" 30		Decemb. 26
Bremen	" 28		" 30		
Collins.	Decemb'r 5	Decemb'r 9	" 23		
Collins.		" 23			

IMPORTANT INSTRUCTIONS.

The single rate of letter postage by either of the above lines, (and the same in respect to the British lines,) to or from any point in the United States, (except

Oregon and California,) for or from any point in Great Britain, is 24 cents—prepayment optional. Newspapers, each two cents United States, and two cents British; each country to collect its own postage, whether the paper is sent from or received in the United States. [British newspapers usually come British postage paid by a penny stamp, equal to two cents.] They must be sent in narrow bands open at the ends. Letters for the continent of Europe, to pass through Great Britain, in the open mail, must be prepaid 21 cents when the Atlantic conveyance is by United States packets, and 5 cents when by British packets, except from California or Oregon, when the sum to be prepaid is, in the former instance, 26 cents, and in the latter, 10 cents. Thus, in the one case, the Atlantic sea postage is to be collected at the mailing office in the United States; and in the other, left to be collected, together with the British transit and other foreign postage, at the office of delivery. Between Great Britain and Oregon and California, the single rate of letter postage is 29 cents.

Periodical works and pamphlets may be sent from the United States to the United Kingdom, and *vice versa*, at 2 cents of United States postage each, if they do not exceed two ounces in weight, and at 4 cents per ounce, or fraction of an ounce, when they exceed that weight; to be collected in all cases in the United States; and the same will be subject to an additional like charge in the United Kingdom. When sent to France, Algeria, or cities in Turkey, Syria, and Egypt, in which France has post-offices, via England, or to other foreign countries, without passing through the United Kingdom, they will be chargeable with 1 cent an ounce, or fraction of an ounce, United States postage—prepayment required.

Single rate of letter postage to or from Bremen, by the Bremen line, 10 cents—prepayment optional. Newspapers, each 3 cents, being the United States and German postage—prepayment required. Letters and newspapers to other parts of the continent may also go by this line, subject to various rates; for which see Foreign Postage Table.

Single rate of letter postage to or from France, by the Havre line, 20 cents, to be prepaid on letters sent and collected on letters received. Newspapers, 2 cents each, to be collected in the United States, whether the paper is sent or received.

Single rate of letter postage by the Prussian closed mail to Prussia, Austria, and all the other German States, 30 cents, being the full postage—prepayment optional. Newspapers, 6 cents each, being also the full postage—prepayment required. This mail is sent by every steamer, being landed at Liverpool by the Collins, and at Southampton by the Bremen and Havre lines.

The system of registration of valuable letters, adopted in the United States, has been extended to the correspondence with Great Britain, Prussia, Bremen, and Canada. Letters addressed to either of those countries will be registered on the application of the person posting the same, in the same manner and on the same terms as those deliverable in the United States, *provided* that the full postage chargeable to destination, together with a registration fee of five cents on each letter, is prepaid at the mailing office.

All letters to and from foreign countries (the British North American Provinces excepted) are to be charged with single rate of postage, if not exceeding the weight of half an ounce; double rate, if exceeding half an ounce, but not exceeding an ounce; quadruple rate, if exceeding an ounce, but not exceeding two ounces; and so on, charging two rates for every ounce or fractional part of an ounce over the first ounce. As this rule differs from that followed in respect to domestic letters, great care is requisite to prevent mistakes. Postmasters should be careful, also, where the postage is prepaid, to collect the proper amount. They should be particular to notice the route indicated on the envelopes of letters, and to collect postage accordingly. Letters mailed at some offices, marked "via England," or "via Prussia closed mail," for the German States, are frequently taken upon the prepayment of Bremen rates, and those marked "via Bremen," at Prussian closed mail rates, &c. Refer in all cases to the Postage Tables.

The mails for the Pacific leave New York on the 5th and 20th, Charleston and Savannah on the 4th and 19th, and New Orleans on the 5th and 20th of each month.

Mails for Mexico will be dispatched tri-monthly by the New Orleans and Vera Cruz United States Steamship Line. United States letter postage, 10 cents under 2,500 and 20 cents over 2,500 miles from the mailing office; to be prepaid when sent from, and collected when received in, the United States. Newspapers, 2 cents each, to be collected in the United States, as above.

Single rate of letter postage to Havana and the British West Indies, 10 cents under 2,500 and 20 cents over 2,500 miles; newspapers, 2 cents; and to West Indies, (not British,) Carthagena, Honduras, and St. Juan, (Nicaragua,) 34 cents under 2,500 and 44 cents over 2,500 miles; newspapers, 6 cents each—prepayment required.

JAMES CAMPBELL, Postmaster-General.

POST-OFFICE DEPARTMENT, December 20, 1856.

PREPAYMENT OF POSTAGE ON TRANSIENT PRINTED MATTER.

We have received from the Post-Office Department an official copy of an act, passed January 2d, 1857; together with the instructions of the Postmaster-General in relation to transient printed matter and the registration of letters. The act, which is entitled "An act providing for the compulsory prepayment of postage on all transient printed matter," simply repeals the act of March 3d, 1851, which permitted transient printed matter to be sent through the mail of the United States without prepayment of postage, and enacts that all such transient matter shall be prepaid by stamps or otherwise, as the Postmaster-General may direct. We subjoin the instructions to postmasters, for the information of the public:—

TRANSIENT PRINTED MATTER, ETC.

1. Books, not weighing over 4 pounds, may be sent in the mail prepaid by postage stamps, at 1 cent an ounce any distance in the United States under 3,000 miles, and at 2 cents an ounce over 3,000 miles, provided they are put up without a cover or wrapper, or in a cover or wrapper open at the ends or sides, so that their character may be determined without removing the wrapper.

2. Small newspapers and periodicals, published monthly or oftener, and pamphlets containing not more than 16 octavo pages each, when put up in single packages, weighing at least 8 ounces, to one address, and prepaid by postage stamps, may be sent to any part of the United States at $\frac{1}{2}$ cent an ounce or fraction of an ounce.

3. Unsealed circulars, advertisements, business cards, transient newspapers, and every other article of transient printed matter, (except books and packages of small publications, as above,) sent in the mail to any part of the United States, are chargeable with 1 cent postage each, to be prepaid by postage stamps. Where more than one circular is printed on a sheet, or a circular and letter, each must be charged with a single rate. This applies to lottery and other kindred sheets assuming the form and name of newspapers; and the miscellaneous matter in such sheets must also be charged with one rate. A business card on an unsealed envelop of a circular subjects the entire packet to letter postage. Any transient matter, like a circular or handbill, inclosed in or with a periodical or newspaper sent to a subscriber, or to any other person, subjects the whole package to letter postage; and whenever subject to letter postage from being sealed, or from any cause whatever, all printed matter, without exception, must be prepaid or excluded from the mail.

It is the duty of the postmaster at the mailing office, as well as at the office of delivery, carefully to examine all printed matter, in order to see that it is charged with the proper rate of postage and to detect fraud. At offices where postage stamps cannot be procured, postmasters are authorized to receive money in prepayment of postage on transient matter; but they should be careful to keep a supply of stamps on hand.

4. It is no part of the duty of a postmaster to receive and deliver to subscribers any other newspapers than those which come in the mail, or to put the address on newspapers sent to clubs, or to deliver them from a furnished list; nor should he do either, even through courtesy, unless it may be done without interfering with the legitimate business of his office.

REGISTRATION OF LETTERS.

5. The regulations and instructions to postmasters for carrying into effect the 3d section of the act of March 3, 1855, providing for the registration of valuable letters, are modified as follows, viz. :—

First. So much of sections 4, 5, and 6 of these regulations as requires that packages of registered letters shall be sealed, is hereby revoked.

Second. All registered letters are, before mailing, to be numbered on the upper left-hand corner; their numbers to correspond with those on the letter-bills in which they are entered.

Third. Each registered letter, or package of registered letters, will be inclosed in a wrapper in the usual manner, and if there be a package of unregistered letters to be sent by the same mail, the package of registered letters will be placed in such package, without being tied, and the whole will then be carefully tied up into one package, addressed to the office of its destination, and placed in its appropriate bag at the moment when that bag is to be finally locked and sent from the office. If no unregistered letters are to be sent by that mail, the package of registered letters is to be tied and forwarded in the same manner without being sealed.

Fourth. The registered letter-bill will be inclosed in a separate envelop, addressed to the postmaster, as now required, and will be forwarded by the usual route as an unregistered letter.

Fifth. The numbers given to registered letters at the office of mailing are not to be changed in the accounts or letter-bills of distributing offices through which they may pass.

Sixth. Postmasters are required to see that the post-mark of every letter (whether written or stamped) is clear and distinct, so that the place and date of mailing can be readily determined.

JAMES CAMPBELL, Postmaster-General.

POST-OFFICE DEPARTMENT, January 3, 1857.

NAUTICAL INTELLIGENCE.

LIGHTHOUSE AT KENNEBUNK PIER, MAINE.

In conformity with the notice of June 12, 1856, the lighthouse erected on the pier head, at the mouth of the Kennebunk River, will be lighted for the first time on the evening of January 1, 1857, and the light will be kept burning during every night thereafter from sunset to sunrise. The lighthouse is a square wooden structure, painted white, having a lantern on the outer end. The illuminating apparatus is a 6th order lens, showing a fixed red light from an elevation of 21 feet above high water, which should be visible, in clear weather, at a distance of 8 nautical or 9 statute miles.

NOTE.—Mariners should be careful not to mistake this light for Goat Island Light in Cape Porpoise Harbor, which is only two miles north of it, and which is of the natural color, (white.) They are informed that but three feet can be carried over the bar at low tide. The ordinary rise of the tide is 9 feet.

By order of the Lighthouse Board,

W. B. FRANKLIN, Engineer First Lighthouse District.

PORTLAND, Me., December 22, 1856.

LIGHTHOUSE ON THE WESER, FLAT CALLED THE "HOHE WEG."

Official information has been received at this office that notice has been given by order of the Senate of the Free Hanse Town of Bremen that in place of the wooden "Bremen Beacon," situated in 53° 42' 51" north latitude, and 8° 14' 52" east longitude from Greenwich, a lighthouse has been erected; it is built of brick, and at the base surrounded with a sloping masonry of stone. This lighthouse is of an octagonal form, and at the elevation of 34 feet above common high-water mark; it is surrounded by a terrace with an iron railing. The light is catadioptric, according to Fresnel's system of the 2d order; it is 107 feet above high water at ordinary tides, and is a fixed white light. In clear weather it will be visible at the distance of 15 or 16 nautical miles, and may therefore be seen from the first or outer buoy, called the key buoy. The light will be visible within all the points of the compass from south round east to northwest by west. From the outer light-vessel the lighthouse bears south by east one-quarter east, and from the lighthouse the church of Langwarden bears south. The light will be first lighted on the 1st of December next, and will continue to burn every night from sunset to sunrise, and from that day the inner light-vessel will be removed from her station. For the convenience of mariners entering the Weser, but by no means to induce them to neglect the use of the lead, a small white light will be shown from the lighthouse at an elevation of 38 feet above common high-water mark, which in clear weather will be visible at the distance of 7 nautical miles. This light will disappear to those who are nearing too much the black buoy (or starboard) side, near buoys H and J. To those entering the "Dwasgat" it will assume a reddish color in a line with the red buoy, and will disappear when they reach the line of the black W A buoy. This smaller light will be visible between the bearings of north by west three-quarters west round northward to east by south. By order of the Lighthouse Board,

THORNTON A. JENKINS, Secretary.

TREASURY DEPARTMENT, OFFICE LIGHTHOUSE BOARD, }
WASHINGTON, D. C., Nov. 15th, 1856.

CHANGES AT MOOSE PEAK AND MANHEIGIN LIGHTHOUSES, MAINE.

In order to diminish the possibility of mistaking Moose Peak Light for Petit Menan Light, the interval between the flashes in the former light will, on the 1st of April, 1857, be changed from 2 minutes to 30 seconds; so that from and after that date the Moose Peak will be, as usual, a revolving light, but the interval between the flashes will be 30 seconds. On the same day, the time of revolution of the Manheigin Light will be altered from 2 minutes to 1 minute, and the red flash now shown will be thereafter discontinued; so that from and after April 1, 1857, the interval between the flashes will be 1 minute, and all the flashes will be of the natural color. By order of the Lighthouse Board,

W. B. FRANKLIN, Engineer First Lighthouse District.

PORTLAND, ME., December 12, 1856.

LIGHTHOUSE AT WINTER HARBOR, FRENCHMAN'S BAY, MAINE.

In conformity with the notice of June 12th, 1856, the lighthouse erected on the southern point of Mark Island in Winter Harbor, Frenchman's Bay, will be illuminated for the first time on the evening of January 1, 1857, and the light will be kept burning during every night thereafter from sunset to sunrise. The lighthouse is a cylindrical brick tower, painted white, having attached a keeper's dwelling, of wood, painted brown. The illuminating apparatus is a fifth order lens, showing a fixed white light of the natural color, at an elevation of 37 feet above high water, and which should be visible, in good weather, at a distance of 11 nautical or 13 statute miles. By order of the Lighthouse Board,

W. B. FRANKLIN, Engineer First Lighthouse District.

PORTLAND, ME., December 22, 1856.

LIGHT-VESSEL OFF THE SAZALNITZK SPIT—SEA OF AZOF.

Official information has been received at this office that the Russian Lighthouse Board in the Black Sea has given notice that the light vessel hitherto placed at the extremity of the sand bank known by the name of the Krivaya Kosa, or Crooked Spit, on the north shore of the channel leading up to Taganrog, in the Sea of Azof, has been transferred to the south side of that channel, and is now placed at the outer end of the shoal, which extends for 5 miles from the sandy islets called Peschanie Ostrova. The light-vessel shows, as formerly, two fixed white lights, vertical, respectively 34 and 22 feet above the level of the sea; and the upper one should be visible, in clear weather, from the deck of a ship, at a distance of 7 miles. The outer point of the shoal in question, at which the light-vessel is placed, lies at 11 miles from the nearest part of the mainland at Sazalnitzk, in latitude $46^{\circ} 56' 30''$ N., longitude $38^{\circ} 12'$ east of Greenwich, nearly. It is a dangerous bank for vessels going towards Yeisk or Taganrog; when bound to or from the latter, the light-vessel should always be left to the south. The extremity of the Krivaya Kosa, or Crooked Spit, where the light-vessel formerly laid, will be henceforward marked by a red buoy.

By order of the Lighthouse Board,

THOENTON A. JENKINS, Secretary.

TREASURY DEPARTMENT, OFFICE LIGHTHOUSE BOARD, }
WASHINGTON, Dec. 10th, 1856.

LIGHTHOUSE NEAR SANTA BARBARA, CALIFORNIA.

