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Art. I.—COMMERCE OF THE PRAIRIES.

THERE have been heretofore from time to time published in this Magazine, articles upon the extent of the commerce of the great Western prairies. The following is an interesting account of its present magnitude, for which we are mainly indebted to the *New York Herald* :—

Already, in the latter part of the eighteenth century, straggling adventurers, in search of game and mercantile profit, are known to have crossed the Plains by following up the Platte and Missouri rivers to their respective headwaters. No written record has, however, transmitted their exploits to posterity. The first authentic and explicit account of journeys across the Plains are those of the exploring expeditions of Lewis and Clarke, and Major Z. M. Pike. In Pike's official report we find a brief sketch of the experience of what appears to have been the first white man that ever traversed the Plains with a stock of mercantile wares. It seems that in the spring of 1802, one Morrison, a merchant, residing in the old French town of Kaskaskia, in Southern Illinois, furnished a French Canadian by the name of Lalande with a trading outfit, which he desired him to dispose on joint account among the Indians of the South Platte Valley. Lalande set out, and reached the base of the mountains in safety. On hearing from the Indians of the wealth and populousness of the valley of the Rio Grande, he made for New Mexico, where he disposed of his goods at so great a profit that he forgot to return and divide it with his employer. He settled, lived, and died in New Mexico, after accumulating considerable wealth.

Major Pike also refers to the adventures of one James Purley, who, solitary and alone, found his way, with a limited supply of articles of trade, into the Mexican possessions, after extensive wanderings on the Plains.

Upon the return of Major Pike to the Missouri River, his description of the agricultural and mineral resources of Northern Mexico produced a great excitement among the people of the border. Some of the fron-

tier traders soon resolved to try their fortunes in the far-off land of promise. Being inured to the many hardships and privations incidental to border life, the prospect of a hazardous journey of many hundreds of miles through entirely unknown and desolate regions had no terrors for them. In the spring of 1812, an expedition actually embarked from the vicinity of the present Missouri town of Boonville, under the charge of one McKnight, Beard, Chambers, and nine others, all of whom were old and experienced Indian traders. Their trip across the Plains was accomplished without accident. Sore disappointment was nevertheless in store for them. While Major Pike visited New Mexico, a friendly government—the fruit of a temporarily successful attempt at revolution and independence from old Spain—ruled over that country. Shortly after his departure, the royalists had, however, again gained the ascendancy, and managed to retain it up to the time of the arrival of the Missouri traders. The old Spanish prohibition of all foreign commercial intercourse had again been revived, in consequence of which the Anglo-American intruders were swooped upon by government officials as soon as they had crossed the line, their wares confiscated, and they themselves arrested and thrust into a Chihuahua dungeon, in which they had to pine for eight whole years. Their liberation was, indeed, not effected until the final overthrow of Spanish tyranny in 1820.

The news of the sad fate of the unlucky twelve duly reached the Anglo-American border, and at once banished all thoughts of opening a regular trade with the Spanish dependencies. Only after the establishment of Mexican independence, in the summer of 1821, the attempt was renewed by a certain Capt. Becknell and four others, also Missouri traders. They took out a small stock of calicoes, and were quite successful, realizing from \$2 a \$3 per vara or Spanish yard of thirty-three inches. Their good fortune becoming known after their return in the spring of 1822, quite a number of parties at once concluded to engage in similar expeditions. From the year of 1822, indeed, the now so important New Mexico or Santa Fé trade may be said to have fairly commenced. Among those that set out in that year were a Colonel Cooper and sons, who started with \$5,600 worth of goods and a company of thirty men.

In 1823, Nathaniel Sernes, Philip Thompson, Patrick M. Dillon, Wilson McGunnegie, the Soublettes, and many other well-known parties who were closely identified with the early commerce of the country west of St. Louis, interested themselves in the newly-opened overland traffic. Thenceforth not a season elapsed without a more or less considerable export of merchandise from the Missouri River to the many towns and pueblos along the Upper Rio Grande. In 1825, the trade had already attracted so much attention as to secure the survey of a government wagon road from the Missouri to the New Mexico line, under the auspices of Major Sibley.

Up to 1824 the goods were all transported across on pack animals. In the summer of that year, however, vehicles began to be used, and soon superseded all other means of conveyance.

Although the trade increased annually, its normal development was greatly retarded by the many drawbacks those engaged in it had constantly to encounter. There were, in the first place—in addition to the natural difficulties of moving slowly through an unpeopled country, a portion of which was destitute of timber and even water—numerous

bands of marauding Indians, always eager to waylay the traders, stampede off their draught animals, plunder and burn their wagons, and not unfrequently appropriate their scalps. The aboriginal depredations soon became so incessant after yearly trips had begun to be regularly made, that none of the traders dared sally out alone, their several trains in those early days being but small. They brought about a general annual rendezvous at what was then, and is now, known as the Council Grove, a well-timbered and well-watered spot, about 112 miles west of the Missouri River. The press of the whole Union was, at that time, in the habit of noticing the departure and return of the Sante Fé caravan to and from the "Grove." It comprised, at times, hundreds of men and wagons, and thousands of horses, mules, and oxen. Yet, in spite of this union of forces, a trip was hardly ever made without the loss of both men and animals.

But the aborigines were not the only source of trouble. The innate lawlessness of the mixed races inhabiting New Mexico was often demonstrated to the American traders in the most flagrant manner.

Bands of native robbers and assassins often plundered and murdered them as relentlessly as the Indians, and with equal impunity.

Another obstruction to the uniform success of the trading expeditions was the notorious boundless rapacity of the Mexican government officers. From the governor down to the lowest alcalde, their only object appeared to be to enrich themselves. The advent of the American merchants proved most propitious to their pilfering schemes. The customs being arbitrarily arranged by the governors, the steadily increasing imports of foreign goods were soon found a most ample means of filling their own coffers, and those of their subordinates. The most exorbitant duties were formally levied, in order to induce the traders to resort to bribery to avoid their payment. The ignorance of the officials was too great to render the imposition of specific duties possible. They were charged per wagon loads, from five hundred to one thousand dollars being levied on each. This enormous tax compelled importers to make use of trickery. When within a short distance of the hiding place of the custom-house harpies, they would pile the load of two wagons on one, and thus cheat the former.

An idea of the extent of the New Mexico trade during its years of infancy may be formed from the following tabular statement, showing the weight of imported merchandise, and the number of men and conveyances annually employed in transporting it across the Plains during the years of 1822-31:—

Years.	Merchandise, lbs.	Proprietors.	Men with caravans.	Wagons. not in use.
1822.....	15,000	60	70	"
1823.....	12,000	30	50	"
1824.....	35,000	80	100	26
1825.....	65,000	90	130	37
1828.....	150,000	..	200	100
1829.....	60,000	20	50	30
1831.....	250,000	80	320	130

The murder of a large number of the freighters in 1828 caused the falling off of 1829, and the escort of the caravan of that year by a detachment of United States troops.

The pack animals used during the first years were mostly mules. From

1826, nothing but wagons, drawn by mules, were used for transportation purposes, until 1829, in which year Major Riley, in command of the escort, first tried the capacities of oxen as propelling powers on the Plains. His example was speedily followed by the traders, and the bicorned quadrupeds have ever since remained the principal means of prairie navigation.

By degrees the importations by individual traders grew so heavy as to render protracted sojourns in the country necessary. Stationary marts were opened in Santa Fé, Los Vegas, Alberquerque, Taos, and other towns. Among the earliest of these that made permanent locations were Dr. Henry Connelly, (who has continued the leading New Mexico merchant up to this day,) Dr. Ward, J. B. Doyle, Col. McCarty, Messrs. White, Giddings, Bent, Smith, Jackson, the Soublettes, and St. Vrain, all of whom hailed from Western Missouri or St. Louis and vicinity.

In 1841, nearly three hundred wagon loads of goods left the Missouri River for New Mexico. But the flourishing condition the overland traffic had then already reached, was seriously interrupted soon afterwards by the famous warlike incursion of Texan Rangers into Mexican territory. Texas then being yet independent, its inhabitants could well war upon the Mexicans without directly involving the United States. But the sins of the former were, nevertheless, sorely avenged upon the latter. A decree of Santa Anna, prohibiting all importations of foreign goods as a measure of retaliation, virtually stopped the overland trade for the time being. Whatever goods reached New Mexico from the United States after that, up to its conquest by Gen. Kearney in 1846-7, were brought to the country in a clandestine manner.

Many and intolerable were the annoyances and persecutions inflicted upon resident Anglo-American traders by the natives, in consequence of the outbreak of hostilities in 1845 between Mexico and the United States. The appearance of Gen. Kearney and his army, in the fall of the following year, secured, however, an at least temporary relief; but great was the disaster brought upon many of the foreign merchants by the counterpart of the Sicilian Vespers the New Mexicans attempted in the succeeding month of January. Quite a number were massacred in the most barbarous manner. The utter rout of the insurrectionists in the battle of Taos, in February, however, restored quietude and comparative security to commerce.

After the conclusion of the treaty of Guadaloupe, and the transfer of New Mexico to the United States, the commercial relations of the two countries were at once strengthened and widened. The military occupancy of the newly-acquired territory by United States troops greatly increased the safety of both property and person, and soon multiplied the capital and the number of merchants engaged in the importation of Anglo-American wares. Hundreds of wagons no longer sufficed to meet the increased demand; thousands now composed the caravans. The whole of New Mexico, from Taos down to El Paso, became dotted with trading houses, many of which branched out into Chihuahua and what is now known as Arizona. An account of the peculiarities of the New Mexico trade, and a statistical exposition of its present proportions, will be found further below.

While Anglo-American commerce gained and developed a new domain in Mexican territory, the great Plains themselves became the field of

many and continued mercantile enterprises. A most lively trade sprang up between the border settlements and the various Indian tribes from the northern line of Texas up to the northernmost waters of the Missouri. On the Arkansas, as well as the Kaw, North and South Platte, the Missouri, and Yellow Stone, trading posts were established, from which extensive bartering was annually carried on with the aborigines. On the Upper Arkansas, especially, the trading intercourse was very active from an early day, the adjoining country forming the route over which the Santa Fé caravans passed every summer and fall. In 1814, already Fort Williams, now known as Bent's Old Fort, was erected, and became the trading point for most of the tribes that wander between the Plains and Arkansas. Fort St. Vrain, on the South Platte, and forts Pierre and Benton, on the Upper Missouri, also became famous Indian marts. Strange as it may seem, the Indian trade was nowhere benefited by the seeming protection of the cordon of military posts that was gradually stretched across the Plains. The presence of troops appeared but to excite, and not to prevent, troubles. With the steady advance of frontier settlements, and consequent narrowing of the aboriginal hunting grounds, the Indian trade proper of the great Plains continually lessened. The government subsidies now furnished to nearly all the tribes also produced a corresponding decrease. It will doubtless disappear altogether in the course of time as a distinct branch of commerce, as the circle of civilization will be drawn closer and closer around the aborigines.

A new phase of the overland traffic was inaugurated by the foundation of the Mormon realm in the heart of Utah Territory. The several St. Louis firms who had been in the habit of supplying the wants of the Latter Day Saints in Missouri, Illinois, and Iowa, followed in the wake of their customers with branch establishments. Up to the beginning of this decennium, but little encouragement was, however, offered to merchants by the Salt Lake trade, owing to the straits experienced by the colonists during the first years after their settlement. But from that time up to the beginning of the troubles with the Gentiles, trade was very brisk and profitable. A large number of trains, comprising many hundreds of wagons, were every spring sent out from the Missouri River, and both the demand and supply grew heavier as the Mormon population increased. From season to season the mercantile interests and overland carrying trade of Utah expanded, and hundreds of both Mormons and Gentiles realized fortunes. The Utah trade suffered far less from Indian depredations than the New Mexican, owing to the annual movement of numerous Mormon emigrant trains over the route traveled by the freight trains, and the strong military occupation of various points along it. The transportation business to Utah attained its height during the so-called Mormon war. The presence of several thousand troops, all of whom had to be supplied with every requisite of physical life from the East, necessitated overland freighting, under the auspices of the War Department, on a truly stupendous scale. The contractors had no less than five thousand men, three thousand wagons, and thirty-five thousand mules and oxen, at work during the spring of 1858. Private freighting was also much larger during the summer of the same year, as many commercial speculators expected to turn the many wants of the army that were not met by the government to the best possible advantage. From 1858 a reaction took place, however, in the commercial relations of the Mor-

mon empire. The partial failure of crops impoverished many of Brigham Young's flock. The animosity between the Mormons and Gentiles affected the business affairs of many merchants of the latter complexion. Mormon traders more and more monopolized trade. A senseless overstocking of the market in the course of 1858 and 1859 also produced a ruinous competition; in fine, the profits of most Salt Lake traders became exceedingly scanty. Of late several very disastrous failures have even occurred, and trade was at so low an ebb during the past summer that several of the largest dealers moved their stock out of the country—a last and desperate resort, the cost of transportation being the all but principal item of expense in the overland traffic. Exclusive of government freight, not over a hundred and fifty wagons with merchandise left the border for Utah this year, so large are the stocks yet remaining on hand.

The most powerful stimulus received by the commerce of the great Plains, was the verification, in 1858 and 1859, of the momentous fact of the existence of large and individually paying deposits of precious metals in the southern ranges of the Rocky Mountains. During the heedless, irregular rush of men and matters that signalized the first stages of the Pike's Peak gold fever in the first half of 1859, nothing like a systematic trade was carried on. In the fall of the same year, however, when material life had assumed a more settled aspect, and the certainty of the permanent settlement of a populous mining community in the newly-discovered Dorado could no longer be doubted, commerce commenced flowing through regular channels.

Many of the leading merchants of Leavenworth City, Atchison, St. Joseph, Nebraska City, Omaha, and Council Bluffs fitted out large trains, loaded with heavy stocks of goods, and opened branch stores in Denver City, which place they soon created into a sort of commercial entrepot for the supply of the necessities of the mining population. The extent of the Pike's Peak trade at that time may be best judged from the fact that over six thousand people spent the last winter in the gold region, every material want of whom had to be supplied from the States.

But active as the commercial intercourse between the Rocky Mountains and the border States was during the latter part of 1859, it was multiplied at a marvelous rate in the course of the present year. The new grass had hardly commenced sprouting when an impatient host, eager to pounce upon the supposed mineral treasures of the mountains, undertook the pilgrimage across. For weeks a mighty human tide kept rolling in unbroken waves over both the Southern, or Arkansas, and Northern, or Platte, routes, towards their golden goal in the South Platte region. From the middle of April until late in June a continuous string of wagons was stretched over the road leading from the different Missouri River towns to the base of the mountains. At least sixty thousand people moved in that period, with their goods and chattels, over the Plains. All these tens of thousands had to be fed, clothed, and lodged, and hence hundreds of regular freight wagons were going to and fro all summer, in order to enable the Pike's Peak traders, not only to meet the momentary wants of the population of the land of gold, but also to lay in stocks sufficient to see them through the winter, during which the overland freighting inevitably ceases.

A very consequential agent in the development of the commerce of the

Plains proved the three overland mail, passenger, and express routes opened during the last five years, viz., the Southern overland mail and passenger route from St. Louis, via Fort Smith, through Northern Texas and Southern New Mexico and Arizona; the New Mexican mail and passenger line, from Independence, Missouri, to Santa Fé; and the two express and passenger lines of the Central Overland California and Pike's Peak Express Company to Denver and Salt Lake cities. Formerly the New Mexico and Salt Lake traders were obliged to travel with their trains, when making their purchasing trips to the East. Their correspondence had also to be forwarded in the same slow manner. During the winter, communication with the States was, for the same reason, absolutely closed. Now, both their persons and letters are landed on the borders in as many days as they formerly took weeks. Of late, a mail and passenger line has also been started by the Western Stage Company, between Omaha, N. T., and Denver City, so that there is now a daily opportunity to cross the Plains from the Missouri River to the gold fields of the Rocky Mountains over passenger lines, whose coaches travel at the rate of 150 miles per day.

THE CENTERS OF THE DIFFERENT BRANCHES OF THE OVERLAND TRAFFIC.

To begin again with the New Mexico trade. In its infancy the traders started upon their annual trips, as already related, from the vicinity of the present Missouri town of Boonville. Even those residents of St. Louis who joined the early expeditions, came up the river with their goods in so-called Mackinaw boats, and stopped at the same point. The town of Independence was, however, founded soon after the beginning of the trade, and speedily became the great outfitting center of the overland traffic. It held this commercial ascendancy from 1832 to 1838, during which period it commanded all but a small fraction of the profits arising from the New Mexican trade. Its merchants accumulated vast fortunes, and their prosperity brought about the development of Independence into one of the most flourishing and beautiful towns in the West. But "westward is the course of empire." Independence held its own as long as it remained without more westerly rivals. The birth and growth of Westport and Kansas City, directly west of it, caused the scepter of monopoly to slip from its hands. Already, in 1834, Messrs. Bent and St. Vrain landed a stock of goods for the New Mexico market at Francois Choateau's log warehouse, just east of the present site of Kansas City, and from that time the transfers of the New Mexican trade from Independence to its two immediate western neighbors took place in annually enlarging proportions. Since 1850, nearly all of it has passed over to them. But few wagons are now sent out from Independence to New Mexico during the shipping season.

Of the two successful competitors, Kansas City has now the largest benefit from the trade. Its accessibility and direct water communication with Eastern markets have made it the point at which not only a large portion of the goods yearly forwarded is sold, but also nearly all those bought farther east are disembarked, stored, and reshipped on overland trains. Westport, which is only three miles southwest of it, likewise enjoys a considerable share of the trade. Being situated directly on the verge of the Kansas prairies, it offers greater inducements as a mere starting point than Kansas City; but for receiving and buying, the preferences are decidedly in favor of Kansas City.

Although a considerable portion of the goods annually exported to New Mexico is bought in Kansas City and Westport, the bulk of the yearly purchases is made in St. Louis. Few only of the largest traders make direct purchases in the Atlantic cities.

The Indian trade centers mostly in St. Louis, and is controlled to a large extent by the aforementioned firms of that city. Both the New Mexican and Indian traders are very steady customers. Their relations to the wholesale houses with which they deal are generally of so old and intimate a character that a change hardly ever takes place. The furnishing of the Indian goods bought by the United States government for gratuitous distribution, being annually given out under contract to the lowest bidders, it cannot well remain concentrated at any particular point. The transportation to the different Indian agencies on the Plains is also undertaken by contractors, and hence no habitual shipping point exists. Most of these goods are, however, landed and loaded at Kansas City.

The Utah trade has sought the more northwesterly Missouri River towns as starting and outfitting points. Most of the supplies for that market are brought up the river on boats to Omaha and Florence, where they are transferred to trains. The latter town especially has been the favorite point of embarkation of the Mormon trade and emigrants. Large outfitting houses for the particular benefit of the latter have been established, and the greater portion of the Salt Lake carrying trade is done here. The government supplies for the military posts on the route to and in the Territory of Utah are, however, loaded by the contractors at Fort Leavenworth and Atchison.

The Salt Lake traders buy their goods in St. Louis, Philadelphia, New York, and Boston. They patronize only a small number of houses. The Latter Day Saints among them are very particular to deal only with such Gentiles as, from long acquaintances, are known to them to be friends of the Mormon cause.

The least concentrated branch of the overland commerce is the Pike's Peak trade. There is not a place on the Missouri River that, however small, is not represented among the traders of the gold regions. But Leavenworth City can claim to do more business in that direction than any other town, from Florence down to Kansas City. The reason of it is, that all her merchants have branch stores in Denver City, and that two of the largest overland transportation firms are located in the place. Atchison and St. Joseph rank next, being the westernmost railroad termini of the Union. They have both become the most favored starting points of the gold seekers. In this they have a considerable start of Leavenworth. Their railroad advantages have also made them much sought for loading trains. As far as trade itself, however, is concerned, they still have to yield the palm to Leavenworth, although many of their merchants have likewise a profitable business intercourse with the mines. Kansas City has traded remarkably little with the Pike's Peak country. This is probably owing to the absorption of its carrying capacities by the New Mexico trade. Nebraska City is much resorted to by Pike's Peakers, as a convenient starting point, and has also some trade with the gold regions. The same can be said of Plattsmouth. Omaha City and Council Bluffs enjoy extensive and profitable trade and lively traveling intercourse with the mines, both being nearest to them of all Missouri River towns and cities.

Leavenworth City, Atchison, and St. Joseph are all three termini of the passenger and express line of the Central Overland California and Pike's Peak Express Company. Omaha is that of the mail and passenger line of the Western Stage Company. Kansas City is as yet without direct communication with Denver City.

CHARACTERISTICS OF THE OVERLAND TRADE.

The wants of a country are always regulated by the means of its people to satisfy them. The New Mexicans, although inhabiting a region of great agricultural, mineral, and pastoral resources, cannot be said to be a wealthy people. It is true there are men of fortune among them, but this number appears insignificant when compared with that of the people at large. The average well being that one finds among all classes in the United States does not prevail in New Mexico, where the means of the people barely suffice to eke out a most frugal subsistence.

Fortunately for the generality of the New Mexican, the smallness of their means is compensated by a simplicity of physical habits that enables them to manifest content and happiness in spite of poverty. It would be hard, indeed, to find a relatively poorer, and at the same time happier, people than that of New Mexico. It can certainly live on much less, and enjoy much more, than Anglo-Americans.

The New Mexicans devote comparatively more of their means to the outward than to the inward body. They are fond of spirituous beverages, but not particular about the character of their food. They know little of the so-called pleasures of the table. Their dress, however, is the object of great care and expense. Both males and females delight in showy adornments of their persons, and this propensity shapes the character of the trade to a great degree.

In the early days of the foreign traffic with New Mexico, when the wants of the natives had not yet been qualified by a contact with Anglo-American habits and customs, the variety of imported goods was rather limited. Groceries and flash calicoes constituted the main stock. The gaudier the colors of the latter, the better favor they found. A buff-colored kind was especially popular. As the intercourse between New Mexico and the East grew more intimate, the goods introduced from year to year became more varied, and now very few articles that merchants in the Western States keep on hand will not be found in the assortment taken out by the New Mexican traders.

There are, however, some peculiarities in their importations. They consist in an uncommonly large demand for calicoes, bleached domestics, and hosiery, particularly for female use. The number of white stockings bought by the Mexican women is said to be astonishing. The diminutive character of their pedal extremities renders a prevalence of small sizes necessary. For the same reason, dealers in shoes that do business with New Mexico traders, have articles in this line expressly made to meet the tiny requirements of the *senoritas* in this respect.

Fancy dry goods are introduced on a limited scale only, the few people of wealth being the purchasers. What few are imported are, however, usually articles of a very costly quality.

Of late large quantities of ready-made clothing and furnishing goods have been consumed by the New Mexican market, thereby indicating that the old Spanish notions of dress are giving way to the Anglo-American style of garments.

The settlement of many Americans in New Mexico has for some time induced the annual import of considerable quantities of Eastern flour into that Territory. It is true the amount of breadstuffs ordinarily raised in the valley of the Rio Grande is sufficient for the home demand. But the primitive mode of working up the wheat into flour, still adhered to by the natives, makes it incompatible with Anglo-American stomachs. The foreign flour is, of course, held much higher than the domestic.

Pork in its various forms, such as bacon, hams, &c., also constitutes a leading article of import.

In former years the exports made from New Mexico, in exchange for Anglo-American goods, were principally gold and silver coin and bullion and mules. The latter branch has at this time all but dwindled away, owing to the extensive mule breeding in several of the Western States. The exports of precious metals have also greatly decreased during the last few years. The cause of the diminution is the paralysis, from various causes, of silver and gold mining throughout the Territory. The surplus of both coin and bullion has been carried off by the steady draft for the purposes of commerce, and the balance now extant in the Territory is barely adequate to the wants of the inhabitants. Eastern payments, which but a short time since were wholly made by consignments of coined and other silver and gold, are now made by the New Mexico merchants through drafts on the sub-treasurers of the United States, obtained from the military and civil officers stationed in the Territory.

The falling off in the export of the enumerated articles has been made up by an increase in that of others. Thus, the exportation of wool has above all been carried on very largely during the last five years. In 1859, nearly nine hundred thousand pounds arrived on the Missouri River from New Mexico, and this year's shipments are expected to exceed one million. The excellent natural pasturage of the Territory is likely to make sheep breeding one of the principal native pursuits, and steadily swell the yearly wool clip.

Mexican wool is worth about 14 cents per pound on the Missouri River. Its export largely benefits the transportation houses that do freighting for New Mexico traders, inasmuch as it secures return loads to them—an advantage not enjoyed by the overland freighters to any other portion of the country west of the great Plains. The freight is from four to five cents per pound.

Goat and sheep skins also constitute an already important article of export. Some thirty thousand, worth about twenty-five cents each, were brought in last year; also some dry hides, tallow, and a variety of furs.

The value of the merchandise taken into New Mexico this year is estimated by competent judges at about two millions of dollars. On this investment a profit of about forty per cent is realized. In past years traders were not satisfied with less than from one to four hundred per cent. Competition has now cut down the enormous exactions of yore. The number of Anglo-American traders, large and small ones, is about two hundred and seventy at the present time.

But a comparatively small number of native Mexicans are engaged in merchandising. The leading houses among them are several of the Armijo family, perhaps the wealthiest in New Mexico; Perea & Co. and Joseph Mercure, all of whom are located in Santa Fé.

The value of the exports from the Territory during the present year is about \$400,000.

The above valuations of imports and exports do not represent all the capital invested in the New Mexico trade. In the transportation business, which it has created, millions are also employed, as will be shown under the appropriate head.

The Indian trade proper of the great Plains has, as remarked in a preceding portion of this article, fallen off, owing to the encroachments made by civilization upon that formerly undisputed dominion of the aborigines. The tens of thousands of half-civilized redskins, confined in so-called reserves in the Indian Territory and Eastern Kansas and Nebraska, have already learned too much to continue their former trading ways. Most of them have become familiar with the real value of mercantile wares, and, like their white neighbors, no longer limit their trading relations to certain places and parties, but trade wherever they can buy cheapest. Most of the permanently located tribes receive provisions, groceries, clothing, blankets, farming utensils, &c., from the government, as a portion of their annuities, which supplies naturally limit their purchases. Yet, after all, even the civilized Indian is an incorrigible spendthrift, and generally squanders his means in the most foolish and reckless manner. As soon as he receives his cash annuities, he mounts his pony and is off to trade. Once about buying, Uncle Sam's eagles do not jingle long in his pocket. He is not satisfied until his last dollar is spent, and even after that is gone he will persist in buying, in case the merchant is willing to trust him until next pay day. Of the million and a half of dollars now annually distributed among the Indians settled on the border, most find their way into the tills of the frontier merchants.

The wares mostly in demand among the savages are arms, powder, lead, tobacco, sugar, coffee, candles, beads, calicoes, blankets, saddles, bridles, ribbons, and trinkets of every description. Flour and bacon are also readily disposed of, as agriculture is attempted on the smallest scale only by a few of the wild tribes. In exchange, the traders receive gold and silver, furs, dressed skins, beaded Indian garments, dried meats, ponies—in short, anything of commercial currency the aborigines are willing to part with; and what is an Indian unwilling to give when an article pleases his primitive taste? Papposes and squaws are then as unhesitatingly bartered away as moccasins and buffalo robes.

The profits of the traders are enormous. A few pounds of flour or sugar are given for the most valuable furs. Rings, that cost a few cents in the East, bring as many dollars. Bacon is usually made to bring about half a dollar per pound, and all other articles are held at corresponding rates.

The quantity of furs and dressed deer, elk, and antelope skins exchanged for goods by the traders is very great. Of the furs, buffalo robes constitute the bulk. The furs and skins obtained from the Indians of the Plains, nearly all find their way through various channels to St. Louis. Those from the Upper Missouri country are brought down that river every summer by the so-called "mountain fleet" of light draught steamboats, and those from the Platte, Kansas, Arkansas, Colorado, and Grande valleys by returning freight trains. The annual value of these exports is, of course, not uniform. It usually represents several hundred thousands of dollars.

Some of the Indian traders have stationary posts. Others lead a wandering life, visiting tribe after tribe. To the former class belong the wealthiest of the profession.

While many merchants, interested in the commerce of the Platte, trade exclusively with the Indians, a number of those located in New Mexico, Pike's Peak, and Salt Lake, likewise dispose of more or less goods among them.

The Salt Lake trade, although more varied than that with the aborigines, is far less profitable. It is true imported wares always bring good prices when sold; but the heavy cost of freighting, the interest on the capital invested lost during the long time consumed by the overland transportation, &c., necessitates these, while the constant overstocking the Utah market has labored under during the last year rendered quick sales impossible. The Mormons, furthermore, are not a well-to-do people. Their means are so limited that, even if they desired, they could not well become extravagant purchasers. They dress and live poorly. The comforts and luxuries of Eastern life are known to but few of them.

Cheap dry goods and clothing, boots and shoes, groceries and liquors, and hardware, constitute the bulk of the imports into Utah. Of provisions, all that are wanted for home consumption, with the exception of pork, are produced in the Territory. Of wheat, a surplus has been raised more latterly, for which a market has been found this summer in the Pike's Peak settlements. But flour and some furs and skins are about the only articles exported from Mormondom. A manufacturing interest is gradually growing up among Young's people that promises to cause, before long, a still farther decrease in the importation of certain Eastern goods.

It is doubtful whether the value of the imports of 1860 exceed half a million of dollars.

The dimensions of the newly opened overland trade to the gold and silver mines of the eastern and western declines of the Rocky Mountains eclipse altogether those of the New Mexico, Indian, and Utah trade. It is already characterized by all the energy and enterprise of Anglo-American business life. Having to do with greater consumers, it is far ahead, both as to quantity and quality of imports. The truth that there are no better buyers anywhere on the globe than Anglo-Americans, is amply illustrated by the rapid and stupendous development of Pike's Peak commerce. They will enjoy all the bodily and intellectual well being they have been brought up to, no matter how difficult and expensive it may prove to secure it. Nor has the knowledge of this ingrained propensity, always to live as well as possible, failed to be duly acted upon by those that undertook to provide commercially for the various wants of the tens of thousands that so speedily congregated in the Dorado of the Rocky Mountains. Although hardly two years have elapsed since the first gold hunters made their appearance at their base, money will now buy not only all direct necessaries, but most of the comforts of Anglo-American life. In Denver City whole streets have been built up in less than twelve months with brick and frame edifices for business purposes, many stories high, and filled from roof to cellar with every production of Anglo-American industry that can possibly be demanded in that market. On the 1st of August last, goods, the first cost of which was over a million and a half of dollars, and whose real value, as retailed, represented at least four millions, were stored in that place alone, while in all the other towns of the gold regions, and throughout the mines, immense quantities of wares, imported directly from the States to the several localities, were likewise offered for sale.

That trade in the Pike's Peak country was at once conducted on so broad a basis is doubtless attributable, in some degree, to the fact that thus far the recently invaded land of gold has, barring the yield of gold and a crop of vegetables, remained an absolutely unproductive country. Every pound of breadstuffs had to be imported, which necessity alone at once called a huge transportation business and provision trade into existence. Over one hundred and sixty thousand sacks of flour have indeed been hauled to the gold regions since the 1st of April last from the Missouri River towns, New Mexico, and Utah, which retail on an average at \$12 per sack. The importations of groceries are equally enormous. These two branches form, in fact, the bulk of the Pike's Peak trade.

Although the Pike's Peak market is well stocked with every kind and grade of goods, all are not in good demand. Groceries, provisions, boots and shoes, clothing, cheap dry goods, building hardware, tobacco, liquors, saddlery, glass, and some few other articles have always sold well, while fancy dry goods, fine clothing, furnishing goods, costly furniture, and such like, were not very eagerly sought, nor will they be until the general anxiety to make money will have given way to a stronger disposition to enjoy it.

The above enumerated staple articles bring very satisfactory profits, although they are necessarily held high, because of the expensive overland transportation of nearly 700 miles.

It is estimated that, the winter stocks having now nearly all been imported, about two millions and five hundred thousand dollars' worth of merchandise has been carried to the gold regions from various points since the 1st of April last, all of which are expected to be sold previous to the return of the warm season at a profit of at least two millions. The cost of the machinery introduced in the towns and mines cannot be less than one million of dollars. To all this must be added the capital absorbed by the gigantic carrying trade, created by these mercantile and industrial wants. A series of facts and figures, bearing on this part of the subject, will follow further below.

The exports from the gold regions consist thus far of about three millions' worth of bullion and fifty thousand dollars' worth of furs and dressed skins.

Judging from present appearances, only one or two more seasons will elapse before the largest portion of the breadstuffs consumed by the Pike's Peak people will be produced in the South Platte and Upper Arkansas valleys. That their climate is favorable to the production of all cereals has been fully demonstrated by experimental patches of wheat, barley, and oats raised this summer.

OVERLAND TRANSPORTATION—ANNUAL PREPARATIONS FOR THE CARRYING SEASON.

The navigation of the great prairies of the West is as much dependent upon meteorological contingencies as that of the sea, and even more so. For while seafarers can bid defiance to the whims of the weather, they that propose to steer across the Plains have no alternative but to abide by its caprices, however provoking that may be. Should an early triumph crown the yearly struggle between the cold and warm seasons, the overland freighter will take a corresponding timely start upon his wearisome journey. But if, as it frequently happens, winter succeeds in

maintaining its sway long after the period assigned to the rule of spring commences, he must, *nolens volens*, continue in "port." The relative condition of the annual new growth of grass, regulated, as it is, by the more or less ready appearance of the season of herbal life, is the barometer that absolutely controls his movements. Wind and rain will not retard him. He will mind them no more than he that is tossed about on the uproarious ocean. Protracted frosts alone are terrors to him, as their unseasonable infliction always seriously interferes with the attiring of the Plains in their luxuriant summerly verdure.