A fixed red light, fourth order Fresnel, illuminating the seaward half the horizon. The lighthouse consists of a plastered dwelling, one story and a half-story, with a low tower, also plastered, rising through the roof. It is situated at an elevation of 146 feet above the sea, two miles southwesterly from the landing at Santa Barbara, and about 550 feet from the brink of the bluff. The light is 180 feet above the same level; but from the red color, and low order of lens, it will not be visible for the range due to that elevation. It should, however, in a clear atmosphere, be seen 10 to 12 miles. The latitude and longitude of the light, and the magnetic variation in the vicinity, as given by the coast survey, are as follows:—Latitude $34^{\circ} 23' 35''$ N., longitude $119^{\circ} 42' 05''$ W., magnetic variation, $13^{\circ} 30'$ E., November, 1853. The light will be first exhibited on the night of the 1st of December, 1856, and every night thereafter until further notice.

By order of the Lighthouse Board,

HARTMAN BACHE, Maj. Topogr. Engs. Br. Maj.

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

LIGHTHOUSE AT ENTRANCE OF HUMBOLDT BAY, CALIFORNIA.

A FIXED WHITE LIGHT, FOURTH ORDER OF FRESNEL, ILLUMINATING THE ENTIRE HORIZON.

The house is situated on the North Sands, three-fourths of a mile from the Inlet, and about midway between the bay and sea shores. It consists of a keeper's dwelling of one story and a half-story, with a tower rising 21 feet above the roof from the center, both plastered and whitewashed, and surmounted by an iron lantern painted red. The light is 53 feet above high water of spring tides, and should be seen, in clear weather, from the deck of a sea-going vessel, 12 nautical or 14 statute miles. The latitude and longitude of the light, and the magnetic variation in the vicinity, determined by the coast survey, are as follows:—Latitude $40^{\circ} 46' 04''$ N., longitude $124^{\circ} 12' 21''$ W., magnetic variation $17^{\circ} 04'$ E., April, 1854. The light will be exhibited for the first time on the night of the 20th of December, 1856. By order of the Lighthouse Board,

HARTMAN BACHE, Maj. Top. Engs. Br. Maj.

Office 12th Lighthouse District, San Francisco, December 1, 1856.

LIGHTHOUSE NEAR CRESCENT CITY, CALIFORNIA.

A fixed white light, varied by flashes, 4th order of Fresnel, illuminating 315° of the horizon. The house consists of a keeper's dwelling, of stone, of the natural color, of one story and a half-story, with a low tower of brick, plastered and whitewashed, rising from the center, and surmounted by an iron lantern, painted red. It is situated on the seaward extremity of the Island Point, forming the southern and western sides of the harbor, and at an elevation of 45 feet above high sea level. The light is 80 feet above the same level, and should be seen, in a favorable state of the atmosphere, from the deck of any sea-going vessel, 14 nautical, or 16 statute miles. The latitude and longitude of the light and magnetic variation in the vicinity, determined by the coast survey, are as follows:—Latitude $41^{\circ} 44' 34''$ N.; longitude $124^{\circ} 11' 22''$ W.; magnetic variations $17^{\circ} 45'$ E. The light will be exhibited for the first time on the night of the 10th of December, 1856, and thereafter until further notice.

FAULKNER'S ISLAND LIGHTHOUSE, LONG ISLAND SOUND.

LIGHT-VESSEL OFF CORNFIELD POINT, AND CHANGE OF LIGHT AT FAULKNER'S ISLAND LIGHTHOUSE, LONG ISLAND SOUND.

On or about the 15th December next, a light-vessel will be moored off Cornfield Point, Connecticut, to mark the "Long Sand Shoal," Long Island Sound. She will be moored on the south side of the shoal, and near the center of it, in 7 or 8 fathoms water, and nearly due south (per compass) from Cornfield Point. She will be sloop rigged, *painted red*, with the name of the station (Cornfield Point) on each side, in black letters, and will show a single white light.

About the same time, the fixed light now shown from Faulkner's Island Lighthouse, Long Island Sound, will be discontinued, and a *fixed white light, varied by flashes*, substituted for it. By order of the Lighthouse Board.

A. LUDLOW CASE, Lighthouse Inspector, Third District.

NEW YORK, November 8th, 1856.

COMMERCIAL REGULATIONS.

COMMERCIAL INTERCOURSE BETWEEN THE U. STATES AND TWO SICILIES.

TREATY BETWEEN THE UNITED STATES OF AMERICA AND THE KING OF THE KINGDOM OF THE TWO SICILIES.

We publish below, from an official copy, all the articles of the convention between the United States and the King of the Two Sicilies. This treaty was signed in duplicate at Naples, on the part of the United States by our Minister, Hon. Robert Dale Owen, and by Luigi Carafa, Principe Di Cometeni, and Giuseppe Mario Arpino, officials, on the part of the King of the Two Sicilies, on the 1st day of October, 1855, and being duly ratified on both parts, and the respective ratifications of the same exchanged, the President of the United States signed the same at Washington, on the 10th of December, 1856. The preamble to the treaty, (a large portion of which is occupied with the titles of the King, &c., of the Two Sicilies,) sets forth the reasons for its adoption as follows:—

"The United States of America and his Majesty the King of the Kingdom of the Two Sicilies, equally animated with the desire to strengthen and perpetuate the relations of amity and good understanding which have at all times subsisted between the two countries; desiring also to extend and consolidate the commercial intercourse between them; and convinced that nothing will more contribute

to the attainment of this desirable object than an entire freedom of navigation, the abolition of all differential duties of navigation and of commerce, and a perfect reciprocity, based on principles of equity, equally beneficial to both countries, and applicable alike in peace and in war, have resolved to conclude a general convention of amity, commerce, navigation, and for the surrender of fugitive criminals."

ARTICLE 1. It is the intention of the two high contracting parties that there shall be, and continue through all time, a firm, inviolable, and universal peace, and a true and sincere friendship between them and between their respective territories, cities, towns, and people, without exception of persons or places. But if, notwithstanding, the two nations should unfortunately become involved in war, one with the other, the term of six months, from and after such declaration thereof, shall be allowed to the merchants and other inhabitants respectively on each side, during which term they shall be at liberty to withdraw themselves, with all their effects, which they shall have the right to carry away, send away, or sell, as they please, without hinderance or molestation. During such period of six months their persons and their effects, including money, debts, shares in the public funds or in banks, and any other property, real or personal, shall be exempt from confiscation or sequestration; and they shall be allowed freely to sell and convey real estate to them belonging, and to withdraw and export the proceeds without molestation, and without paying, to the profit of the respective governments, any taxes or dues other or greater than those which the inhabitants of the country wherein such real estate is situated shall, in similar cases, be subject to pay. And passports, valid for a sufficient term for their return, shall be granted, as a safe conduct for themselves, their vessels, and the money and effects which they may carry or send away, against the assaults and prizes which may be attempted against their persons and effects, as well by vessels-of-war of the contracting parties as by their privateers.

ART. 2. Considering the remoteness of the respective countries of the two contracting parties, and the uncertainty resulting therefrom, with respect to the various events which may take place, it is agreed that a merchant-vessel belonging to either of them which may be bound to a port, supposed at the time of its departure to be blockaded, shall not, however, be captured or condemned for having attempted, a first time, to enter said port, unless it can be proved that said vessel could, and ought to have learned during its voyage, that the blockade of the place in question still continued. But all vessels which, after having been warned off once, shall, during the same voyage, attempt a second time to enter the same blockaded port during the continuance of the same blockade, shall thereby subject themselves to be detained and condemned.

By blockaded port is understood one into which, by the disposition of the power which attacks it, with a proportionate number of ships sufficiently near, there is evident danger in entering.

ART. 3. The high contracting parties, in order to prevent and avoid all dispute by determining, with certainty, what shall be considered by them contraband in time of war, and as such cannot be conveyed to the countries, cities, places, or seaports of their enemies, have declared and agreed that under the name of contraband of war shall be comprised only cannons, mortars, petards, grenades, muskets, balls, bombs, gun-carriages, gunpowder, saltpeter, matches, troops, whether infantry or cavalry, together with all that appertains to them; as also every other munition of war, and generally, every species of arms, and instruments in iron, steel, brass, copper, in any other material whatever, manufactured, prepared, and made expressly for purposes of war, whether by land or sea.

And it is expressly declared and understood that the merchandise above set forth as contraband of war shall not entail confiscation, either on the vessel on which it shall have been loaded, or on the merchandise forming the rest of the cargo of said vessel, whether the said merchandise belong to the same or to a different owner.

ART. 4. The citizens and subjects of each of the high contracting parties shall have free and undoubted right to travel and reside in the States of the other, remaining subject only to the precautions of police which are practiced towards the citizens or subjects of the most favored nations.

ART. 5. The citizens or subjects of one of the high contracting parties, traveling or residing in the territories of the other, shall be free from all military service, whether by land or sea, from all billeting of soldiers in their houses, from every extraordinary contribution, not general and by law established, and from all forced loans; nor shall they be held, under any pretense whatever, to pay any taxes or impositions, other or greater than those which are, or may hereafter be, paid by the subjects or citizens of the most favored nations in the respective States of the high contracting parties. Their dwellings, warehouses, and all premises appertaining thereto, destined for purposes of commerce or residence, shall be respected. No arbitrary searches of, or visit to, their houses, whether private or of business, and no arbitrary examination or inspection whatever of their books, papers, or accounts of trade, shall be made; but such measures shall have place only in virtue of warrant granted by the judicial authorities. And each of the high contracting parties expressly engages that the citizens or subjects of the other, residing in their respective States, shall enjoy their property and personal security, in as full and ample a manner as their own citizens or subjects, or the citizens or subjects of the most favored nations.

ART. 6. The citizens and subjects of each of the contracting parties residing in the States of the other, shall be entitled to sarry on commerce, arts, or trade, and to occupy dwellings, shops, and warehouses, and to dispose of their property of every kind, whether real or personal, by sale, gift, exchange, or in any other way, without hinderance or obstacle. And they shall be free to manage their own affairs themselves, or to commit those affairs to persons whom they may appoint as broker, factor, or agent; nor shall they be restrained in their choice of persons to act in such capacities; nor shall they be called upon to pay any salary or remuneration to any person whom they shall not choose to employ. Absolute freedom shall also be given, in all cases, to the buyer and seller to bargain together, and also to fix the price of any goods or merchandise imported into, or to be exported from, the States of either of the contracting parties, save and except cases where the laws of the said States may require the intervention of special agents, or where, in either of the countries, articles may be the subject of a government monopoly, as at present in the Kingdom of the Two Sicilies, the royal monopolies of tobacco, salt, playing cards, gunpowder, and saltpeter.

It being expressly understood, however, that none of the provisions of the present treaty shall be so construed as to take away the right of either of the high contracting parties to grant patents of invention or improvement, either to the inventors or to others, and that the principles of reciprocity established by this treaty shall not extend to premiums which either of the high contracting parties may grant to their own citizens or subjects, for the encouragement of the building of ships, to sail under their own flag.

ART. 7. As to any citizen or subject of either of the high contracting parties dying within the jurisdiction of the other, his heirs, being citizens or subjects of the other, shall succeed to his personal property, and either to his real estate, or the proceeds thereof, whether by testament or *ab intestato*; and may take possession thereof, either by themselves, or by others acting for them; and may dispose of the same at will, paying to the profit of the respective governments such dues only as the inhabitants of the country wherein the said property is, shall be subject to pay in like cases. And in case of the absence of the heir, or of his representatives, the same care shall be taken of the said property as would be taken, in like cases, of the effects of the natives of the country itself; the respective consular agents having notice from the competent judicial authorities, of the day and hour in which they will proceed to the imposing or removing of seals, and to the making out of an inventory, in all cases where such proceedings are required by law; so that the said consular agent may assist thereat. The respective consuls

may demand the delivery of the hereditary effects of their countrymen, which shall be immediately delivered to them, if no formal opposition to such delivery shall have been made by the creditors of the deceased, or otherwise, as soon as such opposition shall have been legally overruled. And if a question shall arise as to the rightful ownership of said property, the same shall be finally decided by the laws and judges of the land, wherein the said property is. And the citizens and subjects of either of the contracting parties in the States of the other, shall have free access to the tribunals of justice of said States, on the same terms which are granted by the laws and usages of the country to native citizens or subjects; and they may employ, in defense of their interests and rights, such advocates, attorneys, and other agents, being citizens or subjects of the other, as they may choose to select.

ART. 8. There shall be, between the territories of the high contracting parties, reciprocal liberty of commerce and navigation; and to that effect, the vessels of their respective States shall mutually have liberty to enter the ports, places, and rivers of the territories of each party, wherever national vessels arriving from abroad are permitted to enter. And all vessels of either of the two contracting parties, arriving in the ports of the other, shall be treated on their arrival, during their stay, and at their departure, on the same footing as national vessels, as regards port charges, and all charges of navigation, such as of tonnage, lighthouses, pilotage, anchorage, quarantine, fees of public functionaries, as well as all taxes or impositions of whatever sort, and under whatever denomination, received in the name, and for the benefit of the government, or of local authorities, or of any private institution whatsoever, whether the said vessel arrive or depart in ballast, or whether they import or export merchandise.

ART. 9. The national character of the vessels of the respective countries shall be recognized, and admitted by each of the parties, according to its own laws and special rules, by means of papers granted by the competent authorities to the captains or masters. And no vessel of either of the contracting parties shall be entitled to profit by the immunities and advantages granted in the present treaty, unless they are provided with the proper papers and certificates, as required by the regulations existing in the respective countries, to establish their tonnage and their nationality.

ART. 10. The vessels of each of the contracting parties shall be allowed to introduce into the ports of the other, and to export thence, and to deposit and store there, every sort of goods, wares, and merchandise, from whatever place the same may come, the importation and exportation of which are legally permitted in the respective States, without being held to pay other or heavier custom-house duties or imposts, of whatever kind or name, other, or of higher rate, than those which would be paid for similar goods or products, if the same were imported or exported in national vessels; and the same privileges, drawbacks, bounties, and allowances, which may be allowed by either of the contracting parties on any merchandise imported or exported in their own vessels, shall be allowed also on similar produce imported or exported in vessels of the other party.

ART. 11. No priority or preference shall be given, directly, or indirectly, by either of the contracting parties, nor by any company, corporation, or agent, in their behalf, or under their authority, in the purchase of any article of commerce lawfully imported on account of, or in reference to, the character of the vessel in which such article was imported; it being the true intent and meaning of the contracting parties that no distinction or difference shall be made in this respect.

ART. 12. The principles contained in the foregoing articles shall be applicable, in all their extent, to vessels of each of the high contracting parties, and to their cargoes, whether the said vessels arrive from the ports of either of the contracting parties, or from those of any other foreign country, so that, as far as regards dues of navigation, or of customs, there shall not be made, either in regard to direct, or indirect navigation, any distinction whatever between the vessels of the two contracting parties.

ART. 13. The above stipulations shall not, however, extend to fisheries, nor to

the coasting trade from one port to another in each country, whether for passengers or merchandise, and whether by sailing vessels or steamers, such navigation and traffic being reserved exclusively to national vessels. But, notwithstanding, the vessels of either of the two contracting parties may load or unload, in part, at one or more ports of the territories of the other, and then proceed to any other port or ports in said territories, to complete their loading or unloading, in the same manner as a national vessel might do.

ART. 14. No higher or other duty shall be imposed on the importation, by sea or land, into the United States, of any article the growth, produce, or manufacture of the Kingdom of the Two Sicilies, or of her fisheries; and no higher or other duty shall be imposed on the importation, by sea or by land, into the Kingdom of the Two Sicilies, of any article the growth, produce, or manufacture of the United States, or their fisheries, than are, or shall be, payable on the like articles the growth, produce, or manufacture, of any other foreign country.

No other or higher duties and charges shall be imposed in the United States on the exportation of any article to the Kingdom of the Two Sicilies, or in the Kingdom of the Two Sicilies, on the exportation of any article to the United States, than such as are, or shall be, payable on the exportation of the like article to any foreign country. And no prohibition shall be imposed on the importation or exportation of any article the growth, produce, or manufacture of the United States, or their fisheries, or of the Kingdom of the Two Sicilies, and her fisheries, from or to the ports of the United States, or of the Kingdom of the Two Sicilies, which shall not equally extend to every other foreign country.

ART. 15. If either of the high contracting parties shall hereafter grant to any other nation any particular favor, privilege, or immunity, in navigation or commerce, it shall immediately become common to the other party freely, where it is freely granted to such other nation, and on yielding the same compensation, or a compensation as nearly as possible of proportionate value and effect, to be adjusted by mutual agreement, when the grant is conditional.

ART. 16. The vessels of either of the high contracting parties, that may be constrained, by stress of weather, or other accident, to seek refuge in any port within the territories of the other, shall be treated there, in every respect, as a national vessel would be, in the same strait; provided, however, that the causes which gave rise to this forced landing are real and evident; that the vessel does not engage in any commercial operation, as loading or unloading merchandise, and that its stay in the said port is not prolonged beyond the time rendered necessary by the causes which constrained to land; it being understood, nevertheless, that any landing of passengers, or any loading or unloading, caused by operations of repair of the vessel, or by the necessity of providing subsistence for the crew, shall not be regarded as a commercial operation.

ART. 17. In case any ship-of-war, or merchant vessel, shall be wrecked on the coasts, or within the maritime jurisdiction of either of the high contracting parties, such ships or vessels, or any parts thereof, and all furniture or appurtenances belonging thereto, and all goods and merchandise which shall be saved therefrom, or the produce thereof, if sold, shall be faithfully restored, with the least possible delay, to the proprietors, on being claimed by them, or by their duly authorized factors; and if there are no such proprietors or factors on the spot, then the said goods and merchandise, or the proceeds thereof, as well as all the papers found on board such wrecked ships or vessels, shall be delivered to the American or Sicilian consul, or vice-consul, in whose district the wreck may have taken place, and such consul, vice-consul, proprietors, or factors, shall pay only the expenses incurred in the preservation of the property, together with the rate of salvage and expenses of quarantine, which would have been payable in the like case of a wreck of a national vessel; and the goods and merchandise saved from the wreck shall not be subject to duties, unless cleared for consumption; it being understood that in case of any legal claim upon such wreck, goods, or merchandise, the same shall be referred for decision to the competent tribunals of the country.

ART. 18. Each of the contracting parties grants to the other, subject to the

usual *exequatur*, the liberty of having, in the ports of the other, where foreign commerce is usually permitted, consuls, vice-consuls, and commercial agents, of their own appointment, who shall enjoy the same privileges and powers as those of the most favored nations; but if any such consul, vice-consul, or commercial agent, shall exercise commerce, he shall be subjected to the same laws and usages to which private individuals of the nation are subjected in the same place. And whenever either of the two contracting parties shall select for a consular agent a citizen or subject of this last, such consular agent shall continue to be regarded, notwithstanding his quality of foreign consul, as a citizen or subject of the nation to which he belongs, and consequently shall be submitted to the laws and regulations to which natives are subjected. This obligation, however, shall not be so construed, so as to embarrass his consular functions, nor to affect the inviolability of the consular archives.

ART. 19. The said consuls, vice-consuls, and commercial agents shall have the right, as such, to judge in quality of arbitrators, such differences as may arise between the masters and crews of the vessels belonging to the nation whose interests are committed to their charge, without the interference of the local authorities, unless the conduct of the crew, or of the captain, should disturb the public peace or order of the country, or such consul, vice-consul, or commercial agent should require their assistance to cause his decisions to be carried into effect or supported. Nevertheless, it is understood that this species of judgment or arbitration shall not deprive the contending parties of the right they have to resort, on their return home, to the judicial authorities of their own country.

ART. 20. The said consuls, vice-consuls, and commercial agents may cause to be arrested and sent back, either on board or to their own country, sailors and all other persons who, making a regular part of the crews of vessels of the respective nations, and having embarked under some other name than that of passengers, shall have deserted from the said vessels. For this purpose they shall apply to the competent local authorities, proving, by the register of the vessel, the roll of the crew, or, if the vessel shall have departed, with a copy of the said papers, duly certified by them, that the persons they claim formed part of the crew; and on such a reclamation, thus substantiated, the surrender of the deserters shall not be denied. Every assistance shall also be given to them for the recovery and arrest of such deserters; and the same shall be detained and kept in the prisons of the country, at the request and cost of the consuls, until the said consuls shall have found an opportunity to send them away. It being understood, however, that if such an opportunity shall not occur in the space of four months from the date of their arrest, the said deserters shall be set at liberty, and shall not be again arrested for the same cause. Nevertheless, if the deserter shall be found to have committed any other crime or offense on shore, his surrender may be delayed by the local authorities until the tribunal before which his case shall be pending shall have pronounced its sentence, and until such sentence shall have been carried into effect.

ART. 21. It is agreed that every person who, being charged with or condemned for any of the crimes enumerated in the following article, committed within the States of one of the high contracting parties, shall seek asylum in the States, or on board the vessels of war of the other party, shall be arrested and consigned to justice on demand made, through the proper diplomatic channel, by the government within whose territory the offense shall have been committed. This surrender and delivery shall not, however, be obligatory on either of the high contracting parties, until the other shall have presented a copy of the judicial declaration or sentence establishing the culpability of the fugitive, in case such sentence or declaration shall have been pronounced. But if such sentence or declaration shall not have been pronounced, then the surrender may be demanded, and shall be made, when the demanding government shall have furnished such proof as would have been sufficient to justify the apprehension, and commitment for trial, of the accused, if the offense had been committed in the country where he shall have taken refuge.

ART. 22. Persons shall be delivered up, according to the provisions of this treaty, who shall be charged with any of the following crimes, to wit:—Murder, (including assassination, parricide, infanticide, and poisoning;) attempt to commit murder; rape; piracy; arson; the making and uttering of false money; forgery, (including forgery of evidences of public debt, bank bills, and bills of exchange;) robbery with violence; intimidation or forcible entry of an inhabited house; embezzlement by public officers, including appropriation of public funds; when these crimes are subject, by the code of the Kingdom of the Two Sicilies to the punishment *della reclusione*, or other severer punishment, and by the laws of the United States to infamous punishment.

ART. 23. On the part of each country the surrender of fugitives from justice shall be made only by the authority of the executive thereof. And all expenses whatever of detention and delivery, effected in virtue of the preceding articles, shall be at the cost of the party making the demand.

ART. 24. The citizens and subjects of each of the high contracting parties shall remain exempt from the stipulations of the preceding articles, so far as they relate to the surrender of fugitive criminals, nor shall they apply to offenses committed before the date of the present treaty, nor to offenses of a political character, unless the political offender shall also have been guilty of some one of the crimes enumerated in article 22.

ART. 25. The present treaty shall take effect from the day in which ratifications shall be exchanged, and shall remain in force for the term of ten years, and further, until the end of twelve months after either of the high contracting parties shall have given notice to the other of its intention to terminate the same; each of the said contracting parties reserving to itself the right to give such notice at the end of said term of ten years, or at any subsequent time.

DECLARATION.

It having been stipulated in article 11 of the treaty of the 1st December, 1845, that the red and white wines, of every kind, of the Kingdom of the Two Sicilies, including those of Marsala, which may be imported directly into the United States of America, whether in vessels of the one or of the other country, shall not pay other or higher duties than the red and white wines of the most favored nations; and in like manner, that the cottons of the United States of America which may be imported directly into the Kingdom of the Two Sicilies, whether in vessels of the one or of the other nation, shall not pay other or higher duties than the cottons of Egypt, Bengal, or the most favored nations;

And it being agreed in the new treaty concluded between the United States of America and the Kingdom of the Two Sicilies, and to-day signed by the undersigned, not only that no duties of customs shall be paid on merchandise, the produce of one of the two countries imported into the other country, other or higher than shall be paid on merchandise of the same kind the produce of any other country, but also, that, as to all duties of navigation or of customs, there shall not be made, as to the vessels of the two countries, any distinction whatever between direct and indirect navigation;

The undersigned declare, as to the construction of the new treaty, from the day on which the ratification thereof shall be exchanged, that the red and white wines, of every kind, of the Kingdom of the Two Sicilies, including the wine of Marsala, which shall be imported into the United States of America, shall not pay other or higher duties than are paid by the red and white wines of the most favored nations.

And, in like manner, that the cottons of the United States which shall be imported into the Kingdom of the Two Sicilies shall not pay other or higher duties than the cottons of Egypt, Bengal, or the most favored nations.

The present declaration shall be considered as an integral part of the said new treaty, and shall be ratified, and the ratifications thereof exchanged, at the same time as those of the treaty itself.

The above treaty having been ratified by the President of the United States,

with the advice and consent of the Senate, and by the King of the Two Sicilies, and the ratifications exchanged within the time (twelve months) specified, is now in full force.

STATISTICS OF POPULATION, &c.

CENSUS OF THE STATE OF NEW YORK.

The census taken under the authority of the State of New York in 1855, presents results which every citizen of the State may contemplate with equal pride and gratification. The returns, according to the message of Governor King, made to both branches of the Legislature, January 6th, 1857, are all in the hands of the printers, and in a state of forwardness. Meanwhile, the Superintendent of the Census has furnished the Governor with some facts which are presented in the message in a condensed form.

The first is a summary of the population of the State at each census since 1790, with the increase between each period, and the annual per centage of the increase upon each preceding census:—

Years.	Population.	Increase.	Average pr. ct. inc.	Years.	Population.	Increase.	Average pr. ct. inc.
1790.....	340,120	.....	.....	1830.....	1,913,131	296,573	3.67
1800.....	588,603	298,483	7.30	1835.....	2,174,517	261,386	2.90
1810.....	961,888	373,285	6.35	1840.....	2,428,921	254,404	2.34
1815.....	1,035,910	74,022	1.92	1845.....	2,604,495	175,574	1.44
1820.....	1,372,814	336,902	5.42	1850.....	3,097,394	492,899	3.79
1825.....	1,616,458	243,646	3.55	1855.....	3,466,212	368,819	2.38

One of the most prominent indications of the census is the tendency of our population to centralize in cities and large villages. Several agricultural counties have not increased in population for many years. The unlimited field of enterprise offered in manufactures, trade, and commerce, appears to have caused the growth of cities and towns along the lines, and at the centers of our great routes of transportation and travel.

The nativity of the population, according to the official statement, is as follows:—Natives of the State, 2,222,321; of other parts of the Union, 306,123; showing a native American population, in 1855, of 2,528,444. The foreign population of the State is put down at 920,530. The number whose nativity is not known, amounts to 17,238. Showing the total population of the State, as above stated, to be 3,466,212; an increase of 2.38 per cent over the United States census of 1850.

The number of deaf, dumb, blind, insane, and idiotic, in the State is 7,112, as follows:—

Deaf & dumb.	Blind.	Insane.	Idiotic.
1,142	1,136	2,742	1,812

It will be seen, by the preceding statement, that not quite one-third of the population is of foreign birth. The number of church edifices in the State, according to the census, is 5,077, which, with edifices and lots, are valued at \$27,769,328; the value of other real estate belonging to the several church corporations, is \$3,710,816. The 5,077 churches will seat 2,141,150 persons. The usual atten-

dance is estimated at 1,124,211; showing that nearly one-third of the population of the State attend church.

The State, according to the returns, is well supplied with newspapers and magazines, as will be seen by the following table of the total number of each class:—

No. dailies.	No. tri-weeklies.	No. semi-weeklies.	No. weeklies.	No. monthlies.
73	13	16	411	113

Total number of newspapers published in the State, 550; total number of other periodicals, 112. The number of copies printed per annum, of those thus reported, is put down at 193,294,621. The estimated copies, of all classes, per annum, is 241,749,902.

EFFECTS OF CIVILIZATION ON HEATHEN POPULATION.

In 1777, Captain Cook found 200,000 people inhabiting Tahati. He declared his estimate to be rather under than over the mark. These were the days of wars, human sacrifices, infanticide, and that ordinary recklessness of life which the missionaries profess to have, generally speaking, cured. Aged natives at that time remember the high priest Tearmoar, who uttered the prophecy which the people caught up for its strangeness at first, and repeat now for its dread pathos. It is at this day sung in the depths of retreat, where the missionaries cannot overhear—

“The palm-tree shall grow,
The coral shall spread,
But man shall cease.”

A census taken just before the American Exploring Expedition was there, showing the indigenous population to be 9,000. The missionaries call it 8,000. In the Sandwich Islands the decline of the population is such as history can scarcely parallel, and as every hearer at an Exeter Hall May meeting should be informed of. We are told, not only by native tradition, but by the early navigators of the Pacific, that there were once human abodes wherever there was good soil and water, and that the population of this group was not less than 500,000. Now it is under 65,000. Twenty-five years ago—within the period of strenuous missionary effort—it was double this.—*Westminster Review*.

POPULATION AND PROGRESS OF IOWA.

According to the Annual Message of the Governor of Iowa, an enumeration of the inhabitants of the State, and of her productive resources, was taken in June, 1856, as required by the constitution of Iowa. It is somewhat defective, two counties and several townships in other counties not having been returned at all, whilst in almost all the counties there are very great omissions. Many townships and some counties are returned without any statistics, save those in relation to population.

The census returns show that the State has increased in population from June, 1854, to June, 1856, from 326,014 to 503,625. The following statement will show the increase of population since the settlement of what is now the State:—

1836.....	10,531	1847.....	116,204
1838.....	22,859	1849.....	130,945
1840.....	43,116	1850.....	192,204
1844.....	71,650	1854.....	326,014
1846.....	78,988	1856.....	503,625

The Governor estimates the population at this time, (December 2d, 1856,) at

not far from 600,000. The vote polled on the 4th day of November, 1856, reached 92,644, and indicates the truth of this supposition.