But whether loathed delay or early embarkation be in store for the prairie travelers, their departure from their several winter quarters is always preceded by weeks of active preparations, so that they may be ready to start whenever the vegetation of the Plains is sufficiently resuscitated to warrant it.

The overland traders appear in the Eastern markets as the earliest among spring buyers, in order to have their invoices on the frontier at the time of the reopening of the transportation season. The hotel keepers and wholesale dealers of the Western cities know exactly the time when they may expect the yearly visits of those well dressed individuals, with deeply bronzed countenances, that come from the far West, with "pockets full and spirits easy." They loom up as unfailingly as the migratory birds that winter in southerly climes.

The old accounts being squared—although buying largely on credit they but seldom ask extensions—and the new purchases, mostly comprising stocks intended to last a whole season, being made, they seek the Missouri River towns to superintend the arrival, storage, and final shipment for the Plains of their several invoices.

Many of the freighters are in the habit of going into winter quarters on the western verge of the Plains, as the climatical relations of those regions render their natural pasturage more desirable during the cold season than that of more easterly latitudes. But whether they winter their stock and shelter their wagons in the glens and glades of the Rocky Mountains, and upon the table lands of the Upper Arkansas, Platte, and Grand rivers, or on the prairies and in the bottoms and groves of Western Missouri and Iowa, and Eastern Kansas and Nebraska, the month of March finds them all very busy in getting everything into the best possible order for the ensuing days of activity.

At that time their many starting points from Nebraska down to Missouri reveal a stir, noise, and bustle similar to that accompanying the vernal resumption of steamboating in the river cities of the West. Thousands of wagons that during the winter stood on elevations, in long rows, forming solid squares, and covering acres of ground, are now severally hauled forth, examined, and repaired. Wagon makers, blacksmiths, and saddlers are kept busy day and night. Thousands of draught animals are driven up from the prairies of the interior and herded on the outskirts of the towns. Crowds of teamsters, in dirty buckskin, corduroy, and flannel—tall, muscular Missourians, agile, talkative Frenchmen, and swarthy, sallow looking Mexicans—commence hanging about the street corners and groggeries. Towards the middle of June the public thoroughfares resound with the rumble of the clumsy, cumbersome, "prairie schooners," and the violent vociferations of drivers, that with loud cracks from mighty whips urge patient oxen and restive mules towards the warehouses on the levees, from which the cargoes

are to be procured. Wagon after wagon rolls up and receives its load and returns to the camping ground, (usually a few miles back of the towns, and convenient as to food, water, fuel,) until the train is completed. A few days are then devoted in camp to the last preparations for the trip. At last, the height attained by the new grass warranting a start, the order of march is given, and the caravan slowly emerges upon the seemingly boundless prairies it is to traverse.

ROUTES FOLLOWED BY FREIGHTERS TO NEW MEXICO, PIKE'S PEAK, AND UTAH.

The course pursued by overland freighters to the settled sections, both east and west of the Rocky Mountains, is no matter of choice. It is absolutely fixed by the necessity of having water, grass, and fuel steadily within reach. These three articles form, indeed, the conditions *sine qua non* of prairie traveling. All the highways of overland travel have been opened either in the immediate vicinity of water courses or as near to them as the character of the surface of the country would allow. Yet, although the greatest care was taken to make the several routes come up to the required standard, it was often found impracticable to trace them so as to place the temporary want of some of the above elements beyond all possibility.

The great Arkansas, or Santa Fé route—the first trail across the Plains ever followed by vehicles—is and has always been the sole channel through which all the carrying trade between New Mexico, the Indian trading posts of the Arkansas Valley, and the east passes. It begins on the Missouri line just west of the town of Westport, and, after bearing nearly due south for several metres, continues a little south of west at a gradually increasing distance from the Smoky Hill Fork of the Kansas River, through Council Grove, (115 miles from the Missouri,) towards the Arkansas, the great bend of which it reaches on its northern bank at about 250 miles from Kansas City. Keeping up the bend, the road crosses the river near Fort Atchison, and, bearing due southwest, runs to the Cirramon valley, which it follows up for a considerable distance. Crossing the Cirramon, and leaving it to the right, the road passes over to the valley of the Canadian River, crosses its head waters, and, after touching Fort Union, leads over one of the southern spurs of the Rocky Mountains into the Rio Grande Valley.

The entire distance from Westport to Santa Fé is about 750 miles, and is measured by freight trains in from forty to fifty days in going out, and in from thirty to forty in returning, provided no accidents interfere.

The road is broad—the wagon tracks extend hundreds of feet in width nearly all the way out—and tolerably smooth and dry, with the exception of some sandy stretches on the Cirramon River, and some heavy ascents just before passing into the Rio Grande Valley. Grass is plentiful and water likewise, barring the arid plains along the Cirramon and Canadian, the desert like character of which has brought many a fatal disaster upon New Mexico caravans.

The overland traffic with the Pike's Peak region is not, like that with New Mexico, confined to a single channel. It is finding its way both over the Southern or Santa Fé and Northern or Platte route. That portion of it that follows the former, instead of keeping the Santa Fé trail, after it turns off the Arkansas, continues up the northern bank of that river past the so-called Big-Timbers and Bent's Fort, to within a few miles of the base of the mountains, when, turning due north, it winds up to Boiling Spring Creek, a tributary of the Arkansas—to the town of Colorado at the base

of Pike's Peak, and seventy miles farther north reaches Denver City, after passing over the high ridge dividing the waters of the South Platte from those of the Arkansas.

The distance from the Missouri River, over the Arkansas route, to Colorado and Denver, is from 670 to 740 miles. Although it is the nearest way of reaching the southern mines and towns, and its excellence for the safe and speedy transit of freight trains is undeniable, but a small portion of the Pike's Peak trade has thus far availed itself of its advantages, and that simply because most of the importations into the land of gold are made from frontier towns north of Kansas City, the natural eastern outlet of the Santa Fé road, and that hence freighters find the Northern or Platte route shorter. The many Indian depredations committed during the last year along the Upper Arkansas, had also a good deal to do with directing the transportation business to the Platte Valley.

The Platte route has as many eastern ramifications as there are outfitting and starting points north of the Kansas River. They severally terminate in Leavenworth City, Atchison, and Elwood, (directly opposite St. Joseph, Missouri,) in Kansas; and Nebraska City, Plattsmouth, and Omaha City, in Nebraska Territory. Those from Leavenworth, Atchison, and Elwood, or St. Joseph, converge at a point only thirty miles west of the Missouri River; and the travel from the three points in question then keeps in common the old military road from Fort Leavenworth to Fort Kearney. It runs in a northwestern direction, across a goodly number of creeks and streams that water northeastern Kansas. At a distance of 100 miles it strikes and crosses the Big Blue—a considerable tributary of the Kaw River—and, passing over to the valley of the Little Blue, follows it up until within about fifty miles from Fort Kearney, when it takes a northerly turn over the divide of the waters of the Platte and Kansas, and reaches the Platte River and the road from Plattsmouth and Nebraska City some twelve miles this side of Fort Kearney. Another road, sometimes taken to the Platte River by freighters and emigrants from eastern Kansas, is the military road that connects Fort Leavenworth with Fort Kearney, by way of Fort Riley, there being little difference in the distance, which, between Leavenworth, Atchison, St. Joseph, and Kearney, ranges from 260 to 280 miles. The road is rather broken, but not bad when dry. In the spring rains often reduce it to an impassable condition, the heavy freight wagons cutting it up, and fordings become difficult and dangerous, owing to the often rapid and mighty rise of the water courses. During the annual height of overland migration, grass often becomes very scanty close to the road, in consequence of the constant grazing of vast numbers of draught animals. As to water, the worst stretch of the road is that from the head of the Little Blue to the Platte River, some forty odd miles, where during high summer water is found only in pools and buffalo holes.

The roads from Plattsmouth and Nebraska City join about thirty miles from the Missouri River. The road from these two places to Fort Kearney is certainly the best of all the eastern branches of the Platte route for freighting purposes. There is but one stream—Salt Creek—of any moment to cross, and that is paved at a shallow ford with solid rock. An abundance of grass, and wood, and water is also found all the way to Fort Kearney. The road is hard, dry, and nearly level for the greater part of the distance, and follows the Platte Valley the last hundred miles. From Nebraska City it is two hundred, and from Plattsmouth about fifteen miles less. The only

drawback to this route lies in the uncertainty of Missouri River navigation, and the consequent trouble experienced in getting freight from the East to the two eastern termini. This evil will soon be remedied by the completion of the Platte Valley Railroad, which is now being extended up the left bank of the Missouri from St. Joseph.

The road from Omaha City to Fort Kearney was first opened by the Mormon emigration nearly fourteen years ago. Its natural excellence is great, it being a broad trail, with gentle acclivities and easy fordings, and running over an undulating prairie country well wooded and watered. A telegraph line, now about completed, follows, and a daily stage line is also worked over it. But the northerly location of Omaha City, hundreds of miles from the terminus of any railroad, has thus far prevented its overland route from being largely used by the regular freighters, although it is by far the shortest (180 miles) to Fort Kearney and points farther west. It is much traveled, both by emigrants to Pike's Peak and California, and alone used by the annual Mormon expedition, whose proper starting point is, however, Florence, a town some three miles north of Omaha.

The old Mormon trail extends up the north bank of the Platte, after reaching the river opposite the Fort, and is uniformly followed by the handcart, ox and mule trains of the Latter Day Saints, as their leaders are always anxious to avoid intercourse with Gentile travelers, the bulk of whom keep up the south bank.

From Fort Kearney the carrying trade to the gold regions follows a common track—the great military road to Fort Laramie—up to the California or lower and upper crossings of the South Platte. A better natural road does not exist anywhere in the United States. With the exceptions of a few miles in the neighborhood of the forking of the main Platte into a north and south branch, it runs up through the river bottoms, the soil of which has a large admixture of sand and gravel—just enough to make it hard and free from the protracted effects of rains. Although a steady ascent takes place from the Missouri River to the base of the mountains, it is so gradual as to remain imperceptible on all the routes across the Plains, and nowhere more so than in the Platte valley. Not a single stream has to be forded between Kearney and the crossings—distance, from 160 to 190 miles from the former point.

Here the travel to the gold regions leaves the military road, which continues across the South to the North Platte, and leads up the former over an ancient Indian war path to the mouth of Beaver Creek, 107 miles west of the upper crossing. From this point travelers can either take a new cut off to Denver or follow the old track along the South Platte, past Fremont's Orchard to Fort St. Vrain, (an abandoned trading post,) and thence down the sudden southwesterly turn of the river to its junction with Cherry Creek, on both sides of which the metropolis of the gold regions extends. The distance over the former is 182, and over the latter 220, miles from the upper ford of the South Platte.

From within 30 miles of that point to within 40 of Denver, frequent deserts—at times only a few hundred yards and again many miles in width—intervene and badly obstruct the passage of all vehicles. The heavy freight wagons are always obliged to double team in order to get through its sand, which often lies several feet thick. A sandy belt seems to stretch over the entire length of the Plains, from the Upper Missouri

down to Northern Texas, between the 102d and 104th degrees of western longitude; at least, more or less deep sand prevails within those limits on all the routes.

Another common feature of the several overland routes is the utter absence of timber, commencing at about 100 degrees and 30 minutes west longitude, and extending to the west for from 150 to 200 miles. The *bois de vache*, or, less elegantly expressed, the dried buffalo dung, is the only fuel on those treeless, forsaken stretches.

During the last two years determined and continued efforts have been made by the people of Leavenworth City and other interested Kansas towns to attract freighters and emigrants to the so-called Smoky Hill route, a continuation of the military road to Fort Riley, up the fork of the Kansas River of like name. But although recent explorations have proved the possibility of opening a good route practically for the heaviest of freight wagons, and certainly more direct than that up the Platte through that valley, the very fact that it has not been traveled up to this time, and that not a human habitation is found on the last 400 miles of it, has damaged its prospects, and will continue to do so until the construction of the contemplated railroad from Leavenworth up the Kansas valley to Fort Riley shall have added an additional inducement for its more general adoption.

The Utah carrying trade passes over the eastern branches of the Platte route to their junction at Fort Kearney. Thence the great portion of it keeps up the south bank of the Platte to either of the crossings, after passing which it makes over the divide of the waters of the two forks of the river to its northern one, and then follows this to Fort Laramie. The Mormon element, as already mentioned, usually continues its westerly course up the north bank of the river to the same point. Both roads then join and run up the south bank of the north fork to the mouth of Deer Creek. At this point it crosses over to the north bank, which it keeps through the Rattlesnake Mountains until it strikes the Sweetwater. Following this through the South Pass, it changes its heretofore north-westerly to a south-westerly course, across Green, Black, and Bear Rivers to Fort Bridger, and thence to the different Mormon settlements. The length of the route ranges from 1,100 to 1,250 miles, according to the location of the starting points.

The road is good, save many sandy, barren spots on its western portion. The great number of fordings from the South Platte crossings all the way out likewise obstruct the progress of trains in rainy seasons. Wood is comparatively more plentiful than on both the routes to New Mexico and the Pike's Peak country.

Freighters to the gold regions have all made two trips during the present season, each of which occupied from sixty to seventy-five days. To Salt Lake, however, only one trip can be made each season. It is made in from one hundred to one hundred and thirty days.

The Indian trade is supplied both by carrying means of its own and the freighters to New Mexico, Pike's Peak, and Utah, the principal trading post being located in close proximity to the several routes to those regions. Those in the Upper Missouri country obtain their goods by water; hence are the most favored among the merchants of the Plains as to cheapness or expeditiousness of transportation.

The daily augmenting number of mail and express stations, United

States post-offices, trading houses, stock ranches, blacksmith shops, etc., on the route to Pike's Peak and Utah, has done away, to a great extent, with the helplessness experienced in former days by freighters and emigrants in case of accidents.

FREIGHTING LIFE ON THE GREAT PLAINS.

Life on the Plains differs as much from that in the settled sections of the West as the life of inland navigators from that of regular seafarers. There is indeed so much originality and freshness, so much of the romantic and adventurous, in the experience of those that annually make the great prairies the scene of their woes and joys, that the reader may not be ungrateful for the following description of its many interesting peculiarities.

The axiom that "in union there is strength" is strictly acted upon by the overland freighters. Considerations of mutual protection and assistance prevent them from sending out single wagons. They are always combined into trains comprising from a dozen to as many as seventy-five, and at times even a hundred vehicles; twenty-five is, however, the number usually composing a train.

The vehicles are not of a uniform description. The time-honored contrivances, still mostly in use, consist of a four-wheeled body, made in the most substantial manner, and carrying a huge box, of a tapering shape, much like a flatboat, some sixteen feet long at the top and twelve at the bottom, four feet wide and five feet high. The whole is surmounted by a double cover of sheets of osnaburg, resting on a succession of bows. These immense structures, facetiously denominated "prairie schooners," are made to carry from five to seven thousand pounds each. Of late a smaller kind of vehicle, nearly like the ordinary farmers' wagons, have been largely employed. Opinions as to their respective preferableness greatly differ among the freighters.

The draught animals in most general use at this moment are oxen. In their selection more attention is, of course, paid to strength of body than purity of blood. Such stock is promiscuously raised in large numbers all over the prairies of the border. Most of it is grass fed, and unaccustomed to any kind of shelter—two most essential qualities while doing freighting service on the Plains. Their work is hard and treatment bad; and hence, like the stage horses of Eastern cities, they are soon used up. Two seasons are all they are expected to go through. On the lapse of these they are fixed up for the beef market.

Horses are seldom used for pulling heavy loads across the Plains. Mules, however, are extensively employed, owing to their great powers of endurance. As five yoke of oxen cost no more on the frontiers than one pair of good mules, only the United States government (in the transportation of military stores) and the wealthier among the freighters, that find an object in making quick trips, can afford them.

One teamster for each wagon is attached to the train. Under his charge there is one yoke of oxen or one pair of mules for every thousand pounds of freight.

From four to ten extra hands further accompany each train, to fill possible vacancies and do all work not strictly coming within the province of the driver. One or more so-called mess wagons, carrying cooking and eating utensils, and the provisions respectively allowed to the several

messes into which the "crew" of the train is divided, also form part of the cortege, under the special superintendence of an equal number of cooks, whose duties are confined to the gratification of stomachial cravings.

The whole—drivers, cooks, extra hands, oxen, mules, and wagons—is under the supreme command of the "wagon or trainmaster" and his assistant, both of whom are vested with authority as plenary as that accorded to officers of vessels at sea. Sometimes the owners of the transported goods, who then exercises the functions of a supercargo, travel with the trains, but leave the direction of their movements to the trainmasters.

The task imposed upon the latter is by no means an easy one, and hence great care is taken in their selection. They have all been for tens of years inured to the difficulties, hardships, and dangers of freighting on the Plains. Nine out of every ten commenced their career as lowly teamsters, and succeeded, by long and faithful services only, in attaining their present positions. They are all men of great physical vigor and undaunted courage, ready resolution and tireless execution. They know how to command and how to enforce obedience. But not all their characteristics are equally laudable. They can swear worse than Turks; they love whisky; they never shrink from a fight; they are experts in the use of bowie-knife and revolver; they are often guilty of barbarous tyranny, and abuse their subordinates as cruelly with words and deeds as our ocean captains and mates. The oxwhip and bullets are frequently resorted to by them as means of preserving discipline.

Although atrocities never become imperative, it cannot be denied that the law of self-preservation necessitates great rigor on their part towards the "crews." They consist mostly of desperadoes and villains from all parts of the globe—fighting men, border ruffians, escaped convicts, unpunished thieves and assassins; in short, the moral scum and dregs of both the East and West enlist in their ranks as a last refuge. From the great number of drivers wanted every spring, and their thankless, toil-some work and slavish treatment, the demand always transcends the supply, and hence a "character" is never required at the "recruiting office." The only qualification demanded is a knowledge of the use of the whip, of bovine nature, and the meaning of "gee" and "haw." That "moral persuasion" would fall short of effect in the management of such motley, dare-devilish elements is obvious.

Such is the *personnel* of the caravans launched every spring upon the Plains. On the first day of the journey a few miles only are generally made, in order to have time to acquaint men and animals with their respective duties. But from the second the regular routine of freighting life is strictly enforced.

Long before daylight every morning the whole camp is aroused by the guards. Reluctantly the sleepers crawl out of their tents and wagons, in which they had found rest from the fatigues of the preceding day. The time between rising and breakfast is devoted to yawning and stretching the limbs, stiffened by the hardness of their primitive couches. Their toilet is soon made. Washing and combing are looked upon as superfluities by the genuine "bull whacker." The cooks only go through a superficial lavation of their digits previous to diving them in doughy depths. The preparation of the morning or any other repast does not tax their

time or culinary accomplishments to an unusual extent. Bread baked in pans and pregated with a superabundance of saleratus, boiled rice and beans, fried bacon, and, perhaps, dried apples, form, together with "flapjacks," and an undefinable concoction passing for coffee, the simple, unvarying bill of fare.

Breakfast being completed—the dewy prairie carpet representing the table cloth and dirty tins the dishes—the command of the wagon-master to "drive up" is heard. The teamsters all sally out to assist the night herders in getting the animals within the elliptical enclosure denominated "corral," nightly constructed out of the wagons, with an opening at one end. The quadrupeds being all crowded between the vehicles, ropes are stretched across the inlet, and all hands go to work saddling, harnessing, yoking, chaining. For a short time the utmost uproar and confusion then predominates. The drivers belch forth oaths and curses in furious succession. Their lashes, fists, and feet belabor the animals most mercilessly. In return the mules rear and kick, and the oxen butt and balk. Distressed braying and lowing sound on all sides. But before the lapse of many minutes order comes out of chaos, and each of the conflicting elements finds its proper place. At last the commander-in-chief gives the sign of readiness, by mounting his mule, and before sun-up the whole of the caravan is moving along the road.

Whoever has journeyed over the Plains will readily acknowledge that the grandest sights to be enjoyed are a buffalo herd flying from hunters and freight trains in full motion. When the traveler is yet afar off, the approach of the trains is revealed in an unmistakable manner. Should the wind carry the sound in the right direction, the jarring and creaking of the wagons, the reverberations of cracking whips, and the incessant "gee-ho's" and "ho-haw's" of the teamsters will be carried through the rarified atmosphere to his ears long before the caravan itself will burst upon his vision. Having neared within a few miles, the train rises gradually into sight, just as ships appear to emerge from below the horizon. The whole being in view, the shining white of the covers and the hull-like appearance of the wagons produces a striking resemblance to a fleet sailing, with all canvass spread, over a seeming sea.

On nearing still closer he will first come up with the train-master, who always keeps a mile or so ahead of the caravan, pre-examining the condition of the road, looking out for camping places, etc., etc., and leaving the immediate charge of the train to his assistant. Next he will meet the carriage of the proprietor of the cargo, should he accompany the train, and, finally, the sluggish, tardy file of "prairie schooners" will pass before him.

The close review will convince him at once that "distance lends enchantment to the view." The main features of the aspect—panting, melancholy oxen, and the hardest looking specimens of humanity he ever gazed upon, worrying sullenly along—are little apt to produce any thing like admiration. The shapeless, perforated slouched hats; the full grown, unkempt *chevelures* and beards; the ragged shirts and inexpressibles (coats are entirely out of place on the Plains,) and, above all, the thick encrustations of sweat and dust, evidently of many days' standing, on their hands and faces, will hardly tickle his sense of the beautiful. As to looks, indeed, Mississippi steamboat crews are perfect dandies compared with those of the prairie fleets.

The trains in going out move at the rate of from a mile-and-a-half to two miles per hour, and from fifteen to twenty miles per day. When the road is heavy, either from rain or sand, much less is made. The daily distances traveled have to depend very frequently on the location of suitable camping places. The wagon-masters, knowing every inch of the ground, can always regulate their diurnal movements in advance.

In the forenoon, after journeying until the sun is within an hour or so of the meridian, the train is brought to a stop, after turning a little off the road. If water was known to be unobtainable before starting, that indispensable necessity was brought along in the casks that every wagon carries. The animals being unhitched to graze, the men quietly await their dinner. The preparation of this often sorely puzzles the cooks in the timberless regions, if the loads should be too heavy to allow the carrying of a supply of fuel. The only resort then is the "buffalo chips," in the frantic search of which they have to set out with bags as soon as the train has come to a halt. But even this fails at times, when the messes have to content themselves with slices of raw bacon and bread.

The dinner being eaten, the crew, with the exception of the herders, sleep away the hot noon hours. At two o'clock the wagon-master again rouses the camp, and the scenes of the morning are once more gone through. Before three o'clock the train is again on the road and plods on until sunset, when the day's work is brought to an end. The "corral" is again formed; the animals let loose; the different night watches and herders appointed; the supper cooked and swallowed; the pipes smoked; the incidents of this and other journeys discussed; and at nine o'clock all those who are exempt from night duties repose in Morpheus' arms.

This is the daily run of the freighter's life. The only diversification of its dull rotation is an occasional hunt, a break down, with its vexations and extra labor; the excitement produced by the supposed or actual vicinity of hostile Indians, and last, not least, the terror of all prairie men—the stampede of their animals. This worst affliction—the result of Indian stratagem, attacks of wolves, and other causes of sudden fright—never happens without entailing hours, and not seldom days and weeks, of often but partially successful attempts at recapture, involving a chase of hundreds of miles over trackless, destitute regions.

Having reached the point of destination, the cargoes are discharged as fast as possible, and, after a day or two of rest, the return trips entered upon. It is accomplished in much better time than the journey out. The Pike's Peak and Salt Lake freighters, who are compelled to return entirely empty, usually couple two of their wagons and have them pulled by one team, while the other is being driven along. Going in, at times, tells worse upon the oxen than going out, as they endure hard work better than fast traveling.

Arriving in port, the caravan is either dissolved by discharging and paying off the men, stowing away the wagons and sending the animals out on pasture, or the train receives a second load and is at once turned back. In either case the hands get whatever wages they have earned on the first trip. They are no sooner in receipt of their balances—like the sailors they receive advances, not in cash, but condemned army muskets, clothing, blankets, etc., etc., are forced upon them in a way at exorbitant prices—when most fall into the hands of land sharks, in the shape of Jewish sellers of clothing, who lurk in crowds about the freighting offices

on the return of the trains, and with the persistency, impudence, and blandishments of their prototypes in Chatham-street, never rest until at least a portion of the victim's earnings has found its way into their pockets.

After washing, shaving, and dressing the "Jacks" of the prairies proceed to have a high old time on benders, the intensity of which is only equaled by those mariners love to indulge in on returning from a cruise. The "bull whackers" reveal, indeed, the same exuberant fondness of vulgar physical pleasures and reckless improvidence. The first days of their renewed stay amidst civilized surroundings are uniformly spent in uninterrupted debauchery, and after emptying the cup of riotous living, it happens in most cases that they find themselves stripped of the fruits of their labors and privations of months, and once more obliged to "ship" or starve.

The annual freighting season but seldom extends over the 15th of October. On the 1st of November winter quarters are universally occupied.

STATISTICS.

The collection of correct figures in relation to the overland transportation business proved no easy matter. A similar task having never been undertaken, all guidance for the investigation was wanting, and the scattered character of the sources of information—from Florence, N. T., down to Westport, Mo.—still increased the attending difficulties. Absolute completeness is, therefore, not claimed for the subjoined statistical tables; but whatever has been given is taken from the books of warehousemen, and hence can be relied on as correct.

In the New Mexico as well as the Pike's Peak, Indian, and Utah traffic, the transporting business is transacted partly by the traders themselves, and partly by persons that devote their time, labor, and capital solely to the carrying trade proper. The equipment of trains requires a large outlay of capital, which has necessarily to remain idle for one half of every year, so that traders find it hardly less profitable to pay freight and invest their means in merchandising, than to do their own freighting, the saving often coming short of the expenses and the loss of interest on the capital represented by vehicles and animals during their idleness in the winter season.

The following expositions shows the number of men, wagons, and animals employed in the carrying trade, together with the weight of the merchandise transported from the several outfitting and starting points. Kansas City being all but exclusively engaged in the New Mexico traffic, the figures under that head reflect that branch of overland transportation only. The number of carriers in that line has been found to exceed two hundred, and hence only aggregate numbers have been given, to save space.

The numbers appearing in connection with Leavenworth City and other points north of Kansas City show the carrying means employed in the Pike's Peak and Utah traffic.

In conjunction with private freighting, appears that done by contractors under the auspices of the War Department. All the military posts of Kansas, Nebraska, Utah, and New Mexico obtain their supplies of articles of wear, provisions, arms, ammunition, grain for stock, etc., etc., through them.

STATEMENT SHOWING THE EXTENT OF THE OVERLAND TRANSPORTATION BUSINESS OF VARIOUS MISSOURI RIVER TOWNS TO NEW MEXICO, THE PIKE'S PEAK GOLD REGIONS, UTAH, AND POINTS ON THE PLAINS.

FROM KANSAS CITY—NEW MEXICO TRADE.

Name of freighters.	ON PRIVATE ACCOUNT.					Weight of freight.	Destination.
	Men.	Hors's.	Mules.	Oxen.	Wagons.		
.....	5,984	464	5,953	17,336	2,170	11,580,000	New Mexico.
FOR GOVERNMENT.							
Irwin, Jackman & Co., 12 trains.....	410	...	82	4,104	317	1,887,686	Forts Garland, Union, & Wise.
Russell, Majors & Waddell—by their sub-contractors, Alexander Majors, Briant & Bernard, Childs, Hayes & Co., & Thompson & Levander—21 trains.....	690	...	134	6,480	546	2,971,438	Forts Larned, Wise & Union.
Total from Kansas City	7,084	464	6,149	27,920	3,033	16,489,124	

FROM LEAVENWORTH CITY TO PIKE'S PEAK, UTAH, AND INTERMEDIATE POINTS.

	ON PRIVATE ACCOUNT.					Freight.	Destination.
	Men.	Hors's.	Mules.	Oxen.	Wagons.		
Jones & Cartwright, 24 trains.....	730	..	96	6,844	624	3,744,000	Denver City.
D. D. White & Co.....	96	..	12	890	78	468,000	"
Clayton, Lowe & Co.....	65	..	40	400	50	225,590	"
L. Bartolet.....	35	..	3	250	35	130,000	"
Please, Byers & Co.....	50	..	6	300	18	150,000	"
Several small firms, with from 5 to 9 teams each	48	..	11	428	42	210,000	"
FOR THE GOVERNMENT.							
Russell, Majors & Waddell—by their sub-contractor, A. Majors—6 trains	192	..	38	1,842	156	728,492	Forts Larned, Union and Garland.
To. from Leavenw'th city	1,216	..	206	10,952	1,002	5,656,082	

FROM ATCHISON TO PIKE'S PEAK, UTAH, AND INTERMEDIATE POINTS.

	ON PRIVATE ACCOUNT.					Freight.	Destination.
	Men.	Hors's.	Mules.	Oxen.	Wagons.		
D. D. White & Co., start trains both from Leavenworth and Atchison	120	..	22	1,542	102	750,000	Denver City.
M. Elsbach & Co.....	59	..	72	550	53	165,340	"
J. B. Doyle & Co., 2 trains	72	..	12	540	60	241,904	"
Roberts & Lauderdale...	40	..	5	380	32	170,000	"
Hugh Murdock.....	31	..	3	168	28	112,000	"
J. Samuels.....	12	..	3	120	10	48,000	"
G. H. Gratiot.....	30	..	6	240	20	51,980	"
Freeport Mining Co.....	11	..	3	122	10	41,000	"
Almy & Fisher.....	13	..	3	120	10	40,000	"
B. F. Coons.....	24	..	4	180	28	31,500	"
M. Marten.....	15	..	5	86	10	36,457	"
Wallingford & Murphy..	25	..	6	186	20	70,000	"
Penton & Purcell.....	15	..	4	100	12	60,000	"
J. E. Walker.....	30	..	6	200	25	100,000	Salt Lake City.
Livingston, Bell & Co....	64	..	8	600	60	187,000	"
T. Kuridson.....	20	..	66	...	16	48,000	"

	Men.	Hors's.	Mules.	Oxen.	Wagons.	Freight.	Destination.
Clayton & Lowe	12	..	40	...	10	30,000	Denver City.
Gilbert & Gerrish	40	..	5	460	33	165,000	Salt Lake City.
Dunning & Mason	39	..	3	350	33	160,000	Denver City.
Bevins & Miller	56	..	9	500	49	250,000	"
Oldham	14	..	2	100	12	550,000	"
John Dold & Brother ...	38	..	4	420	35	171,000	"
W. S. Williams, N. P. Perry, Myers & Lockhart, L. B. Gaylord, Baker & Reed, J. M. Broadwell, Maxwell & Walker, E. R. Watson, Tim Goodale, F. Boisvesh, J. Ferrier, J. C. Davis & Co., W. E. Brown & Co., W. Kinkead, Arnold & Martin, Blake & Kelly, and Clingham & Bro., from 2 to 8 wagons each—together.....	125	..	117	512	81	271,500	Denver City.

FOR THE GOVERNMENT.

Irwin, Jackman & Co., outfitting depots both in Kansas City and Atchison, 20 trains	650	..	75	6,240	520	3,120,000	Forts Kearney, Laramie and Utah territory.
Total from Atchison...	1,591	..	472	13,640	1,280	6,097,943	

FROM ST. JOSEPH TO THE PIKE'S PEAK GOLD REGIONS, UTAH, AND WAY POINTS.

No regular outfitting houses being located here, the names and several returns of the freighters could not be had. The keepers of the two steam ferries across the Missouri at the same place conduct, however, a register of the freight wagons that crossed over since the 1st of March last. According to their count there started for the Plains from St. Joseph (emigrant wagons excluded):—

Men.	Mules & horses.	Oxen.	Wagons.	Freight, (4,000 lbs. to each wagon)
496	520	3,980	478	1,672,000

FROM NEBRASKA CITY (TO PIKE'S PEAK GOLD REGIONS AND WAY POINTS) AND DENVER CITY.

	Men.	Hors's.	Mules.	Oxen.	Wagons.	Freight.	
Alex. Majors, 32 trains..	800	..	100	10,084	632	4,992,000	.....
A. B. Byram	32	..	4	410	32	192,000	.....
Hawkee & Nucholls.....	64	..	9	624	52	312,000	.....
Total Nebraska City...	896	..	113	11,118	716	5,496,000	

FROM OMAHA CITY.

	Men.	Hors's.	Mules.	Oxen.	Wagons.	Freight.	Destination.
King & Wood, 4 trains..	136	260	...	...	120	340,000	Denver City.
H. Z. Chapman	34	...	80	...	32	90,000	"
J. Y. & R. A. Brown....	40	74	...	...	36	86,000	"
Twenty-one different parties, with from 2 to 7 wagons each—together	114	43	34	340	84	203,000	"
Total from Omaha City	324	377	114	340	272	713,000	

RECAPITULATION.

	Men.	Horses.	Mules.	Oxen.	Wagons.	Freight.
Kansas City.....	7,084	464	6,149	27,920	3,083	16,489,134
Leavenworth City.....	1,216	...	206	10,952	1,003	5,656,082
Atchison.....	1,591	...	472	13,640	1,280	6,007,943
St. Joseph.....	490	...	520	3,980	418	1,672,000
Nebraska City.....	896	...	113	11,118	916	5,496,000
Omaha City.....	324	377	114	240	272	713,000
Grand total.....	11,601	844	7,574	67,950	6,922	36,074,149

Or, in other words, 11,601 men, 844 horses, 7,575 mules, 67,950 oxen, 6,932 wagons, 36,074,149 pounds, or about 18,000 tons of freight.

A full rigged "prairie schooner," spanned with the usual number of six yoke of oxen, will extend over a length of about 70 feet. If the 6,900 wagons should, therefore, be brought into one line with their four-legged means of motion, they would cover a distance of over 125 miles.

From the table it will be seen that Messrs. Alexander Majors, Irwin, Jackman & Co., Jones & Cartwright, and D. D. White & Co. are the heaviest freighters. Mr. Majors sent out, during the last seasons, no less than fifty-one trains of twenty-six wagons each, on the War Department's as well as his own account. About 1,600 men, 15,500 oxen, and 300 mules were employed by him. Messrs. Irwin, Jackman & Co., had thirty-two trains of twenty-six wagons each running, worked by 1,060 men, 160 mules, and 10,345 oxen. Messrs. Jones & Cartwright fitted out twenty-four trains of equal number of wagons, operated with 730 men, 96 mules, and 6,844 oxen. D. D. White & Co. equipped seven trains, employing 216 men, 118 mules, and 2,432 oxen.

The amount of capital invested is, of course, very large, the average cost of a train of twenty-six wagons being about \$15,000.

The operating expenses of each train are from two to four thousand dollars, according to the length of the trip and the wages paid. Wagon masters receive from \$100 to \$150 per month and "found" teamsters of Caucasian descent from \$20 to \$25, and Mexicans (mostly employed by New Mexico freighters,) \$15 per month and "found." The government freighters receive from \$1 40 a \$1 75, according to the stage of the season, for every hundred pounds carried one hundred miles. The private freighters charge from 1¼c. to 2c. for the same by weight and distance, the rise and fall being likewise regulated by the season—the rates being highest in the early spring and late fall, and lowest in mid-summer. At these rates enormous profits are always realized, if extraordinary accidents—such as heavy losses of cattle—do not happen. One trip usually realizes the original cost of the train.

In preceding estimates the value of the exports and imports of the several regions supplied by the overland traffic during the season just closed was given for—

New Mexico, at about	\$3,000,000
The Pike's Peak gold regions	6,000,000
Utah.....	500,000
The Indian trade.....	1,000,000
Total	\$10,500,000

But in order to arrive at a full idea of the capital employed in the commerce of the great Plains we must add the amount invested in the carrying trade. This will foot up—

Wages of 11,000 teamsters, receiving on an average \$75 per month	\$825,000
Value of 844 horses, at \$125 each	105,400
“ 7,574 mules “	948,750
“ 67,950 oxen, at \$35 each	1,378,500
“ 6,922 wagons, at \$150 each, including cost of covers, yokes, chains, etc., etc.	1,038,300
Provisions for men	250,000
Total	\$5,545,900
Add the above	10,500,000
Grand total, about	\$16,000,000

Commanding as the foregoing figures may appear, it should not be forgotten in contemplating them that, in reference to the carrying trade, only those data were given that were accessible. Many freighters have no regular places of business, and, from their constant locomotion, can be found only during their short sojourns at the outfitting points. Quite a number of traders that do their own freighting furthermore load trains directly from the landing places, without the mediation of warehousemen, and start out without being heard of.

It would be likewise well to consider that every overland emigrant is a freighter on a small scale, as he travels with his own conveyances and always carries a complete outfit, intended to last several months. Allowing one vehicle and two yoke of oxen, or a pair of mules, to every four persons—a presumption which competent judges will certainly deem rather below than above the truth—some five millions more would be added.

Art. II.—BAHAMAS

THEIR FORMATION—POPULATION—GEOGRAPHICAL POSITION—PRODUCTIONS—ELIGIBILITY AS A RESORT FOR INVALIDS—WRECKING—SPONGE BUSINESS—EXPERIMENT OF EMANCIPATION, ETC., ETC.

Most countries become subjects of commercial interest in proportion to the variety and value of their productions. The group of islands we are about to consider, are an object of terror on account of the vast destruction of the products of human industry they cause. They have recently, however, become attractive, as one of the most, if not most eligible and accessible resorts for invalids, who strive to escape the unrelieved severity of our Northern winter.

This range of islands stretches nearly from Florida to Hayti, extending from the Matinilla Reef in latitude 27° 50' N., longitude 79° 5' W., to Turk's Island 21° 23' N., longitude 71° 5' W., a distance of about 650 miles. They are of coral formation, with the slightest possible covering of soil, honey combed all over, especially on the shores, in many places affording capacious basins, such as are used for the manufacture of the world known Turk's Island salt. Long ages have the untold myriads upon myriads of animalculæ toiled in building them up. Our peninsula of Florida is of a similar formation, as well as the numberless islands and reefs winding around its southernmost extremity, and reaching from Cape Florida to the Tortugas, a distance of 200 miles. The little fillibusters are at work as busily as in the ages past, pushing on their scheme for the

annexation of Cuba to Florida, sooner or later, to be arrested, however, by water too deep for them to cross. Agassiz has made a calculation, that at their present rate of progress, it has taken 135,000 years to construct the peninsula of Florida. The Bahamas may have been commenced as an incidental enterprise 30,000 or 40,000 years later.

One of these islands has been rendered classic and immortal as the spot where Columbus landed on the memorable 12th of October, 1492. He called it San Salvador, (Holy Saviour,) in gratitude for his deliverance and success. It is also called Guanibani, and among sailors and wreckers, Cat Island, a designation that by concert, should be scouted and repudiated alike by mariners, merchants, and geographers, as altogether too trifling and vulgar to be applied to a spot of so much historical interest. The honor has been claimed for Watling's Island, as the spot upon which the great navigator first landed, but the general verdict seems to be, that it was on Watling's Island, that the keen eye of Columbus himself, during the anxious watchings of the previous night, discovered flitting lights, but that it was upon San Salvador that he first set his foot.

The external presentation of these islands and reefs was such, that the early Spanish navigators designated them in their own language as Los Cayos, "The Rocks." Hence, on maps yet extant, they are called "The Lucays or Bahamas." The word "Key," as applied to similar islands on our own coasts, from the Spanish *Cayo*, is now thoroughly Anglicized, and adopted in our language. The English, on some of their maps adopt the word, but retain very nearly the Spanish orthography "Cay." There must be more than 500 of these islands, varying from one square mile in area, to islands of more than 100 miles in length. The largest are Great Bahama, Abaco, Andros, New Providence, Eleuthera, Exuma, St. Salvador, Crooked Island, and Inagua. Nineteen only of the whole range are inhabited. The aggregate area, deemed worthy of survey by the British Government, is 2,842,000 acres, or 4,440 square miles, a trifle less in extent than the State of Connecticut. Less than half a million of acres have ever been improved or appropriated. The remainder lies unoccupied, mostly covered with impenetrable thickets, and forests of trees of small growth.

The chief towns are at Nassau, Harbor Island, and Turk's Island, each on the smaller islands of the group. The population is at present estimated at 28,000, of whom 8,000 are whites, and 20,000 are blacks. Of these, 2,000 whites at least, and 7,000 blacks, are concentrated in and about the town of Nassau, on the island of New Providence, the seat of government of the whole range, except Turk's Island, which has recently been set off under a separate presidency. The population has greatly increased, and the exports nearly doubled since the passage of the British Emancipation Act of 1834, which appropriated £20,000,000 to purchase and give freedom to the slaves of the British West Indies. At that time the slaves upon the Bahamas were set free.

These islands have a lean and scanty history. Passed by as worthless, by the great and rapacious conquistadors and voyagers, alike by Cortez, Pizarro, and De Soto, scorned alike by searchers for gold or for glory, or for the fabled fountains that were to confer perpetual youth on all who laved therein, they were long almost entirely neglected. They were deemed worthy of being subjected to her sway, however, by England in 1829, whose vast and indiscriminate appetite, has alike brought within

her stomach, more "capacious" than even that of Cardinal Wolsey, little barren rocks and vast empires, and who reckons among her seventy dependencies, Pitcairn's Island, with its 79 people, and British India with her 150,000,000.

The Spaniards landed on New Providence in 1641, took possession, and murdered the English Governor. The English recaptured the islands in 1666. The French and Spaniards in 1703 landed at New Providence, laid waste the town of Nassau, murdered nearly all the English inhabitants, and burnt alive Clark, the Governor. Among those who escaped were two small children, a boy and a girl, who reached a vessel in the harbor bound for Boston. A daughter of that boy, was the mother of John Brooks, a Revolutionary soldier, and forty years ago Governor of Massachusetts.

The harbor of Nassau, then became a refuge of freebooters, the original *flibustiers*. Too hotly pursued from the Windward Islands, Jamaica, and the Spanish main, they placed the large islands of Cuba and Hayti between them and their pursuers, and sought a place of safety in the snug harbor of Nassau. Their chief leader was called "Black Beard," and of him many traditions yet exist among the islanders. Buccaneersing was a semi-reputable trade, tolerated then, *as now*, among us, while committed against a foreign and helpless people, punishable only when formidable to British commerce. Sir Henry Morgan became very rich in his piratical forays, was knighted, and made Governor of Jamaica. The lesser knights were frequently strung up by the dozens. Old Port Royal, near Kingston, the chief town of Jamaica, vestiges of which the divers have been bringing to daylight, after their watery burial of 158 years, which was submerged by the convulsions of an earthquake in 1692, was, plainly speaking, but a nest of these fillibusters, or pirates. Conclusive evidence exists that a Governor of North Carolina acted in collusion with "Black Beard," when he made one of his sudden business excursions from New Providence over to the American coast.

The pirates becoming too pestilent and dangerous, the British Government sent over Woodes Rogers in 1718, vested with the powers of Governor of the Bahamas, and authorized him to issue a proclamation, pardoning all who would surrender. He surprised a fleet of a dozen or more vessels in the harbor, manned by 400 pirates, a fraction only escaping. Under his proclamation, 300 pirates surrendered and were pardoned. A few of these escaped, and again became pirates. Some of them settled upon the islands, and pursued the ordinary avocations of life.

For more than half a century little seems to have been cared, or known, or said about the islands. We note that among the list of governors during the intermediate period, appears the name of Shirley, who was a Royal Governor of Massachusetts. In 1776, Commodore Hopkins of our infant navy, landed at Nassau, took possession of the forts and town, and brought off to the United States, the governor Montfort Brown.

The Spaniards recovered possession of New Providence in 1781. In 1783, Colonel Deveau and some royalists from South Carolina, recaptured it for the British crown. Soon after, Lord Dunmore, the refugee Governor of Virginia, became Governor of the Bahamas. Aged negroes are now living at Nassau, who remember Lord Dunmore, and his "wild son, Colonel Jack Murray." New Providence received quite an accession to its population from loyalists who fled from our Southern States during the Revolution.

Since that period the islands have remained an expensive colony of the British crown, the population meagre, making small progress, till during the last quarter of a century, and even now embracing the limited number we have named.

The Colonial Government consists of the Governor, appointed by the crown, an Assembly of about twenty-eight members, a Legislative Council, which is a kind of *quasi* Senate, and an Executive Council appointed also by the crown for life.

We happened to be present at the last opening of the miniature Parliament, which was really done with considerable state. The Governor, Bayley, was escorted to the halls by the black military in their picturesque Zouave costume, preceded by the excellent African band of music. Surrounded by his Council, seated in his chair, dressed in military garb, his sword by his side, his chapeau upon his head, he received the Speaker and the Assembly, they all the while standing. The Speaker informed the Governor that he himself had been chosen Speaker, and asked approval of the choice. He then demanded for the members freedom of speech, freedom from arrest, and free access to his (the Governor's) person. The Governor graciously approved the choice, and granted the privileges demanded. Still sitting and covered, he delivered a speech, which, upon the principle that "brevity is the soul of wit," must have been excellent. Our ex-President Pierce, who was then sojourning at Nassau, with his invalid wife, was present. We trust he did not deem it a reflection on the long-winded messages of our presidents and governors.

The Speaker of the Assembly is paid. The members are not. Every member of the present Assembly for the "Out Islands," as they are called at the seat of government, was chosen from the merchants, professional men, and government officials residing at Nassau. This makes a neat tea party arrangement all around. It does not comport very well with our ideas of popular representation, still, as the laws enacted are generally wholesome and just, no complaint is made, and very little jealousy exists among the "Out Islanders." Even this little assembly is human. It is divided into a government party and anti-government party, and they fell to abusing each other as vulgarly and violently as though they had got their education in our American Congress.

The right of suffrage is extended alike to black and white, the chief qualification being that a voter must be a householder, "must boil his own pot," as they express it, or otherwise must be possessed of property to the amount of £100. The qualification of a member of the Assembly is, that he shall be possessed of property to the amount of £500. Colored men as well as white men are eligible to the Assembly, and two members of mixed blood now hold seats in that body recognized as equals and gentlemen.

The administration of justice is prompt and certain. The courts are on the model of the common law courts of Westminster, the practice based upon that in the Court of King's Bench. Blacks as well as whites are capable of being jurymen, if able to read and write, which a large proportion of them are taught to do, since they were emancipated in 1834. Dropping into a court of justice, we there saw a jury empaneled, consisting of six white men, three men of unmistakable African origin, and three of mixed blood.

The most eligible way of reaching the islands is by the British mail

steamer Karnak, which sails every four weeks from the Cunard docks, Jersey City. The voyage is a delightful one. The writer bid adieu the last winter to his friends at Jersey City, all muffled in furs, at 2 P. M., the thermometer at 5° below zero, and our ship was boarded by government officials and others, in white roundabouts and palm leaf hats, the thermometer at 78° above zero, in just five days. The afternoon of the first day was severely cold. It remained so during the second day, but towards night the passengers began to throw off their overcoats. On the morning of the third day we were in the Gulf Stream, as the soothing breezes indicated, the water standing at a temperature of nearly 80°, and the sailors were scampering about the decks barefooted. Our cabin fires were all out, the port holes open, and it was too warm in the cabin for comfort. Although familiarized from boyhood with such scenes, a man with a soul under his shirt, can never step upon the deck of a proud ship, without feeling exhilarated, without feeling a re-repeated impression that there is no nobler proof of the power of man over the elements, of mind over matter, than a majestic ship. The famous lines of Byron recur, changing the pronoun which his supreme egotism prompted him to employ:—

"Once more upon the waters! Yet once more!
And the waves bowed beneath *her* as a steed
That knows his rider."

Our ship was only a second or third rate craft of her kind; yet how proudly she bore us onward. Against a strong wind, against the Gulf Stream current, onward she went at the rate of 200 miles per day, toward our destination. Limited as such speed is, in these days, for steamers, if it had been possible to have continued our course in a direct line towards the equator, we should have reached it in twelve days from New York.

Nassau is entirely *anomalous*. There is no other town on this hemisphere that resembles it. Our own Key West resembles it in the fact that it is built upon a great reef of coral, and in the fact that wrecking is the chief pursuit of the inhabitants. In all other respects they are unlike.

On landing at Nassau, the most striking feature in the vegetation, causing you to realize at once, what you have often dreamed of in imagination, that you are under a tropical sun, is the cocoa-nut tree. It is scattered about in the yards, gardens, and fields, the fruit pendant in large clusters. The lower leaves, sometimes twenty feet in length, wither and fall to the ground, new ones springing out and unfolding from the top. A long shaft is thus thrown upward of a cork-like porous nature, that can hardly be called wood. A huge tuft of foliage and fruit rests upon the top. A portion of one of the three black West India regiments, officered by white men, which the British maintain, is stationed here. These soldiers, in their picturesque Zouave costume, coming in the range of vision with the tall cocoa palm, almost persuades a man that he is suddenly transported to Egypt or some Oriental clime.

The structures and the streets of Nassau present to us a novel appearance. The forts, the public buildings, churches, and dwelling houses, are all built of blocks of concrete, rotten coral, smoothed and plastered over with the same material, and often painted with fancy tints. The town is upon a hill side, which rises to the height of about 100 feet. It seems to have been quite customary at Nassau, when a man desired to build, to select his lot, scrape off the thin surface soil, quarry his material in blocks

for his buildings and fences, throw the soil over the unoccupied area, and let the trees and shrubs spring up and grow again. Streets have been cut through the hill in the rear of the town for material for public buildings. When a street is made, the top soil is scraped off the whole length, leveled; then pulverized coral is spread over it. The rains, and even the slight dews, by operation on the lime, cement it together, and in a brief time you have an undeviated road, as level as a floor, perfectly clean, and dazzling to the eye. We never have seen streets so perfect and so clean. They are narrow, and no two of them parallel, being laid out on the plan of the Spainards, who first commenced the town. There is not a chimney in a dwelling house from one end of the town to the other. No fires are wanted for a century, except for mechanical purposes, or for cooking, and the kitchen is a little building by itself, and far off in the rear of the back yard as it can conveniently be built.

Fruits peculiar to the islands are numerous; among them are the orange and lemon, and half a score of other varieties of the citric genus. They range from the citron and shaddock, which are nearly the size of a man's head, to the tiny lime of an inch in diameter. The pine apple, the banana, the plantain, the sapadille, the mammee, the pawpaw, the mange, and a dozen other kinds of fruit grow almost spontaneously. Here and there are a few stray trees of the date palm, the bread fruit, and the fig. Grapes and peaches, which no tropical fruit except the orange and pine-apple rival in the deliciousness of their flavor, will not thrive upon the islands.

Sweet potatoes and yams are abundant. Of so easy cultivation are these roots, that it is said that from a single acre of land can be produced perpetually, supply for the daily wants of a family of five persons. The vegetables common to our latitude can all be produced between the months of October and March, although but little attention is paid to their culture. Squashes, turnips, beets, corn, and corn fodder, cabbages, radishes, lettuce, and potatoes can be found in the Nassau market, evidently, however, the results of unskillful and negligent culture in a climate where they could easily be brought to perfection.

All the soil upon the islands is triturated or pulverized coral, mingled with a meagre vegetable accumulation. Here are afforded striking and conclusive illustrations of the fact, that vegetation derives a large share of its nutriment from the atmosphere. Trees of magnitude grapple themselves upon almost a bare surface, insinuating their roots into every hole and crevice. Small forests of pines thus sustain themselves. Scattering trees are found of mahogany, *lignum vitæ*, and the other hard woods and dye woods, which become such valuable articles of commerce, where they exist of greater size and in greater abundance. The *braziletto*, a dye wood, from which the wide-stretching empire of Brazil derived its name, has been an article of limited export. Wide areas are covered only with intangible thickets of briars, vines, shrubs, varieties of the cactus, and brush wood. In the town of Nassau, one is struck with the rich verdure of the evergreens. Several varieties of the acacia abound. Among flowers, the hibiscus and the oleander are the most brilliant, the oleander overtopping the houses in height, rolling out its flowers in gorgeous clusters.

Of late years persons "from the States," with impaired health, have resorted to New Providence in limited numbers to escape the rigors of

our severe and changeable climate. The peculiarity of the climate is its great uniformity. During the months of December, January, and February, the average temperature of the hours between sunrise and sunset was 76° Fahrenheit, the average temperature of the nights was 67°. The average of November and March was 81° for the day time, 79° for the night. During summer, the thermometer rarely rises above 90° at mid-day, and during winter, during the coldest hour of the night, it never sinks below 60°. The average temperature from November to March, inclusive, taking both night and day into account, was 73°.

The prevailing winds, which blow with almost the regularity of the trades, are from a northeasterly direction. Indeed, they may be called trade winds. Blowing as uniformly and gently now as then, they are the same breezes that wafted over Columbus and his frail shallops in safety. There is no chill in the winds, blow though they may, from any direction. In Italy, people try to get along without fires, but chilling and penetrating blasts, the "tramontanes," often sweep down from the Alps and the Appenines, and the consequence is, that all delicate persons, and indeed most strangers, suffer from the contact. Cold winds come down from the Alleghanies over the peninsula of Florida. "Northers" sweep over the attractive table lands of Texas. Only during a few days in the year do winds reach the Bahamas from the northwest, and then they are modified by crossing the Gulf Stream which stands at the temperature of 78° or more. The atmosphere is vitiated by few fogs, and no smokes or miasma of any kind, and few places on the globe can be found where the air is more uniform, and less mingled with alien ingredients. At the same time there is an almost imperceptible dampness pervading the atmosphere of the night, of which a person in sound health is not conscious. At Key West, on the same latitude, this moisture causes a slight mould upon books, furniture, &c. Among a thousand invalids, no two would be affected exactly in the same manner. In the nature of the case some would be affected injuriously. What is balm to the many, might be poison to the few. Perhaps invalids who always find themselves worse upon the sea shore, had better seek a high interior table land than the Bahamas.

The first effect of the climate upon a northern constitution is enervating, there being no bracing effect from any breeze. A cold clear air may be exactly what some invalids require, and this may account for the fact, that not only here, but at Madeira, in Florida, and elsewhere, some invalids begin to sink more rapidly simultaneously with their landing.

Marvelous tales are told of the recovery or renovation of persons who have resorted to the islands for relief. Several American gentlemen restored to health, have engaged in business there, and become permanent residents. During the last winter about seventy Americans visited Nassau for health, there being an average of about fifty there during the four months from December to April. All who had few ailments, real or imaginary, regarded the climate as a very great luxury. The entire change in habits and diet, and relief from the aggravating causes of disease, seemed to enliven and invigorate them. At home, they were nowhere comfortable. Here, they were everywhere comfortable. Really the secret of disease in many persons who imagine themselves to be rapidly tending to pulmonary consumption, is in the fact that the skin, the liver, the stomach, or other vital organs refuse to perform their functions.

Sometimes no organ is in its normal condition. Restore the other organs, and the lungs perform their functions again. Perhaps the true philosophy of change in climate consists alone in the better opportunity afforded to bring back all the human functions to an harmonious action and co-operation. While so much is said favorable to the climate, truth requires the statement that some invalids seemed to be precipitated rapidly towards their end by their change of residence. In a few cases their disease did not seem to be arrested, and there was neither waste nor improvement visible to their friends.

Charming as the climate may be, there is great doubt whether Nassau, or any other part of the Bahamas, will become a favorite resort of invalids from "the States," on account of the great inconveniences to which they are subjected for want of suitable hotels and boarding-houses. Government has erected an hotel, yet of very limited accommodations. All experience proves that such establishments in the long run will be poorly and extravagantly kept, and their charges proportionally exorbitant. Invalids *must* have nutritious food in variety. Simple it may be, but it *must* be good and regularly supplied. Food is, in one sense, medicine. An invalid coming from the cold and bracing North, and from the comforts of a Northern home, chafes and suffers under meagre regimen. Again, invalids should find recreation and exercise in the open day. The climate of the Bahamas prohibits exercise in the open air, except to robust persons, between the hours of nine and four. Yet still the invalid should find attractions out of doors. Exercise on horseback is desirable to some, in protected vehicles to others. The roads, though they afford little variety of scene, are perfect. Again, invalids come from the mass of the people, the majority poor. Young professional men with limited means, constitute nearly one-half of the invalids of our country, who fly from the rigors of our climate. Many invalids *must* be accompanied by one or more of their families. High prices may shut them out entirely. The *tendency* at Nassau now is to glide into extortionate charges for every possible luxury, and some of the necessaries of life. It is now positively so, in regard to horse and carriage hire. Invalids will not resort to Nassau, if they can reside at Tampa Bay at half the cost. The expense *now* of poor accommodations is quite reasonable. We speak of the dangers and the tendency. Let the boarding-houses be furnished as the hotel established under government auspices now is. Let ice be supplied constantly, which the government itself is encouraging by bounty. Let the best of meats and provisions be supplied by the regular packets. Let adequate attention be given to raising garden vegetables. These added to the excellent fruits, fish, and turtle peculiar to the islands, will enable landlords to furnish satisfactory board at reasonable rates. Last winter milk was twenty-eight cents per quart. Eggs were thirty-eight cents per dozen. The best of turkies were three dollars each. Sugar cured hams were twenty cents per pound. Good fresh meats were sold at same or higher price. The price of many vegetables in the market were equally exorbitant, where they can actually be raised cheaper than we could produce them. Why is it? The population being dependent on government employment, on wrecking, on sponge raking, turtle fishing, &c., all precarious or semi-gambling pursuits, but little attention is paid to agriculture, or those industrial employments that require steady, devoted industry. In this connection we might say that all domesticated animals are of an inferior kind.

The chief pursuit of the people of all the Bahamas, except perhaps Turk's Island, is *wrecking*. Huzza! the negroes are running! the drays are rattling! a whole fleet of small schooners are entering the harbor with flags gaily streaming. What does it all mean? Two large ships bound from New York to New Orleans, laden with merchandise, have been wrecked, and the fleet of wreckers, more than thirty of them, are coming in loaded with the rescued cargoes. The ships were wrecked on the Banks just eastward of the Gulf Stream. Look at the charts, and you will perceive that for thousands of miles of area, the soundings laid down are but from two to four fathoms, with here and there sharp coral reefs cropping out. A very eligible ground, you see it is, for either accidental or designed wrecks. Remember, the Bahamas stretch for hundreds of miles, directly across one of the world's greatest highways, affording few channels between them, and intercepting almost the whole of the gigantic commerce of the Gulf of Mexico with the rest of the globe. All the wrecks or cargoes are brought into Nassau, inasmuch as the Admiralty Court sits there. Salvage is, however, generally settled by a reference to the Chamber of Commerce. That salvage is always liberal, ranging from thirty to eighty per cent.

The extent of the business is hardly credible. During the first three months of the present year sixteen vessels were wrecked, injured, or picked up upon the Bahamas, ranging from a ship of 1,000 tons to a small schooner of 145 tons. Their aggregate tonnage was 5,150 tons. The aggregate value of vessels, cargoes, and freights was about \$700,000. The aggregate property lost was \$475,000. The amount saved was \$225,000. But the salvage, expenses, commissions, &c., must have been \$125,000, leaving to owners and underwriters \$100,000, out of \$700,000, or *one-seventh* of the whole. These estimates are made from the best information that could be acquired. From data obtained at Nassau from persons cognizant of the current business, we found that the aggregate value of eighty vessels wrecked, and their cargoes and freights, during fifteen months previous to the first day of January last, was over \$2,600,000. About the same proportion, one-seventh, was saved. The hulls are almost universally scuttled and burned.

There are about 250 licensed wrecking vessels, embracing those of every shape and size, and about 2,500 men licensed to pursue the business. Some of them have other regular occupations, but take out licenses that they may be prepared for emergencies. The two chief ports of the wreckers are Nassau and Harbor Island. The wreckers are sailed on shares, the officers, the men, and the vessel drawing stipulated proportions of the salvage awarded. The crews are principally colored men. So also are some of the captains. The wreckers are very adventurous. As divers they exhibit almost incredible skill and daring, often diving into the lower holds of vessels, through two hatchways, and there among floating goods, and in water tainted with dirt, groceries, dye stuffs, and all sorts of villainous compounds, fastening the grappling irons to packages, and escaping to the light again unharmed. This is done by men, who, on dry land, cannot be persuaded or hired to do one day's work of profitable labor a week.

Wrecking is regulated by provincial statutes, which are very full, providing for punishment of every abuse, and upon the face of them appear equitable and just, but they seem to be cobwebs, restraints in theory and

not in practice. The nature of the pursuit enables transgressors to escape detection, and there is too much reason to believe that a large proportion of the vessels are designedly run into danger, and willfully abandoned to wreckers by the masters and crews of the vessels wrecked. The merchants of the town and "Out Islands" own the wrecking vessels. They buy the cargoes at auction at about sixty per cent of their value, except cargoes of cotton, coffee, &c., for which competition now compels the purchase at something like their value. They close up the business on commission. They decree the salvage, as a Chamber of Commerce. Thus, by snug arrangements all around, handsome profits are saved, and the town therefore is financially prosperous and wealthy.

The contrast between wrecking at Key West and the Bahamas is very striking. The number of vessels licensed at Key West is about forty, and of men 240, some of whom pursue also the business of fishing. Their field of disasters extends 200 miles, from Cape Florida to the Tortugas. Vessels incur precisely similar dangers as among the Bahamas, and their rescue is no more difficult or hazardous. Yet while nineteen-twentieths of the hulls of vessels wrecked on the Bahamas are totally lost, four-fifths at least are saved upon our own coasts. The following tabular statement of the number of vessels wrecked during ten years upon the Florida Reefs and islands, their value, salvage, and expenses, is taken from Judge Marvin's able and valuable work on "Salvage":—

	Vessels.	Value.	Salvage.	Total expenses*
1848.....	41	\$1,282,000	\$123,000	\$200,060
1849.....	46	1,305,000	127,870	219,160
1850.....	30	929,800	122,831	200,860
1851.....	34	950,000	75,850	165,000
1852.....	23	675,000	80,112	163,000
1853.....	59	1,973,000	174,350	330,100
1854.....	59	2,469,600	82,400	211,808
1855.....	80	2,844,077	100,495	190,910
1856.....	71	2,000,000	163,117	262,664
1857.....	50	1,837,950	101,890	181,272
Total.....	499	\$16,266,427	\$1,153,919	\$2,125,334

It thus appears that while on the Florida shores about *eighty-seven* per cent of the total value of vessels and cargo is saved, on the Bahamas but about *fourteen* per cent is saved. What renders these comparative results still more amazing, is the fact that the wreckers of Florida are mostly native Bahamans or their sons. They are nicknamed "Couchs," and the portion of Key West they inhabit is called "Couch-town," (*coucha* is Latin and Spanish for shell, from which the words "couch" and "couch" shells are derived.) Of the tonnage three-fourths, and of the total property lost on the Bahamas during the last winter, seven-eighths belonged to the United States. The total annual loss of American shipping and property on the Bahamas cannot be less than *two millions of dollars*, an amount equal to the *net* earnings for export of 300,000 of our people, taking the aggregate national exports as a test. Such an appalling destruction will in some way work out its remedy, for it is perfectly demonstrated in Florida, that measures can be taken comprehensive and efficient enough to prevent or to save three-fourths of the loss. American commerce owes a great debt to the Hon. William Marvin, United States Judge for the Southern District of Florida, for the fearlessness, fidelity, and ability, with which he has administered justice over this important and delicate subject.

The sponge business is largely pursued here. The exports of this article amount annually to about \$200,000. It is almost entirely the growth of the last twenty years. During that period the article has nearly quadrupled in value, and has been applied to a great variety of new purposes, especially in France. The sponge is compressed in powerful presses, and sacked like cotton. It is assorted and graded, samples being fastened on each package to show its quality. It is fished or raked, or grappled up from the clear sandy bottom at the depth of twenty, forty, and even sixty feet, and often far out from the shore. The water is so transparent that the growing sponge is visible on the bottom. The sponge is the covering, the habitation, of the lowest order of animated nature. Indeed, organization can hardly be detected in the animal. The sponge when first taken from the water is black, and at once becomes offensive to the smell. It will almost cause the flesh it touches to blister. The first process is to bury it in the sand, where it remains for two or three weeks, when the gelatinous animal matter seems to be absorbed or destroyed, or eaten by the insects that swarm in the sand. The boatmen who obtain it are paid in shares by the owners of the boats. This therefore becomes a precarious and semi-gambling pursuit, like wrecking, highly attractive to the colored population.

Although the Turk's Island salt is almost entirely exported from that island, the chances for manufacturing, or rather securing it, are abundant on many of the islands. The mistaken popular belief is, among us, that this salt is mined or quarried. Large, shallow reservoirs are found excavated in the coral near the shores. Shaped and cleaned, the sea water is admitted and enclosed. During the hot months of the summer, there being little or no rain, the evaporation goes on with great rapidity, and the salt is precipitated and crystalized in those beautiful and massive forms, in which it is exported. The salt trade might be increased to an indefinite extent, and, indeed, is now pursued from Inagua, and some other islands. The simon pure article of Turk's Island salt is made, or rather makes itself, at Key West in a limited quantity.

If the industry of the islands was employed in that direction, immense quantities of pine apples, oranges, lemons, limes, bananas, plantains, cocoa-nuts, sweet potatoes, yams, &c., might be produced for export.

The trade in turtle and turtle shell might be largely increased. Three species of turtle are now captured in abundance. The giant-sized sea turtle, with heads shaped like a hawk's bill, of which we sometimes see specimens upon our docks, is not desirable as an article of food. The tortoise proper, which alone affords the tortoise shell of commerce, is a rather small-sized variety, and not regarded as valuable food. The turtle of *cusiniers* and epicures exists in far greater abundance, and the pursuit of it could be made far more lucrative than it ever has been.

The effect of the British Emancipation Act on the African race on these islands is a subject of interest and curiosity. Their fate here can be no test of the great experiment. Simultaneously with the operation of the act, the wrecking and sponge business largely increased. These pursuits have engrossed the attention of a majority of the adult males, and inspires men with all the excitement that pertains to games of chance. While on the one hand, if the emancipated man was disposed to bend his energies to steady pursuits, he is enticed by attractions he cannot re-

sist to these precarious callings; on the other hand, if he is inclined to sink into entire indolence and stagnation, here pursuits are opened to stimulate and arouse him to earn irregular but ample support.