The following table shows the annual increase of the value of assessable property in the State during the past six years:—

In 1851 the assessable value was	\$28,464,550
In 1852 " "	38,427,376
In 1853 " "	49,540,304
In 1854 " "	72,327,204
In 1855 " "	106,395,390
In 1856 " "	164,194,413

The returns of the resources, &c., of the State, are not yet printed, but the Governor gives a summary in his Message, which we here subjoin:—

No. of dwellings in the State.	83,455	No. of bush. grass-seed harv'd.	20,789
families	89,161	acres spring wheat....	345,518
white male persons ...	267,929	bushels harvested....	4,972,639
white female persons .	235,425	acres winter wheat...	41,084
colored persons	271	bushels harvested....	495,703
married persons	169,312	acres of oats	190,158
widowed persons	10,997	bushels harvested....	6,054,341
native voters.....	86,781	acres of corn	732,803
naturalized voters....	14,456	bushels harvested....	30,985,127
aliens	15,104	acres of potatoes....	180,041
militia	92,362	bushels harvested....	2,013,408
deaf and dumb	371	hogs sold	402,676
blind.....	102	value of hogs sold....	\$3,119,378
insane	120	cattle sold	125,000
idiotic	257	value cattle sold....	\$2,904,568
owners of land	66,716	pounds butter made ..	6,075,739
paupers	132	pounds cheese.....	729,852
acres of improved land	2,343,958	pounds wool produced	515,808
acres of unimproved..	6,433,871	Value of domestic manufact's.	\$438,822
acres of meadow.....	140,242	general manufactures.	4,684,461
tons hay produced '55.	223,233	lead produced	213,000

RAILROAD, CANAL, AND STEAMBOAT STATISTICS.

BRIEF HISTORY OF STEAMBOATS ON THE UPPER MISSISSIPPI.

A late number of the *St. Paul Pioneer* publishes an elaborate description of the steamboat business on the Upper Mississippi. From this we learn that the first steamboat that ever ascended the Upper Mississippi as far as Fort Snelling, was the *Virginia*, a stern-wheel boat, which arrived at the Fort in the early part of May, 1813. From 1823 to 1844 there were but a few arrivals each year—sometimes not more than two or three. The steamers running on the Upper Mississippi at that time were used altogether to transport supplies for the Indian traders and the troops stationed at Fort Snelling. Previous to the arrival of the *Virginia*, keel-boats were used for this purpose, and 60 days' time, from St. Louis to the Fort, was considered a good trip.

In 1851 three boats went up the Minnesota River, and in 1852 one boat ran regularly up that stream during the season. In 1853 the business required an average of one per day. In 1854 the business had largely increased, and in 1855 the arrival of steamers from the Minnesota amounted to 119.

The following table shows the number of arrivals since that time up to the present :—

Year.	First boat.	No. arrivals.	River closed.
1844.....	April 6	41	November 23
1845.....	April 6	48	November 26
1846.....	March 31	24	December 5
1847.....	April 7	47	November 29
1848.....	April 7	63	December 4
1849.....	April 9	35	December 7
1850.....	April 9	104	December 4
1851.....	April 4	119	November 28
1852.....	April 16	171	November 18
1853.....	April 11	300	November 30
1854.....	April 8	215	November 27
1855.....	April 18	560	November 20
1856.....	April 18	837	November 10

The following table shows the number of arrivals from each port below :—

St. Louis.....	212	Dubuque.....	134
Fulton City.....	28	Minnesota.....	216
Galena and Dunleith.....	228	Head of Lake Pepin.....	28
Whole number of arrivals.....		837	
Whole number of boats.....		78	

A thriving trade has sprung up between the southern counties of Minnesota and Galena and Dubuque. During the greater portion of the summer, the War Eagle and Tishamingo ran regularly to Winona.

On the Upper Mississippi, there are now three—the Governor Ramsey, H. M. Rice, and North Star (new.) During the season, these boats ran between St. Anthony and Sauk Rapids.

RECEIPTS AND PROSPECTS OF RAILROADS.

The Cincinnati *Railroad Record* gives, in a condensed form, the general results of three leading railroads, as follows :—

The Little Miami and Columbus Road, (Cincinnati to Columbus,) shows this aggregate of receipts :—

In 1856.....	\$1,209,000
In 1855.....	1,017,000
Increase (19 per cent).....	\$192,000

As this road is now about ten years old, and has been continually increasing its receipts, this result must be regarded as indicating a high prosperity. In fact, its freight business this year has been immense. The gross receipts, also, for the length of the line, are quite extraordinary, being \$10,000 per mile.

The New York Central gives us the following figures :—

Gross receipts in 1856.....	\$7,707,348
“ 1855.....	6,563,581
Increase (18 per cent).....	\$1,143,767
Receipts for passengers.....	3,207,000
“ freights.....	4,328,000
Freights over passengers.....	34 per ct.
Length of road.....	585 miles.
Gross receipts per mile.....	13 per ct.

It appears from the report of this road that it cost about \$2,010,000 to produce from passengers \$3,207,000. That is, it cost 65 per cent for the expenses of running passenger trains. On the other hand, it cost but \$2,100,000 to produce \$4,328,000 by freights; thus reversing all the old ideas of the legitimate work of railroads, which was that they were to transport passengers only, and not freight. The latter is now their chief source of profit.

The New York and Erie Road gives us this result:—

Gross receipts in 1856.....	\$6,349,050
“ in 1855	5,488,000
Increase (16 per cent).....	\$861,050
Expenses of transportation.....	\$3,148,413
“ per cent.....	49 per ct.

With these examples before us, and with some knowledge of the general business of the country, we may confidently say that the increase of railroad business—that is, of gross receipts—has fully equaled 20 per cent in the last year, which is an increase of their gross income of fully \$12,000,000. This result must add greatly to the real value, as well as the stability and credit of the railroad companies. The hour of railroad gloom is now passed. The hour of their triumph has come, and the day of their complete financial success is near at hand. What we have said at all times is now perfectly clear—that the difficulties of railroad companies were but temporary; that most of them, (all that could really claim success,) would soon obtain it, by such increase of their revenue as would enable them to divide large dividends, and bring up the value of their stock.

THE SUEZ CANAL: ITS EFFECT ON COMMERCE.

The following paper, which we find in the London *Nautical Magazine*, was evidently written by one who understands the subject:—

To cut through the Isthmus of Suez or Panama would be to open shorter and less dangerous routes for the navigator, to reduce the expense of trade, and to extend commerce by facilitating it; to increase the welfare and riches of all; to bring nations together, and thus to contribute the greatness of one to the civilization of another. Such is one of the undertakings reserved for the second half of this century, already so remarkable—an era which this great work alone would render celebrated.

Of the two projected canals, that of America and that of Suez, the importance is very different. The canal of Suez would unite India and Europe. It would re-establish the commerce and prosperity, the peace and advancement, of Europe, Asia, and even Africa; in a word, of the whole of this hemisphere, the continental superficies of which, compared with that of the opposite, being in the proportion of 23 to 11. To Mr. Ferdinand de Lesseps was reserved the honor of attaching his name to this great enterprise, authorized and patronized by the Viceroy of Egypt, Mahommed Said.

If we compare the mean distances between the ports of Europe and India, by the Cape of Good Hope, on the one hand, and by the intended channel between the two seas, on the other, we shall find an enormous difference in favor of this latter route. This difference will be still greater if we remember that a straight line on the chart of navigation is far from being the shortest distances from one port to another, and the seaman can only reach the point for which he is steering by following a certain number of successive courses, approaching as near as possible the arc of a great circle. Thus, far from making directly for the Cape of Good Hope, vessels leaving Europe or the Atlantic ports of North America, en route for India, must steer for the Canaries or Azores, in order to find the trade winds of the northern hemisphere, to make the coast of Brazil, and sight Cape Frio, or put into harbor at Rio Janeiro. This is generally the route for the Cape of Good Hope, more justly, perhaps, called the Cape of Storms. They then cross the Agulhas Bank, reach Bourbon or Mauritius, and from thence steer for

India, following the routes allowed by the monsoons. Vessels in the Mediterranean, again, have to contend with still greater disadvantages. It often takes them fifteen days to reach the Straits of Gibraltar, westerly winds generally prevailing in this quarter, where we also find a rapid flow of the ocean waters into the Mediterranean. Thus the voyages to India take at least five months or five months and a half; the voyages home being rather more direct, without being sensibly shorter. Ships then run nearer to the African shore, by reason of the trade winds of the southern hemisphere, the place of call in this case being St. Helena.

I have myself taken both these routes about ten years since. If we now examine the facilities for navigation in the three seas near the canal of Suez, viz.: the Mediterranean, the Red Sea, and the Gulf of Oman, we find—

That in the Mediterranean the winds blow from the north during the greater part of the year, change to southeast in the spring, and return to the north, passing by the west and northwest.

That nearly the same takes place in the Red Sea, where the north, which is the prevailing wind, heaps the waters in the direction of Babelmandel, so that during a calm we observe a current setting northward, evidently arising from the elevated waters in the south endeavoring to recover their level. Southerly winds generally succeed a calm.

The Gulf of Oman has two monsoons—the northeast monsoon, which generally continues during the winter, and southwest monsoon, which lasts during the summer, and is frequently stormy. The change from one monsoon to the other is there, as elsewhere, accompanied by a series of storms and gales.

It appears to me, from the foregoing, that it would be advantageous for vessels to proceed to India (by the canal) during the autumn, and to return by it in the spring.

The considerable reduction of the distance of European ports from those of India would not be the only advantage to trade from adopting the canal between the two seas; for not only would vessels reach their point of destination much sooner, but they would find places of anchorage throughout the entire route, and also, what is of more importance still, they would meet with good markets. The navigator, after having followed the usual easy routes of the Mediterranean, would dispose of part of his cargo in the canal of Suez or at Djedda, would purchase ivory at Massarva, Souaken, or Derbera, which he would exchange in India for opium to take to China in exchange for silk and tea. He would complete his home cargo in colonial merchandise from Manilla, the Isles of Sunda, and Ceylon, in cotton of India or Egypt, in coffee of Abyssinia or Yemen, the gum of Soudon of Hedjaz, the corn of Lower Egypt, or rice of Damietta; and these numerous operations, which now require years, would be accomplished rapidly and without danger, with small capital and small vessels. In short, by reducing the time necessary for the operations of commerce we reduce the general expense. We make a greater number of the changes feasible in a given time, and facilitate them to small traders who by far are the most numerous. By affording an easier and surer route to navigation, we find it may be accomplished by vessels of small tonnage, provided with bills of exchange; in short, it opens the route to India to coasting vessels, and renders commerce and navigation general. Turkey, Russia, Austria, Italy, and southern Spain, might then fit out vessels for India, and these powers would find their maritime resources increase in immense proportion. Marseilles would become more important, and the ports on the ocean, Cadiz, Lisbon, Havre, Rotterdam, Hamburg, would increase their shipping, like England suddenly brought near its powerful colony, like Spain and Holland with respect to Manilla and Batavia; in short, the increase of trade competition on the one hand, and the vast diminution of expense on the other, would doubtless tend to lessen the rates of exchange. The produce of Asia would abound in our markets; the Asiatic markets would, in their turn, be rich in ours; and the general good would be the necessary result.

All nations would take advantage of the importance of the trade with India, China, and the islands of the ocean. Trade with the Red Sea, although less con-

siderable, deserves attention; but as there is scarcely any carried on at present, it is very little known, and could only acquire importance by the opening of a canal between the two seas. The Red Sea, which is so near us in a straight line, becomes far distant when we have to double the Cape. Babelmandel is as far from us as Pondicherry, and Souaken as far as Batavia; Suez, farther still by this route, becomes as near as Beyroute by the canal; in short, the two routes, measured from the Straits of Gibraltar to Souaken, are in the proportion of one to five.

Very few European vessels are now met with in the Red Sea. Every year we see a few belonging to the Parsees of Bombay, and manned by Lascars. The internal trade of this sea is now carried on by Arabian barks, called "dows" or "boutres," constructed at Suez, Djedda, Kossair, Souaken, or Mocha, with wood from India to Singapore. These vessels are of a very small tonnage, are very sharp, and have a handsome sheer; a heavy poop, which hinders their working, and lowers it at the stern; they carry one mast, rigging a square sail; this sail and yard are struck to the foot when they lay-to; about thirty men are required to hoist it again, and this operation cannot be performed in less than half an hour. The tacking of these ships is as difficult as it is dangerous. The dows only sail in the day time; they get under-way about seven o'clock in the morning, sail till about four in sight of the coast, then anchor by a grappling-iron, or run aground on the sand.

When they have to cross the Red Sea the Arabs take the precaution of sailing from a port to the windward of the one they are steering for on the opposite coast; the voyage occupies sixty hours, and is always a time of great anxiety to the masters of these vessels. These masters, called "nakhouda," (from a Persian word,) pretend to take observations with astrolabes of great antiquity, although this pretension does not appear to me to be proved. I must add that we rarely find a compass on board these dows. The classic compass of the Arabs only consists of a needle, more or less magnetic, resting on a cork, which floats in some water, and hence we need not be astonished that one-fifth of the dows are lost every year.

The sailing of the dows is by no means good. I have myself passed forty-five days in two of these vessels, namely, fifteen days in going from Souaken to Djedda, (about sixty nautical leagues,) and thirty days in going from Djedda to Kossair, (scarcely one hundred and thirty nautical leagues.) It is true that the wind was against us; and one-half of this time was employed in beating to windward, sometimes still less. There is a great difference between these dows and our vessels. Thus we may suppose that the introduction of European vessels into the Red Sea by the canal of Suez would cause a complete revolution even in the internal commerce of this sea.

TONNAGE OF CHICAGO IN 1856.

PHILIP CONLEY, Esq., Collector at the port of Chicago, furnishes the following table of tonnage enrolled in the Chicago District at the close of the third quarter of 1856:—

TOTAL TONNAGE OF—			
Steamers.....	2,397 20	Brigs.....	3,328 08
Propellers.....	2,826 13	Schooners.....	11,802 85
Barks.....	2,195 23	Scows.....	252 90
Grand total of tonnage.....			61,052 22
Tonnage of those who have surrendered papers, and those who have changed owners, to be deducted.....			5,000 00
Balance of tonnage, September 30, 1856.....			56,043 22
“ “ “ 1855.....			48,376 09
Increase, September 30, 1856, over 1855.....			7,667 13

DINSMORE'S AMERICAN RAILROAD GUIDE.

We had long designed noticing this useful publication, when the following notice in the Cincinnati *Railroad Record* attracted our attention, and reminded us of our neglect in the premises. The *Record* is good authority in such matters, so much better than our own that we concluded to transfer it to the pages of the *Merchants' Magazine*, with a hearty and cordial indorsement of all our cotemporary has so briefly and at the same time comprehensively written :—

We are indebted to the publishers for a copy of the last number of their *New Guide*; and must say that for conciseness, mingled with complete information, neatness of execution, and convenience of reference, it fully equals our expectations of what a Railroad Guide should be. Besides the usual tables of distances, times, and fares, the traveler is provided with a handsome and complete railroad map of the whole country, and small maps of the great centers and trunk lines, with tables of reference to the details of the lines represented on them, and very perfect tables of steamboat lines on the principal rivers and waters; and appended to the whole is an excellent Railroad Gazetteer.