Columbus found the islands thickly inhabited by Indians. Like the Caribs, they have disappeared—the last remnant of them within the memory of the oldest inhabitants. The great mass of the present population are an indolent, rollicking, singing, good-natured people, who let the morrow take care of itself. When the wrecking and sponge money is exhausted, they can buy corn brought "from the States," and crack up enough, in their crude mills, similar to coffee mills, to last a family a week, at a cost of fifty cents. Cheap fish in variety and abundance, variegated with all the colors of the rainbow, almost too brilliant and beautiful to be eaten, can always be had fresh from the ocean. Fish, hominy, sweet potatoes, yams, and bananas, are the chief food of the mass of the population, as soon as the calamity befalls them of a scarcity of wrecks. As for clothing, very little of the cheapest kind of coarse cloth, usually wrecked goods, will suffice, though when wrecking is good, and abundance of articles thrown ashore and sold, they dash out in finery and spurious jewelry to the extent of their means. They are orderly and observant of law, and lean with implicit reliance and confidence on the white race for counsel and advice in every emergency. The schools, sustained by the government, are well attended, and the race make rapid progress in elementary studies. White and black children attend these schools indiscriminately, as the families do the churches. The police of the town is almost entirely constituted of colored men, and they prove true to their responsibilities. At the same time it is patent to every observer, that the same vices, and same looseness of morals, common to all races, white and black, in the tropical regions, exist here.

The assumption frequently made in our country, that the African race has made greater progress in civilization in slavery during two centuries, than in their own land in all the centuries past, is thoroughly refuted by facts at the Bahamas. That portion of the colored population which is the most thrifty, most intelligent, most self-reliant, and most orderly, are mostly fresh from Africa, of the tribe of Nangoes, living in a settlement by themselves, and speaking their own language. They furnish the Nassau market principally with vegetables. The greatest share of the soldiers, and the band of musicians, are native Africans, preferred by the officers to those of American birth. A large proportion of the colored population are natives of Africa, bearing on their faces the scars cut and scored upon in their native land in obedience to their superstitions or customs.

Members of different tribes swarm and associate together, speaking their own several tongues, humming their own crude chants, and dancing their uncouth dances. The Nangoes, the Mandingoes, the Eboes, the Congoes, the Lucumis, the Craumarturs, the Nicabars, are some of the designations by which they are designated. By physical characteristics, members of different tribes are instantly detected by the slave buyers in Cuba, and so superior are some tribes to others, that they bring thirty or forty per cent more in the market. During the past summer, a slaver was wrecked on the island of Abaco, driven wide from her course to Cuba. She sailed from Africa with 400 captives, and 360 were rescued by the

wreckers, 40 having perished on the passage. They were mostly in a very squalid condition, young and naked. What must have been their surprise on landing on the docks at Nassau, to be greeted, seized upon, clothed, and fed by their own countrymen, speaking their own language. Yet such was doubtless the case, and they were immediately merged in these small but kindred communities.

On account of the peculiar circumstances affecting the case, no very definite inference can be found as to the political effect of the Emancipation Act on the colored race, except that it must be confessed, that to make a free man out a slave is itself a gigantic success, whether he is or is not morally or intellectually elevated.

It is a problem whether any great, populous, and highly-civilized nation can exist, of any blood or origin, in the tropical regions of the earth. We live centrally in the temperate zone. We live where men must work and think, or they must starve and freeze. When we read of the spontaneous growth, the perpetual verdure, and almost intoxicating breezes of the tropics, we at first might presume that there is the region for the most perfect development of our race. But all observation and all history prove, that beneath those radiant skies, fanned by those balmy breezes, man is indolent, enervated, and disarmed of ambition and energy. With very little exertion he can supply his food. As for clothing and shelter he needs but little. There he will neither starve nor freeze, no matter whether he works or thinks. Waddy Thompson, in his work on Mexico, says, that in traveling from Vera Cruz to Mexico and back, he did not see a single man, woman, or child at work, and that while the population of Massachusetts was about one-tenth as great as that of Mexico, its productions were nearly in an inverse ratio with the number of the respective populations. Intellectual and muscular vigor springing from the constant necessity for self-preservation, stimulated inventive genius, and a keen zest for social enjoyment, all conspire to impress with high civilization the people of the temperate zone. This view of a great law is not changed by the fact that refined and educated communities are found in the tropics. Wherever such a community of the Caucasian race is found, it fills all the offices of government, the military and judicial stations. They control the business and financial affairs, and fill the professions and controlling pursuits. The few are stimulated by the same motives as their kith and kin in other climes, enjoying all the advantages, and exempt from all the perils and exposures of an enervating climate. The question is, whether within the tropics the mass of a great and populous nation of Caucasian origin, would not rather recede than advance in the arts and refinements of civilization.

Art. III.—VALUATION OF LIFE INSURANCE POLICIES.

NUMBER IX.

WE have now completed the collection and construction of the tables of mortality, from which we believe the most satisfactory average can be obtained for the true valuation of our life policies. The number amounts to forty, and comprises the mortality for Carlisle and Northampton; for England, Sweden, Prussia, Hanover, Saxony, and Norway; for English, German, and American life companies; for English annuitants, and English and Scottish friendly societies. The number is sufficiently large to reduce very much the irregularities and accidental errors of each, if not to eliminate them entirely.

It is only by large and accumulated observations, that the true law of mortality can be obtained. If but a single family were observed, or a dozen families, or even a hundred, the mortality at each period of life could not be had with accuracy. So of the proportion between the two sexes, or any other phenomenon dependent upon numerous and complex causes. The same necessity of numerous observations belongs to inorganic as to living matter. Whenever we are ignorant of the cause, or of the intensity or law of causation, or when the causes are too numerous or complex to be subject to calculation, the multiplication of observations is necessary to reveal the law, and the more they are repeated, the more accurately will the law be obtained. With an unloaded and perfect die, the chance of throwing an ace is exactly one-sixth. But if we should observe a dozen or a hundred throws, the aces might vary considerably from a sixth of the whole number. But if the throws were continued for a thousand times, the result would be nearer a sixth; and for a million of times, it would be still nearer. So with the equality of the sexes. In a single family the children might be all boys or all girls. In a half dozen families the inequality would not be so great. In a thousand, the true ratio of 105 or 106 boys to 100 girls would be approached. In a whole State the approximation would be still nearer. And so in human mortality, the larger the number of observations, the more surely will the true rate for every period of life be accurately determined.

This extension of observations should also embrace many years as well as many persons. Years of general health, and also of epidemics; of famine and scarcity, as well as of abundance and plenty; of excessive and of diminished sickness; of the prevalence of one particular set of diseases, and then of another class; and for all this a long period is necessary. As the future lives of the insured will cover a long series of years, and every variety of seasons and of diseases, so the past experience from which we predict the future should be alike extensive.

Not only should our observations be extensive as to numbers, and as to time, but also as to space. A large town may happen to represent very well a whole country, but it is accidental and very improbable. The cities differ from the villages; large cities differ from small ones, and the country from the town. The valleys and the hills have not the same mortality. The residents along the water courses may be more or less healthy than on the uplands where the atmosphere is dry. The sea shore may not be like the interior, nor the region of fogs and rains like the

dryer and clearer table lands where the sun shines more regularly. As our assured extend from Maine to Iowa, where every variety of Northern climate prevails, the experience which we use for our calculations should embrace a like extent and variety.

So also as to race; our people are Saxons, and Celts, and Teutonic, and Slavonic, and Frank; and though most of them are from Great Britain and Ireland, many are from Germany and other countries of Europe. The difference of race though small, is real. Not only do these various people bring with them here the peculiarities of their race, but many of their habits, and vices, and customs, which effect their health and their mortality. Our observations should therefore be not English only, but should include other nations.

The insured are also of very many classes in society. They embrace the merchants and their clerks, the clergy and the teachers, the mechanics and the superintendents of our workshops; the professional men and those who receive salaries. They include the active and the sedentary; those whose employments are confining, and those who are much in the open air; those who have healthy and unhealthy trades; those who wear and tear the brain with thought or business, or plodding schemes, and those who pass their days in pleasure, ease, and comfort. In fact, every condition of society is found among our insured lives, except the very rich and the very poor.

Now this exclusion of the very rich is not important, as it is difficult to say whether their mortality is higher and lower than the general average of society. Guy's table for the English peerage, gives a higher rate than Farr's for the whole English people. But this is not permanent, and may be reversed hereafter, as the cause is probably in their vices, and excessive indulgences, and bad habits, which may be temporary. Among other rich persons these evil influences may not overbalance the good effects of comfort, intelligence, and travel, and medicinal skill, and careful nursing.

The exclusion of the poor is probably advantageous. For squalor, and starvation, and irregular and insufficient supplies of food, and bad lodgings, and foul air, and narrow streets, and deficient clothing, and neglect in sickness, and exposure to the inclemencies of the weather and of the seasons, must raise the mortality of the very poor above the average of the general population. But there is another class of the poor whose chances of life are above the average. The hard working laborers, the industrious artisans, who are not so poor as to be in want of food, or fuel, or clothing, or lodging, are the healthiest and most long-lived of the whole population. At least the statistics which Neison has collected and analyzed favor this proposition, and many reasons can be given for its truth. So that the exclusion of the poor, by embracing this class, is of but little advantage.

As the insured embrace so large a portion of the whole community, excluding only a class of persons whose general mortality differs but little from the rest, there would seem to be no objection to combining their experience with the general experience of the whole people. They comprise so great a variety of persons that it is not probable their mortality will differ from that of the general population.

In fact, the experience of insurance companies gives a higher mortality than Carlisle, and if the first years after admission be not counted, it is worse than Farr's. Below is a comparison of the rate of mortality in the

seventeen London life offices, with and without the first year's experience, and the rate at Carlisle and in Farr's English, from 1838 to 1844:—

Ages,	20.	30.	40.	50.	60.	70.	80.
Seventeen London offices	.0073	84	104	160	304	649	.140
Seventeen after 1st year.	.0088	95	116	175	332	664	.157
Carlisle adjusted. . . . .	.0070	87	113	149	290	587	.130
England, 1838 to 1844. .	.0080	98	126	180	320	666	.139

At five out of seven of these ages, the Actuaries' table gives a higher mortality than the Carlisle, and the exclusion of the first year brings the average rate up to Farr's No. 2. So that when the influence of the medical examination of new members is not counted, the mortality in the English life offices is above the rate for the whole population.

It would seem therefore probable, that the class who are insured, are not more likely to be long-lived than the general population of the country. And many other reasons can be given for this anticipated result. The companies are liable to imposition by unhealthy lives; the most vigorous are not disposed to apply for insurance, and if circumstances induce them to do so, they are more likely to withdraw than others; and many of the applicants are of broken and desperate fortunes, whose blasted hopes and corroding anxieties bring them to an early grave.

We think, therefore, that the extension of our observations should include not only numbers, time, space, countries, and races, but also all classes of society. And, therefore, the large collection of good and reliable tables we have made, can be combined to advantage to predict the future mortality of our insured.

This is especially appropriate, because the experience of insurance companies that we possess, is their whole experience, which is not at all what we want. When we undertake to value the policies of a life office they have all been running for some time. Many are recent, it is true, but many have been in existence five, ten, or fifteen years. And what we wish to know is, the probable duration of the lives of each different set. Mr. James, of the Girard office, has indicated the proper course to pursue in such circumstances, but it involves so much labor, and so many separate calculations, that it is not likely to be adopted. His calculations, based on the experience of the seventeen London offices, for the separate sets of policies, showed that an advance of fourteen per cent over the general experience of these offices was needed, to obtain the proper valuation in the particular cases he was considering. The reason of this is, that the whole experience is not the same as the future experience—that the past has been less than the future will be—that the recent members have not suffered the same mortality as those who have been long insured.

This general reason, and these calculations of Mr. James, indicate that the whole experience of insurance companies give too low a mortality, especially for the early years of life when new members are admitted. And as this error of these tables will be corrected by combining them with others giving the general experience of the whole community, we have another argument in favor of taking the average of all our tables.

Another evidence in favor of the propriety of combining all, is the near agreement between them, especially the best—those founded on the largest numbers, or those derived from the most accurate observations. To express this agreement more precisely we have compared the average table with the others for every five years from the age of fifteen to ninety,

and have found that at every period more than half the forty tables are within ten per cent of the average, and that only four or five vary from it at any age as much as twenty-five per cent. And these four or five were in all cases tables that deserve but slight weight in the proposed combination. At some ages twenty-seven out of forty were within ten per cent, and at some only three varied as much as twenty-five per cent.

Another reason in favor of the combination is that the average table is very near to the best tables, and generally between the best. Of our several tables, Farr's No. 2 and the Actuaries' are the most esteemed; another that we think worthy of much estimation is the one derived from the experience of the London companies, after excluding the first year of each policy. We have compared the average table with these three, and with the Carlisle and Davies' Equitable, and here is the result, the numbers below expressing the percentage of each table above the average by +, and below by —:—

Ages,	20.	30.	40.	50.	60.	70.	80.	90.
Farr's No. 2.....	4+	6+	2+	3+	0	1+	2—	3—
Actuaries'.....	8—	9—	16—	8—	5—	0	1—	11+
Actuaries' after 1st year...	14+	1—	6—	0	4+	2—	11+	21+
Carlisle adjusted.....	9+	2+	3+	19—	2—	17—	12—	11—
Davies' Equitable.....	13—	0	2+	4+	6—	19—	5—	8—

The mode of reading the above is that, at the age of twenty, Farr's No. 2 gives a mortality four per cent higher than the average of our forty tables, and the Actuaries' eight per cent below.

This near agreement of the average with the best tables might be expected, from the greater weight allowed them in the combination, but still it is an argument in favor of the reliability of the result.

To these general reasons in favor of combining all these tables, we will add that there is nothing in the climate or position of the different countries that would make their mortalities differ from our Northern States. All are so far north as to be free from the malarious influences of heat, and none are liable to the depressing effects of cold. The fogs of England, and the changeable and damp winds due to her insular position, do not make her more unhealthy than other countries. And the cold winters of Sweden, though depressing and injurious to the feeble, are bracing and stimulating to the strong and vigorous, and beneficial rather than injurious. Nor do they differ much in other particulars which influence longevity. England has more large cities than Sweden or Prussia, but if her population be considered the difference is small. The habits, comforts, intelligence, morality, medical skill, and employments are not dissimilar. The race is generally Teutonic; the density of population, though differing considerably, is not important except in the cities; the religion is for the most part Protestant; vices and luxuries are no where excessive; education is general; poverty and want are pretty equally distributed; and though uniformity in none of these things prevails, the dissimilarity is never great or important.

For our country, so different in many respects from each of the European countries whence we sprung, and yet so similar to them all, it is the more appropriate to embrace all their statistics in one general average to obtain the mortality which we may here anticipate, giving, however, to Great Britain, whence most of us have come, a greater influence on the result.

If we combine all, it is not necessary or proper to give each one an equal influence in producing the result; some are more accurate than others, some more esteemed, some founded on larger numbers, or on longer continuance of observations, or on experience more like ours, and all these things should have their proper weight in obtaining the average.

If all the facts were equally accurate and reliable, and all equally well suited to our wants, the proper mode of combination would be to collect all the living and the dying at each age, or for each decade, and form a table from the sums thus obtained. But if this were done, the English Registrars' observations would outweigh all the rest, and the superior accuracy of some of the other observations, and their similarity to the cases to which we wish to apply them, would lose their proper influence on the result. The course we have thought best, is to obtain the rate of mortality for each age and each set of observations, and multiply this by a number representing the value of this set, then divide the sum of all these products by the sum of all the multipliers. As the rate of mortality varies very rapidly for each age, this element is well suited for this purpose, and if the proper weight is given to each table the result cannot fail to be satisfactory.

To the Actuaries' table we have assigned the largest influence in our combination, giving it a weight of fifteen, and a like weight to the table we have constructed from the same materials. These large numbers are due to it for the extent of its observations, both as to numbers and time, and for the accuracy and care with which it has been prepared and constructed. The likeness also between the classes of its members and our life insurers is another reason in its favor.

To Farr's No. 2 for males, and to our reconstruction of this table, as also to our table for males and females for the same seven years from 1838 to 1844, we have given a weight of ten. The immense numbers on which these tables are based, and the care with which they have been prepared, entitle them to this large weight in our combination. Besides these three, we have given the same weight to the English table from 1845 to 1854, and to the experience of the seventeen London offices after the first year was excluded from the observations.

To the two tables of Finlaison, to Farr's Northampton, and to Neison's Scottish and English Friendly Societies, we have only given a weight of one. All of these five are irregular, anomalous, and but slightly esteemed. They have other defects which we will not stop to particularize.

To Milne's Carlisle, although adjusted to some extent, we have only allowed a weight of three; but to our reconstruction of this table, which is nearly the same with it, except that it is free from its irregularities, we have given a weight of five. These numbers are too large for the limited experience on which this table was based, but they are given because of the estimation in which it has been held, and the near agreement of its general results with those derived from the best tables.

To the three Swedish tables since 1795 we have assigned a weight of five, but Price's Sweden we have only multiplied by two. To the three English tables for the year 1841, including Farr's No. 1, we have given a weight of five; as also to Neison's for the three years from 1839 to 1841, to Davies' Equitable, to Morgan's Equitable, to the Eagle and the Amicable, to Gotha and the fifth year of the insurers in the London offices, and also to the experience in these offices when the effect of selec-

tion was exhausted. To Saxony, and Norway, and Prussia, and Hanover we have only given a weight of three; as also to Babbage's Equitable, and the experience of the English offices in towns. To the two tables founded on the policies and lives in the Economic Society we have given a weight of two. For the three American tables we have assigned a weight of three to the first, which gives the experience of the Mutual Life of New York, four when this is joined to the Mutual Benefit, and six when both are united with the New York Life and the results in Massachusetts for 1859. This completes our series of tables, and makes the total amount of weights to be two hundred, of which one hundred belongs to the cities and countries, and one hundred to the life companies and friendly societies.

We have not, however, allowed the full weight to the Life Companies' experience at the earlier ages. Beginning at fifteen, the sum of their assigned weight was only twenty, two more were added at each age up to fifty-five, when their full influence was allowed. This was done because of the small numbers in these companies at the earlier ages, and because of the objections to their experience at this time of life.

The resulting average was then adjusted by taking the geometrical mean of five contiguous rates, and the final result is inserted in column second of the table below.

In column third will be found the number of the living at every age in a stationary population according to the average rates of mortality, the basis of the table being 700,000 at the age of fifteen. These numbers are not however used in the subsequent calculations; but the logarithm of the living obtained by adding the logarithm of 70,000,000 to the logarithm of the chance of living for one year at every successive age from fifteen to the end of life, thus preserving all the fractions from one year to another.

The fourth column contains the expectation of life at every age. It agrees very closely with Farr's No. 2. At the earlier ages it is from a fifth to a tenth of a year higher, in middle life nearly the same, and at old age a little less:—

Ages,	20.	30.	40.	50.	60.	70.	80.	90.
Farr's No. 2.....	39.99	33.21	26.46	19.87	13.60	8.55	4.97	2.80
The average.....	40.19	33.34	26.55	19.86	13.63	8.54	4.83	2.58
Gill's average.....	40.16	33.13	26.33	19.14	13.65	8.54	4.78	2.11

The next three columns contain the logarithms of the quantities usually styled D, N, and M, counting interest at four per cent, which will enable any one to use this average table for any of the purposes of life insurance. These have been carefully calculated in duplicate to secure accuracy, and the correctness of every result tested by obtaining from them the annual premiums in the eighth column by two independent methods. This is a severe test, and detects the smallest error. The first method used the living only at each age, and the second both the living and the dying. Thus, at the age of fifteen Log. D — Log. N gives for a natural number .0506889, and $v - 1$ being .0384615, the annual premium, which is the difference of these two, is .0122274. But Log. M — Log. N gives for a natural number .0122274 as the premium, which is the same as before. The work having been done in duplicate, and tested in this way at every age, the fullest confidence may be placed in the arithmetical accuracy of the calculations.

Column ninth contains the value of an annuity payable at the end of the year, corresponding to Mr. Milne's A. The proofs of all these tables have been very carefully read and compared with the original calculations.

Having now obtained what we regard as the most reliable life table, we will proceed in our next and last article to discuss the several modes of valuing life policies.

Age.	Mortality.	Living.	Expectat'n of life.	Logarithm of D.	Logarithm of N.	Logarithm of M.	Annual Value of premium.	Annual Value of annuity.
15.....	.00629	700000	43.74	7.5895979	8.8846848	6.9720190	.012227	18.729
	.00661	695597	43.01	7.5698243	8.8620933	6.9609916	.012557	18.601
17.....	.00690	690999	42.29	7.5499107	8.8393508	6.9496295	.012890	18.473
	.00718	686231	41.58	7.5298704	8.8164558	6.9379968	.013229	18.343
19.....	.00744	681304	40.88	7.5097076	8.7934057	6.9261207	.013574	18.218
	.00768	676235	40.19	7.4894310	8.7701977	6.9140443	.013927	18.088
21.....	.00791	671042	39.49	7.4690494	8.7468281	6.9018094	.014288	17.957
	.00812	665734	38.80	7.4485671	8.7232928	6.8894404	.014660	17.825
23.....	.00832	660328	38.11	7.4279929	8.6995869	6.8769765	.015045	17.689
	.00851	654834	37.43	7.4073312	8.6757045	6.8644410	.015443	17.551
25.....	.00869	649261	36.75	7.3865681	8.6516393	6.8518561	.015857	17.410
	.00887	643619	36.06	7.3657623	8.6273844	6.8392439	.016268	17.265
27.....	.00905	637910	35.38	7.3445595	8.6029213	6.8266118	.016737	17.116
	.00924	632137	34.70	7.3238779	8.5782719	6.8139652	.017207	16.964
29.....	.00944	626396	34.02	7.3028131	8.5533966	6.8012968	.017697	16.807
	.00964	620384	33.34	7.2816605	8.5282955	6.7886056	.018210	16.645
31.....	.00985	614404	32.66	7.2604208	8.5029586	6.7758934	.018747	16.480
	.01007	608352	31.98	7.2390873	8.4773741	6.7631564	.019310	16.310
33.....	.01030	602236	31.30	7.2176591	8.4515304	6.7503897	.019900	16.134
	.01054	596023	30.62	7.1961294	8.4254144	6.7375885	.020520	15.954
35.....	.01080	589741	29.94	7.1744942	8.3990125	6.7247495	.021171	15.769
	.01107	583371	29.26	7.1527450	8.3723103	6.7118566	.021855	15.579
37.....	.01136	576914	28.58	7.1308872	8.3452921	6.6989066	.022574	15.384
	.01167	570360	27.91	7.1088821	8.3179490	6.6858879	.023332	15.183
39.....	.01199	563704	27.23	7.0867508	8.2902395	6.6727855	.024129	14.977
	.01233	556945	26.55	7.0644487	8.2621687	6.6595996	.024971	14.765
41.....	.01269	550078	25.88	7.0420273	8.2337079	6.6463130	.025859	14.547
	.01306	543097	25.21	7.0194774	8.2048349	6.6329337	.026798	14.323
43.....	.01345	536005	24.53	6.9967349	8.1755261	6.6194453	.027791	14.093
	.01386	528795	23.86	6.9738207	8.1457551	6.6058450	.028846	13.857
45.....	.01431	521466	23.19	6.9507259	8.1154935	6.5921257	.029966	13.614
	.01481	514004	22.52	6.9274800	8.0847100	6.5782612	.031157	13.364
47.....	.01536	506392	21.85	6.9039197	8.0533712	6.5642175	.032422	13.108
	.01598	498613	21.18	6.8801638	8.0214411	6.5499620	.033769	12.844
49.....	.01668	490645	20.52	6.8561344	7.9888810	6.5354497	.035202	12.575
	.01746	482462	19.86	6.8317959	7.9556497	6.5206236	.036760	12.300
51.....	.01832	474038	19.20	6.8071128	7.9217034	6.5054343	.038347	12.019
	.01928	465353	18.55	6.7820494	7.8869951	6.4896341	.040072	11.733
53.....	.02035	456381	17.91	6.7565610	7.8514741	6.4737615	.041907	11.443
	.02153	447094	17.27	6.7305986	7.8150886	6.4571506	.043859	11.148
55.....	.02285	437468	16.64	6.7041127	7.7777794	6.4399391	.045937	10.849
	.02432	427472	16.01	6.6770406	7.7394860	6.4220442	.048146	10.546
57.....	.02595	417076	15.40	6.6493147	7.7001435	6.4033799	.050494	10.242
	.02777	406258	14.80	6.6208626	7.6596888	6.3838569	.052988	9.935
59.....	.02977	394971	14.21	6.5915983	7.6180326	6.3633671	.055633	9.628
	.03197	383213	13.63	6.5614396	7.5751138	6.3418149	.058489	9.320
61.....	.03435	370961	13.06	6.5302951	7.5308511	6.3190928	.061410	9.013
	.03690	358219	12.51	6.4980815	7.4851549	6.2951158	.064560	8.707
63.....	.03962	345001	11.97	6.4647195	7.4379376	6.2696031	.067899	8.402
	.04251	331332	11.44	6.4301293	7.3890997	6.2430809	.071447	8.099
65.....	.04559	317247	10.92	6.3942301	7.3385346	6.2148764	.075221	7.796
	.04889	302783	10.42	6.3569318	7.2861237	6.1851068	.079247	7.496
67.....	.05243	287980	9.93	6.3181292	7.2317357	6.1536714	.083548	7.196
	.05632	272882	9.45	6.2777071	7.1752256	6.1204598	.088152	6.898
69.....	.06057	257513	8.99	6.2354966	7.1164818	6.0852936	.093081	6.602
	.06524	241915	8.54	6.1913296	7.0551803	6.0479917	.098358	6.309
71.....	.07038	226133	8.10	6.1449964	6.9912817	6.0083324	.104006	6.019
	.07601	210217	7.67	6.0962686	6.9245325	5.9660900	.110042	5.734
73.....	.08212	194239	7.26	6.0449025	6.8547154	5.9220924	.116487	5.454
	.08878	178288	6.87	5.9906551	6.7815988	5.8727993	.123387	5.179
75.....	.09601	162460	6.49	5.9332450	6.7049314	5.8213224	.130705	4.911
	.1039	146862	6.13	5.8728752	6.6244455	5.7659603	.138521	4.650
77.....	.1124	131603	5.78	5.8076984	6.5389587	5.7066545	.146825	4.397
	.1216	116811	5.45	5.7388823	6.4508597	5.6429781	.155687	4.152
79.....	.1315	102606	5.13	5.6655413	6.3571416	5.5745237	.164961	3.916
	.1421	89114	4.83	5.5872778	6.2583694	5.5009059	.174798	3.689
81.....	.1534	76451	4.55	5.5036811	6.1542009	5.4217078	.185143	3.472
	.1653	64723	4.28	5.4143261	6.0442241	5.3365048	.195984	3.265
82.....	.1777	54024	4.03	5.3188231	5.9282601	5.2449176	.207328	3.069

Age.	Mortality.	Living.	Expectat'n of life.	Logarithm of D.	Logarithm of N.	Logarithm of M.	Annual Value of premium. annuity.
84.....	.1906	44424	3.80	5.2168201	5.5057527	5.1466142	.219211 2.881
	.2040	35957	3.58	5.1079500	5.6768485	5.0412488	.231686 2.702
86.....	.2179	28622	3.37	4.9918297	5.5395833	4.9284627	.244838 2.530
	.2323	22285	3.16	4.8680587	5.3949210	4.8078841	.258779 2.336
88.....	.2474	17185	2.96	4.7362168	5.2417150	4.6791295	.273788 2.208
	.2637	12933	2.77	4.5957477	5.0791459	4.5416767	.290089 2.044
90.....	.2814	9523	2.58	4.4457692	4.9061599	4.3946592	.307968 1.887
	.3007	6843	2.40	4.2852230	4.7214552	4.2870379	.327780 1.730
92.....	.3222	4785	2.22	4.1128532	4.5233787	4.0675871	.350113 1.574
	.3468	3244	2.04	3.9269214	4.3097222	3.8845960	.375728 1.414
94.....	.3759	2119	1.85	3.7249343	4.0774793	3.6855904	.405612 1.252
	.4112	1322	1.67	3.5031552	3.8224966	3.4668318	.440895 1.092
96.....	.4545	779	1.48	3.2560896	3.5890370	3.2228010	.482796 0.918
	.5077	425	1.30	2.9758511	3.2191387	2.9455716	.532639 0.694
98.....	.5727	209	1.12	2.6510475	2.8514944	2.6237038	.591247 0.587
	.6515	89	0.95	2.2647471	2.4193341	2.2402225	.662046 0.395
100.....	.7468	31	0.79	1.7899166	1.8957198	1.7680644	.745323 0.276
	.8616	8	0.64	1.1763469	1.2306063	1.1569956	.844091 0.133
102.....	1.000	1	0.50	0.3004497	0.3004497	0.2854164	.961538 0.000

Art. IV.—CITY POPULATION.

ATLANTIC CITIES—POPULATION—RATIO OF GROWTH—OVERFLOW—BOSTON AND VICINAGE—MANUFACTURES—NEW YORK—INCREASE—METROPOLITAN RAILROADS—POPULATION BY WARDS—MOVEMENT OF BUSINESS—THIRD CITY OF THE WORLD—REAL ESTATE SPECULATIONS—EXTENSIVE RECOVERY—PROGRESS—DWELLINGS—CITY DIVISIONS—EFFECT OF RAILROADS—LOTS ON MANHATTAN ISLAND—DENSITY OF POPULATION—TENEMENT HOUSES—BROOKLYN—CITY RAILROADS—PHILADELPHIA—POPULATION BY WARDS—COMPARISON—NEWARK, N. J.—BALTIMORE—NEW ORLEANS—VALLEY CITIES—LAKE CITIES—INTERIOR CITIES—AGGREGATE OF THIRTY-FIVE CITIES—THE NORTHWEST—ATLANTIC CAPITAL—FUTURE PROGRESS.

The comparative growth of cities is always an interesting branch of statistical research, and the late returns of the census give many important facts in relation to the leading cities of the Union. The enumerations of the leading Atlantic cities show the following results:—

	1810.	1820.	1830.	1840.	1850.	1860.
Boston.....	33,250	43,298	61,392	93,383	136,881	177,902
Providence	10,071	11,767	16,382	23,171	41,513	49,914
New York.....	96,373	123,706	202,589	312,710	515,547	821,113
Brooklyn.....	4,402	7,175	15,396	36,233	96,888	273,325
Newark.....	.....	6,507	10,958	17,290	38,894	72,055
Philadelphia...	111,210	137,097	188,961	258,037	408,762	568,034
Baltimore.....	35,387	62,738	80,625	102,312	169,054	218,612
Richmond.....	9,735	12,067	16,060	20,153	27,570	37,968
Washington....	8,208	13,247	18,827	23,364	40,001	61,400
Charleston....	24,711	24,780	30,289	29,261	42,985	40,195
New Orleans ..	17,242	27,176	46,310	102,193	116,375	170,766
Savannah.....	5,215	7,523	7,776	11,214	15,312	16,000
Total.....	355,800	478,075	695,560	1,029,322	1,649,732	2,518,484

These aggregates show that the twelve cities named had five per cent of the whole population of the Union in 1810, and the proportion rose regularly to 6½ per cent in 1850, to 8½ per cent in 1860. In nearly all these cities, however, the population since the era of railroads has flowed over into the surrounding country, thus spreading the dwellings of those who carry on the business for which the city is important. In the neighborhood of Boston there are thirteen towns that are commanded by rail-

roads, and which contain the dwellings of Boston business men. The aggregate of Boston and those towns compared with the rest of the State is as follows:—

	1850.	1855.	1860.
Boston.....	136,881	161,429	177,902
Thirteen towns.....	76,683	97,193	117,492
Total.....	213,564	258,622	295,394
Rest of Massachusetts.....	780,950	864,420	938,102
Total Massachusetts.....	994,514	1,123,042	1,231,496

Thus Boston may be said to contain one-fourth of the population of the State. The thirteen cities of Massachusetts have a population of 441,987, or 35 per cent of the whole population; in 1850 the same cities had a population of 324,845, or 33½ per cent of the whole population. It is to be borne in mind, however, that the towns around Boston are those which concentrate the population the most rapidly, and one-third of the whole State population lives within a radius of twelve miles of Boston, dependent upon its commerce and manufactures.

The population and valuation of the city of New York have probably received the most marked development. The increase of the population from 1850 to 1860 nearly equaled the sum of the entire population in 1840. The progress of the population has, however, been in the upper part of the island, following the course of the railroads, which, since 1852, have so powerfully aided in the expansion of the city in a northerly direction. The following is a table from official sources of the population of each ward, according to the national census for each decade and the State census for the intermediate terms:—

POPULATION OF NEW YORK CITY.

Wards.	1830.	1835.	1840.	1845.	1850.	1855.	1860.
1....	11,331	10,380	10,629	12,230	19,754	13,468	18,120
2....	8,203	7,549	6,334	6,962	6,655	3,249	3,000
3....	9,599	10,884	11,581	11,900	10,355	7,909	3,757
4....	12,705	15,439	15,770	21,000	23,250	32,895	21,994
5....	17,722	18,495	19,159	20,362	22,686	21,617	22,341
6....	13,570	16,827	17,198	19,343	24,698	25,562	26,698
7....	15,873	21,481	22,982	25,556	32,690	34,422	40,006
8....	20,729	28,570	29,073	30,900	34,612	34,052	39,722
9....	22,810	20,618	24,795	30,907	40,657	39,982	44,386
10....	16,438	20,926	29,026	20,993	23,316	26,378	29,051
11....	14,915	26,845	17,052	27,259	43,758	52,979	59,663
12....	11,808	24,437	11,658	13,378	10,451	17,656	30,648
13....	12,598	17,130	18,517	22,411	28,246	26,597	32,917
14....	14,288	17,306	20,235	21,103	25,196	24,754	28,087
15....	.....	13,202	17,755	19,422	22,564	24,046	27,588
16....	.....	.....	22,273	40,350	52,882	39,823	45,183
17....	.....	.....	18,619	27,147	43,766	59,548	72,955
18....	.....	.....	.....	.....	31,546	39,415	57,464
19....	.....	.....	.....	.....	18,465	17,866	32,841
20....	.....	.....	.....	.....	.....	47,055	67,554
21....	.....	.....	.....	.....	.....	27,014	55,405
22....	.....	.....	.....	.....	.....	22,605	61,754
Total	202,589	270,089	312,710	371,223	515,547	629,810	821,113

In comparing the above figures, as they have been recorded in the respective years in which the estimates were made, it will be observed that the increase of the population in the up-town wards has been quite large, while that of some of the wards in the lower part of the city has considerably fallen off. Extension of business has required a corresponding extension of territory. Down-town limits have become circumscribed within the last five years. What was formerly the aristocratic resting places of solid old Knickerbockers has been occupied by the substantial warehouses of merchants. Westward the course of empire has taken its way, in truth; and if the progress continues as it has commenced a few years from now will see the whole of the lower portion of the city absorbed by trade, while the people will legitimately press upwards and develop the resources of the city in that direction. The ancient "up-town" has become the modern "down-town"—the old has given place to the new, and the time-honored monuments of old New York are rapidly crumbling away under the advancing footsteps of improvement.

From the foregoing table it may appear that the increase is not as great as is actually the case; but it is to be borne in mind that the estimates were made in June—a time when a large number of our citizens are absent in the country. It is fair to presume, therefore, that many thousands have been omitted from the census, and that if it were correct the number would be nearer nine hundred thousand than the number mentioned above. This being the case, New York occupies the third position in the cities of the world outside China and Japan, with which at the present moment London, Paris, and New York are not to be compared.

In 1830 there commenced that season of real estate speculation which carried property in the upper part of the island to exorbitant prices in 1836. The reaction then commenced, and the year 1843 gave the lowest point for real estate values. The general business of the city then began to recover, and the course was upward with a steady progress. The foreign famine of 1847-48 gave a great impulse to business, and being followed by large immigration and the successive opening of railroads, each adding to the city's business, as new lines of steamboats still further helped to concentrate business in New York. With the growth of business the population overflowed into Brooklyn, Williamsburg, New Jersey, and the river counties. By this operation the personal valuation of the city was checked, since persons living out of the city were not easily reached. The gold discoveries gave a new impulse to business, and the Crystal Palace of 1853 also lent its aid, while, in the same year, the introduction of Metropolitan roads at once, as it were, gave the means of spreading up town, and the upper part of the island was rapidly peopled. The Central Park added to the attraction in that direction. The dwellings of the wealthy portion of the population have migrated as regularly as the means of doing so have been extended. Thirty years since only 11,000 persons were to be found above Fourteenth-street, and the real estate valuation above that line was but \$3,644,980. If we now divide the island into three districts, viz.: below Canal-street; between Canal and Fourteenth-street; and above Fourteenth-street, and take the population and valuation of each district, we have results as follows for many periods:—

City Population.

	—Below Canal-street.—		—Canal to Fourteenth-st.—	
	Population.	Valuation.	Population.	Valuation.
1836.....	79,574	\$84,284,119	170,078	\$91,620,517
1843.....	91,797	71,908,306	225,708	73,829,609
1850.....	107,367	99,734,878	294,668	95,407,149
1855.....	94,718	112,920,377	263,210	94,530,899
1860.....	96,110	125,290,532	301,580	110,719,891

	—Above Fourteenth-st.—		—Total.—	
	Population.	Valuation.	Population.	Valuation.
1836.....	24,437	\$57,837,667	270,089	\$233,742,302
1843.....	53,728	19,212,599	371,233	164,950,514
1850.....	113,359	57,044,726	515,394	252,186,753
1855.....	271,882	120,524,590	629,810	336,975,866
1860.....	423,423	162,523,196	821,113	398,533,619

With the year 1836 the fictitious real estate valuation culminated, and prices declined over the whole island to the year 1843. From that time it rose again, but below Fourteenth-street. In the next five years the city railroads caused a positive decline of over 31,000 inhabitants between Canal and Fourteenth-street; and below Canal no doubt many went over to Brooklyn, thus leaving a decline of over 12,000 in this section. The rush "up-town" was so great in the five years that 158,000 persons were added to the number there, and the real estate more than doubled, while a decline took place between Canal and Fourteenth-streets. In the last five years the population of the lower part of the city has slightly recovered, while above Fourteenth-street 151,000 has again been added to the population, and \$40,000,000 to the real estate. This has been the effect of metropolitan railroads down the great avenues. In the same period railroads have spread over Brooklyn and Williamsburg, which are now united, and the population of both cities (New York and Brooklyn) is now 1,094,438, against 612,385 in 1850. The occupation of Manhattan Island goes on with this rapidity by means of the railroads that have greatly reduced the importance of distance from places of business.

Notwithstanding the immense size this city has reached, it has not as yet covered half its boundary; 54,725 lots have been built upon or otherwise improved, while there yet remains 86,761 vacant or unimproved lots. Probably fifty years will hardly pass before the latter will be improved; and if Brooklyn and its suburbs are in the meantime consolidated with this city, New York will become a metropolis scarcely less than London. The following shows the number of improved and unimproved or vacant lots in each ward:—

Wards.	Improved.	Unimproved.	Total.	Wards.	Improved.	Unimproved.	Total.
1.....	2,033	24	2,057	13.....	1,508	131	1,639
2.....	1,214	1	1,215	14.....	1,531	6	1,537
3.....	1,232	5	1,237	15.....	2,617	89	2,706
4.....	1,858	40	1,898	16.....	3,709	1,045	4,754
5.....	1,935	12	1,947	17.....	3,559	229	3,788
6.....	1,261	11	1,272	18.....	4,155	2,491	6,646
7.....	2,532	420	2,952	19.....	2,065	12,977	15,045
8.....	2,705	31	2,736	20.....	4,275	1,721	5,996
9.....	3,650	405	4,055	21.....	3,441	1,647	5,088
10.....	1,647	22	1,669	22.....	3,699	10,589	14,288
11.....	2,534	656	3,190				
12.....	2,062	54,239	56,301	Total...	54,725	86,761	141,486

The density of the population in the section crossing the island on a belt between Canal and Fourteenth-street has been largely increased, and tenement houses accommodate large numbers. These houses have of

late been built, to some extent, on improved plans, by which "all the modern improvements" are supplied to the occupants of rooms on reasonable terms. A late report of the Sanitary Association gives the following facts in relation to the occupancy of houses:—

Three years since the number of buildings of all descriptions in this city was some 53,000. The city is divided into twenty-two wards. In 1856, nineteen of these wards contained a population of 536,027 inhabitants, divided into 112,833 families, averaging a little less than five souls in each family. For the accommodation of these 112,833 families, residing in nineteen wards, there were 36,088 dwellings, averaging about three-and-one-half families occupying an entire house. There are but 12,717 of these family occupying an entire house; 7,148 of these dwellings contain two families; 4,600 contain each three families. Thus, while 24,465 of these dwellings shelter but 36,213 families, the remaining 13,623 houses have to cover 76,620 families, averaging nearly six families to each house, showing that about three-fourths of the whole population of New York live averaging but a fraction less than six families in a house, while only about one family in ten occupy a whole house. The following table will show how the families are apportioned to these dwellings:—

Containing families.	No. houses.	Containing families.	No. houses.	Containing families.	No. houses.	Containing families.	No. houses.
1 family	12,717	13 families	300	25 families	9	40 families	1
2 families	7,148	14 "	168	26 "	26	42 "	1
3 "	4,600	15 "	90	27 "	1	43 "	1
4 "	3,256	16 "	289	28 "	1	45 "	2
5 "	2,055	17 "	58	29 "	1	48 "	1
6 "	1,960	18 "	63	30 "	4	50 "	1
7 "	1,487	19 "	15	32 "	2	54 "	1
8 "	1,444	20 "	166	34 "	1	56 "	1
9 "	355	21 "	9	35 "	2	57 "	1
10 "	556	22 "	28	36 "	5	87 "	1
11 "	175	23 "	5	37 "	1	94 "	1
12 "	277	24 "	58	38 "	1		

There are many single blocks of dwellings containing twice the number of families residing on the whole of Fifth Avenue, or than a continuous row of dwellings similar to those on the Fifth Avenue three or four miles in length. There is a multitude of these squares, any of which contain a larger population than the whole city of Hartford, which covers an area of seven miles.

There are in Brooklyn 4,483 houses, which, according to the report of the superintendent of the police, have from three to one hundred persons each. The city railroads, as we have said, have been the means of extending the dwellings. There are five of these roads that run longitudinally from the Park to Harlem River, and these carried the following number of passengers in 1859:—

	No. passengers.	Receipts.		No. passengers.	Receipts.
Third Avenue	9,974,101	\$502,951	Harlem.....	3,493,113	261,983
Eighth "	7,589,997	379,500			
Sixth "	6,479,129	323,956	Total.....	32,718,351	\$1,730,556
Second "	5,182,011	262,166			

Thus, passages equal to more than the whole number of persons in the United States were made in those vehicles last year. Their effect has been doubtless to reduce the number of persons in single houses, by giving each family the command of a whole house for the same terms.

The population of Philadelphia has grown more rapidly than Boston, but the city has been, since 1854, made to embrace the whole county, and horse railroads have been availed of to an extent greater than any other city. Owing to the consolidation of the city and the new arrangement it is difficult to compare by wards with the former census. The present population is, however, as follows:—

POPULATION OF PHILADELPHIA.

Wards.		Wards.		Wards.	
1.....	37,078	11.....	16,717	21.....	17,164
2.....	23,097	12.....	16,811	22.....	17,288
3.....	19,916	13.....	20,132	23.....	24,093
4.....	23,633	14.....	24,336	24.....	23,791
5.....	24,838	15.....	32,431		—
6.....	14,928	16.....	20,092	Pop. 1860...	568,034
7.....	31,397	17.....	23,328	“ 1850...	408,762
8.....	27,811	18.....	20,470		—
9.....	17,215	19.....	39,271	Inc. in 10 years.	159,272
10.....	21,967	20.....	39,152		—

Until the year 1854, at which time consolidation went into effect, the city and county were separate. By the act of consolidation the city limits were extended over the entire county, and the last census includes this territory. Prior to 1790 there was no count made of the inhabitants in the rural portion of the county. In the figures given above only dwellings are included in the census of 1860, and no account is taken of stores, manufactories, work-shops, or public buildings. It follows that the people of Philadelphia are pretty well housed, when they have nearly 90,000 houses to shelter a population of 568,000 souls. There is no doubt that the population of the city is much larger than the figures returned by the Deputy United States Marshal would denote. The returns were collected in the summer, when, as in New York and Boston, very many families were absent from the city. Their houses being closed, the marshals were unable to obtain the desired statistics when they made their regular rounds, and thousands were missed in this way. An evidence of these serious omissions is furnished by the fact that the census returns give the number of deaths which occurred in the city during the year ending June 1st, 1860, as 6,076; while the records of the board of health prove that during that period the deaths really numbered 10,000.

The population of New York has increased far more rapidly than either Boston or Philadelphia, but it is the point of immigration from Europe. Boston and Philadelphia are both manufacturing cities, and the latter in that respect increases by far the most rapidly, because the manufacture is more distributed among individuals, and less under the control of corporations. The supply of raw materials, fuel, and water is abundant, and means of locomotion through horse railroads greater than in any other city.

In Philadelphia the average number of inmates to a house is about seven; in New York it is about fifteen. The numerous tenement houses of New York, in which hundreds of people are crowded, are unknown in Philadelphia, where nearly every family has a distinct domicile of its own. The facts we have stated show that, while New York has the larger population, Philadelphia has much the larger number of houses.

In 1820, that is, before the opening of the Erie Canal, Philadelphia was more populous than New York.

The population of Newark, N. J., rather more than doubled in the ten years to 1850, and in the last ten years it has again doubled under the influence of its manufacturing prosperity. It bears to New York something like the relation that Providence bears to Boston.

The population of Baltimore has increased in the last ten years less rapidly than in the previous decade, when it first felt the influence of the Baltimore and Ohio Railroad. Washington and Richmond also present a considerable increase, although they are not commercial cities. In Charleston there is an apparent aggregate decrease, but that is exclusively among the blacks. The white population has increased from 20,012 to 23,327, or more than 11 per cent. The city of New Orleans shows a large increase, greater in proportion than any other city, except New York. The growing wealth and trade of that city attracts thither great numbers, and the population is apparently more permanent than it formerly was. The great increase in the business of that city has been mainly from the river trade, which, drained from various directions on the great valley, has poured through the river cities to swell the volume of the New Orleans traffic. The principal cities of the rivers have increased as follows in population:—

CHIEF VALLEY CITIES.

	1810.	1820.	1830.	1840.	1850.	1860.
St. Louis.....	1,600	4,598	5,852	16,469	77,860	160,577
Louisville.....	1,357	4,012	10,341	21,210	43,194	70,226
Nashville.....	.....	.....	5,566	6,929	10,478	23,715
Cincinnati... ..	2,540	9,642	24,831	46,338	115,436	158,851
Pittsburg	4,768	7,248	12,568	21,115	46,601	48,804
Total.....	10,265	25,500	59,158	112,051	293,569	462,173

The five leading cities of the valley increased in the decade to 1850, during which the canals began to exert an influence on their trade, about 181,000 souls, of which the largest portion was in Cincinnati. In the last decade railroad building, land speculation, and immigration have all exerted an influence upon the tributary country, driving trade in upon each of those centers, and the increase has been 168,000 souls, of which the largest proportion is in St. Louis. But during the last ten years those cities have encountered a more active rivalry in the growth of the lake cities, which have successfully attracted a large portion of the business of the belt of country bounded by the lakes, the Ohio River, and the Mississippi River, by means of the railroads and the attraction of capital operating through those points.

CHIEF LAKE CITIES.

	1840.	1850.	1860.
Buffalo.....	18,213	42,261	81,541
Lockport.....	6,500	12,323	9,962
Cleveland.....	6,071	17,034	43,550
Detroit.....	9,102	21,019	46,834
Chicago.....	4,479	28,269	109,420
Milwaukee.....	1,700	20,061	45,326
Total.....	46,065	140,967	335,633

The increase in those cities has been, it appears, to 1840, 95,000 persons, of which increase Chicago, at the other end of the lakes, had

as large a share as Buffalo, at this end. In the last ten years the aggregate increase has been 194,700 souls, of which 81,000 has inured to Chicago, while Buffalo has increased but 39,000, or less than half the increase of Chicago. This great apparent prosperity of the former city has grown out of the immense concentration, not only of railroads at that point, but of the expenditure for railroad construction on a radius of 100 miles, all of which has reflected upon Chicago as a focus. That region is now to a considerable extent settled, and every year must add to the immense quantities of produce that will seek Chicago as the primary point of shipment. This growth of lake cities is very remarkable, and the more so if we compare it with the population of the prominent internal cities of the Atlantic States, where manufacturing may be assumed as the chief element of growth, as follows:—

	1840.	1850.	1860.		1840.	1850.	1860.
Worcester.....	7,497	17,049	24,963	Harrisburg ...	5,986	7,834	14,862
Bangor.....	8,627	14,332	16,499	Lancaster ...	8,417	12,369	17,642
Auburn.....	5,626	9,548	10,965	Reading.....	8,410	12,743	23,175
Rochester ...	20,191	36,403	48,096	Alexandria...	8,459	8,734	11,116
Utica.....	12,782	17,565	22,871	Wilmington..	8,367	13,979	21,224
Canandaigua..	5,652	6,143	7,091				
Newburg.....	6,000	11,415	15,180	Total.....	101,014	171,112	233,784

The growth here presented has been but 62.672, or 36 per cent only in the last ten years. The whole growth of all the cities in the last twenty years have been as follows:—

	1840.	1850.	1860.	Increase per cent.
Twelve Atlantic cities	1,029,322	1,649,732	2,518,984	50
Five Valley "	112,051	293,569	462,173	58
Six Lake "	46,065	140,967	335,633	130
Twelve Interior "	101,014	171,112	233,784	36
Total growth.....	1,288,452	2,255,380	3,550,574	52

Thus the lake cities have shown by far the largest proportional increase, and the increase of the valley cities, as well as those of the Atlantic and the interior, has been in a declining ratio. The large railroad expenditure, migration, and speculative movement during the last ten years have made the lake country the focus of migration, and St. Louis has largely benefited by the same state of affairs, since the affluents that feed its trade have been swollen by the settlement and improvement of the whole northwest region. That region is now well supplied with rails, that will require a large production of grain and other produce to pay the interest on the cost of their construction, and their competition for the freights will no doubt reduce the rates of transportation to a *minimum*, and therefore favor the business of cities at their termini. The value of the produce will be governed, as a matter of course, by the state of the markets of sale. In other words, its value must fluctuate with the crops of Europe. The resources of that region are, however, equal to any demand, and it is, by the continued smoothing of the way to market, brought daily nearer to the European centers of demand.

The Atlantic cities, by reason of great attraction that the West has presented to the enterprising, were to some extent retarded of their growth. The effect of the new means of communication with the more thickly settled West must now be to make the Atlantic interests resume

their march. The Atlantic border is to a greater extent the owner of western roads, and the revenue of those roads, amounting, to those which center in Chicago alone, to some \$18,000,000 per annum, will be sent East with other large sums. The capital that so long set in a westerly current now sets East with accumulated interest, accompanied by the vast tide of yearly swelling produce. There is not likely to be a similar large absorption of capital in the building of railroads for the present, while every effort will be made to make those in operation profitable. Under the supposition that the \$160,000,000 which has been expended in western railroads shall be recovered through the operation of those roads, and become applicable to new enterprises, an abundant supply of capital may be fairly looked for in all the industries of the eastern cities, and their growth thus receive a new impulse, we may observe the city population gain gradually upon the aggregate. Thus the thirty-three cities enumerated held $7\frac{1}{2}$ per cent of the national population in 1840. In 1850 they contained $9\frac{1}{2}$ per cent, and in the present year they hold $11\frac{1}{2}$ per cent of the population of the Union. The city of New York, including Brooklyn, has gained most rapidly in that respect. A new impulse will in all probability now for a season be given to city accumulations, until one of those periodical revulsions again scatters the population upon the broad domain of the government.

JOURNAL OF MERCANTILE LAW.

APPEAL IN ADMIRALTY—CHARTER PARTY—LIEN.

In the United States Circuit Court.—October 30. Before Hon. Judge NELSON. Robert Latta vs. the cargo of the ship Hermitage.

NELSON, C. J.—The libel was filed in this case *in rem*, against the cargo of the vessel to recover a freight under a charter party. This charter party was entered also between the libellant and Messrs. ABRANCHES, ALMEIDA & Co., merchants, for the employment of the vessel from the port of New York to the west coast of Africa, on a trading voyage, and back to New York, with the privilege of continuing the voyage for a year. The owner engaged to keep the vessel well fitted, tight, and staunch, and provided with every requisite necessary for such trading voyage, excepting captain, crew, and provisions, and that the whole vessel, (with the exception of the cabin, the deck, and necessary room for the accommodation of the crew and stowage of sails and cables,) would be at the sole use and disposal of the charterers, and that no goods or merchandise would be laden on board otherwise than from them, and the owner also bound himself to receive on board the vessel during the voyage, all such lawful goods and merchandise as the charterers might think proper to ship. The charterers engaged, on their part, to provide the vessel at all times with sufficient ballast, and to pay for charter or freight during the voyage \$450 per month, and all foreign and domestic port charges, &c., payable as follows:—\$800 at the expiration of every four months in New York, and in full on discharge of vessel. The charters to commence when in her berth for loading and reported to charterers, and cease when the vessel shall have returned and discharged her cargo in New York. For the fulfillment of the several stipulations each party bound himself to the other—the one the ship and tackle, the other the merchandise laden on board. The cargo was put on board the vessel in this port by the charterers preparatory to the voyage, but before she started on her voyage a question arose upon the construction of the charter, or rather in respect to the rights of the charterers

under it; the latter claiming the cabin for the accommodation of passengers to be received on board, which was denied by the owner, and thereupon the charterers commenced taking out the cargo and refused to go on with the charter party. This libel is filed to recover freight for the use of the vessel for the time engaged, and damages for the non-fulfillment of the charter party. The case does not fall within that class of cases where nothing has been done under charter of the vessel, that is, no goods placed on board, nor the voyage entered upon, in which there can be no lien upon the vessel or cargo under the charter party. In these cases, whether the breach of the agreement is on the part of the owner, or of the charterer, there can be no proceeding *in rem*. against vessel or cargo, as no lien has attached for the benefit of either party. For here the voyage had commenced upon the very terms of the agreement between the parties, the goods were put on board the vessel, and, if the lien attached at all, attached as soon as they were laden on board; and so far as the form of the remedy is conceived, it is the same as if the voyage had been broken up by the charterers at any other point in the course of the voyage, after the vessel had been out a week, month, or longer. The real question, therefore, in the case, is whether the claim set up by the charterers to put passengers on board to occupy the cabin was well founded. If it was, then the refusal was a breach of the charter, and the charterers had a right to put an end to the contract. If not, they were in fault, and the cargo is chargeable for freight and damages. Now, the charter, which is a very special and well drawn instrument, clear and readily understood in every part of it, in terms reserves the cabin. It is insisted, however, that this is a mistake, and is inconsistent with other parts of the instrument, and that without the use of the cabin to the charterers the voyage could not be performed, and thus the reservation would defeat the contract. But if there has been any mistake in the charter, or if its terms do not express the intent of the parties, there is another mode of settling the question than calling on the court in this proceeding to disregard its clear and undoubted meaning, and that is, to institute a proceeding to reform the contract. And as to the objection that the clear words of the charter would necessarily defeat the whole object of it, and purpose of the parties in entering into it, we are unable to see this consequence. We do not think the reservation necessarily excludes the master from the cabin, for, although he is appointed by the charterers, he was, in a qualified sense, the master of the owner. The owner had duties to perform in respect to the vessel, and some of them approximately belonging to the master, and in which he, as master, was specially concerned. In our construction of the charter, the possession of the vessel was not to be exclusively in the charterers, not so as admitted by the terms of the instrument, nor necessarily so, in any judgment, regarding the nature and purpose of the voyage. This is our view upon the words and by the parties to the contract, and we must look to them in endeavoring to ascertain their meaning. As it respects the lien upon the cargo on board, the charter is express—so, upon the vessel, if the breach of the contract had been on the part of the owner. The decree below reversed and decree for libellant with reference to clerk to ascertain the freight and damages.

REVENUE PROTEST—IMPORTANT TO IMPORTERS.

In the United States Circuit Court.—October 31. Before Hon. Judge NELSON. *Greene C. Bronson vs. John G. Boker, et al.*

NELSON, C. J.—The principal question in this case is whether or not the protest is sufficiently explicit within the requirements of the act of Congress. The words are, that before making payment of the duties the importer must protest in writing, signed by him or his agent, setting forth distinctly and specifically the grounds of objection to the payment of the duties. In *Greely and Burgess*, (18 Howard, 410.) the following words were held sufficient to take an objection on the trial that the appraisers had not made the proper examination of the goods from the several packages as required by the act:—"That the goods were not fairly and faithfully examined by the appraisers." In that case the article

imported was sugar from Cuba, and the samples upon which the assessment was made had been drawn from the casks and exposed for some time to the air, and would not afford a true criterion by which to judge of the value. The majority of the judges were of the opinion that the protest was sufficiently specific to cover this objection. In the present case the question of appraisal arises in regard to an importation of liquors, and the objection is that the examination was defective in not examining samples from the stated number of packages required, and also that neither packages nor samples were examined by the appraisers. The words in the protest are claimed to cover the objection, and because the appraisers "had not used or employed a sufficient means, or made sufficient examination of said brandies" to determine their value. It may be sufficient to distinguish this case, so far as the sufficiency of the protest is concerned, from the case above referred to; but the words in the connection found could afford but little information to the Collector of the real ground of the objection. They are found among a mass of objections covering almost every one that can arise under the revenue laws, and extending over some sheets of foolscap. Certainly the Collector would be obliged to go over the entire process of carrying goods through the Custom-house in every instance of entry, in order to meet the almost countless objections enumerated on this paper. The protest seems to have been without reference to any specific objection, but with a view to hit any that might happen in the course of levying the duties. We think the departure from the strict construction of the act, in the case above referred to, has led to this general and indefinite statement of the objections, and that it may be necessary for Congress to interfere and correct the abuse. The trial in this case was embarrassed on account of the loss of the papers in the Custom-house, and it is exceedingly doubtful if the truth of the transaction appeared on the trial, for the want of the proper preparation of the defence. We shall grant a new trial, with an order to enable the government to furnish the proper evidence, if in their power, but it must be on terms, on payment of the costs of the last circuit.

COMMERCIAL CHRONICLE AND REVIEW.

PERIODICAL DISTURBANCES—CREDIT SYSTEM—INCREASED CAUTION—PANIC OF 1857—POLITICAL EVENTS—RENEWED DISTRUST—ELEMENTS OF PROSPERITY—CHEAPNESS OF MONEY—FOREIGN BALANCES—SPECIE IN THE CITY—RESOURCES OF THE WEST—PRESIDENTIAL ELECTION—BANK CURTAILMENT—DANGER OF SUSPENSION—REDEEMING BANKS—LOW RATE OF BILLS—MEETING OF BANK OFFICERS—EXCHANGE COMMITTEE—CLEARING-HOUSE EXCHANGES—BOSTON BANKS—SOUTHERN BANKS—SPECIE—EXPANSE OF LOANS—INTERNAL EXCHANGES—CROP MOVEMENT—RATES OF MONEY—EXCHANGE—LOWER RATES—MONEY IN ENGLAND—BANK OF FRANCE—DRAINS FOR COIN—SILVER IN BANK OF FRANCE—GOLD FOR AMERICA—STOCK QUOTATION—SPECIE MOVEMENT—LOSS OF THE CITY.

The disturbances which from various causes periodically overtake the financial world seem of late to have increased in frequency and intensity, and it may be owing in some degree to the fact that commercial men have come to be more thoroughly convinced of the precarious nature of the credit system, on which a very large portion of the business of the country is conducted. The knowledge that so many business men incur obligations to an aggregate of which their real capital proves but comparatively a small per cent, induces all to seek safety by contraction at the very first sign of trouble, real or imaginary. The commercial enterprises are apparently like a fleet of the little Nautilus, which, on the smooth sea, rise and spread a tiny sail, but at the first ripple all collapse and sink to the bottom for safety. The effects of the panic of 1857 had hardly passed out of the market, and houses tainted with extension had just recovered a little strength, when the course of political events again, as it were in advance, prostrated credit

by awakening political fears. The result was worse for those who had outstanding obligations than at any former crisis up to that time. All the elements of a season of the greatest prosperity existed in all parts of the country. The largest cotton crop ever known had sold well; the agricultural crops were abundant, with prospects of large sales; the raw materials of manufacture were in good supply, capital cheap, and labor plentiful. The cheapness of money through the summer had enabled importers to remit not only in full but in advance, and the supply of bills, against increased shipments of breadstuffs, was such as to reduce the rate of sterling to a point unusually low for the season, affording an indication that the balance due Europe was less than is generally the case in the autumn. As a consequence the export of specie had nearly ceased, and the amount in the city had accumulated to \$27,834,000, Nov. 3, being \$3,000,000 more than for the same date of the previous year. The government 5's were at three per cent premium, and all State stocks commanded high rates. The Western banks, in order to move the breadstuffs, had increased their circulation, and to do so had been large purchasers of State stocks. The prospect was then that all that Western country, which had been so long under a cloud, would become large purchasers of goods in the spring, in addition to the large probable wants of the South. Manufacturers and importers were preparing to supply that anticipated demand which should swell the receipts of railroads and make good the revenues of the government, while raising freights and restoring value to shipping. Under such circumstances capital circulated freely, and if there was any drawback it was in the condition of Europe, whose wants of food might possibly detract from the value of cotton. In this state of affairs the results of the Presidential election came with a blight upon the market. Threats of disunion caused an alarm to which the banks were the first to give practical effect by curtailing their discounts at the time when the community required expansion. The banks at the South first refused to discount the usual cotton drafts payable after the 1st of November. The New York banks at once held up their lines of discounts, the money pressure became intense, sterling bills could not be sold, houses under Western drafts were thus heavily embarrassed, and exchange all over the country rose rapidly on New York. All the wheels of commerce were becoming clogged, and the danger of a general suspension of the merchants was imminent. The banks could not hope to stand up against such a catastrophe. Some mode of action was indispensable. In 1857 similar difficulties were increased by a panic in country money, caused by the failure of banks and brokers connected with the Ohio Life and Trust Company. The pressure of the country money upon the redeeming banks in New York forced curtailment upon them to an extent that made them creditors at the Clearing-house, thus compelling the other banks to follow in the same direction, notwithstanding repeated promises of expansion made to the public. The merchants and depositors becoming exasperated drew their deposits and extinguished the banks in suspension. In the present case the uncurrent money pressure did not occur, but the point was to relieve the exchange markets, and allow the banks to extend their loans to customers, by relieving them from the liability to pay specie at the clearing-house for the balances that might there arise against them. For this purpose, at a meeting of bank officers, a committee was appointed to buy

\$2,500,000 of sterling exchange. The effect of this was to bring a great many private buyers into the market, and the committee did not get the whole amount, and on the 21st of November the bank officers held a meeting, the proceedings of which will be found under another head. The result was to appoint a committee of five who should receive from each bank on deposit bills receivable, United States stocks or treasury notes, or New York stocks, and to issue certificates, bearing 7 per cent, of the denomination of \$5,000 and \$10,000, to an aggregate of \$5,000,000. Those certificates to be taken in payment of balances instead of specie—the amount of which in all the banks was to be made a common fund. To this all the banks assented except the Chemical. Thus armed, the banks were not only to extend their discounts to the merchants, but to aid other cities by not drawing specie for balances due. The Boston banks, following the same plan, extended their limit of bills taken at the clearing-house in settlement of balances instead of specie, from \$500 to a range from \$10,000 to \$100,000, according to the capital of the bank tendering them. Being thus relieved from mutual demands for specie, if the New York banks would refrain from drawing, they could get along. The banks at the South having suspended, with the exception of those at New Orleans, and the foreign exchanges requiring no specie, there was apparently no demand, nevertheless the amount in New York fell from \$27,834,100, Nov. 3, to \$21,688,000, Dec. 8, or \$6,146,000, in addition to \$4,063,049 received from California, making, together, \$10,209,049 that disappeared. Many of the banks, in accordance with mutual agreement, extended their loans, which have, as seen in the table of weekly returns hereto annexed, risen some millions. It is very evident that the whole of this operation was a virtual suspension of specie payments, and was favored by the absence of any export demand for specie at the moment. Its practical effect was temporary. The operation was based on the belief that the assets of the merchants who owe the banks are good and collectable; that as soon as the exchange machinery, by which the produce finds its way to market, is again in operation, the country would again pay up, and the new loans would “run off” under the operation of those payments. The more so that most business enterprises came to a stand, orders for goods were countermanded, manufacturers rapidly curtailed and discharged hands, and every branch of business that would require money was curtailed—no new paper being made—and every day bringing with it some payments, an inevitable fall in the value of money, signifying complete stagnation of business, was likely to take place.

The rates of currency and checks on leading points were as follows, showing the difficulty that was to be encountered in the collection of those debts which are depended upon to meet debts due banks :—

	Checks.	Currency.		Checks.	Currency.
Boston	$\frac{1}{2}$	$\frac{3}{8}$ a $\frac{1}{2}$	Chicago	12	12 a 15
Philadelphia	$2\frac{1}{2}$	$2\frac{1}{2}$ a 3	St. Louis	12	12 a 15
Baltimore	4	$4\frac{1}{2}$ a ..	Detroit	2	2 a ..
Virginia . . . . .	..	9 a 10	Cincinnati	2	$2\frac{1}{2}$ a 3
South Carolina . . . . .	..	9 a 10	New Orleans	$3\frac{1}{2}$	4 a ..