Dinsmore, as he has always done, keeps up with the times; and it is a great inducement for him to do so, that he may furnish correct information for those whose lack of originality leads them to copy from him. We can unhesitatingly recommend Dinsmore's American Railroad and Steam Navigation Guide.

RAILWAY SHAREHOLDERS IN ENGLAND.

It appears from a British Parliamentary return, at the instance of Mr. James Gacgregor, recently issued, that the number of shareholders in railway companies on 31st December, 1855, was 167,879. The number of shareholders in the principal lines was as follows :—

Eastern Counties	8,514	Manch's't'r, Sh'ffield, & Linc'lnsh'e	4,467
Great Northern	6,182	Midland	10,104
Great Western	10,350	Northeastern	8,637
London and Northwestern	15,115	Caledonian	2,782
Southwestern	4,067	East Lancashire	2,450
London, Brighton, & S. Coast.	4,416	Great Southern & Western	2,580
Southeastern	4,434	North British	3,466
Lancashire and Yorkshire	4,875	North Staffordshire	3,142

TOLLS ON THE NEW YORK CANALS.

We give below a tabular statement of the total Canal toll receipts for each of the years from 1847 to 1856, inclusive :—

1847	\$3,635,980	1852	\$3,118,244
1848	3,252,212	1853	3,204,618
1849	3,268,206	1854	2,773,566
1850	3,273,899	1855	2,805,077
1851	3,329,727	1856	2,738,316

Showing a falling off, as compared with 1847, of \$897,064, and a decrease, as compared with the light receipts of last year, of \$66,671.

RAILWAYS IN AUSTRALIA.

We learn from the *Emigration Record* that the second line of railway in New South Wales—or rather the extension of the original line—was opened for public traffic on the 1st of September last. The first line was from Sidney to Paramatta, a distance of thirteen-and-a-half miles—the second line is from Paramatta to

Liverpool, a distance of eight-and-a-half miles. The arrangements for the working of the line provide for the running of six trains daily from each end, between Sidney and Liverpool. The time occupied by the journey will be seventy-two minutes, and the fares by the three classes, 4s., 5s., 6s., and 7s. 6d., respectively. The charge for conveyance of goods is 2s. 9d. per cwt. The entire cost of the new line, exclusive of rolling stock, is about £76,000. The first portion of the line is estimated to have cost £500,000.

IMPORTANT RAILROAD DECISION.

According to the Louisville (Kentucky) *Democrat*, some time last year W. F. Johnson, of Louisville, proprietor of a lard factory on the lake shore, Chicago, instituted a suit against the Illinois Central Railroad for damages. The track of the road was laid down between the factory and the lake, thus cutting off the communication between the lake and the factory, which communication was said to be indispensable. The arbitrators heard evidence and argument for several days, and a short time since rendered their decision, awarding to the plaintiff \$51,600.

JOURNAL OF MINING AND MANUFACTURES.

THE MANUFACTURE OF ENAMELED CLOTH.

The enameled cloth of commerce enters into many uses as a substitute for leather. It is light and pliable, and, at the same time, firm and durable. It has all the appearance of leather, with nearly its durability. Its most important use is that of covering for carriage tops, for traveling-bags and trunks. It is extensively employed in the manufacture of cushions, and upholstering of similar nature, and not rarely is it worked up into rain-proof coats and pants, answering all the purposes of the India-rubber cloth, with which it is too frequently confounded.

The *Northampton Gazette*, a reliable print, briefly describes the process of manufacturing the black enameled cloth, which enters mostly into commerce and consumption. The method of making the different colors is essentially the same, the black being the foundation, and the colors afterward applied by hand.

The foundation of the article now under consideration is cotton cloth of the best quality, made at Lowell expressly for this manufacture. It varies in texture and width, according to the kind of goods for which it is intended; the width being from 34 to 54 inches. The cloth is taken from the bale, and wound upon a large iron cylinder, and looks, in that position, very much like the huge rolls of home-made cloth, seen by the ancients in the garrets and chambers of New England farm-houses, when weaving was in fashion. It is now ready to receive its first coat, so it is slowly passed through the machine, across and between the huge iron cylinders, from the smaller of which, at the top, it receives its first coating of composition—a black, disagreeable looking substance, composed of oil, lamp-black, rosin, and other ingredients, boiled together, till about the consistency of melted tar. From between the cylinders, dressed in its black coat, the cloth is carried to the story above, through an aperture in the floor, and wound upon a

huge wooden frame, resembling, in shape, the old fashioned reel, upon which our mothers were formerly in the habit of reeling their yarn, before the spinning-wheel was superseded by French novels. By an arrangement of spokes upon the arms of this huge wheel, each layer of cloth is kept separate, so that no two portions of the cloth will come in contact. The frame, with its contents when filled, is passed into what is called the heater, an apartment kept at a high temperature, for the purpose of drying in the coating of composition. After remaining in the heater a sufficient length of time to complete the drying process, it is removed to the lower story, whence it originally started, to pass through the hands of workmen, who make all the rough places smooth. It is laid on long tables, and the workmen alternately sprinkle with water, and rub with pumice-stone, till the whole surface is made perfectly smooth. The cloth is then wound upon the cylinder again, as at first, and passed through the machine into the upper story, upon the huge reels, and into the heater, and again under the pumice-stone. The cloth is passed through the machine five times, or till the required thickness has been laid on. After the last scrubbing down, the fabric is taken to another department in the upper story, thoroughly varnished, and again passed through the heater. It is now represented as a piece of cotton cloth, with a thick shining coat of black, very much resembling patent leather. But it has not yet received its leather finish; so in another department it is passed through the enamel machine, which consists of another set of huge rollers, one of which covers its surface with irregular indentions, resembling the grain of a feather. The cloth is now carefully measured, and rolled up in packages of suitable size, put up in boxes, and is ready for the market.

THE STRENGTH OF GUTTA-PERCHA.

A series of experiments of an interesting character have been made at the Birmingham Water Works, in England, to test the strength of gutta-percha, and with a view of its applicability for the conveyance of water. The experiments were made upon tubes $\frac{3}{4}$ of an inch in diameter, the thickness of the gutta-percha being $\frac{1}{8}$ of an inch. These were attached to the iron main, and subjected to a pressure of 200 feet head of water for two months, without being in the least damaged. The pressure of 337 pounds to the square inch was then applied, but, to the astonishment of all, the tubes were still unhurt. It was then proposed to use 500 pounds pressure, but it was found that the lever of the valve would not bear this weight. The highest power of the hydraulic pumps could not burst the tubes.

During the few years that this substance has been in use, it has acquired a fame almost unprecedented in articles of modern invention and manufacture. It is found to be a useful auxiliary in the art of surgery. By its plasticity and power of retaining any shape given to it when cool, it has become most important in cases of fractured bones, taking the place of wooden splints and bandages. It is also useful in printing silks and cottons, as it amalgamates readily with colors.

A well-informed correspondent of the Boston *Post* communicates to that journal the result of a series of experiments made in Boston in October, 1855, which were reported in the proceedings of the Boston Society of Natural History, Oc-

tober 17, 1856. These results, with those of some other experiments, give the strength of the material much greater than the English experiments. For example, a piece $2\frac{1}{4}$ bore $\frac{1}{2}$ inch thick was tried by the engineer of the Croton Water Works, in New York: "At 505 pounds to the square inch the water made its way through an opening of about $\frac{1}{4}$ inch in diameter. Upon cutting through the fracture, I found an air cell at that point which reduced the thickness one-third." "A piece of 1,000 feet long, 1 in diameter, bore with ease a pressure of 100 pounds to the square inch." A piece of the same pipe subjected to the full test, bore 266 pounds to the square inch, but at 272 pounds, a piece $\frac{1}{2}$ inch inside, $\frac{5}{8}$ inch outside—that is, only 1-16 inch thick—bore 234 pounds, burst at 240 pounds. Another piece of the same size did not burst until the pressure was 360 pounds. A piece $\frac{5}{8}$ inch inside, 1 1-32 inch outside, sustained 320 pounds, burst with 360. A piece $\frac{1}{2}$ inch inside, $\frac{5}{8}$ inch outside, sustained 720 pounds, burst with 760 pounds, or over 50 atmospheres.

These trials indicate that this pipe is strong enough for all uses for which it is adapted. All the pipe made for the Cochituate water is tested 400 pounds to the inch, the pressure of the water in the lowest parts of the city being but 60 pounds to the inch. Pipe for soda fountains is tested to stand 500 pounds to the inch. The usual charge of a soda fountain is 200 pounds.

PATTERNS FOR IRON CASTINGS.

It is necessary to make patterns in some degree larger than the intended iron castings, to allow for their contraction in cooling, which equals from about the 95th to the 98th part of their length, or nearly 1 per cent. This allowance is very easily and correctly managed by the employment of a contraction rule, which is made like a surveyor's rod, but $\frac{1}{2}$ of an inch longer in every foot than ordinary standard measure. When a wood pattern is made from which an iron pattern is to be cast, the latter being intended to serve as the permanent foundry pattern, as there are two shrinkages to allow for, a double contraction rule is employed, or one the length of which is $\frac{1}{2}$ of an inch in excess in every foot. In calculating weights, it is evident that the weight of a casting stands in the same proportion to the weight of its pattern as the specific gravity of the former to that of the latter, allowing, at the same time, for the shrinking or contracting in cooling. The average specific gravity of pine-wood patterns is 0.500; oak, 0.785; beech, 0.921; pear-tree, 0.689; birch, 0.664; alder, 0.551; mahogany, 0.600; brass, 8.300; zinc, 7.000; lead, 11.000.

MACHINE FOR SAWING MARBLE TO A TAPER FORM.

Prior to the 1st of September, 1855, there was not a patent granted for a machine for sawing marble to a taper form. The want of such a device had been, unconsciously, long needed. To turn the attention of the inventive genius of our country in that direction, a reward was offered by a gentleman for the invention of such a device—after it was patented. A considerable number of machines for the purpose were accordingly patented, and applications for the same are now pending before the Patent-office. All these machines accomplish the desired result. Some, by a large complication of devices, which, when used practically, would be expensive; while others consist of one single device. There can be but one to receive the reward, \$10,000.

MANUFACTURE OF IRON AND THE CONSUMPTION OF COAL.

The importance of the manufacture of iron is strikingly illustrated by taking one week's product of the Railroad and Bar Iron Works, located at Phœnixville, near Philadelphia, belonging to the Phœnix Iron Company of that city, the details of which have been handed to the Philadelphia *Bulletin* by a friend. Produced in one week as follows:—

First quality railroad iron, 62 pounds per yard.....	732.76
“ merchant bar-iron, assorted	196.75
“ prepared iron, known as No. 1.....	193.95
“ puddled bar-iron.....	608.76
Total tons rolled.....	1,732.32

Of the above, over 900 tons consisted of railroad iron, merchant bar-iron, and wrought-iron railroad chairs, the market value of which exceeded \$55,000. The consumption of coal during the same week at these works was over 1,400 tons. When in full operation, they consume some 1,700 tons of coal per week.

In connection with this, we annex a statement of coal consumed weekly by the Rumney Iron Works, South Wales, in which are invested \$3,500,000. It is as follows:—

By—	Tons per week.
8 Blast furnaces.....	2,000
Refining furnaces	25
58 Puddling furnaces	1,000
27 Balling furnaces.....	400
9 Reheating furnaces	100
8 Forge and colliery engines (of 400 horse-power).....	400
(The boilers of the blast engines, 4 in number, of 400 horse-power, are fed with the waste gases from the furnaces.)	
9 Locomotive engines.....	250
For heating the blast	150
Total in the manufacture of iron	4,325
Allowance to 1,800 hands, representing a population of 10,000, at \$1 to \$1 50 per ton, delivered.....	400

If the \$20,000,000 that are annually sent abroad to pay for iron imported into this country were retained and invested in the home product, it will readily be perceived what a revivifying effect it would have on every description of business, especially the coal trade—the consumption of that article in the manufacture of iron being so important.

GAS WORKS IN GREAT BRITAIN.

The number of gas works in Great Britain at the present time is stated to be 876, employing collectively a capital equal to \$62,500,000, on which an average annual dividend of 5 per cent is paid. The number of persons employed in the manufacture is about 24,000.

The quantity of gas annually produced in these works is 10,800,000,000 cubic feet, requiring for its production the consumption of 1,350,000 tons of bituminous coal. Owing to the greater cheapness of coal and labor in Great Britain, the gas is furnished to consumers at \$1 per 1,000 cubic feet—about one-fourth of the price paid in the city of Brooklyn, and less than one-half of the price charged by the corporation of Philadelphia.

THE BAKING BUSINESS IN PHILADELPHIA AND BROOKLYN.

The business of baking crackers and ship-bread by steam and machinery, is, according to the *Ledger*, carried on to a large extent in Philadelphia. There are five establishments, employing about two hundred hands, and consuming some 1,500 barrels of flour per week, 6,000 pounds of sugar, and 20,000 pounds of butter and lard. The process through which the flour passes before being transformed into bread, is as follows:—The flour, after receiving its due amount of water, is placed into a cylinder, shaped like a cork-screw, which, revolving rapidly, mixes and kneads it in a very brief period. The dough is then passed through heavy rollers, which presses it into a sheet, after which smaller rollers are employed, so as to reduce the dough to the thickness required for the biscuit. The sheets are then taken to the cutting machine, which rapidly transforms it into biscuits, ready for the oven. In the bakery of Messrs. Rickets & Watson, a patent revolving oven is used. This oven is 45 feet in length, and by the time the revolving plate passes through the oven, the bread is nicely baked. This oven will bake in ten hours 120 barrels of bread. In addition to this oven, there are twelve flue ones, for the baking of hand-made bread. The other steam bakeries in the city are the ordinary flue ovens. The entire business will reach over \$500,000 per annum.

The *Tribune* describes the process of Mr. Berden's gigantic bakery in Brooklyn, (N. Y.,) where some 500 barrels of flour per day are consumed, in the production of bread. The oven automatically receives about one hundred unbaked loaves per minute, discharging as many of thoroughly baked bread, which had been received half an hour before.

IRON AND COAL IN NEW SOUTH WALES.

We learn from the Sydney *Morning Herald* that a very important discovery has recently been made by Mr. Herborn, the Mineralogical Surveyor to the Australian Agricultural Company. He has brought to light an extensive field of iron ore, of very rich quality, within four miles of Stroud, and about six miles from water carriage. The ore is pronounced to be equal to the best Swedish ore. Two miners employed for a few days laid open a vein 5,000 feet long, 20 feet wide, and 2 feet 3 inches thick. About ten miles northeast of the iron deposit a rich stratum of coal crops out of the ground, which is supposed to be the thickest seam of coal hitherto discovered in the world; and this coal bed, it has been proved, runs in a direction northerly for 25 miles, cropping out again near Gloucester.