These rates were a serious drawback upon collections, and the derangement of the exchanges, preventing the movement of the crops which accumulated at many points. There was every appearance of a “lock up,” although they in-

creased the mutual exchange rates to \$10,000,000, and the measures of the banks gave but little relief. The best paper was discounted, and no new paper was made; but the large mass that was pressing for money was of a character that the banks scrutinized. The rates of money, under these conflicting elements, were very variable, ranging as follows:—

	—On call.—		—Indorsed.—		Single names.	Other good.	Not well known.
	Stocks.	Other.	60 days.	4 a 6 mos.			
Jan. 1st, 1859.	4 a 4½	4 a 5	4 a 5	5 a 6	6 a 7	7 a 8	8 a 10
Feb. 1st.....	5 a 6	6 a 7	5 a 6	6 a 7	7 a 7½	8 a 9	9 a 10
Mar. 1st.....	4 a 5	4½ a 6	4½ a 5½	5½ a 6½	6 a 7	7 a 8	9 a 10
Apr. 1st.....	4 a 5	5 a 6	5 a 5½	6 a 6½	6½ a 7	8 a 9	9 a 10
May 1st.....	5 a 6	6 a 7	6 a 6½	6½ a 6	7 a 9	9 a 10	10 a 12
Jun. 1st.....	6 a 7	7 a 8	6½ a 7	7 a 8	8 a 9	9 a 10	10 a 12
July 1st.....	5 a 6	6 a 7	6½ a 7	7 a 7½	8 a 9	10 a 12	12 a 15
Aug. 1st.....	6 a 7	7 a 8	6½ a 7½	7 a 8	8 a 9	11 a 13	12 a 15
Sept. 1st.....	5½ a 6	7 a 8	6 a 7	7 a 7½	8 a 8½	11 a 14	12 a 16
Oct. 1st.....	5½ a 7	6 a 7	6½ a 7	7 a 8	8 a 9	10 a 12	12 a 18
Nov. 1st.....	5 a 5½	6 a 7	6½ a 7½	7½ a 8	8½ a 9½	12 a 15	12 a 18
Dec. 1st.....	5 a 5½	6 a 7	6 a 7	7 a 8½	8 a 9	9 a 10	12 a 18
Dec. 17th.....	5½ a 6	6 a 7	7 a 7½	7½ a 8½	8 a 9	9 a 10	12 a 18
Jan. 1st, 1860..	6 a 6½	6½ a 7	7 a 7½	7½ a 8½	7½ a 8	9 a 10	12 a 18
Jan. 15th.....	7 a 7½	7 a 7½	8½ a 9	9 a 9½	9 a 10	10 a 11	15 a 20
Feb. 1st.....	6 a 6½	7 a 7½	8½ a 9	9 a 9½	9 a 10	11 a 12	15 a 20
Feb. 15th.....	5 a 6	6 a 7	7 a 7½	7½ a 8	8½ a 9½	10 a 12	15 a 18
Mar. 1st.....	5½ a 6	6 a 7	7 a 7½	7½ a 8	8½ a 9½	10 a 12	15 a 18
Mar. 15th.....	5 a 5½	5½ a 6	6 a 7	7½ a 8	8½ a 9½	10 a 12	15 a 18
Apr. 1st.....	5 a 5½	6 a 6½	5½ a 6	6 a 6½	6½ a 7½	9 a 10	11 a 13
Apr. 15th.....	5 a 5½	6 a 6½	5½ a 6	6 a 6½	6½ a 7½	9 a 10	11 a 13
May 1st.....	5 a 5½	6 a 6½	5 a 6	6 a 6½	6½ a 7½	9 a 10	11 a 12
May 15th.....	5 a 6	6 a 6½	5 a 6	6 a 7	6½ a 7½	9 a 10	10 a 12
June 1st.....	4½ a 5	6 a 6½	5 a 6	6 a 7	6½ a 7½	8 a 9	9 a 10
June 15th.....	4½ a 5	5 a 6	4½ a 5	5 a 5½	5½ a 6	6 a 7½	8 a 9
July 1st.....	5 a 5½	5½ a 6	.. a 5	5 a 6	5½ a 6	7 a 7½	8 a 9
July 15th.....	5 a 5½	5½ a 6	.. a 5	5 a 6	5½ a 6	7 a 7½	8 a 9
Aug. 1st.....	5 a 6	6 a 7	5 a 6	6 a 6½	6½ a 7	7½ a 8½	9 a 10
Aug. 15th.....	5½ a 6	6 a 7	6 a 6½	6 a 7	6½ a 7½	8 a 9	9 a 10
Sept. 1st.....	6 a 7	7 a 9	6½ a 7	7 a 9	8 a 9	9 a 12	12 a 24
Sept. 15th.....	6 a 7	6½ a 7	7 a 7½	7½ a 8	6½ a 7½	9 a 9½	10 a 10½
Oct. 1st.....	6½ a 7	7 a 8	6½ a 7	6½ a 7½	8 a 8½	9 a 10	12 a 20
Oct. 15th.....	6½ a 7	7 a 8	6½ a 7	6½ a 7½	8 a 8½	9 a 10	12 a 20
Nov. 1st.....	6½ a 7	7 a 8	6½ a 7	7 a 7	8 a 9	10 a 12	12 a 15
Nov. 15th.....	7 a 8	7 a 9	8 a 9	9 a 10	9 a 12	14 a 15	15 a 24
Dec. 1st.....	7 a 9	9 a 10	10 a 12	12 a 15	15 a 18	24 a 26	.. a ..
Dec. 15th.....	6 a 7	9 a 11	12 a 15	15 a 18	20 a ..	.. a ..	.. a ..

The call loans were of course for the best securities at good margins, and the rates for paper were without much regular classification; those who generally deal in commercial paper having, to some extent, withdrawn from the market. The difficulty was not that money was scarce, but that there was no disposition to lend. The rates of exchange present similar features to a very extraordinary extent, being as follows:—

RATES OF BILLS IN NEW YORK.

	London.	Paris.	Amsterdam.	Frankfort.	Hamburg.	Berlin.
Jan. 1..	9 a 9½	5.18½ a 5.17½	41½ a 41½	41½ a 41½	36½ a 36½	73 a 73½
15..	8½ a 9	5.21½ a 5.18½	41½ a 41½	41½ a 41½	36½ a 36½	73½ a 73½
Feb. 1..	8½ a 9	5.18½ a 5.17½	41½ a 41½	41½ a 41½	36½ a 36½	73½ a 73½
15..	8½ a 9	5.18½ a 5.17½	41½ a 41½	41½ a 41½	36½ a 36½	73½ a 73½
Mar. 1..	8½ a 9	5.17½ a 5.15	41½ a 41½	41½ a 41½	36½ a 36½	73½ a 73½
15..	8½ a 8½	5.17½ a 5.15½	41½ a 41½	41½ a 41½	36½ a 36½	73½ a 73½
Apr. 1..	8½ a 8½	5.18½ a 5.16½	41½ a 41½	41½ a 41½	36½ a 36½	73½ a 73½
15..	8½ a 8½	5.16½ a 5.17½	41½ a 41½	41½ a 41½	36½ a 36½	73½ a 73½

	London.	Paris.	Amsterdam.	Frankfort.	Hamburg.	Bremen.
May 1..	9 $\frac{1}{2}$ a 9 $\frac{3}{4}$	5.13 $\frac{1}{2}$ a 5.12 $\frac{1}{2}$	41 $\frac{1}{2}$ a 41 $\frac{3}{4}$	41 $\frac{1}{2}$ a 42	36 $\frac{1}{2}$ a 36 $\frac{7}{8}$	73 $\frac{1}{2}$ a 73 $\frac{3}{4}$
15..	9 $\frac{1}{2}$ a 9 $\frac{3}{8}$	5.13 $\frac{3}{4}$ a 5.13 $\frac{1}{2}$	41 $\frac{3}{8}$ a 41 $\frac{1}{2}$	41 $\frac{3}{8}$ a 42	36 $\frac{3}{4}$ a 37	73 $\frac{3}{4}$ a 73 $\frac{1}{2}$
Jun. 1..	9 $\frac{3}{8}$ a 9 $\frac{1}{2}$	5.13 $\frac{1}{2}$ a 5.12 $\frac{3}{4}$	41 $\frac{1}{2}$ a 41 $\frac{3}{4}$	41 $\frac{1}{2}$ a 42	37 a 37 $\frac{1}{2}$	73 $\frac{1}{2}$ a 73 $\frac{3}{8}$
15..	9 $\frac{1}{2}$ a 9 $\frac{1}{2}$	5.13 $\frac{3}{4}$ a 5.12 $\frac{3}{4}$	41 $\frac{3}{4}$ a 41 $\frac{1}{2}$	41 $\frac{3}{4}$ a 42	36 $\frac{3}{4}$ a 37 $\frac{1}{8}$	73 $\frac{3}{8}$ a 73 $\frac{3}{8}$
July 1..	9 $\frac{1}{2}$ a 9 $\frac{1}{4}$	5.13 $\frac{3}{4}$ a 5.13 $\frac{1}{2}$	41 $\frac{3}{4}$ a 41 $\frac{3}{4}$	41 $\frac{3}{4}$ a 42	36 $\frac{3}{4}$ a 37	73 $\frac{3}{4}$ a 73 $\frac{3}{8}$
15..	9 $\frac{1}{2}$ a 9 $\frac{7}{8}$	5.13 $\frac{3}{4}$ a 5.13 $\frac{1}{2}$	41 $\frac{1}{2}$ a 41 $\frac{3}{4}$	41 $\frac{3}{4}$ a 41 $\frac{7}{8}$	36 $\frac{3}{4}$ a 37	73 $\frac{3}{4}$ a 73 $\frac{7}{8}$
Aug. 1..	9 $\frac{3}{8}$ a 9 $\frac{7}{8}$	5.13 $\frac{3}{4}$ a 5.13 $\frac{3}{8}$	41 $\frac{3}{8}$ a 41 $\frac{3}{4}$	41 $\frac{3}{8}$ a 42	36 $\frac{3}{4}$ a 37	73 $\frac{3}{8}$ a 73 $\frac{3}{8}$
15..	9 $\frac{3}{8}$ a 10	5.13 $\frac{3}{4}$ a 5.13 $\frac{1}{2}$	41 $\frac{3}{4}$ a 41 $\frac{1}{2}$	41 $\frac{3}{4}$ a 42	36 $\frac{3}{4}$ a 37 $\frac{1}{8}$	73 $\frac{3}{4}$ a 73 $\frac{3}{8}$
Sept. 1..	9 $\frac{3}{4}$ a 10	5.14 $\frac{3}{8}$ a 5.13 $\frac{1}{2}$	41 $\frac{3}{8}$ a 41 $\frac{3}{8}$	41 $\frac{3}{8}$ a 42	36 $\frac{3}{4}$ a 37	73 $\frac{3}{4}$ a 73 $\frac{3}{8}$
15..	9 $\frac{3}{4}$ a 9 $\frac{7}{8}$	5.14 $\frac{3}{8}$ a 5.13 $\frac{3}{8}$	41 $\frac{3}{8}$ a 41 $\frac{3}{8}$	41 $\frac{3}{8}$ a 42	36 $\frac{3}{4}$ a 36 $\frac{7}{8}$	73 $\frac{3}{8}$ a 73 $\frac{7}{8}$
Oct. 1..	9 $\frac{1}{2}$ a 9 $\frac{3}{8}$	5.15 $\frac{3}{8}$ a 5.14 $\frac{3}{4}$	41 $\frac{1}{2}$ a 41 $\frac{3}{4}$	41 $\frac{1}{2}$ a 42	36 $\frac{3}{4}$ a 36 $\frac{7}{8}$	73 $\frac{3}{4}$ a 73 $\frac{3}{8}$
15..	8 $\frac{1}{2}$ a 9	5.17 $\frac{1}{2}$ a 5.15 $\frac{3}{8}$	41 $\frac{1}{2}$ a 41 $\frac{3}{4}$	41 $\frac{1}{2}$ a 41 $\frac{3}{4}$	36 $\frac{3}{4}$ a 36 $\frac{3}{4}$	73 $\frac{3}{4}$ a 73 $\frac{3}{8}$
Nov. 1..	8 a 8 $\frac{3}{8}$	5.20 a 5.17 $\frac{1}{2}$	41 $\frac{1}{2}$ a 41 $\frac{1}{2}$	41 $\frac{3}{4}$ a 41 $\frac{3}{4}$	36 $\frac{3}{4}$ a 36 $\frac{1}{2}$	72 a 73
15..	5 a 6 $\frac{1}{4}$	5.30 a 5.23 $\frac{1}{2}$	40 $\frac{1}{2}$ a 40 $\frac{1}{2}$	40 $\frac{3}{4}$ a 41 $\frac{1}{2}$	35 $\frac{3}{4}$ a 36 $\frac{1}{2}$	72 $\frac{1}{2}$ a 72 $\frac{1}{2}$
Dec. 1..	1 a 5	5.47 $\frac{1}{2}$ a 5.40	39 $\frac{1}{2}$ a 40 $\frac{1}{2}$	40 a 40 $\frac{1}{2}$	34 $\frac{1}{2}$ a 35 $\frac{1}{2}$	69 $\frac{1}{2}$ a 76 $\frac{1}{2}$
15..	1 a 4	5.60 a 5.60	39 a 39 $\frac{1}{2}$	39 a 39 $\frac{1}{2}$	34 $\frac{1}{2}$ a 34 $\frac{1}{2}$	72 $\frac{1}{2}$ a 73 $\frac{1}{2}$

The quotations were for the leading names—document bills, or those drawn against produce with bills lading attached, were 97 a 98, at which rates business was scarcely possible, in face of weak markets abroad. These lower rates in usual times would attract remittances, or those who have to pay for goods abroad, but these had mostly made their remittances, and there was nothing to support the market. The maturity of those bills brought gold from Europe at a profit, but the moment for such an operation was very inauspicious, since the drain of gold for corn and war expenses had produced uneasiness and caused a rise in the rate of interest in London from 4 $\frac{1}{2}$, Nov. 8, to 6, Nov. 13, about which time the Bank of England loaned to the Bank of France £2,000,000 of gold on deposit of £2,000,000 of silver. By this transaction it was revealed that the \$85,000,000 specie held by the Bank of France is nearly all silver, while the demand upon the bank was for gold. Rather than pay out the silver, or sell it for gold, either of which measures would have led to disturbance, recourse was had to pledging it with the Bank of England for gold. This transaction it was hoped would remove uneasiness and induce a decline in interest; but immediately following came the disastrous news from New York, which involved not only a cutting off of the receipts of gold thence, but caused a new and unexpected drain. The news was also of a character to affect disastrously American credit, since it showed a decline of 13 per cent in United States government stocks, solely from fear of disunion, which event would reduce the States to the condition of the bankrupt, "disorderly houses" of South America, and leave the separate States a prey to every spoiler. The quotation of United States stocks were as follows:—

	6's, 1868.	5's, 1874.	5's, 1865.	Virginia.	Tennessee.	Missouri.
September 30.....	110	103	105	91	91	82
December 10.....	95	89	92	73	66	62

The first news from the United States, however, produced little effect upon the London market, although about \$2,000,000 gold was immediately shipped for New York.

Such a prospect was likely to cause a reflux of securities to the United States, and the more so that Mr. Grow, of the dominant party in the House of Representatives, refused to pledge the public lands, or give any security for the outstanding public debt. The discredit thus attached to American credit by no means favored a speedy return of confidence in bills. The specie movement was as follows:—

GOLD RECEIVED FROM CALIFORNIA AND EXPORTED FROM NEW YORK WEEKLY, WITH THE AMOUNT OF SPECIE IN SUB-TREASURY, AND THE TOTAL IN THE CITY.

	1859.		1860.		Specie in sub-treasury.	Total in the city.
	Received.	Exported.	Received.	Exported.		
Jan. 7.....		\$1,052,558		\$85,080	\$7,737,965	\$25,600,699
14.....	\$1,376,300	218,049	1,788,666	88,482	7,729,646	26,470,512
21.....		567,393		259,400	8,352,485	27,585,970
28.....	1,210,713	467,694	1,760,582	81,800	8,957,123	29,020,862
Feb. 4.....		606,969	94,569	427,457	9,010,569	28,994,870
11.....	1,319,923	361,550	1,476,621	92,350	9,676,732	29,464,299
18.....		1,013,780		592,997	10,012,572	30,603,762
26.....	1,287,967	358,554	1,393,179	202,000	8,955,203	29,729,199
Mar. 3.....		1,427,556	382,503	667,282	8,734,028	31,820,848
10.....	933,130	307,106	1,198,711	115,473	8,237,909	30,139,089
17.....		870,578	152,000	429,260	8,099,409	31,271,247
24.....		208,955	895,336	465,115	8,122,962	31,408,376
31.....	1,032,314	1,343,059	155,110	706,006	8,026,492	31,447,251
Apr. 7.....		576,107		310,088	7,562,885	30,162,017
14.....	1,404,210	1,637,104	1,146,211	630,010	7,714,000	31,640,982
21.....		1,496,889		241,503	7,531,483	30,764,897
28.....	1,723,352	1,680,743	1,455,337	1,774,767	7,668,723	30,848,532
May 5.....		2,169,197		2,355,117	7,041,143	30,856,889
12.....	1,480,115	1,926,491	1,382,753	533,881	6,539,414	29,319,801
19.....		2,223,578		1,251,177	6,864,148	30,599,341
26.....	1,938,669	5,126,643	1,519,703	1,317,773	6,982,660	30,414,437
June 2.....		2,325,972		1,719,138	6,621,100	31,196,553
9.....	1,513,978	1,877,294		1,542,466	6,620,622	30,406,203
15.....		1,669,263	1,385,652	2,526,478	6,426,755	30,537,000
22.....		1,620,731		1,417,757	6,326,894	29,677,315
29.....	2,041,237	1,861,163	1,541,580	1,962,776	6,253,357	28,717,607
July 9.....		1,398,885		1,166,773	5,187,468	27,939,162
14.....	1,736,861	2,495,127	1,514,884	1,283,135	5,404,367	28,156,061
21.....		2,030,220	673,290	1,624,280	5,432,789	28,876,433
28.....	2,145,000	2,344,040		1,880,497	5,112,942	28,112,668
Aug 4.....		1,284,855	988,676	1,739,259	5,559,922	27,688,011
11.....	1,860,274	1,505,339	1,006,283	1,357,198	5,732,534	27,312,274
18.....		1,594,933		2,183,281	5,902,350	26,911,000
25.....	2,126,332	1,584,879	798,832	1,730,696	5,985,545	26,105,279
Sept. 1.....	*962,030	509,649	950,000	1,302,266	5,607,627	24,642,700
8.....	2,046,006	2,363,385		1,198,893	5,333,650	24,721,300
15.....		1,760,331	791,660	1,088,923	5,636,367	24,597,300
22.....	2,042,363	2,727,194		533,843	5,448,804	24,435,400
29.....		1,414,590	1,202,657	900,700	5,223,432	25,400,400
Oct. 7.....	†2,350,670	727,981		689,419	4,991,575	25,139,300
15.....	1,883,670	1,430,833	1,971,645	16,679	4,496,881	24,770,669
20.....		1,109,603	810,225	1,032,439	4,554,642	26,669,870
27.....	1,871,554	2,059,492		361,808	4,887,003	27,685,500
Nov. 3.....		1,519,673	1,241,939	188,750	5,639,258	27,834,100
10.....	1,568,107	1,068,407		195,320	5,733,746	26,862,100
17.....		1,300,391	911,620	138,700	5,018,564	24,482,974
24.....	1,721,342	none.	1,087,071	13,443	4,308,668	23,068,041
Dec. 1.....		940,201	822,419	86,850	3,702,751	22,244,513
8.....	1,869,429	675,697		44,023	3,125,300	21,688,043
Total.....	41,345,436	68,775,583	32,480,035	41,701,274		

In this return we observe that, while the exports were far less than last year, the receipts of gold exceeded them by \$3,395,963, notwithstanding which the amount in the city fell to \$6,146,057, making about \$10,000,000 that disappeared,

* From New Orleans.

† \$300,000 silver from Mexico.

and the weekly table of bank returns annexed shows that the banks of neighboring cities also reduced their coin. The operations of the New York assay-office did a much larger business for the month than usual, and the amount there deposited was mostly ordered into coin, which fact produced greater activity at the Philadelphia mint, where the coinage of the present year has been very large as compared with last year :—

NEW YORK ASSAY OFFICE.

	Foreign.		United States.				Payments in		
	Gold.	Silver.	Gold.	Silver.	Gold.	Silver.	Bars.	Coin.	
Jan.	14,000	18,000	11,200	14,000	2,478,000	1,800	20,000	647,000	1,910,000
Feb.	5,000	28,000	6,500	24,000	951,000	....	7,500	932,000	90,000
Mar.	8,000	15,000	23,400	5,500	267,000	1,100	2,500	180,000	142,500
Apr.	8,000	32,000	14,500	10,000	183,000	3,700	3,800	187,000	70,000
May	11,200	20,800	25,500	18,000	176,000	7,000	16,500	230,000	45,000
June	12,000	19,000	10,000	4,000	147,000	1,750	2,750	158,000	38,500
July	9,500	18,000	12,800	8,000	159,500	1,200	3,000	140,000	72,000
Aug.	12,000	14,000	16,000	14,100	208,000	1,000	3,900	190,000	79,000
Sept.	13,000	41,000	7,500	14,000	323,000	....	8,500	350,000	57,000
Oct.	7,000	10,000	6,400	38,000	1,183,000	1,000	12,600	300,000	958,000
Nov.	14,000	13,000	30,800	9,000	3,423,000	....	27,000	67,000	3,500,000
Tot.	113,700	122,800	164,600	58,600	9,498,500	18,550	110,250	3,381,000	8,259,000
'59	115,000	122,000	430,580	70,900	2,930,600	13,900	88,320	2,971,000	1,297,100

UNITED STATES MINT, PHILADELPHIA.

	Deposits.		Coinage.			Total
	Gold.	Silver.	Gold.	Silver.	Cents.	
January.....	\$200,000	\$41,000	\$1,024,563	\$41,000	\$24,000	\$1,090,563
February.....	1,838,578	35,573	1,632,160	21,600	24,000	1,677,760
March.....	144,478	82,255	317,451	132,989	29,000	479,440
April.....	281,891	49,764	252,756	38,431	30,000	321,188
May.....	90,828	72,468	133,004	81,100	35,000	249,104
June.....	54,893	54,676	63,718	97,160	24,000	184,878
July.....	97,041	14,181	101,975	87,000	16,660	205,635
August.....	132,133	22,741	No coinage.			
September...	2,174,100	29,537	2,181,460	36,000	4,000	2,221,460
October.....	457,750	45,829	357,373	54,673	10,000	422,049
November.....	1,623,579	19,320	1,580,640	30,700	11,000	1,622,340
Total, 1860...	\$7,915,268	\$477,324	\$7,545,091	\$620,559	\$207,630	\$9,086,422
Total, 1859...	1,381,753	850,927	1,282,219	970,996	323,000	4,803,895

The imports at the port for the month of November exceeded by \$526,154 those of the same month last year, but the proportion put upon the market was less under the influence of political causes. The accumulation in bond was over \$2,000,000 :—

FOREIGN IMPORTS AT NEW YORK IN NOVEMBER.

	1857.	1858.	1859.	1860.
Entered for consumption.....	\$2,792,185	\$7,350,322	\$9,978,720	\$8,625,416
Entered for warehousing.....	5,821,583	1,725,318	2,794,103	3,961,652
Free goods.....	1,776,384	1,425,520	1,955,087	2,487,290
Specie and bullion.....	3,027,803	90,446	167,087	446,798
Total entered at the port.....	\$13,417,960	\$10,591,606	\$14,895,002	\$15,421,156
Withdrawn from warehouse.....	3,152,316	2,124,655	1,970,134	1,597,301

The effect of the panic in 1857 manifested itself in large entries for warehouse, and extraordinary imports of specie. The effect has been similar this year, but sufficient time had not elapsed to allow the specie to arrive. The sterling bills

fell to par, and the gold from California ceased to go abroad, which was equal to an import of specie. The imports at New York, since January 1st, are less than last year, and less than in 1857:—

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

	1857.	1858.	1859.	1860.
Entered for consumption.....	120,107,089	93,167,226	163,721,999	149,286,252
Entered for warehousing.....	79,033,885	24,115,146	33,340,184	39,175,038
Free goods	19,063,434	20,039,083	26,573,198	25,867,868
Specie and bullion	12,216,910	2,200,987	2,631,787	2,678,269
Total entered at the port.....	221,421,318	139,523,442	226,257,118	217,007,427
Withdrawn from warehouse.....	37,024,982	35,684,657	25,016,335	29,857,721

The imports of dry goods during the month of November show a decline from the corresponding month last year, but still in excess of the receipts of previous years for the same month. The increase of goods warehoused shows the effect of the panic which set in in November. The quantity put in bond was about as large as in the panic year, 1857:—

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

ENTERED FOR CONSUMPTION.

	1857.	1858.	1859.	1860.
Manufactures of wool.....	\$132,088	\$1,052,067	\$1,830,208	\$1,465,422
Manufactures of cotton.....	67,042	687,389	939,007	448,431
Manufactures of silk.....	83,748	1,019,817	1,406,923	1,441,427
Manufactures of flax.....	56,012	465,008	664,648	405,283
Miscellaneous dry goods.....	59,281	265,760	358,220	435,265
Total.....	\$398,171	\$3,490,041	\$5,199,066	\$4,195,828

WITHDRAWN FROM WAREHOUSE.

	1857.	1858.	1859.	1860.
Manufactures of wool.....	\$154,950	\$203,011	\$123,385	\$100,809
Manufactures of cotton.....	74,239	72,653	43,090	40,218
Manufactures of silk.....	127,187	78,766	47,650	42,338
Manufactures of flax.....	26,715	117,901	74,563	29,094
Miscellaneous dry goods.....	42,318	102,151	53,693	23,322
Total.....	\$425,409	\$574,482	\$342,381	\$235,781
Add entered for consumption....	398,171	3,490,041	5,199,066	4,195,828
Total thrown upon market..	\$823,580	\$4,064,523	\$5,541,447	\$4,431,609

ENTERED FOR WAREHOUSING.

	1857.	1858.	1859.	1860.
Manufactures of wool....	\$424,866	\$117,077	\$348,028	\$345,958
Manufactures of cotton.....	620,983	200,469	349,168	543,843
Manufactures of silk.....	488,688	95,765	150,680	242,428
Manufactures of flax.....	290,811	55,634	80,641	353,247
Miscellaneous dry goods.....	230,579	49,169	97,385	116,252
Total.....	\$2,055,927	\$518,114	\$1,025,902	\$1,601,728
Add entered for consumption ...	398,171	3,490,041	5,199,066	4,195,828
Total entered at the port....	\$2,454,098	\$4,008,155	\$6,224,968	\$5,797,556

This leaves the total imports of dry goods at New York, since January 1st, nearly \$8,000,000 less than in the corresponding period of last year. The warehousing account shows an excess entered for warehouse, indicating an accumulation in bond:—

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

ENTERED FOR CONSUMPTION.

	1857.	1858.	1859.	1860.
Manufactures of wool.....	\$19,343,504	\$15,951,589	\$31,627,415	\$29,297,999
Manufactures of cotton.....	13,911,067	8,774,510	20,579,678	13,619,867
Manufactures of silk.....	22,141,161	16,344,300	30,038,842	31,761,840
Manufactures of flax.....	5,170,527	4,240,801	9,380,326	6,249,107
Miscellaneous dry goods.....	5,550,187	3,190,458	5,294,699	5,725,000
Total.....	\$66,116,396	\$49,001,658	\$96,921,255	\$86,652,713

WITHDRAWN FROM WAREHOUSE.

	1857.	1858.	1859.	1860.
Manufactures of wool.....	\$5,031,888	\$4,507,237	\$2,849,233	\$3,193,752
Manufactures of cotton.....	2,813,062	3,417,410	1,505,916	2,340,177
Manufactures of silk.....	4,039,982	3,198,729	872,496	1,404,425
Manufactures of flax.....	1,420,743	2,058,461	993,116	801,461
Miscellaneous dry goods.....	775,453	1,314,250	437,675	544,161
Total.....	\$14,081,128	\$14,496,097	\$6,658,486	\$8,283,976
Add entered for consumption...	66,116,396	49,001,658	99,921,255	86,652,713

Total thrown on market.... \$80,197,524 \$63,497,755 103,579,741 \$94,946,689

ENTERED FOR WAREHOUSING.

	1857.	1858.	1859.	1860.
Manufactures of wool.....	\$7,854,770	\$2,120,741	\$3,333,213	\$3,599,071
Manufactures of cotton.....	4,178,679	1,927,260	1,733,076	2,882,926
Manufactures of silk.....	6,013,955	1,172,538	938,224	1,619,287
Manufactures of flax.....	2,561,074	864,413	880,937	829,699
Miscellaneous dry goods.....	1,904,663	534,319	534,013	669,683
Total.....	\$22,513,141	\$6,669,271	\$7,474,463	\$9,600,666
Add entered for consumption ...	66,116,396	49,001,658	99,921,255	86,652,713

Total entered at the port... \$88,629,537 \$55,670,929 104,395,718 \$96,253,379

The export trade for the month shows an extraordinary increase over any previous year, arising from the considerable and continued shipments of bread-stuffs, at a time when the cotton movement is slack :—

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

	1857.	1858.	1859.	1860.
Domestic produce.....	\$5,245,599	\$3,481,654	\$5,323,611	\$11,262,701
Foreign merchandise (free)....	386,528	129,671	177,288	400,218
Foreign merchandise (dutiable)...	1,194,355	254,310	639,538	34,167
Specie and bullion.....	3,239,231	471,970	4,333,123	525,091
Total exports.....	\$10,065,713	\$4,337,605	\$10,523,560	\$12,272,177
Total, exclusive of specie...	6,826,482	3,865,635	6,140,437	11,747,086

The exports, exclusive of specie, are very large as compared with the last year, and those previous to the last :—

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

	1857.	1858.	1859.	1860.
Domestic produce.....	\$58,970,897	\$50,249,635	\$53,547,359	\$84,857,351
Foreign merchandise (free).....	3,726,297	1,416,295	2,758,045	2,161,469
Foreign merchandise (dutiable)..	6,104,554	3,600,167	4,569,642	4,931,696
Specie and bullion.....	36,825,122	24,103,223	67,553,737	41,988,670
Total exports.....	105,626,870	79,869,320	128,523,787	133,939,286
Total, exclusive of specie...	68,801,748	55,266,097	60,875,050	91,950,616

The exports, exclusive of specie, have risen to nearly \$92,000,000, a larger amount than ever before, and one that almost rivals the large freight export of New Orleans. The specie export has been at the same time larger than in any year except the last. The state of affairs now, however, point to a return of specie.

The cash revenue shows a very considerable decrease as compared with the last year, both for the month and for the eleven months:—

CASH DUTIES RECEIVED AT NEW YORK.

	1858.	1859.	1860.
First six months	\$11,089,112 57	\$19,912,181 99	\$18,389,679 00
In July	3,887,305 33	4,851,246 89	4,504,066 00
In August	3,545,119 01	4,242,010 43	4,496,243 00
In September.....	2,672,935 63	2,908,509 95	3,038,803 00
In October.....	2,054,834 43	2,318,750 82	2,632,078 00
In November.....	1,706,529 47	2,157,154 48	1,794,149 00
Total since Jan. 1st. ...	\$24,455,835 46	\$35,990,854 56	\$34,855,618 00

JOURNAL OF BANKING, CURRENCY, AND FINANCE.

UNITED STATES FINANCES FOR THE YEAR 1860.

The report of the Secretary of the Treasury on the public finances for the year 1860 gives the following statement of the revenue:—

	Customs.	Lands.	Mis- cellaneous.	Treasury notes.	Loans.	Total.
Sept. 30, '59.	15,947,670 62	470,244 62	379,650 61	3,611,300	210,000	20,613,865 85
Dec. 31, '59.	10,785,849 93	445,535 36	149,392 76	4,064,500	60,000	15,505,278 05
Mar. 31, '60.	14,962,783 68	505,591 84	245,447 36	5,568,200	1,110,000	22,412,022 87
June 30, '60.	11,491,207 64	357,185 90	236,273 58	6,131,200	.....	18,215,867 12
Total.....	.....	.....	.....	.....	.....	\$81,091,309 43

The expenditure during the fiscal year ending June 30, 1860, was as follows :

For the quarter ending September 30, 1859.....	\$20,007,174 76
For the quarter ending December 31, 1859.....	16,025,526 69
For the quarter ending March 31, 1860.....	20,377,502 70
For the quarter ending June 30, 1860.....	21,051,898 57

Which amount of..... \$77,462,102 72

Was applied to the respective branches of the public service as follows:—

To civil, foreign intercourse, and miscellaneous services	\$27,969,870 84
To services of Interior Department, (Indians and pensions,).....	3,955,686 59
To services of War Department.....	16,409,767 10
To services of Navy Department.....	11,513,150 19
To the public debt.....	17,613,628 00

Exhibited in detail in statement No. 1..... \$77,462,102 72

Deducting the expenditure for the fiscal year 1860 from the aggregate receipts during that year, there remained in the Treasury on the 1st of July, 1860, the balance of..... \$3,629,206 71

The receipts for the first quarter of the fiscal year 1861, from July 1 to September 30, 1860, were—

From customs.....	\$16,119,831 22	
From public lands	281,100 84	
From miscellaneous sources	318,857 98	
		16,719,790 04

The estimated receipts during the three remaining quarters of the current fiscal year 1861, are—

From customs.....	\$40,000,000 00	
From public lands	2,250,000 00	
From miscellaneous sources	750,000 00	
From loan authorized June 22, 1860.....	21,000,000 00	
		64,000,000 00

Making the total of ascertained and estimated means for the service of the current fiscal year, 1861..... \$84,348,996 75

The expenditures of the first quarter of the current fiscal year, (that ending September 30, 1860,) were as follows:—

For civil, foreign intercourse, and miscellaneous services.....	\$6,440,003 77	
For services of Interior Department, (Indians and pensions).....	1,579 275 24	
For service of War Department	5,352,771 42	
For service of Navy Department	2,578,673 88	
For payment of creditors of Texas, per act of February 28, 1855.....	1,282 81	
For redemption of Treasury notes.....	375,000 00	
For interest on public debt.....	115,560 47	
		16,543,472 59

The estimated expenditure from appropriations heretofore made by law, during the three remaining quarters of the current fiscal year, 1861, according to the report of the Register, is..... 46,935,232 58

The loan of June 22, 1860, the amount of which is stated among the means of the fiscal year 1861, is expressly required to be applied to the redemption of Treasury notes—the amount of those notes and interest thereon, deducting \$375,000 redeemed during the first quarter, as stated in the expenditure of that quarter, is 20,624,600 00

Making the aggregate expenditure, ascertained and estimated, for the current fiscal year 1861..... \$84,103,105 17

Which amount, deducted from the total of ascertained and estimated means for the service of the current fiscal year 1861, as before stated, leaves a balance in the Treasury on July 1, 1861, being the commencement of the fiscal year 1862, of 245,891 58

The foregoing statement assumes that the whole sum embraced in the estimated expenditure for the remaining three quarters of the current fiscal year will be actually called for within the year. The amount stated, \$46,935,232 58, does not include the entire balance of the appropriations heretofore made by law, but such sums as the respective Departments have indicated may probably be required. But in practice for many years past the sums drawn from the Treasury during any year have been much less than the amounts estimated as required within such year, according to the character of the appropriations and the exigencies of the public service. It may be, therefore, fairly anticipated that, should the operations of the Government proceed in their ordinary course, at least four millions of dollars more may be deducted from the estimated expenditure of the current fiscal year, increasing the balance in the Treasury on July 1, 1861, to that extent.