KNITTING MACHINE—IMPORTANT CASE.

An important patent case was decided in the United States Circuit Court, at Providence, Rhode Island, on the 24th of November, 1856, Judge Curtis presiding. The parties were J. S. Winsor vs. Kendall and others, for infringing the plaintiff's patent, granted for a harness knitting machine, on the 2d of January, 1855.

The case is an uncommon one, and we call the attention of manufacturers and inventors to it, as it relates to the use of machines constructed before the patents for them are issued. The plaintiff charged the defendants with an infringement of his right, in using (after his patent was granted) ten machines constructed by them before his application for that patent. The point of defense was, that the

plaintiff had, in legal effect, licensed the making of these machines; and the question presented to the jury, under the Court's charge, was—"Did the defendants construct their machines under the belief, authorized by the plaintiff, that he consented and allowed them so to do?" A verdict of \$2,000 damages was given to the plaintiff by the jury in half an hour after the case was submitted to them.

MERCANTILE MISCELLANIES.

COMMERCE OF RUSSIA.

We are indebted to J. PIERCE, JR., Esq., of the United States Legation at St. Petersburg, for the *Journal de Saint'e Petersbourg* of November 11, 1856, from which we translate the following summary of the commerce and navigation of the Black Sea and the Sea of Azof. It is interesting at this time, in connection with the establishment of the great Steam Navigation Company on the Black Sea:—

[TRANSLATED FROM THE JOURNAL DE ST. PETERSBOURG FOR THE MERCHANTS' MAGAZINE.]

An article published by the *Journal of Moscow*, about the Steam Navigation Company on the Black Sea, gives some very interesting data, drawn from official tables, of the commerce of Russia, which we deem it convenient to republish. These figures will give an appropriate answer to certain doubts raised on the question, to know whether the elements of commerce on the Black Sea are sufficiently important to support the employment of such a great navigation.

It appears from the statistical tables of the general movement of the mercantile navigation of different nations in the Russian ports on the Black Sea and the Sea of Azof, that during the five years comprised between 1849 and 1853, inclusive, the total number of vessels arrived at and sailed from said ports was 6,591, measuring 661,415 tons, each year. Of this number, 648 vessels, measuring 79,578 tons, had the Russian flag. The number of vessels properly called *loaded*, arrived and sailed during the same period of time, was 4,120, measuring 400,969 tons; of which, 514 were Russian, carrying 48,287 tons. In these two cases, the share of the national tonnage does not exceed 12 per cent on the total. The total amount of our foreign commerce in the same ports having averaged about 37,000,000 of silver rubles a year, foreign vessels must have carried goods to the amount of 32,560,000 rubles, according to the established proportion of 12 per cent; and the vessels with the national flag, must have transported only a value of 4,440 rubles.

If we have to value the freight all round at 15 per cent, it will show that Russia would have made only 666,000 rubles in freights, whilst foreign vessels must have made a profit of 4,834,000 rubles. Besides, it must be observed in this account that a good number of the vessels navigating in the Black Sea with Russian colors, belong to Greeks or Slavonians from the Adriatic, so that the actual profits of Russian vessels are below 666,000 rubles.

Multiplying the number of the annual voyages by the total tonnage of the steamboats which the company will put afloat, we obtain the general figure of 100,000 tons, or 12,000,000 poods. During the period from 1850 to 1852, inclusive, the Russian exportation from all the southern ports amounted to 33,000,000 poods, besides various articles, valued at 500,000 rubles; and the importation gives the figure of 1,500,000 poods, and, moreover, a value of 2,300,000 rubles. These figures are, we trust, sufficient to warrant a permanent employment of the company's steamboats. The establishment of this company gives founded hopes—

1st. That the commerce of the south of Russia will leave its passive part, and take a more powerful action.

2d. That it will finally emancipate itself from the dependance of foreign vessels.

3d. That the rich mines of anthracite on the banks of the Don will become the object of a great and lucrative speculation.

4th. That nautical science and knowledge will soon spread among the inhabitants of the shores of the Black Sea and of the Sea of Azof.

The author of these remarks closes his article, quoting a part of the article published by Mr. Lerembert in the *Revue des Deux Mondes*, on the 15th of February, 1856 :—

“ Commerce is the life of a great nation. Through it, more than through victories, great nations extend their influence and power across the world, and make the light of civilization shine on the extreme boundaries of earth.”

THE WATCH: IRON MORE USEFUL THAN GOLD.

“ I have now in my hand,” said Edward Everett, “ a gold watch, which combines embellishment and utility in happy proportions, and is often considered a very valuable appendage to the person of a gentleman. Its hands, face, chain and case, are of chased and burnished gold. Its gold seals sparkle with the ruby, topaz, sapphire, emerald. I open it, and find that the works, without which this elegantly furnished case would be a mere shell—those hands motionless, and those figures without meaning—are made of brass. Investigating further, and ask what is the spring, by which all these are put in motion, made of, I am told it is made of steel! I ask what is steel? The reply is that it is iron which has undergone a certain process. So, then, I find the mainspring, without which the watch would always be motionless, and its hands, figures, and embellishments, but toys, is not of gold, (that is not sufficiently good;) nor of brass, (that would not do,) but of iron. Iron, therefore, is the only precious metal! and this watch an emblem of society! Its hands and figures, which tell the hour, resemble the master spirits of the age, to whose movements every eye is directed. Its useless but sparkling seals, sapphires, rubies, topazes, and embellishments, are the aristocracy. Its works of brass are the middle class, by the increasing intelligence and power of which, the master spirits of the age are moved; and its iron mainspring, shut up in a box, always at work, but never thought of, except when it is disorderly, broke, or wants winding up, symbolizes the laboring class, which, like the mainspring, we wind up by the payment of wages, and which classes are shut up in obscurity, and though constantly at work, and absolutely necessary to the movement of society, as the iron mainspring is to the gold watch, are never thought of, except when they require their wages, or are in some want or disorder of some kind or other.”

THE TIME BARGAIN SYSTEM.

It is proposed in certain quarters to procure from the next Legislature a law abolishing the system of time bargains in stocks, flour, provisions, &c., &c., and making it a penal offense to buy or sell in that manner, punishable by imprisonment in the penitentiary. We agree with the *Herald*, that it is all folly to attempt to prevent, by legislation, people from buying and selling, whether they have the article or not. Time bargains are unauthorized by law, and the winner at them can by no process known to the courts collect the proceeds. This is sufficient for all practical purposes. All attempts to legislate beyond this is like endeavoring to legislate as to the time when the sun shall rise or set.

CHARACTER BETTER THAN CREDIT.

We often hear young men who have credit means dolefully contrasting their lot with that of rich men's sons. Yet the longer we live, the more we are convinced that the old merchant was right, who said to us when we began to live, "industry, my lad, is better than ingots of gold, and character more valuable than credit." We could furnish, if need were, from our own experience, a score of illustrations to prove the truth of his remarks. In all branches of business, in all avocations, character, in the long run, is the best capital. Says Poor Richard, "the sound of your hammer at five in the morning, or nine at night, heard by a creditor, makes him easy for six months longer; but if he sees you at a gambling-table, or hears your voice at a tavern, when you should be at work, he sends for his money the next day." What is true of the young mechanic, is true also of the young merchant, or young lawyer. Old and sagacious firms will not long continue to give credit for thousands of dollars, when they see the purchaser, if a young man, driving fast horses, or lounging in drinking saloons. Clients will not entrust their cases to advocates, however brilliant, who frequent the card-table, the wine party, or the race-course. It is better, in beginning life, to secure a reputation for industry and probity, than to own houses or lands, if with them you have no character.

A facility of obtaining credit at the outset is often an injury, instead of a benefit. It makes the young beginner too venturesome—fills him with dreams of too early fortune—tempts him too much to neglect hard work, forethought, caution, and economy. Excessive capital is as frequently a snare to a young man. It has passed almost into a proverb, in consequence, that the sons of rich men never make good business men. To succeed in life, we must learn the value of money. But a superfluity of means at the outset is nearly a certain method of rendering us insensible to its value. No man ever grew rich who had not learned and practiced the adage, "if you take care of the pennies, the dollars will take care of themselves." Knowledge of men, self-discipline, a thorough mastery of our pursuit, and other qualifications, which all persons of experience look for, are necessary to give the world security that a young man is of the right metal. Capital may be lost, but character never. Credit once gone, the man without character fails. But he who has earned a reputation for capacity, integrity, and economy, even if he loses his capital, retains his credit, and rises triumphant over bankruptcy itself. A man with character can never be ruined. It is the first thing a young man should seek to secure, and it may be had by every one who desires it in earnest. A poor boy with character is more fortunate, by far, than a rich man's son without it.

AMERICAN MERCANTILE LIFE.

Lord Bacon says children sweeten labor; but little use, however plentiful the supply, do the Americans make of these sugar-plums of existence. It is told of a Wall-street *pater familias*, that having come, in the course of his rapid movements, accidentally upon his own child in the arms of a nurse, he stopped, and in a sudden paroxysm of tenderness, kissed the babe, and inquired very considerably about its paternity, being totally unconscious of his own flesh and blood. Children with us are treated as soon as they are born, as posterity; just as if they were devoid of all contemporary interest. A man's friends, too, in this country,

are merely counting-house acquaintances, and hospitality hardly expands beyond an invitation to "Brisk & Smart, No. — Pearl-street, be glad to see you—always at home." Brisk & Smart are, indeed, always "at home" in their stores, but never in their houses. It is not our purpose to inquire, just now, how far the Mrs. Smarts and Mrs. Brisks may be responsible for shutting the door of hospitality in the faces of their husband's friends. We have an opinion of our own, however, in regard to the fashionable pretensions of our dames. We do not believe that the love of personal display, which robs the larder to enrich the parlor, and shrinks the stomach to expand the skirt, is favorable to hospitality. We, moreover, as we never go to parties, but are always open to an invitation to a good dinner, protest against the practice of concentrating all the surplus means of a household in one great annual display of expense, in which—that is, the expense, and not the dubious delights of the party—the husband, and perhaps his friends, alone participate. The ball of the season, however, is the town talk, which, although it is at the cost of a whole year's household comfort, and the ruin of all genial hospitality, is worth the sacrifice, in the opinion of the fashionable wife.

"Her beggar pride defrauds her daily cheer,
To boast one splendid banquet once a year."

THE DIRTY SHILLING.

The inordinate, or rather the miserly, insane love of money, is the root of much, if not all evil. Bishop Meade, in the *Southern Churchman*, gives an account of many of the old families of Virginia. Among these he mentions a man named Watkins, of whom the celebrated John Randolph, of Roanoke, left a manuscript notice. A part of that notice is in these words:—"Without shining abilities, or the advantages of an education, by plain, straight-forward industry, under the guidance of old-fashioned honesty and practical good sense, he accumulated an ample fortune, in which it is firmly believed there was *not one dirty shilling*." This is very homely Saxon language, but it is full of pith and point. In Randolph's mind there must have been running some faint reminiscence of the Apostle's phrase, "filthy lucre," used more than once in his epistles. Either term has wide application, in these days, when the race for riches seems to absorb all hearts, and few men care for the soil upon their shillings, provided only they have enough of them. Yet the wisest of men says that a good name is better than thousands of gold and silver; whereas, a few dirty shillings, a few unjust gains, a few sharp practices, will put a leprous taint upon the accumulations of a lifetime. It is worth while for any man, before he makes a new addition to his heap, to examine the color of his coin, and keep out the *filthy* lucre, the *dirty* shillings.

THE HUDSON'S BAY COMPANY.

The charter of the Hudson's Bay Company expires in 1859. The gigantic monopoly of trading privileges enjoyed by this company over upward of two millions of square miles of territory, is only equaled by that of the East India Company. A company purely commercial, and therefore to some extent necessarily mercenary in its calculations, is beginning to be felt to be unsuited to a region in such close proximity to an enterprising and flourishing colony such

as Canada. The expiration of the charter, with the fact that the British government have had it under consideration to make a portion of the Hudson Bay territory a penal settlement, has brought the subject prominently before the Canadian public. On the 3d of December the subject came prominently before the Board of Trade of Toronto, when the following resolutions were adopted:—

Resolved, That the claim of the Hudson's Bay Company to exclusive right of trade over a large portion of British North America, is injurious to the interests of the country so monopolized, and in contravention of the rights of the people of the British North American provinces.

Resolved, That a petition from the Board of Trade be prepared and presented to the three branches of the Canadian Legislature, praying that steps be taken to ascertain what are the legal rights of the Hudson's Bay Company to the territory and exclusive trade claimed by that company in the northern part of this continent, and to pray them to adopt such measures as may be necessary to protect the rights of this province.

THE TERMS "SHIP" AND "MERCHANT."

GEORGE ROBERTS, an Englishman, in his "*Social History of the People of the Southern Counties of England in Past Centuries*," has the following on the terms "ship" and "merchant":—

Accurate investigation of the details of borough history has enabled us to attain some definite estimate of the important terms "ship" and "merchant." We now style a three-masted vessel, having square sails on each mast, a *ship*; and a trader in an extensive way of business a *merchant*. In the Tudor reigns every kind of craft was set down under the general term of ship, as every dealer or tradesman was under that of merchant. This has misled many. There can be no fair comparison between the ship and merchant of Queen Elizabeth's and her present Majesty's reign. Shipping and trading community, or inhabitants that were engaged in trade, and some of these in a very small way, would be the modern equivalents. This point is dwelt upon, as much of the erroneous account about former greatness, as seaports and places of trade, has arisen from a misconception of these terms. Let these be wrongly interpreted, then accounts of seaport towns under the Tudor sovereigns, their "ships," and "many rich merchants," sound very grandly. Nineteen ships and fifty-four merchants at Lime, A. D. 1578, are an example of this use of words. Every detail is given in "an assessment towards the charge of the Queen's ship" at 5d. in the pound. This was the odious grievance known as ship-money.

AMERICAN ENTERPRISE ABROAD.

The *Commercial Bulletin* of New Orleans, referring to the restless enterprise of the citizens of the great republic, says:—"In Mexico they are building railroads and cutting through mountains. In Lima they are projecting turnpikes, and teaching the people the best mode of conquering impossibilities. In Brazil people from the States are growing cotton and showing how it can be manufactured without taking it all the way to Liverpool or Manchester. In the States of the Plata, Edward A. Hopkins is building an "American Wharf." By the last advices from Buenos Ayres we learn that this company of the "American Wharf" was in active operation, and the structure daily drawing to completion. The papers publish regular bulletins of its progress, and are loud in their praises of its American projector and engineer. The stock at latest advices was sold at 25 per cent premium.

ADVERTISING BORES.