CITY WEEKLY BANK RETURNS.

NEW YORK BANK RETURNS.—(CAPITAL, JAN., 1860, \$69,833,632; 1861, \$69,890,475.)

	Loans.	Specie.	Circulation.	Deposits.	Average clearings.	Actual deposits.
Jan. 7	124,597,663	17,863,734	8,539,063	97,493,709	22,684,854	74,808,855
14	123,582,414	18,740,866	8,090,548	99,247,743	23,363,980	75,883,763
21	123,845,931	19,233,494	7,880,865	99,644,128	22,813,547	76,830,581
28	123,083,626	20,063,739	7,760,761	98,520,793	21,640,967	76,879,826
Feb. 4	124,091,982	19,924,301	8,174,450	99,476,430	21,898,736	77,577,694
11	123,336,629	19,787,567	8,185,109	98,146,463	21,674,908	76,471,055
18	124,206,031	20,591,189	8,050,001	100,387,051	22,061,811	78,325,240
25	124,398,239	20,773,896	7,928,595	100,622,481	22,151,504	78,470,977
Mar. 3	125,012,700	23,086,312	8,165,026	103,663,462	22,787,290	80,876,172
10	127,302,778	21,861,180	8,419,633	104,813,906	23,791,958	81,021,943
17	127,562,848	23,171,833	8,380,999	108,560,981	25,662,858	82,998,128
24	127,613,507	23,286,204	8,335,266	107,505,395	25,397,976	82,107,419
31	128,388,223	23,420,759	8,444,327	106,311,554	22,839,523	83,422,031
Apr. 7	130,606,731	22,599,132	8,929,228	109,193,464	25,656,629	83,536,335
14	129,919,015	23,626,982	8,775,297	109,153,863	24,256,270	84,897,593
21	128,448,368	23,233,314	8,790,459	108,145,233	25,758,735	82,386,498
28	127,085,667	23,279,809	8,749,048	103,206,723	21,391,290	81,154,433
May 5	127,479,520	23,815,746	9,391,861	108,505,388	26,546,063	81,959,325
12	126,184,532	22,780,387	9,153,811	108,038,848	27,802,174	80,236,674
19	124,938,389	23,735,193	9,035,522	106,229,724	25,339,444	80,890,280
26	125,110,700	23,431,773	8,826,473	104,433,136	24,309,496	80,123,640
June 2	124,792,271	24,535,457	8,774,063	104,268,785	22,888,107	81,380,678
9	125,431,963	23,785,581	8,999,948	103,386,091	22,776,108	80,609,933
16	125,399,997	24,110,553	8,828,786	104,031,268	22,492,614	81,538,654
23	125,886,565	23,350,921	8,779,115	102,737,055	22,116,242	80,620,813
30	127,208,201	22,464,250	8,745,182	102,496,762	21,309,053	81,187,709
July 7	127,244,241	22,751,694	9,343,727	103,450,426	22,119,106	81,331,320
14	127,123,166	23,641,357	8,075,528	106,399,678	23,456,447	82,943,231
21	128,427,489	23,443,644	8,833,619	107,717,216	23,457,781	84,259,435
28	129,074,298	23,099,726	8,760,252	105,524,100	21,239,450	84,284,650
Aug. 4	130,118,247	22,128,189	9,176,386	107,264,777	23,417,789	83,846,988
11	129,855,179	21,579,740	9,129,835	105,505,399	22,626,292	82,879,107
18	129,950,346	21,008,701	9,088,648	105,490,481	22,934,365	82,756,116
25	130,578,997	20,119,779	9,142,006	104,423,122	22,433,949	81,989,173
Sept. 1	129,029,175	19,035,029	9,253,682	102,229,586	22,561,086	79,663,998
8	127,999,839	19,187,713	9,538,824	101,185,086	24,072,405	77,112,681
15	127,002,728	18,960,749	9,494,332	101,117,627	24,257,872	76,859,755
22	125,802,644	18,988,603	9,480,871	101,311,780	25,556,849	75,754,931
29	124,849,426	20,177,986	9,487,637	101,533,334	25,150,441	76,383,393
Oct. 6	123,337,157	20,147,828	9,570,507	103,281,058	28,104,322	75,176,736
13	122,307,138	20,273,703	9,337,283	100,753,185	25,930,584	74,822,601
20	121,903,502	22,115,228	9,261,990	104,092,356	27,837,519	76,554,837
27	123,362,626	22,798,590	9,123,103	106,999,379	28,933,760	78,065,619
Nov. 3	125,234,584	22,194,932	9,429,423	109,353,013	28,673,601	79,679,412
10	125,636,715	21,125,429	9,548,112	105,551,805	26,526,509	79,025,296
17	123,271,024	19,464,410	9,266,317	104,803,728	28,624,065	76,189,663
24	122,518,454	18,759,373	8,968,442	99,616,606	25,580,807	74,035,799
Dec. 1	129,537,459	18,541,762	8,805,944	104,354,389	23,631,621	80,722,718
8	130,214,363	18,562,743	8,956,193	102,072,145	19,887,978	82,184,167
15	131,740,132	18,348,398	8,675,793	101,932,071	17,717,677	83,214,394

BOSTON BANKS.—(CAPITAL, JAN., 1859, \$35,125,433; 1860, \$37,258,600.)

	Loans.	Specie.	Circulation.	Deposits.	Due to banks.	Due from banks.
Jan. 2	59,807,566	4,674,271	6,479,483	18,449,305	7,545,222	6,843,374
16	60,068,941	4,478,841	6,770,624	17,753,002	7,867,400	6,735,283
23	59,917,170	4,182,114	6,486,139	17,373,070	7,784,169	6,516,532
30	59,491,387	4,172,325	6,199,485	17,483,054	7,833,370	6,517,541
Feb. 6	50,705,422	4,249,594	6,307,922	17,900,002	7,259,703	6,656,460

	Loans.	Specie.	Circulation.	Deposits.	Due to banks.	Due from banks.
13 ..	59,993,784	4,462,698	6,364,320	17,271,596	7,426,539	6,593,702
20 ..	60,113,836	4,577,334	6,305,537	17,597,881	7,430,060	6,549,382
27 ..	59,927,917	4,714,034	6,411,573	18,020,239	7,700,530	7,480,954
March 5 ..	59,993,784	5,034,787	6,396,656	18,645,621	7,736,290	7,768,074
12 ..	59,885,196	5,323,610	6,430,643	18,393,293	7,715,663	7,390,935
19 ..	60,258,208	5,446,840	6,405,084	18,660,205	.....	.....
26 ..	60,180,209	5,627,961	6,323,273	18,742,817	8,351,016	7,804,222
Apr. 2 ..	60,050,953	6,045,703	6,340,268	19,262,894	8,473,775	8,080,218
9 ..	60,668,559	6,320,551	7,753,491	20,469,893	9,206,161	9,788,131
16 ..	61,189,629	6,289,719	7,267,165	20,291,620	9,160,868	8,314,312
23 ..	61,035,965	6,315,952	7,152,766	20,266,917	9,055,077	8,138,121
30 ..	61,259,552	6,817,999	6,992,903	20,195,951	9,273,558	7,857,086
May 7 ..	61,614,199	6,311,714	7,322,813	20,810,086	9,116,514	8,324,391
14 ..	61,744,290	6,263,535	7,076,071	20,758,862	9,210,132	8,209,699
21 ..	61,724,621	6,268,919	7,031,306	20,726,996	9,197,894	8,241,899
28 ..	61,258,986	6,201,113	6,660,595	20,320,518	9,057,822	8,272,557
June 4 ..	61,585,669	6,192,455	6,800,711	20,656,295	9,172,378	8,366,511
11 ..	62,346,519	6,800,700	7,090,282	20,223,677	9,629,483	7,857,439
18 ..	63,085,953	6,322,698	7,165,453	20,677,536	9,988,840	7,991,098
25 ..	63,557,156	6,262,930	7,188,326	20,750,673	10,307,194	8,188,802
July 2 ..	64,172,028	6,059,370	6,925,022	20,828,714	10,300,178	7,527,888
9 ..	65,039,459	6,087,718	7,932,653	21,133,175	11,304,893	9,105,876
16 ..	65,153,413	5,685,920	7,560,636	20,312,421	11,098,306	7,995,222
23 ..	64,852,961	5,335,523	7,523,745	19,751,313	11,093,127	8,158,425
30 ..	64,460,289	5,212,470	6,848,834	19,296,454	10,353,708	6,961,414
Aug. 6 ..	64,777,963	5,164,006	7,127,254	19,610,274	9,923,931	7,378,456
13 ..	64,840,527	5,128,628	7,075,440	19,157,661	9,851,112	6,816,650
20 ..	64,650,278	5,063,925	7,107,097	18,700,624	9,772,783	6,761,286
27 ..	64,216,345	4,966,105	6,790,347	18,965,057	9,656,546	6,956,287
Sept. 3 ..	64,054,318	5,051,016	6,769,683	19,235,834	9,681,885	7,364,997
10 ..	64,568,627	5,330,357	7,241,099	19,297,692	9,483,486	7,233,107
17 ..	64,739,371	5,381,366	7,078,175	19,032,822	9,479,905	6,755,991
24 ..	64,639,800	5,376,494	7,151,186	19,458,033	9,456,341	7,218,410
Oct. 1 ..	64,662,239	5,377,112	7,188,844	19,900,786	9,439,696	7,525,447
8 ..	64,671,820	5,315,009	7,951,028	20,811,889	9,504,474	8,639,105
15 ..	64,433,073	5,277,370	7,761,043	20,608,408	9,419,914	8,305,406
22 ..	64,213,174	5,196,693	7,966,762	20,606,306	9,708,676	9,061,273
29 ..	63,822,365	5,089,490	7,542,859	20,259,916	9,070,637	8,215,458
Nov. 5 ..	64,040,332	4,856,055	7,607,932	20,096,590	9,016,647	8,186,634
12 ..	64,089,033	4,818,274	7,791,905	19,647,449	9,088,185	8,023,214
19 ..	64,150,613	4,518,341	7,705,674	19,384,362	9,121,890	8,341,588
26 ..	62,719,557	3,890,074	7,345,893	17,964,675	8,334,922	7,915,718
Dec. 3 ..	62,069,772	3,553,157	7,459,377	17,327,850	7,886,384	7,993,210
10 ..	61,870,655	3,532,677	7,244,907	17,176,778	7,684,065	7,723,272

PHILADELPHIA BANKS.—(CAPITAL, JAN., 1860, \$11,733,190.)

Date.	Loans.	Specie.	Circulation.	Deposits.	Due banks.
Jan. 2....	25,386,387	4,450,261	2,856,601	14,982,919	2,619,192
9....	25,248,051	4,453,252	2,675,623	14,161,437	2,596,212
16....	25,275,219	4,561,998	2,672,730	14,934,517	2,563,449
23....	25,445,737	4,514,579	2,644,191	15,064,970	2,601,271
30....	25,526,198	4,535,321	2,601,750	15,401,915	2,619,573
Feb. 6....	25,493,975	4,669,929	2,656,310	15,409,241	2,574,015
13....	25,493,975	4,669,929	2,656,310	15,409,241	2,574,015
20....	25,458,354	4,581,356	2,663,695	14,864,302	2,782,306
27....	25,553,918	4,706,108	2,653,192	14,590,092	3,115,010
Mar. 5....	25,742,447	4,816,052	2,697,108	15,192,971	3,133,312
12....	25,742,447	4,816,052	2,697,108	15,192,971	3,133,312
19....	25,832,077	4,873,419	2,733,345	15,205,432	3,209,553
26....	26,043,772	4,992,542	2,784,773	15,693,622	3,198,530
April 2....	26,405,229	5,060,274	2,858,812	15,553,269	3,652,757
9....	27,214,254	5,209,576	3,528,762	15,628,762	4,085,695
16....	27,444,580	5,415,711	3,252,186	16,012,140	4,164,678

	Loans.	Specie.	Circulation.	Deposits.	Due bank.
23....	27,545,351	5,464,280	3,154,285	16,613,616	3,985,110
30....	27,571,002	5,453,470	3,037,846	16,529,891	3,902,514
May 7....	27,590,212	5,477,019	2,968,444	16,763,609	3,731,987
14....	27,463,831	5,537,360	2,944,245	16,489,872	4,209,845
21....	27,401,926	5,367,416	2,870,617	16,422,835	4,085,882
28....	27,288,932	4,886,579	2,818,719	15,884,903	3,974,369
June 4....	27,171,002	4,582,610	2,824,471	15,620,293	3,744,431
11....	27,046,016	4,183,667	2,810,552	15,698,909	3,128,287
18....	26,882,709	4,222,644	2,725,269	15,642,639	3,109,639
25....	26,780,533	4,329,638	2,654,503	15,643,433	3,060,615
July 2....	26,835,868	4,305,866	2,960,381	15,824,391	3,159,819
9....	26,835,868	4,305,866	2,960,381	15,824,391	3,159,819
16....	26,878,435	4,403,157	2,859,852	15,796,205	3,313,195
23....	26,842,743	4,553,641	2,821,082	15,966,734	3,099,567
30....	26,851,776	4,249,304	2,785,718	16,085,967	3,211,855
Aug. 6....	26,936,227	4,800,443	2,837,207	16,369,525	3,097,889
13....	26,830,307	4,768,405	2,849,840	15,671,260	3,261,584
20....	26,835,337	4,771,772	2,854,653	15,588,318	3,275,683
27....	27,095,628	4,757,917	2,835,524	15,923,769	3,185,826
Sept. 3....	27,095,628	4,257,917	2,835,524	15,923,769	3,235,107
10....	27,224,180	4,753,709	2,891,376	16,103,815	3,243,168
17....	27,492,859	4,741,624	2,909,887	16,313,516	3,305,117
24....	27,760,486	4,632,878	2,887,640	16,453,442	3,151,218
Oct. 1....	27,933,753	4,676,099	2,832,280	16,852,538	3,300,354
8....	28,113,980	4,561,947	3,005,854	16,879,463	3,183,699
15....	28,119,333	4,507,980	3,016,060	16,786,933	3,124,499
22....	28,233,640	4,567,435	2,888,304	16,861,020	3,126,237
29....	28,305,277	4,417,421	2,849,768	16,815,563	3,143,517
Nov. 5....	27,900,837	4,167,967	2,887,613	16,739,326	2,659,627
12....	27,364,659	4,011,943	2,892,212	16,254,245	2,427,153
19....	26,775,878	4,115,932	2,791,752	15,833,121	2,424,087
26....	26,576,322	3,344,542	2,640,912	14,699,679	2,720,574

NEW ORLEANS BANKS.—(CAPITAL, JAN., 1860, \$18,917,600.)

	Short loans.	Specie.	Circulation.	Deposits.	Exchange.	Distant balances.
Jan. 7 ..	25,022,456	12,234,448	12,038,494	18,563,804	7,323,530	1,557,174
14 ..	24,928,909	12,336,735	12,417,847	18,678,233	7,410,360	1,387,704
21 ..	24,699,024	12,821,411	12,809,512	18,664,355	7,423,629	1,377,796
28 ..	24,916,431	12,818,159	12,882,184	19,677,121	8,144,681	1,603,763
Feb. 4 ..	25,145,274	12,750,642	13,215,494	19,565,305	8,003,380	1,613,036
11 ..	25,197,351	12,741,581	13,343,924	19,244,847	7,349,365	1,396,150
18 ..	25,005,952	12,894,521	13,458,989	19,903,519	7,886,609	1,470,787
25 ..	24,397,286	12,945,204	13,600,419	19,218,590	8,033,929	1,635,526
Mar. 3 ..	24,946,210	12,952,002	13,860,399	20,116,272	8,027,049	1,092,475
10 ..	24,088,800	13,039,092	13,726,554	19,711,423	8,582,012	1,601,149
17 ..	24,054,845	12,729,356	13,797,154	19,304,618	8,498,790	1,718,310
24 ..	23,832,766	12,610,790	13,835,755	19,102,068	8,342,599	1,738,246
31 ..	23,674,714	12,437,195	13,975,624	18,681,020	8,149,061	1,610,499
Apr. 7 ..	23,107,740	12,368,071	14,100,890	18,070,209	8,560,117	1,942,056
14 ..	22,422,203	12,290,539	13,638,089	17,849,018	8,179,441	1,608,463
21 ..	22,380,033	12,100,687	12,999,204	18,380,033	7,649,069	1,649,069
28 ..	21,437,974	11,910,361	12,788,749	17,699,538	7,686,634	1,877,017
May 5 ..	21,437,974	11,910,361	12,788,749	17,699,538	7,686,634	1,877,017
12 ..	20,545,529	11,672,364	12,258,444	17,442,974	7,213,833	1,763,873
19 ..	19,385,119	11,706,007	12,163,609	17,260,226	6,909,386	1,680,480
26 ..	18,588,492	11,593,719	11,900,864	17,938,774	6,599,676	1,596,210
June 2 ..	18,282,807	11,191,024	11,791,799	16,985,565	6,173,783	1,459,051
9 ..	17,423,118	11,072,236	11,572,259	16,989,587	5,958,996	1,442,041
16 ..	16,864,692	10,693,389	11,389,389	16,105,556	5,538,530	1,665,076
23 ..	16,821,969	10,223,276	11,138,434	15,319,947	5,067,682	1,739,481
July 7 ..	16,627,125	9,883,812	10,921,057	14,671,491	4,548,395	1,601,540
14 ..	16,795,836	9,693,954	10,695,884	14,557,417	4,123,242	1,401,804

	Short loans.	Specie.	Circulation.	Deposits.	Exchange.	Distant balances.
21 ..	16,945,426	9,544,793	10,310,824	14,326,547	3,706,020	1,512,608
28 ..	17,802,024	9,607,448	10,071,383	14,358,384	3,219,947	1,163,961
Aug. 4 ..	19,006,951	9,780,180	9,786,684	14,264,107	2,900,039	1,318,398
11 ..	19,383,879	9,846,181	9,526,934	14,368,664	2,565,150	1,182,381
18 ..	20,313,484	9,801,183	9,357,964	14,107,235	2,119,789	1,299,462
25 ..	21,332,818	9,900,424	9,263,874	13,614,301	1,756,034	1,346,814
Sept. 1 ..	22,049,988	9,907,517	9,196,144	13,803,771	1,431,300	1,081,228
8 ..	22,241,708	9,939,917	9,056,744	13,555,731	1,308,873	929,613
15 ..	23,144,157	9,851,213	8,929,404	13,546,294	1,344,890	1,078,178
22 ..	23,871,973	9,816,247	8,872,808	13,403,925	1,463,612	1,077,600
29 ..	24,285,360	9,691,812	8,752,344	13,978,031	2,016,320	880,638
Oct. 6 ..	24,670,487	9,765,171	8,633,759	14,034,071	2,136,911	810,469
13 ..	24,630,084	9,933,431	8,344,109	14,336,090	2,291,278	810,460
20 ..	24,670,161	9,988,225	8,296,660	14,759,556	3,037,312	797,404
27 ..	24,456,180	10,008,169	8,163,109	15,581,396	3,940,930	691,524
Nov. 3 ..	24,440,677	10,043,180	8,257,044	15,439,008	4,225,153	891,986
10 ..	23,443,541	10,219,761	8,063,239	15,581,600	4,913,074	721,008
17 ..	22,593,437	10,850,025	7,892,024	15,377,754	5,032,345	849,955
24 ..	22,141,224	11,050,367	7,463,239	14,948,286	5,160,203	1,173,037
Dec. 1 ..	21,532,975	10,626,491	7,170,297	14,689,064	5,380,233	871,775

PITTSBURG BANKS.—(CAPITAL, \$4,160,200.)

	Loans.	Specie.	Circulation.	Deposits.	Due banks.
Jan. 16	7,202,367	980,530	2,080,548	1,527,548	304,562
23	7,060,471	1,022,273	2,012,478	1,545,103	255,076
30	6,989,320	1,003,037	1,896,363	1,555,686	265,804
Feb. 6	6,984,209	997,589	1,907,323	1,609,692	230,426
13	6,939,052	951,638	1,883,093	1,602,311	191,222
20	6,957,621	988,306	1,868,598	1,643,703	175,051
27	7,022,230	991,377	1,821,283	1,760,957	224,434
Mar. 5	7,101,459	1,018,255	1,871,873	1,768,879	273,343
12	7,035,624	999,093	1,901,543	1,651,216	197,007
19	7,066,774	1,004,750	1,945,328	1,636,887	198,556
26	7,038,891	981,560	1,980,732	1,572,130	192,411
Apr. 2	7,166,377	1,005,415	2,085,583	1,601,167	191,101
9	7,206,737	990,962	2,072,373	1,693,230	171,100
16	7,159,568	1,018,445	2,071,178	1,651,362	187,255
23	7,278,279	1,156,278	2,024,138	1,897,498	240,143
30	7,234,761	1,141,373	1,995,053	1,913,537	175,671
May 6	7,234,761	1,141,373	1,995,053	1,913,537	175,671
14	7,263,197	1,088,851	2,011,258	1,890,810	215,765
19	7,196,493	1,133,719	2,022,988	1,906,773	213,944
27	7,190,192	1,122,057	1,952,683	1,918,321	206,316
June 4	7,282,963	1,089,751	1,907,248	1,919,903	277,978
11	7,214,889	1,126,308	1,919,688	1,892,800	240,728
18	7,247,541	1,102,446	2,029,558	1,743,915	271,062
25	7,291,888	1,150,248	2,048,358	1,779,752	315,858
July 14	7,310,663	1,068,974	2,071,443	1,818,515	239,832
21	7,294,391	1,083,220	2,073,593	1,846,879	205,011
28	7,215,944	1,098,084	2,069,303	1,861,817	167,671
Aug. 6	7,203,057	1,130,002	2,018,623	1,860,348	234,346
13	7,158,260	1,123,027	1,990,498	1,853,759	175,924
20	7,093,091	1,152,198	2,007,653	1,859,418	239,790
27	7,047,761	1,167,384	2,084,758	1,843,750	232,181
Sept. 3	7,145,776	1,159,423	2,124,008	1,905,667	240,419
10	7,139,564	1,225,151	2,196,573	1,904,823	222,155
17	7,121,227	1,188,707	2,299,438	1,819,248	210,274
24	7,107,947	1,246,526	2,341,363	1,831,865	238,058
Oct. 8	7,109,573	1,318,187	2,354,303	1,962,570	211,260
15	7,043,506	1,316,266	2,334,208	1,959,786	186,111
22	7,122,862	1,317,051	2,443,188	1,924,511	215,883
29	7,109,206	1,379,594	2,424,788	1,949,736	244,903
Nov. 5	7,262,599	1,400,485	2,416,713	2,038,882	250,121

	Loans.	Specie.	Circulation.	Deposits.	Due banks.
12.....	7,192,918	1,419,264	2,384,496	2,077,671	178,025
19.....	7,280,758	1,403,533	2,509,791	1,948,833	192,985
26.....	7,287,895	1,290,069	2,513,097	1,856,161	321,010
Dec. 3.....	7,306,180	1,319,860	2,483,686	1,961,797	272,203
10.....	7,286,705	1,314,236	2,494,871	1,905,937	248,243

ST. LOUIS BANKS.

	Exchange.	Circulation.	Specie.
Jan. 7.....	4,373,543	538,555	662,755
14.....	4,467,513	520,305	642,497
21.....	4,352,699	502,175	580,754
28.....	4,290,563	495,380	563,335
Feb. 4.....	4,149,236	457,095	590,502
11.....	4,048,593	424,605	625,043
18.....	3,906,896	391,605	639,450
25.....	3,951,433	399,085	630,877
March 3.....	3,891,263	395,905	689,301
10.....	3,998,827	377,935	651,302
17.....	3,963,924	377,355	641,252
24.....	3,880,915	356,245	664,179
31.....	3,790,291	340,095	685,984
April 7.....	3,862,454	344,630	657,321
14.....	3,868,345	325,950	676,858
21.....	3,852,614	314,360	601,014
28.....	3,694,877	306,750	678,234
May 5.....	3,609,648	301,300	746,176
12.....	3,683,644	294,115	808,918
19.....	3,695,707	285,140	826,793
26.....	3,767,986	273,540	671,669
June 2.....	3,879,617	255,210	627,942
9.....	3,823,735	253,780	656,358
16.....	3,888,763	244,850	682,917
23.....	3,967,032	235,935	705,764
30.....	3,825,423	206,749	804,983
July 7.....	3,736,695	199,385	791,729
14.....	3,392,096	152,025	684,358
21.....	3,679,192	191,375	752,397
28.....	3,625,333	177,620	658,352
Aug. 4.....	3,526,098	173,310	633,795
11.....	3,540,196	176,115	637,310
18.....	3,560,267	183,375	714,046
25.....	3,599,470	220,605	728,845
Sept. 1.....	3,588,644	222,600	700,897
8.....	3,630,708	233,190	714,496
15.....	3,778,135	240,560	709,193
22.....	3,814,863	253,605	679,617
29.....	3,995,986	240,300	722,368
Oct. 6.....	4,027,365	255,765	677,522
13.....	4,125,563	254,950	646,195
20.....	4,262,411	239,210	552,336
27.....	4,391,887	277,235	570,566
Nov. 3.....	4,477,847	315,300	597,780
10.....	4,484,016	293,365	596,923
17.....	4,474,864	274,125	543,395
26.....	4,499,182	235,970	511,565
Dec. 1.....	4,556,218	229,020	494,785
8.....	4,830,301	246,310	515,432

PROVIDENCE BANKS.—(CAPITAL, \$14,903,000.)

	Loans.	Specie.	Circulation.	Deposits.	Due banks.
Jan. 2.....	19,144,354	315,917	2,011,336	2,635,486	938,508
Feb. 6.....	19,144,846	326,297	1,958,540	2,566,168	921,779
Mar. 3.....	19,009,255	342,965	1,917,593	2,598,169	970,971
Apr. 1.....	18,686,210	343,992	1,952,022	2,640,170	1,040,260

	Loans.	Specie.	Circulation.	Deposits.	Due banks.
May 7... ..	18,893,658	448,413	2,045,590	2,773,248	1,356,071
June 4.....	18,891,907	422,726	1,938,254	2,844,012	1,210,104
July 2.....	19,243,061	430,128	2,158,904	2,790,587	1,115,951
Aug. 6.....	19,530,296	397,286	2,218,347	2,748,678	1,169,800
Sept. 3.....	19,566,718	357,138	2,123,957	2,526,943	1,082,109
Oct. 1.....	19,834,317	337,851	2,183,347	2,590,103	894,204
Nov. 15.....	19,901,828	368,551	2,092,267	2,723,904	1,170,866
Dec. 3.....	19,748,430	343,153	1,992,963	2,648,232	1,164,102

NEW YORK BANK LOANS.

RESOLUTIONS OF THE NEW YORK BANK OFFICERS.

At a meeting of the officers of the banks of the city of New York, at the Merchants' Bank, on Wednesday, the 21st of November, 1860, the following proceedings were unanimously adopted, viz. :—

In order to enable the banks of the city of New York to expand their loans and discounts, and also for the purpose of facilitating the settlement of the exchanges between the banks, it is proposed that any bank in the Clearing-house Association, may, at its option, deposit with a committee of five persons—to be appointed for that purpose—an amount of its bills receivable; United States stock, Treasury notes, or stocks of the State of New York, to be approved by said Committee, who shall be authorized to issue thereupon to said depositing bank certificates of deposit bearing interest at seven per cent per annum, in denominations of five and ten thousand dollars each, as may be desired, to an amount equal to seventy-five per cent of such deposit. These certificates may be used in settlements of balances at the Clearing-house, for a period of thirty days from the date thereof, and they shall be received by creditor banks, during that period, daily, in the same proportion as they bear to the aggregate amount of the debtor balances paid at the Clearing house. The interest which may accrue upon these certificates shall, at the expiration of the thirty days, be apportioned among the banks which shall have held them during that time.

The securities deposited with said Committee, as above named, shall be held by them in trust as a special deposit, pledged for the redemption of the certificates issued thereupon.

The Committee shall be authorized to exchange any portion of said securities for an equal amount of others, to be approved by them at the request of the depositing bank, and shall have power to demand additional security either by an exchange or an increased amount, at their discretion.

The amount of certificates which this Committee may issue as above shall not exceed five million dollars.

This agreement shall be binding upon the Clearing-house Association when assented to by three-fourths of its members.

Resolved, That in order to accomplish the purpose set forth in this agreement, the specie belonging to the associated banks shall be considered and treated as a common fund for mutual aid and protection, and the Committee shall have power to equalize the same by assessment or otherwise.

For this purpose statements shall be made to the Committee of the condition of each bank on the morning of every day before commencement of business, which shall be sent with the exchanges to the manager of the Clearing-house, specifying the following items, viz. :—

1. Loans and discounts.
2. Deposits
3. Loan certificates.
4. Specie.

Resolved, That after the 1st of February next, every bank in the Clearing-house Association shall have on hand at all times, in specie, an amount equal to one fourth of its net liabilities, and any bank whose specie shall fall below that

proportion, shall not make loans or discounts until their position is re established ; and we, as members of the Clearing house Association, agree that we will not continue to exchange with any bank which shall show by its two successive weekly statements that it has violated this agreement.

The Chairman appointed the following named gentlemen as the Committee :—

MOSES TAYLOR, of the City Bank.
 JAMES PUNNETT, of the Bank of America.
 R. W. HOWES, of the Park Bank.
 A. S. FRASER, of the Seventh Ward Bank,
 C. P. LEVERICH, of the Bank of New York.

Adjourned.

W. F. HOOKER, Secretary.

JOHN A. STEVENS, Chairman.

PROPERTY OF DUBUQUE IN THE LAST SEVEN YEARS.

There are few things more suggestive than the following, which we find in the *Dubuque Herald* :—

A look into the City Assessor's books for the last seven years, gives one an idea of the changes that have rolled over Dubuque in that time. The figures show assessments as follows :—

1854	\$2,702,038	1858	6,080,917
1855	4,328,560	1859	4,854,002
1856	8,221,228	1860	2,625,863
1857	10,200,000		

From the above it will be seen that there was a regular ascent in value, which culminated in 1857, and a regular decline which brings us about where we were when we started in 1854.

VIRGINIA PUBLIC DEBT, SEPTEMBER 30, 1860.

Amount of certificates of State 6 per cent registered debt	\$18,436,641 63
Amount of certificates of State 5 per cent registered debt	322,000 00
Aggregate amount of the registered debt of the State	\$18,758,641 63
Amount of certificates of debt issued in the form of coupon bonds, payable in New York	12,624,500 00
Amount of certificates of debt issued in the form of 5 per cent sterling coupon bonds, payable in London	1,865,000 00
Aggregate public debt	33,248,141 63

ABRASION OF COIN.

The officers of the Assay-office, in the United States mint, have just concluded some interesting experiments on the question whether the amount of wear on coin is increased by extending its surface. The generally received opinion, is that it is. But the fact is the reverse. The annual wear on the Spanish quarters is considerably less than on our quarters of smaller diameter; and the same result is found in comparing the thick and thin gold dollars. The thin dollar, the last issue, wears the least. It is accounted for from the fact that the thin coin receives a greater compression; and also to the less momentum which an article of extended surface moves. If the diameter of our larger gold coins be made greater, the thickness will not be sufficient to allow of the substitution, by rogues, of platinum instead of the gold which they remove from the center of the coin, a fraud much practiced at the present time.

THE ASSESSED VALUE OF THE REAL ESTATE OF PHILADELPHIA.

The following statement exhibits the assessment for 1860, as compared with the triennial assessment made in 1859:—

Wards.	Value		Wards.	Value	
	1860.	1859.		1860.	1859.
1.....	\$5,342,738	\$5,238,500	14.....	5,077,165	5,077,175
2.....	3,613,931	3,620,835	15.....	7,623,300	6,819,630
3.....	2,692,495	2,541,821	16.....	3,187,043	3,072,776
4.....	3,027,000	3,022,230	17.....	2,060,800	1,995,890
5.....	13,593,319	13,634,970	18.....	2,676,500	2,622,890
6.....	21,280,480	21,233,471	19.....	5,549,300	5,622,465
7.....	7,505,532	7,338,687	20.....	7,535,719	7,344,525
8.....	13,264,847	12,946,000	21.....	3,093,329	2,916,451
9.....	12,055,500	11,246,000	22.....	4,711,172	4,431,460
10.....	8,177,000	8,185,500	23.....	4,907,233	4,900,835
11.....	4,619,603	4,614,500	24.....	5,525,951	5,123,160
12.....	4,051,926	3,077,975			
13.....	5,601,850	5,378,800	Total.....	\$154,773,748	\$153,000,236

GEORGIA FINANCES.