A writer in the *Boston Journal* complains of drummers for newspapers who inflict their society upon traders with a pertinacity only equaled by their impertinence. He writes:—"Since my advertisement first appeared in the *Journal*, I have been overrun with drummers, in season and out of season; and at all times and hours, in they come, copy of advertisement in hand, willing to assist us in disposing of our stock, and kindly offering to give us the benefit of a 'twenty thousand circulation' for about half price, and even lower than that, rather than go away without a trade. My invariable answer to these bores is, that believing myself to be as well posted as they as to what paper it will interest me to advertise in, I must decline their very liberal propositions. But this answer does not always have the effect of getting rid of their importunities. Often, unless I am almost uncivil in declining, they follow me like a shadow, and once I was obliged to knock under and accommodate the 'solicitor.' Hand-organs I begin to look upon as one of the minor miseries of life; amateur musicians, who practice o'night, are not quite so bad as have been represented."

A SAMPLE OF MERCANTILE CORRESPONDENCE.

A merchant, at the season of business depression, received from one of his customers at a distance, in answer to a previous dun, a letter stating his difficulties, and requesting time. The merchant paced his counting-room with lowering brow, and stopping suddenly, turned to his clerk and said:—

"Write to that man without delay!"

The paper was ready, and the pen filled with ink; but not receiving any message for some moments, the clerk asked, "What shall I write?"

"Something or nothing, and that very quick!"

Back to his desk went the clerk, and rapidly moved his fingers over the paper. The letter was sent to the office, and by return of mail came a letter from the customer, enclosing the money in full. The merchant with glistening eyes read the letter, and hastening to his clerk, said:—

"What did you write to ——?"

"I wrote just what you told me, and kept a copy of the letter."

Going to his letter-book and opening it, he found the following:—

"DEAR SIR:—Something or nothing, and that very quick.

Yours &c."

That letter brought the money.

HOW COAL IS BOUGHT AND SOLD IN LONDON.

In the city of London coal is sent to consumers in sacks containing 100 pounds each. These are loaded on large carts, drawn by enormous horses, with scales and weights to each cart, and, if desired by the purchaser, the sack is weighed by the driver. When the honesty of the coal merchant and the integrity of the driver is well established, the weighing of the sack is seldom required. And in the purchase of a cart-load of sacks, some three or four of them, taken promiscuously, are tested by the scales, and if found correct, the weighing of the remainder of the load is dispensed with. This mode of buying and selling coal is the result of many years' experience in the vast city of London, and is better calculated to do justice to the honest dealer and the consumer than any plan we have seen in practice or proposed in this country.

 THE BOOK TRADE.

- 1.—*Aurora Leigh*. By ELIZABETH BARRETT BROWNING. 12mo., pp. 366. New York: C. S. Francis.

What shall we call this book? Is it a novel of English society put into blank verse? or an epic, of which the heart of a woman and a poet is the scene, her thoughts of art and life, her hopes, mistakes, and love are the actors and events? There are a few incidents, persons, a plot; but these are merely incidental to the main action, which is the growth of a woman's and a poet's soul. The real action goes on within the heart of Aurora Leigh, child of an English father and Italian mother, born in Italy, and taken in early youth to England, and in the heart of Romney Leigh, her cousin, a wealthy patrician, and radical social reformer. Art, reform, and love are the dominant thoughts, the motives of the poem; love, the universal solvent, touched and saddened by the harsh experience of life, subduing, melting the coldness of an art that reaches after only intellectual beauty and the mechanism of systems of reform, which aim not at regenerating society by a new and better growth of the individual, but at remolding it from without, after the patterns and arbitrary schemes of the Fouriers and Cabets. The artistic idea of the poem, we suppose, is to be found in these lines, in which the work of modern poets is declared to be "to represent the age—their age, not Charlemagne's—this love-throbbing age, that brawls, cheats, maddens, calculates, aspires, and spends more passion, more heroic heat, betwixt the mirrors of its drawing-rooms than Roland with his knights at Roncasvalles." There are many lines of concentrated force, many of quiet beauty, in the poem, but not many passages of matured power, except, perhaps, the closing scene. It is a scholarly piece of English Iambic, half as long as the Iliad, and (may we say it?) at the very opposite pole of the heavens of poetry, for in the Iliad we have thought and feeling only as incarnate in word and deed, while with Mrs. Browning words and deeds are but the shadows, of which thought and feeling are the substance. Aurora is a woman's Iliad, a true epic of the nineteenth century, of which the heart is the Iliou, love and art the Hector and Achilles.

- 2.—*Violet; or the Cross and the Crown*. By M. J. McINTOSH, author of "Two Lives, or to Seem and to Be," "Charms and Counter Charms," etc., etc. 12mo., pp. 448. New York: John P. Jewett & Co.

It is some twelve or fifteen years since Miss McIntosh commenced her career as an author by her "Aunt Kitty's Tales," which were followed by "Conquest and Self-Conquest," "Praise and Principle," "Woman an Enigma," and the stories named in the title-page at the head of this notice. These works were all published by D. Appleton & Co., of New York. The present volume is dedicated to W. H. Appleton, now the senior partner of that house, "as a testimonial of her gratitude for the generous encouragement which, more than ten years ago, renewed her sinking heart and failing hand, and of the judicious counsel which has since guided her to such success as she has attained," &c. The feeling evinced in this dedication must be gratifying to author and publisher, whose interests are, to a certain extent, identical. "Violet" opens with a graphic and thrilling description of a wrecking scene on the coast of New Jersey, in which all on shipboard were lost, save a babe, found by the wreckers tied into its berth. The adoption of this child by the rough wreckers, and the extraordinary and eventful life which she lived for many years, forms a tale of deep and thrilling interest, rarely equaled in the annals of romance.

- 3.—*Oriental Acquaintance; or Letters from Syria*. By J. W. DE FOREST. 12mo., pp. 285. New York: Dix & Edwards.

This volume contains a series of letters from the East, or "holy and unholy places" of Orientalism, written in an agreeable, piquant style, and evincing acute observation of the men and things that meet the eye and ear of the traveler.

4.—*The British Poets*. 18mo. Boston: Little, Brown & Co.

We have before us seventy-nine volumes of this unrivaled edition of the British Poets. We say unrivaled, because it is uniform, and more complete than any former edition published, either in England or this country. Indeed, we have no uniform edition of so many of the British poets of the last two or three centuries. The size of the volumes is convenient, and the type sufficiently large to suit the capacity of all eyes and ages. We give a list of the volumes thus far published, and embraced in the seventy-nine alluded to above, as follows:—

Vols.		Vols.		Vols.	
Akenside.....	1	Goldsmith.....	1	Shelley.....	3
Beattie.....	1	Gray.....	1	Skelton.....	3
Butler.....	2	Herbert.....	1	Spenser.....	5
Campbell.....	1	Herrick.....	2	Surrey.....	1
Churchill.....	3	Hood.....	4	Swift.....	3
Coleridge.....	3	Keats.....	1	Thomson.....	2
Collins.....	1	Milton.....	3	Vaughan.....	1
Cowper.....	3	Moore.....	6	Watts.....	1
Donne.....	1	Parnell & Tickell..	1	White.....	1
Dryden.....	5	Pope.....	3	Wordsworth.....	7
Falconer.....	1	Prior.....	2	Wyatt.....	1
Gay.....	2	Shakspeare.....	1	Young.....	2

We are not alone in our estimation of the excellence of this series of the poets. It has, we know, received the unqualified commendation of the press, and has been everywhere received with a favor far exceeding the anticipations of the publishers. In former numbers of the *Merchants' Magazine* we have taken occasion to bestow the highest praise upon this edition, which, as it progresses, we see no reason for retracting or abating. It becomes, therefore, a work of supererogation, on our part, to say what is universally acknowledged, that it is the best, both in point of editorship and mechanical execution, ever issued.

5.—*Westward Empire*; or the Great Drama of Human Progress. By E. L. MAGOON, author of "Proverbs for the People," "Republican Christianity," "Orators of the American Revolution," etc., etc. 12mo., pp. 448. New York: Harper & Brothers.

In this work Dr. Magoon presents a condensed view of the progress of civilization during four of the most marked epochs of history—the age of Pericles, or that of artistic beauty; the age of Augustus, whose characteristic is martial force; of Leo X., or the age of scientific invention; and that of Washington, or the age of universal amelioration. Under these four heads we have brought together, with much force, clearness, and learning, many of the leading facts which illustrate literature, art, science, philosophy, and religion; the guiding and pervading idea of the book being, that since the beginning of authentic history the movement of civilization has been "uniformly westward." The work is written in the true spirit of the modern philosophy of history, and with much animation; nor does the rather ambitious style of the preface prevent our recognizing the real and solid merit of the literary structure, which the learned author has furnished with a somewhat overloaded portico.

6.—*Doré*. By a STROLLER IN EUROPE. 12mo., pp. 386. New York: Harper & Brother.

Doré, (gilded,) the difference, according to the "stroller," between the inside and outside of things. As this difference struck the author more than anything else in Europe, he adopted that title, he tells us, as a more fit emblem of the position of the Old World than as a representation of the general tone of his book, which is as little in the style of the guide-books as possible. The comfortable and orderly appearance of things in Europe, as compared with America, has often been noted; but, as the author of the *Contrat Social* says, "there is a comfortable and orderly appearance of things about a dungeon." "Order reigns in Warsaw." The letters are racy, and the writer has the true American spirit, without partisan exclusiveness.

- 7.—*The British Essayists*; with Prefaces, Historical and Biographical. By A. CHALMERS, F. S. A. Vols. xxv., xxvi., xxvii., xxviii., xxix., xxx., xxxi. Boston: Little, Brown & Co.

We noticed in former numbers of the *Merchants' Magazine* the publication of this unrivaled edition of the British essayists, including the "Tattler," in four volumes; the "Spectator," in eight volumes; the "Guardian," in three volumes; the "Rambler," and the "World." We now have before us the "Connoisseur;" "Idler;" "Mirror," and "Lounger," which makes thirty-one volumes already completed. To each of the several works in the series Mr. Chalmers has prefixed historical, biographical, and critical notices, which add greatly to the value of the revised essays embraced in the collection. The "Connoisseur" was undertaken by George Colman and Bonnel Thornton, and it is stated in one of the essays that "almost every single paper is the joint product of both." The "Idler" was originally written by Dr. Johnson for a newspaper, projected in 1758. The "Lounger" was a continuation of the "Mirror." This edition of the "British Essayists" is of the exact size and style of Little, Brown & Co.'s edition of the "British Poets," and like the latter has, we are gratified to know, secured the unqualified commendation of the press and the public in all parts of the country. Aside from the value of these essays as models of the English thought, mind, and style, they picture the morals and manners of the eighteenth century, and may be read with pleasure and advantage in this last half of the nineteenth century.

- 8.—*The Poetry of the East*. By WILLIAM ROUNSEVILLE ALGER. 12mo., pp. 280. Boston: Whittemore, Niles, and Hall.

This beautiful volume displays in an eminent degree the taste, judgment, and scholarship of its accomplished author, who, it would seem, had long been familiar with the whole field of Oriental literature, so far as accessible through English, Latin, and German translations, devoting to it, as he informs us, every leisure hour he could command. That these hours have not been few we have abundant evidence in the volume before us. The larger portion of the specimens given appear to be "faithful representations of Hindoo, Persian, and Arab thoughts, sentiments, and fancies," which Mr. Alger met with in the voluminous records of the different Asiatic Societies, in prose versions of the Vedas and Puranas, and in a thousand scattered sources. About ninety pages of the volume are taken up with an introduction to Oriental poetry, followed by a great variety of specimens of the poetry of the East. The introduction is a masterpiece of Oriental scholarship. In short, Mr. Alger has "brought from the altar of the Oriental muse, and laid on the shrine of American literature," an offering worthy of the notice of all whose curiosity or sympathy can respond to the strange fascination of Eastern gorgeousness, reverie, and passion.

- 9.—*A Three-Fold Test of Modern Spiritualism*. By WILLIAM R. GORDON, D. D. 12mo., pp. 408. New York: Charles Scribner.

Dr. Gordon handles the whole subject of "Modern Spiritualism," as it is termed, with as much severity and ridicule as some of the infidel writers of the past have attacked the Bible, its doctrines, and its believers. He admits that it has enlisted in its service men of earnest purpose, who defend their position with tact, and display a mind made up in courage worthy of any cause; and men who write with force, and show an all-pervading earnestness at the cost of reputation; and as they have succeeded in pushing their cause to the position of an influence that cannot be met by the argument of contempt, he considers it not unworthy of the dignity of the minister of the gospel to enter the lists as an opponent of what he regards a great delusion in all its modern forms.

- 10.—*The Minnesota Handbook for 1856-7*. With a new and accurate Map. By NATHAN H. PARKER. 12mo., pp. 187. Boston: John P. Jewett & Co.

Similar in design to the "Iowa Handbook," noticed in another place in this magazine, it will be found equally valuable. To the capitalist, seeking investment; to the traveler, seeking scenes of beauty in nature; to the immigrant, seeking a home among the fertile vales and fields of the West; this, as well as the other handbook referred to, will be found exceedingly useful.

- 11.—*The Prince of the House of David*: or, Three Years in the Holy City; being a Series of Letters of Adina, a Jewess of Alexandria, surjourning in Jerusalem in the days of Herod, addressed to her Father, a wealthy Jew in Egypt, and relating, as by an Eye-Witness, all the Scenes and wonderful Incidents in the Life of Jesus of Nazareth, from his Baptism in Jordan to his Crucifixion on Calvary. Edited by the Rev. Professor J. H. INGRAHAM, Rector of St. John's Church, Mobile. 12mo., pp. 454. New York: Putney & Russell.

It is scarcely necessary to say that Adina, the Jewess, is the assumed writer of these letters, and that Professor Ingraham, the purported editor, is the real author of them. The design of the author was to present, in a new aspect and from a new point of view, the advent of Christ among the Jews, and thus induce the "daughters of Israel" to read what he wrote. The scenes in the life of Jesus, as recorded in the gospels, are here narrated as if by an eye-witness of them. "With sacred awe and deep reverence," the writer unfolds, with the four gospels as his guide, the successive incidents of what he regards "their marvelous history." Some of the scenes present Christ in hours of domestic intercourse and friendly companionship. The letters are written in glowing language, and many of the scenes are portrayed with dramatic power and effect. Although he regards the subject as "one of infinite delicacy," he maintains that "there can be no charge of irreverence where none is intended, and where the writer has trod 'with his shoes off his feet,' and with the most cautious steps." The volume is beautifully printed, as is everything from the neat and correct press of the enterprising printers and publishers.

- 12.—*The Complete Manual for Young Sportsmen*: with Directions for Handling the Gun, the Rifle, and the Rod; the Art of Shooting on the Wing; the Breaking, Management, and Hunting of the Dog; the Varieties and Habits of Game; River, Lake, and Sea Fishing, etc., etc. Prepared for the Instruction and Use of the Youth of America. By FRANK FORRESTER. 12mo., pp. 480. New York: Stringer & Townsend.

"Frank Forrester," or rather Henry William Herbert, the author of the present volume has been very successful in the preparation of works of this class. His "Field Sports," "Fish and Fishing," "Horses and Horsemanship of the United States," &c., are all well-known works among sportsmen. The present volume, the character of which is sufficiently indicated in the copious title-page quoted above, is "neither an abridgment of pages heretofore written, nor a compendium of facts already published." His previous works on this and kindred topics were intended rather for sportsmen than for beginners. This takes up the matter *ob obo*, and is designed to teach the tyro in sportsmanship, or rather how to advance until he has raised himself to be a master of his guild. The volume has quite a number of pretty and appropriate illustrations, and is altogether "got up" in the publishers' usually handsome manner.

- 13.—*Contributions to Literature*: Descriptive, Critical, Humorous, Biographical, Philosophical, and Political. By SAMUEL GILMAN, D. D. 12mo., pp. 564. Boston: Crosby & Nichols.

Dr. Gilman, an eminent Unitarian clergyman, in the course of forty years' "almost absorbing devotion to the duties of the Christian ministry," much of that time in the city of Charleston, South Carolina, has found time to indulge in various exercises of a more purely literary character. The volume before us forms a part of these literary efforts, and consists of the miscellaneous accumulations of a life-time. Some of the articles in the present volume are now out of print, and others have never been published before. It consists of essays and poems. The essays, we take it, were mostly contributed in past years to the *Christian Examiner*, *North American*, and the Southern reviews. The criticisms of the author are generally judicious, and evince more than ordinary scholarship. The poems have an academical air about them, written, as they were, for commencement performances for old Harvard, but the ideas are pure, the versification correct, and the diction chaste. It is a contribution which many literary men will appreciate.

- 14.—*Life of Prince Talleyrand*, with Extracts from his Speeches and Writings. By CHARLES K. McHARG. 12mo., pp. 382. New York: Charles Scribner.

No extended memoir of Talleyrand has appeared in his own land or language, a circumstance that rendered it exceedingly difficult on the part of Mr. McHarg to prepare such a work in our language. The information concerning the renowned statesman was fragmentary and scattered, and the author of the present volume has gathered up these fragments, and combined the most interesting and reliable portion, whether from French or English, into a very clever, if not perfectly harmonious whole, which was scarcely to be expected. It is known, however, that Talleyrand has written an autobiography, which, by the terms of his will, cannot be made public until 1868, when the required thirty years from the date of his death will be completed. The author's aim in the present work was to make an authentic and interesting narrative.

- 15.—*Currer Lyle; or the Stage in Romance and the Stage in Reality*. By LOUISE REEDER. 12mo., pp. 361. New York: E. D. Long.

The author of this volume, highly accomplished, and endowed with the treble gifts of genius, youth, and beauty, has thrown into a fictitious and romantic narrative her brief experiences of domestic life. Having retired from the stage, she has written to show young and inexperienced aspirants for theatrical honors "that the theater is not a palace of enchantment, but a mimic world of busy action, where all is real and earnest, and that the only laurels they may hope to win must be gathered from the fields of mental labor." The scenery and characters of this life-romance are American. A great part of the action takes place in New York, and in her sketches of real personages in that city, Miss Reeder exhibits stinging wit and scorching satire. The whole story is full of interest. Indeed, this is one of the best *first* books we have seen for a long time.

- 16.—*The English Bible*. History of the Translation of the Holy Scriptures into the English Tongue. With Specimens of the old English Versions. By Mrs. H. C. CONANT, author of "Translations of Neander's Practical Commentaries." 12mo., pp. 464. New York: Sheldon, Blakeman & Co. Boston: Gould & Lincoln.

This volume is designed by the compiler to exhibit in a popular form, and within moderate limits, the history of our English Bible. Consulting the vast mass of literature of an historical and critical character, from its publication to the present time, she has contrived to glean all that was calculated to furnish the general reader with a clear, methodical, and at the same time comprehensive literary and religious history of that extraordinary book—the Bible. In her preface she expresses her thanks to our friend, George Livermore, Esq., of Cambridge, Massachusetts, for loans from his private library, and it is a noteworthy fact that this library, collected by a layman, engaged in mercantile pursuits, contains the greatest variety of rare old versions and editions of the English Scriptures to be found in the United States.

- 17.—*The Youth of the Old Dominion*. By SAMUEL HOPKINS. 12mo., pp. 474. Boston: John P. Jewett & Co.

In view of the fact that many narratives of our early history, which are particularly designed for novices, are read as tasks, laid aside with weariness, and their statistical details soon forgotten, Mr. Hopkins has endeavored to give to the past the aspect and hue of life, and to excite a personal interest in events which would secure little or none as unclothed facts. While admitting something of fancy, all idea of fiction is disclaimed by the author, and a strict regard to historic truth is maintained throughout these pages. The volume is not encumbered with references, although the author in his preface acknowledges his indebtedness to Hilliard, Simms, Smith, Stith, Beverly, Keith, Campbell, and Force's historical collections. The narrative presents an attractive view of the Old Dominion in its youth, and while a readable, is withal an instructive, story.

18.—*Rome, Christian and Papal.* Sketches of its Religious Monuments and Ecclesiastical Hierarchy, with Notices of the Jesuits and the Inquisition. By L. DE SANCTIS, D. D. 12mo., pp. 261. New York: Harper & Brothers.

De Sanctis, the author of this work, was formerly Curate of the Magdalene, Professor of Theology in the Roman University, and Qualificator at the Inquisition. He is represented as a man of no ordinary talents. A convert to the Protestant faith, he has for some years past labored as a minister of the Waldensian, or primitive Italian, Church at Turin, Sardinia. The book is designed not only for persons who are about visiting Rome, but for many who have already done so. It has reference chiefly to the ecclesiastical antiquities, institutions, and ceremonies of Rome, and is written in a readable and even attractive style.

19.—*Home Studies.* By REBECCA A. UPTON. 18mo., pp. 246. Boston: Crosby, Nichols & Co.

Mrs. Upton, judging from the character and contents of this volume, is an educated, practical, sensible woman, and her book is made up of the gleanings, gatherings, and experiences of a life-time. Her principal object seems to have been "to bring into the compass of one small volume such information as may be useful to both the housekeeper and gardener, whether residing in village, country, or city, and to keep in mind, through the whole work, the various fortunes of the American woman," whether spent in cities, on western prairies, or southern plantations. The receipts given she knows to be good from experience, and she says they almost all are original; that is, of family origin. The aim of the book is to increase the number of manual employments, and widen the horizon of observation for woman. It is an excellent family cyclopedia of common things.

20.—*Silverwood: a Book of Memories.* 12mo., pp. 408. New York: Derby & Jackson.

A series of some forty tales or sketches from "fair to middling," to use a mercantile term. These sketches are, to quote from the author's rhyming preface or introduction,

"Records luminous, where brightly
Joy the sunbeam glows and shines—
Records with a throb of heart-break
Trembling all along the lines."

We take it, the author is of the feminine gender, for, to quote again, "If she has not filled her bosom with the full and ripened ears, 'twas because her eyes were clouded, and she could not see for tears!" Her prose sketches are more poetical than the nine stanzas which preface the book.

21.—*The Iowa Handbook for 1856.* With a new and correct Map. By NATHAN H. PARKER, author of "Iowa as it is," "Sectional and Geographical Map of Iowa," "Minnesota Handbook," &c. 12mo., pp. 187. Boston: John P. Jewett & Co.

The extensive sale of Mr. Parker's "Iowa as it is," previously published, and the continued demand for that work, induced the author to place before the public the substance of that work, as a cheap, concise, and reliable handbook, with statistics brought down to the present time. A beautiful and, we presume, correct map is attached to the present volume. We briefly noticed the larger work of Mr. Parker in the *Merchants' Magazine*, for November, 1856.

22.—*Oliver Cromwell; or England's Great Protector.* By HENRY WILLIAM HERBERT. 12mo., pp. 444. New York: Miller, Orton & Mulligan.

This is a purely historical romance, from the pen of a very prolific and successful writer in several departments of literature. It was originally published several years since, "in a period of civil and commercial depression." It has long been out of print, and is now reproduced thoroughly revised and corrected by the author. The admirers of Mr. Herbert's recent works will not pass this earlier production unnoticed or unread.

23.—*The Morgan Horses*: A Premium Essay on the Origin, History, and Characteristics of this remarkable American Breed of Horses; treating the Pedigree from the original Justin Morgan, through the most noted of his Progeny, down to the Present Time. With numerous Portraits, to which are added Hints for Breeding, Breaking, and General Use and Management of Horses; with Practical Directions for Training them for Exhibition at Agricultural Fairs. By D. C. LINSLEY, Middlebury, Ct. 12mo., pp. 340. New York: Saxton & Co.

An outline of the contents of this valuable treatise are given in the title-page, as quoted above. The Morgan horse is described as a peculiar animal. His short, light, rapid step, points to the great muscles which give him motion. His prominent, clear, eager eyes, set wide apart, testify to his courage and docility; while his clear, bright head, carried high, with short, pointed ears, gives grace and elegance to every motion. The Committee of the Vermont State Agricultural Society, who awarded the premium to Mr. Linsley, for his elaborate, well-arranged, and carefully-prepared essay, commend it to all who are interested in that noble and useful animal. The author has collected all the facts pertaining to his subject, which intelligent research and thorough doctrine can furnish, and embodied them in an attractive form, and with a just discrimination. It is a most valuable contribution to natural history, and to what we may term the agricultural literature of the country.

24.—*Poems*. By HENRY WADSWORTH LONGFELLOW. Complete in Two Volumes. 32mo., pp. 778. Boston: Ticknor & Fields.

There is no poet of the past or the present, at home or abroad, that we read with more pleasure than our own Longfellow. Many of his thoughts and words are cherished in our memory, and have been to us the source of much that is strengthening and cheering in our march through "the world's broad field of battle." Hence we are under many obligations to our old friends, Ticknor and Fields, for this most complete and, in many respects, beautiful edition of our favorite bard, bound up in two as beautiful volumes as the arts connected with the mechanism of a book ever produced. These volumes contain all the published productions of the author up to the time of their publication, near the close of 1856. It is what may be denominated a pocket edition, but is printed on type clear and distinct—type that will not weaken the strength or impair the vision of even weak eyes.

25.—*Whaling and Fishing*. By CHARLES NORDHOFF, author of "Man-of-War Life," "The Merchant Vessel," &c. 18mo., pp. 383. Cincinnati: Moore, Wilstack, Keys & Co.

The author of this and other similar sketches of "life on the ocean" has had some experience in that life, and while the titles of his books are calculated to interest the roving, adventurous spirit of young men, he aims to give such a plain, common-sense picture of that life, about which a false romance throws many charms, as shall induce the young man entering into life to make a sensible choice of evils, by looking elsewhere than to the sea for the adventurous existence which his spirit requires.

26.—*Brazil and La Plata*. The Personal Records of a Cruise. By C. S. STEWART, A. M., U. S. N., author of "A Residence at the Sandwich Islands," "Visit to the South Seas," "Sketches of Great Britain and Ireland," &c., &c. 12mo., pp. 428. New York: G. P. Putnam & Co.

Mr. Stewart has held for some time the office of Chaplain in the United States navy, and is the author of several similar works which have been favorably received and widely circulated. Besides giving an outline of the cruise of the United States ship Congress, and such observations of the places visited by her. Mr. Stewart has retained that which related specifically to the ship, sufficient, at least, to convey a general idea of life on board a man-of-war, and of himself, enough to throw light upon the position, duties, and influence of a chaplain in the naval service.

27.—*The Principles of Agriculture, etc.* By ALBERT D. THAER. Translated by William Shaw, Esq., member of the Council of the Royal Agricultural Society of England, etc., and Cuthbert W. Johnson, Esq., F. R. S., author of the "Farmer's Encyclopedia," etc. 8vo., pp. 550. New York: C. M. Saxton & Co.

The author of this elaborate treatise was born in 1752, and died in 1828. His first work, "An Introduction to a Knowledge of English Agriculture," was published in 1798, and his last, on Wool, and Sheep Breeding, in 1825. The present work embraces the theory of the soil, the clearing of land, plowing, manuring, and irrigation, hedges and fences, management of meadow and pasture lands; the cultivation of wheat, rye, corn, oats, barley, buckwheat, hops, tobacco, clover, and all the varieties of grasses; the economy of kine stock, breeding and feeding; the management of the dairy, and the use of manures, and the various systems of cultivation, keeping journals and farm records. In brief, it is a complete cyclopedia or circle of practical agriculture.

28.—*Principles of Chemistry; Embracing the Most Recent Discoveries in the Science, and Outlines of its Application to Agriculture and the Arts. Illustrated by Numerous Experiments, newly Adapted to the Simplest Apparatus.* By JOHN A. PORTER, A. M., M. D., Professor of Agriculture and Organic Chemistry in Yale College. New York: A. S. Barnes & Co.

We have seldom, if ever, met with a scientific manual so clear and comprehensive. The author has succeeded in disencumbering chemistry of much detail, and, at the same time, the illustration of the more important phenomena of the science is brought within the reach of every school, and every individual student. The distinct features of the work are a more complete classification to chemical analogies, the explanation of chemical phenomena in ordinary language, as well as symbols, and the addition of a complete set of formulæ. The recent important discoveries are introduced, and the relations of chemistry to the arts and agriculture are considered.

29.—*Narrative of the General Course of History, from the Earliest Periods to the Establishment of the American Constitution.* Prepared with Questions for the Use of Schools, and Illustrated with One Hundred and Fifty Maps and Engravings.

This work is divided into three parts, and presents in a simple and connected narrative a general view of the great leading events which have occurred in the history of the world—beginning with ancient history the first, English history the second, and American history the third part. It is intended for Americans, and the narrative follows the line which leads to, and is the most directly connected with, the events of our own history. It is copiously illustrated with maps and well-executed engravings.

30.—*Worth, not Wealth, and other Tales.* By COUSIN ANGIE. Boston: Phillips, Sampson & Co.

This very prettily illustrated story conveys ideas as to the objects and purposes of human life and pursuits, which it is well enough to inculcate upon children's minds, and which for those of "larger growth" are set forth in our own "Worth and Wealth." The stage, also, has caught the idea, and the playbills of one of our theaters, we notice, announces a piece entitled "Wealth and Worth."

31.—"*It is Never too Late to Mend.*" A Matter-of-Fact Romance. By CHARLES READE, Author of "Christie Johnstone," "Peg Woffington," etc. 2 vols., 12mo., pp. 423, 424. Boston: Ticknor & Fields.

The moral of this is given in the title, and that moral is beautifully and forcibly illustrated in this "matter-of-fact romance." The other publications of Mr. Reade have secured for him a high reputation, among the best framed and most cultivated minds. The publishers have shown their never-failing good taste in the republication of the present volumes.