In this Magazine, (vol. xliii., page 222.) will be found the valuations of Georgia for the last year. The following is contained in the report of PETERSON THWEATT, the Controller of the State. His report is for the year ending October 20, 1860:—

The cash balance in the treasury is.....	\$274,820 54
Deduct undrawn appropriations.....	241,727 90

Leaving a net surplus of..... \$33,092 64

The Controller states that the good assets of the State amount to \$807,025. In those assets he does not include the Western and Atlantic Railroad, which belongs to the State, and which paid into the treasury, as net earnings, in 1859, \$420,000, and in 1860, \$450,000.

The receipts into the treasury for the past year from taxes, net earnings of State road, bank dividends, and all sources, amounted to \$1,453,930 78. The expenditures for all purposes were \$1,179,110 24, leaving a balance of \$274,820 54.

The following table shows the total value of the various items of taxation in Georgia in 1859 and 1860:—

Property subject to taxation.	Value in 1859.	Value in 1860.
Land.....	\$149,547,880	\$161,761,955
Slaves.....	271,620,504	302,694,355
City and town property.....	32,129,314	35,139,415
Money and solvent debts.....	96,124,701	107,356,258
Merchandise.....	13,531,687	15,577,193
Shipping and tonnage.....	631,731	943,940
Stocks, manufactures, etc.....	4,428,132	4,034,252
Household and kitchen furniture.....	2,260,937	2,374,284
Other property not mentioned.....	39,315,089	42,427,295
Total.....	\$609,589,975	\$672,292,447
Number of polls.....	98,945	99,748
“ of professions.....	2,338	2,599
“ of dentists.....	92	96
“ of daguerrean artists.....	57	66
“ of free negroes.....	1,213	1,225
“ of acres of land.....	33,459,223	33,345,289
“ of slaves.....	443,364	450,033

In 1859 the increased value of taxable property over 1858 was \$70,534,762 ; and this year the increase is \$62,702,872, making an increase over the past two years of \$133,237,234.

GEORGIA PUBLIC DEBT—IN BONDS.

Due in 1861, 7 per cent Central Bank bonds.....	\$10,000
“ 1862, “ “ “	32,500
“ 1863, “ “ “	45,500
“ 1864, “ “ “	60,000
“ 1862, “ “ “	100,000
“ 1863, 6 per cent, now redeemable*.....	28,000
“ 1865, “ “ “	16,500
“ 1868, “ “ “	190,000
“ 1869, “ “ “	262,500
“ 1869, 5 per cent, “	72,000
“ 1870, 6 per cent, “	102,500
“ 1871, “ “ “	156,250
“ 1872, “ “ “	622,000
“ 1872, 7 per cent, redeemable in 1882	100,000
“ 1873, 6 per cent, “	171,000
“ 1874, “ “ “	75,000
“ 1874, 7 per cent, “	177,000
“ 1878, 6 per cent, “	100,000
“ 1879, “ “ “	200,000
“ 1880, “ “ “	150,000

Total public debt in bonds..... \$2,670,750

There are twenty-five banks in operation in Georgia, with an authorized capital of \$17,000,000, but they only employ \$9,028,078. The tax in this State on bank stock is 39 1-16 cents on the one hundred dollars, or six times more than other capital.

There are eighteen agencies of South Carolina banks in Georgia, and they pay taxes only to the amount of \$1,830 44.

The Controller's report contains a list of the names of agents and names of insurance companies in Europe and America which pay taxes in the State. The total tax paid by them is \$1,578 68.

The report also gives a synopsis of the several bank charters, when the banks were chartered, the time the charters expire, the capital stock, the amount of business authorized to be done in proportion to the capital stock paid in, the the personal liability clause, etc.; also a list of the banks which withdrew from business with credit, banks chartered that have never gone into operation, banks that went into operation, but failed, or that suspended specie payments and business altogether.

Altogether the report of the Controller-General of Georgia is a valuable and interesting document to financial circles.

BANKS OF WISCONSIN--CIRCULATION AND SECURITIES.

From the report of the State Bank Controller, we give the following facts in relation to the condition of the Wisconsin banks on the 1st day of October, 1860. The whole amount of circulating notes outstanding was \$4,451,572, which was secured by public stocks at par value, and specie, as follows :—

* The State of Georgia, in 1848, reserved to itself the right to redeem certain bonds after ten years. These, amounting \$218,000, are within that reservation.

Wisconsin 6 per cents.....		\$100,000 00
Minnesota 8 per cents.....		73,000 00
California 7 per cents.....		334,000 00
Georgia 6 per cents.....	\$38,500	
Georgia 7 per cents.....	20,000	
		<hr/> 58,500 00
Illinois 6 per cents.....		508,280 00
Iowa 7 per cents.....		18,000 00
Indiana 5 per cents.....	\$78,700	
Indiana 2½ per cents.....	8,000	
		<hr/> 86,700 00
Kentucky 6 per cents.....		23,000 00
Louisiana 5 per cents.....	\$10,000	
Louisiana 6 per cents.....	155,500	
		<hr/> 165,500 00
Missouri 6 per cents.....		1,408,000 00
Michigan 6 per cents.....		205,500 00
North Carolina 6 per cents.....		596,500 00
Ohio 6 per cents.....		175,000 00
Tennessee 6 per cents.....		834,000 00
Virginia 5 per cents.....	\$9,600	
Virginia 6 per cents.....	179,000	
		<hr/> 188,600 00
Racine and Mississippi Railroad bonds, 8 per cent.....		27,000 00
Milwaukee and Watertown Railroad bonds, 8 per cent.....		50,000 00
		<hr/> Total bonds.....
		\$4,851,580 00
Specie.....		148,429 50
		<hr/> Total.....
		\$5,000,009 50

The increase of securities during the year was \$87,208 50; the increase of outstanding circulation during the same period was \$43,451. The present Bank Controller, since his entrance upon the duties of the office, has spared no pains to get rid of Missouri and Virginia stocks, and to supply their place with other securities. The following table shows the increase and decrease in the several kinds of securities during the twelve months prior to October 1st.

The increase has been in the following securities:—

Minnesota 8 per cents.....		\$73,000 00
California 7 per cents.....		260,000 00
Georgia 6 per cents.....		8,000 00
Iowa 7 per cents.....		8,000 00
Indiana 5 per cents.....	\$23,700	
Indiana 2½ per cents.....	8,000	
		<hr/> 31,700 00
Kentucky 6 per cents.....		12,000 00
Louisiana 6 per cents.....		8,000 00
Michigan 6 per cents.....		58,000 00
North Carolina 6 per cents.....		290,000 00
Tennessee 6 per cents.....		127,000 00
		<hr/> Total.....
		\$885,700 00
Less decrease in—		
Missouri 6 per cents.....	\$547,000 00	
Virginia 5 per cents.....	96,000 00	
Virginia 6 per cents.....	3,000 00	
Ohio 6 per cents.....	55,000 00	
Illinois 6 per cents.....	39,540 00	
Pennsylvania 5 per cents.....	9,000 00	
Specie.....	48,951 50	
		<hr/> 798,491 50
		<hr/> Total.....
		\$87,208 50

STATISTICS OF TRADE AND COMMERCE

THE SUGAR CROPS OF CUBA.

There are at present, or were in full operation during the last season, 1,365 sugar estates in this island, which produced, this year, 1,127,348,750 lbs., equal to 563,674 tons of sugar. Out of these 1,365 plantations, there are 949 using steam power; 7 with water power, and 409 with ox power, the old or primitive style.

The total extent of land planted with cane on these plantations is 691,917 acres, while the area on the estates used for other purposes, viz.: cattle fields, fruit, vegetable gardens, etc., comprise 1,289,650 acres, or nearly double the quantity used for cane, which is about one-forty-fourth of the area of the island, which amounts to 30,741,000 acres. The average yield per acre was about 1,400 weight, realizing, at four cents per pound, about \$62 75.

If the weight of each box of sugar is put down at the average of 425 lbs., net, it will be seen that the whole production of the year is equal to 2,662,508 boxes, which, at the prices that have ranged since January, can be well estimated at \$17 per box, making the total value of the crop \$45,093,860. If to this we add the value of the molasses and rum produced on our sugar estates, it will swell the amount to a very large extent.

It is worthy of notice, that the proportion of production to the land under cultivation is much smaller in the Western than in the Eastern department—the latter yielding at the rate of nearly 5 boxes to the acre, whilst the former is little over 3½ boxes, and yet the number of estates in the Eastern department are less than one-third of those in the Western. This is a matter worthy the attention of the planters in this section of the island, as we believe it is a fact which has not hitherto been proven, although often alluded to. For the present we must limit our figures to the following:—

Departments.	No. estates.	Acres cane.	Sugar, lbs.
Western.....	1,065	641,680	1,022,880,250
Eastern.....	300	50,233	104,468,500
Total.....	1,365	691,913	1,127,348,750

Thus it will be seen that the production of sugar this year reached 563,674 tons, which, if our memory is not amiss, is more than double the quantity ever produced in Louisiana in any year, (1853, we believe, was the largest crop, *i. e.*, 269,360 tons;) the number of plantations in Louisiana this year being 1,308, or 57 less than in Cuba. The production of our plantations in 1859 and 1860, calculating the weight of boxes at 425 lbs. net each, and the hhds. at 1,200, 1,350, 1,450, and 1,500, according to the different sections of the country, is estimated to have been—

	1859.		1860.	
	Boxes.	Hhds.	Boxes.	Hhds.
Western Department.....	1,131,923	287,157	1,310,330	337,041
Eastern ".....	7,735	68,460	5,612	81,019
Total.....	1,339,658	355,617	1,316,042	418,050

If we calculate the excess in weight this year at the rate of 425 lbs. per box,

the true result will appear to be equal to 153,600 bxs. more this year than last. As compared with the crop in Louisiana in 1860, the figures will stand thus :—

	Tons.		Tons.
Cuba.....	503,280	Average per estate about....	375
Louisiana....	114,000	“ “ “	87

Showing in favor of the former an excess of 389,000 tons, which is due entirely to difference of latitude and the absence of frosts, there being more care and skill expended in Louisiana in bringing the crop to maturity than in Cuba, where the climate favors the planter.

It will be seen by the annexed table that the amount of steam and animal power employed in Louisiana is relatively greater than that employed in Cuba, where a crop four times larger is grown :—

	Estates.	St'm power.	An'ml power.	Water.	Pr. ct. st'm.
Cuba.....	1,365	949	409	7	70
Louisiana.....	1,308	992	316	.	75

There is not on the surface of the globe another country which yields such rich returns for the labors of the agriculturist as Cuba, or whose land owners are so wealthy as a class. The incomes derived from the sugar estates range from \$5,000 to \$200,000, and, as several of these are in the hands of one proprietor, the revenues of individuals are in many instances almost regal in their amount. No small proportion of these incomes are spent here, it being the custom of the wealthy Cuban families to send their children to the United States to be educated, and to pass themselves a portion of the year at our Northern watering-places. The names of the ALFONSOS, the ALDAMAS, the SAN FERNANDOS, the MONTALNOS, the HERRERAS, and the DUQUESNES are almost as familiar at those places as those of our own commercial magnates. If we were to estimate the sum annually expended by Cubans in this country at \$5,000,000 we should not be far from the truth. Besides the sums which they leave here, they also spend a large amount annually on the continent of Europe. There is scarcely a country, in fact, which offers any attraction that does not benefit, more or less, by the wealth of the Cuban aristocracy.

TRADE AND TONNAGE OF THE LAKES.

We extract from the *New York World* the following remarks in relation to the lake trade :—

The immense amount of surplus produce which the Northwest is now forwarding to the Eastern markets, and the consequent increased transportation of return merchandise, has given new life, activity, and importance to the tonnage of the great lakes. Not less than \$600,000,000 of property will be transported, both ways, over this national highway in the twelve months next following the first of last August. This is a trade greater than the entire foreign commerce of the United States, and serves to give us enlarged ideas of the extent of our country, and the magnitude of its internal commerce.

The chain of inland lakes upon which this vast trade is carried on is the longest on the globe. The territory drained by them has an area of over 500,000 square miles, of the most populous and productive lands in the Union. The extent of these great waters is as follows :—

	Length, miles.	Breadth, miles.	Area, sq. miles.		Length, miles.	Breadth, miles.	Area, sq. miles.
Lake Superior ..	420	160	32,000	Lake Erie.....	250	80	9,600
Lake Michigan..	320	100	22,000	Lake Ontario ...	190	40	6,300
Lake Huron	270	150	20,400				
Lake St. Clair ..	25	20	300	Total	1,475		90,600

The tonnage of the great lakes is now about 450,000 tons, valued at about \$20,000,000, and is divided among the several classes as follows:—

	No.	Value.		No.	Value.
Steamers.....	150	\$4,500,000	Brigs.....	100	\$1,000,000
Propellers.....	200	5,000,000	Schooners.....	1,000	8,500,000
Barks.....	60	800,000			
Total.....				1,510	\$19,800,000

From the fall of 1857 to June last, this large amount of marine property, together with vast interests, docks and canal-boats, gradually declined in value. The total value of the lake marine was not to exceed \$14,000,000 or \$15,000,000. Warehouses could be bought at large discounts upon the original cost. Canal-boats rotted on the banks, or were sunk and deserted. Freights had run down to 3 a 5 cents per bushel on wheat from Lake Michigan ports to Buffalo, and from thence to New York in proportion.

From New York to Liverpool, in April last, only 5d. a 6d. could be obtained for wheat. Vessels went begging all over the world. From the great lakes some twenty vessels went into the ocean trade. Steam-tugs went from Lake Michigan to New Orleans and Galveston in search of employment or purchasers. Instead of an increased tonnage in 1859, for the country, of 500,000 tons, as usual, the increase fell off to 150,000 tons. And in place of the usual annual increase of 60,000 tons on the lakes, not 8,000 tons were added—or only half enough to cover the loss by destruction at sea. Nearly all the great transportation companies of the lakes were compelled to suspend, and the marine property was either bid in at nominal sums, or sold at ruinous prices. Vessel owners were the most pitiable of property holders, and their propellers and schooners rocked lazily against the deserted docks of the harbors. Two splendid propellers, that cost \$100,000, were bought last June by the New York Central Railroad Company for \$50,000, and this is a fair criterion for hundreds of transactions in vessel property—from last January to July. Fast-sailing schooners (A 1) of 20,000 bushels capacity, sold for \$7,000 and \$8,000, which cost, one or two years before, one dollar a bushel to build. The immediate cause of this downfall of the lake marine, was small crops, and a severe railroad competition. But the great crop of 1860 at home, and the short crop abroad, has changed the fortunes of the shipping interests of the country as much, perhaps, as of any business in the land. In New York, vessels now readily get 12d. a 13d. for wheat to Liverpool, and 500,000 bushels per week at that. From Chicago and Milwaukee, ever since harvest, vessels have had more than they could do at 16 a 20 cents per bushel for wheat to Buffalo. From Buffalo to New York, the price is 18 a 20 cents per bushel, and the tolls to the State have increased beyond all precedent.

This almost miraculous turn in the tide of marine tonnage, and consequent increased values, has made the fortunes of thousands of vessel owners throughout the country, and particularly of the great lakes. Vessels bought in June have already paid for themselves in many cases. Before the close of navigation, the grain fleets of these great waters will have cleared a sum equal to their entire nominal value in June last. It is a small estimate to say that the increased value of the entire lake tonnage is not less than \$10 per ton, or \$4,500,000.

In connection with this great increase in the values of shipping, and closely allied to it, is the warehouse property of the lake ports. Notwithstanding the great incentive to unusual activity, the vessels will leave half the surplus crop in the Northwest at the close of navigation, December 1st. For four months this will be brought forward to the lake ports—at Cleveland, Toledo, Detroit, Milwaukee, and Chicago—for storage. As the warehouse capacity of these ports is insufficient for the probable winter receipts, storage is now talked up to almost fabulous rates, and will unquestionably yield a handsome income to the owners.

Also in this same connection, the ship-building will again be renewed, not only on the lakes but throughout the country. As a large portion of this work is done in winter months, it adds to the business of the locality where performed,

at a season when most needed. The tonnage to be built at the different lake ports the coming season will reach 50,000 tons, valued at \$2,500,000.

We might continue to enumerate the various interests of the country, which have been favorably affected by the recent advance in marine property, until we had exhausted most of the employments of capital and labor. In the great crash of 1857 no branch of American enterprise and industry went to a more ruinous level than the mercantile marine, and it is gratifying that in the recovery no interest goes higher in the scale of prosperity. There is a poetical and practical justice that "they who go down to the sea in ships, that do business in great waters," should receive an ample compensation for the risks and perils of lake and ocean navigation.

THE RIGHT WHALING BUSINESS.

We are indebted to HENRY F. THOMAS, Esq., for the following table, which shows the importation of whale, elephant, humpback, and blackfish oil into the United States for the present and several years past, with an estimate of the amount to arrive during the remainder of the year, with other important statistics respecting the consumption and price of oil.

It will be seen by these figures that the stock on hand is very much less than a year ago, and that the expected arrivals are also less than in the latter half of 1859. The number of vessels employed in the business in the North Pacific, Ochotsk, and Arctic seas is 51 less than last year, and has been decreasing several years. The inference from these facts is that the recent rise in oils is likely to continue, and a further advance is not improbable. One of our largest manufacturers, and a large purchaser within a few weeks, has acted on the belief that there was to be no more favorable time to purchase, for several months at least.

There has been imported, by the arrival of 107 ships, barks, etc., including freighters..... bbls. 114,404
 Yet to arrive, including ships Black Sea and Syren, 14 vessels, with 17,208

Total..... 131,612

The import was in 1853 .bbls.	260,114	The import was in 1857 .bbls.	230,941
" " 1854.....	319,837	" " 1858.....	186,496
" " 1855.....	184,015	" " 1859.....	199,312
" " 1856.....	197,890	" " 1860.....	131,612

Showing the quantity to arrive in 1860 to be 67,704 bbls. less than in 1859, and 52,403 bbls. less than in any year since 1853.

Stock on hand in the United States on the first of January in each year as follows:—

1853..... bbls.	8,210	1857..... bbls.	45,000
1854.....	28,000	1858.....	92,193
1855.....	25,000	1859.....	82,191
1856.....	38,537	1860.....	95,245

Showing the consumption to have been in—

1853.....	240,324 bbls.,	average price	58½ cents per gallons.
1854.....	322,837 "	"	58¾ " "
1855.....	170,478 "	"	71.3 " "
1856.....	191,427 "	"	79½ " "
1857.....	183,749 "	"	73½ " "
1858.....	196,498 "	"	52 " "
1859.....	186,258 "	"	48½ " "

Import from Aug. 1, 1859, to Jan. 1, 1860.....	bbls.	35,612
Estimated import from Aug. 1, 1860, to Jan. 1, 1861.....		17,208
Less.....		18,404
Stock on hand August 1, 1859, was.....	bbls.	145,000
" " 1, 1860, is.....		85,575
Less.....		59,425
The number of whaleships at the North in the year 1859, was—		
American.....		186
Foreign.....		27
Total.....		213
The number in 1860 is—		
American.....		141
Foreign.....		21
Total.....		162
Less number at the North this year than last, 51 ships.		

THE MADDER TRADE.

For the following statement of the madder trade we are indebted to Mr. CHARLES H. HAWES' *Monthly Madder Circular*, for July, 1860. The stock of French, in Boston and Providence, in importers' and speculators' hands, was 325 casks; Dutch, in Boston, 50 casks; Dutch garancine, in Boston, 40 casks; French madder, in New York, including lots to arrive not already contracted for, 616 casks; Dutch, in New York, in importers' and speculators' hands, 500 casks; Dutch and French garancine, in New York, 450 casks.

The following are the shipments of madder and garancine, from Marseilles to the United States to July 1st, 1860 :—

	Madder.	Garancine.
In January.....	casks 455	210
February.....	720	352
March.....	469	352
April.....	412	253
May.....	150	247
June.....	475	218
Total receipts for first six months.....	2,618	1,632

The following is the total shipment of madder and garancine, in casks, from Marseilles to New York and Boston, for the years following :—

	Madder.	Garancine.	Equal to madder.	Total madder.
1854.....	4,684	60	90	4,774
1855.....	6,551	296	444	6,995
1856.....	4,798	...	...	4,798
1857.....	3,286	170	255	3,541
1858.....	5,949	354	531	6,480
1859.....	3,566	1,412	2,118	5,684
Or total shipments for six years.....				32,272
Or an average per year of.....				5,379

The total imports of madder roots into Boston, for the month of June, 1860, was 400 bales.

By the above, it is shown that the importations of both madder and garancine, for the past six months, were only equal to the average importation of the past

six years for the same period of time, and estimating that the consumption should naturally increase, (now estimated at 6 a 7,000 casks annually in the United States,) and that, with the advanced prices on the other side, many orders will be cut off, it is but fair to look for a corresponding rise in price on this side, on all good and reliable brands. Many of our manufacturers fear to purchase here, thinking that they do not secure as pure an article as when ordered through their own agents abroad. There are some grounds for this belief, as very impure and mixed French, as well as Dutch, madders have been and are still imported, but it is doing our merchants great injustice to believe that there are none, or even but few, who can and do import madder free from all adulteration, and many of these goods are of the very same brands ordered by manufacturers themselves. By watching the markets closely, there are times when both articles can be bought to better advantage in our home markets than to be entirely bound to foreign markets. Madder root is likely to be more freely used hereafter, and several of our largest manufacturers now grind the article, their experience showing them that they obtain a better and more desirable color from the root ground here, than from the imported madder itself. The Smyrna root has thus far proved superior to all others imported, although several parcels are now on the way from Bombay, and in course of being ordered on trial.

COTTON PRODUCTION.

The New York *Shipping List* remarks :—Not a little anxiety has been excited among the cotton manufacturers of England by the prevalence of an opinion that the demand for cotton is increasing much more rapidly than is the slave population of the United States. It is supposed that each slave can produce a fixed quantity and no more, and that, as the increase of the number of slaves is limited by certain fixed natural laws, the limit of the production of cotton is defined by the ratio in which that part of the population is augmented. This method of estimating the prospective crops of the United States is commonly resorted to by writers and practical men in Europe, with all confidence that its results are as certain as the demonstrations of Euclid. It is singular that it should never have occurred to these parties that it might be well to test their calculation by the facts of experience. Nothing could be easier, and one would suppose nothing more accordant with common sense. To have done so, however, would have scarcely accorded with the purpose which writers on this subject across the Atlantic generally have in view, viz. : to depreciate the capacity of North America as a cotton producing country.

A simple comparison of any two decades in the history of our cotton crops would have shown the entire fallacy of their estimates. They would have ascertained that what they assume as a fixed fact, viz. : an unfluctuating proportion between the number of the slave population and amount of cotton produced, is in truth a mere fiction, and that consequently the ground work of their calculations is fallacious. It has not yet been ascertained what is the largest amount of cotton that can be produced by slave labor in this country ; for the crops have been constantly increasing in a larger proportion than has the slave population. In proportion as the value of cotton has advanced, the slave population has been drafted from other pursuits to the cotton plantations ; and hence it will be found

that the production of other staples in the South has progressed much less rapidly than has the growth of cotton.

In 1800, when the cotton crop was only 35,000 bales, the number of slaves in the country was 857,095, showing an average of twenty-four slaves to the bale. Twenty years later the number of slaves had nearly doubled, while the production of cotton had increased nearly fifteen fold, so that then there were three slaves to each bale of cotton. During the ten succeeding years the cotton crop increased in the ratio of seventy-five per cent, and the number of slaves thirty-three per cent, which brought down the number of slaves to each cotton bale to $2\frac{1}{4}$. From 1830, up to the present time, the proportion has continued to decline steadily, until now the production of cotton is as $1\frac{1}{2}$ bale to each of the slave population.

The following table shows this progress during each decade since 1800:—

	Crop, bales.	Slave pop- ulation.	Slaves per bale.
1800	35,000	857,095	23
1820	509,158	1,524,580	3
1830	870,415	2,005,471	$2\frac{1}{4}$
1840	2,177,532	5,486,226	$1\frac{1}{2}$
1850	2,796,796	3,204,051	$1\frac{1}{3}$
1860	4,500,000	4,000,000	9-10

It is strikingly apparent from this comparison that the number of the slave population is a most imperfect criterion by which to judge of the probable future production of this staple. Experience teaches us to expect a larger ratio of increase in the cotton crop than in the number of slaves; but how much larger the ratio will prove in the former case than in the latter, it is impossible to estimate. This must depend to a certain extent on the numbers that can yet be drawn from other kinds of labor by reason of the greater profitableness of cotton culture. But not by any means on this alone, nor perhaps on this chiefly. The most advanced planters have shown that very much may be done towards increasing the produce per acre by improved methods of culture. The history of agriculture during the last ten years shows that, by skillful management, land may be made to produce nearly double what it has yielded under old systems of culture; and there can be no doubt that the introduction of the same enlightened views among the Southern planters will issue in a large increase in our cotton crops, and the more so as the fertility of the virgin soil has to such a large extent become exhausted as to cause a need for artificial aids.

THE SUGAR TRADE OF SAN FRANCISCO.

The San Francisco Sugar Refining Company publish the following circular in relation to the sugar trade of that port:—

Estimated stock of sugar and syrup held in San Francisco, Nov. 1, 1860, (in first hands): Raw sugars—Light grocery grades of China, Batavia, and Siam, 5,078,000 lbs., do. for refining, (San Francisco Sugar Refining Co.), 3,048,242 lbs. Yellow—Grocery sugars, including New Orleans, Sandwich Islands, and coffee crushed, 1,062,000 lbs. Refined sugars—Crushed, powdered, etc., Eastern and California manufacture, 1,456,000 lbs. Total, 10,644,242 lbs. Syrups—about 106,000 gallons.

Quantity of domestic refined sugars manufactured in San Francisco during

October, 1860: White sugars—Crushed, powdered, etc., 2,310 bbls. and 1,330 boxes; coffee crushed sugars, 912 bbls.; syrup, 23,800 gallons.

Sugars on the way to San Francisco from Eastern ports: Manifested up to and including the Skylark, New York, Sept. 27, 1860, 5,093 bbls. and 1,596 half bbls.; manifested up to and including the Syren, Boston, Sept. 26, 1860, 317 hhds.; reported from Cuba direct, the Emily W. Seabourne, light muscovado sugar, about 700,000 lbs. (Advices of shipments from the Sandwich Islands, Manila, China, Siam, Batavia, and Calcutta are not received in advance of arrivals.)

Estimated consumption of sugar and syrup in California, Oregon, and British Columbia, per month, based on the consumption from 1st January, 1858, to 31st December, 1859, (24 months:): Refined sugars—Consumption in 24 months, 98,830 bbls. Yellow sugars—Consumption in 24 months equal to 67,072 bbls. In yellow sugars are included coffee crushed, West India, New Orleans, Sandwich Islands, Bally sugar from Calcutta and Mauritius, the whole imports in bbls., hhds., and bags, 24 months, deducting parcels taken out of the market for export or refining. East India sugars—Light grocery kinds, consumption in 24 months, 16,827,387 lbs. In this grade are included China, Siam, Batavia, Date, and Mexican sugars, taking total imports and deducting exports and parcels taken for refining. Average monthly consumption of sugar, 2,181,424 lbs., including 823,600 lbs. refined, 656,825 lbs. yellow, and 701,000 lbs. East Indies.

The population of the State has received but a slight increase since the average of the above dates. At the present time the arrivals and departures by the seaboard are about equal. The Indian troubles in the spring of 1860, have almost entirely prevented overland emigration.

The Pacific Refinery Company's works are in progress. It is expected to be in operation by the 1st of July, 1861—capacity about 10,000,000 pounds per annum. The two refineries in California will then be adequate to refine 22,000,000 pounds annually.

THE FUR TRADE OF THE WEST.

The St. Louis *Democrat* has some statistics showing the extent of the fur trade in that city, from which we find that the number of robes from the Upper Missouri is larger than last season's receipts. The collections from the Red River of the North, or the robes sold at St. Paul, are some 3,000 less than last year's, and a falling off of some 4,000 robes is also noted in the collections from the Upper Platte and Arkansas rivers, as the hunting grounds in that direction are becoming frequented by gold hunters, and the place of the Indian is being occupied by the whites. In the receipts from the Osage country there is a falling off this year of nearly one-half; last season some 6,000 to 7,000 robes were had from that source—this year not exceeding 2,000 to 2,500.

The buffalo robes from the Upper Missouri this year, as we learn from the two houses which receive them, number 66,000, besides the usual proportion of other furs. Those from the Platte region 11,000, with some forty packs, or 500 robes, yet to come in, and from the Osage some 2,000 to 2,500—in all 79,600 buffalo robes, besides the red calf skins. These, at \$3 25 per robe, the price at which the main bulk has already been sold, amounts to \$258,700. Of these were re-

ceived 28,000 robes, together with the usual proportion of other furs, by the steamer Spread Eagle, recently arrived from the Upper Missouri, 350 miles above the mouth of the Yellow Stone, consigned to and sold by ROBERT CAMPBELL & Co. Since then the steamers Key West and Chippewa, which ascended the Missouri all the way to Fort Benton, arrived in St. Louis with PIERRE CHOUTEAU & Co.'s collection, consisting of 30,000 buffalo robes, 50 packages, or 1,300 red calf skins, 2,270 wolf skins, 2,800 prairie fox skins, 5,000 pounds deer, and 9,860 pounds elk skins; 8 bales of bear skins, 7 bales of antelope, &c. Thus making 66,000 buffalo robes from the country of the Blackfeet Indians at the head of the Missouri River, or some three thousand miles from the mouth of that stream. In round numbers, the receipts of robes at St. Louis this year may be placed at 80,000. These, it must be recollected, are all tanned by Indian squaws alone, the braves, or lords of creation, not stooping to such menial toil. They do the hunting alone. Immense numbers of buffalo are killed for meat alone, and in summer and other seasons when the skin is comparatively bare of wool or hair, and comparatively worthless. The robes taken in winter are best. Probably not over a tenth of those slaughtered furnish us robes; so that the whole number of buffalo killed during the season will reach 800,000; quite a sizable drove, yet one that would scarcely be missed out of the immense herds that yearly roam over the vast plains of the Missouri River.

The number of robes on the market this year will be considerably less than last season. Owing to the pressure of 1857, and the warm winter of 1858, large numbers of robes, some 50,000, were left over in New York.

TRADE AND PROSPECTS OF ST. MARY'S.

The St. Mary's *Advertiser* has been furnished with the following statement of the export traffic from St. Mary's during the past year:—

		Average price.	Total value.
Wheat	bush. 157,800	\$0 90	\$142,020 00
Barley, peas	8,450	0 50	4,225 00
Oats ..	79,075	0 28	24,381 00
Pork.....	lbs. 187,370	0 06	11,242 20
Butter.....	45,000	0 12½	5,625 00
Timber	cubic feet 6,038,580	8 per M.	48,308 64
Sundries.....	lbs. 993,719	0 5	49,685 95
Total	27,455,602		\$285,487 79

These returns are compiled from authentic sources. The classified articles of produce comprise the actual quantities purchased by the different buyers in the St. Mary's market, in the course of the last season. The timber and miscellaneous goods were purchased either in St. Mary's, or adjacent townships, and shipped from this station in the nine months ending June last.

As a wheat market, St. Mary's has hitherto labored under difficulties and disadvantages which will not cramp its operations in future. For some time during the briskest of the wheat buying season last year, our wheat market was almost shut against the farmers. The railway—embarrassed with the new arrangements of its through line—could not furnish cars for shipping more than a small proportion of the wheat brought in for sale; and there was then no storage accommodation in the village. Such impediments discouraged the larger

class of buyers from locating their agents here last season ; and the few buyers in the market were often brought to a dead lock by these and other incidental obstructions. Thus were the farmers often obliged to take the road to Stratford or London with their wheat, when they would have given St. Mary's the preference, had our market been properly accommodated.

For the ensuing year we have no such stringency to dread. The railway accommodation will be ample. There has been a new wheat store erected for Mr. McLEAN, at the railway switch, capable of storing 16,000 bushels of wheat, and several others are either built, or in the course of building, that will hold about 30,000 bushels more. We have been informed that two of the leading produce houses in Toronto intend to place agents this season in our market. We may therefore with confidence anticipate for our wheat market, in the ensuing season, abundant supply of accommodation, buyers and funds. Under such improved circumstances, and with the prospect of an abundant harvest, we make a moderate calculation if we multiply last year's wheat returns by three, to form an estimate of what we may expect to do in the ensuing season.

The population of St. Mary's, calculated from the last school census, is about 3,000. With such a population and so fair a prospect, the "Stone Village" cannot fail to secure the favorable attention of business people generally.

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**COTTON CULTURE ABANDONED IN INDIA.**

Foreign papers contain the following very significant paragraph, showing that after all the protracted efforts to grow cotton in the British Indian possessions, the attempt has been at length abandoned as hopeless :—

In the annual report of the Bombay Chamber of Commerce a statement announces that the Indian Government had finally abandoned, as being hopeless failures, their experiments at cotton-growing in that country. These experiments had commenced as far back as 1789, and were prosecuted almost without intermission during the seventy-two years that have since elapsed. They had cost, from first to last, £350,000, and, as the report states, had absorbed "the energies and intelligence of governors, collectors, commissioners, American planters, and pains taking amateurs." Yet the result of all this prolonged effort and enormous outlay had been nothing but a continued series of disappointments. One solitary success is recorded as having been achieved, on "a small scale," by Mr. SHAW, Collector at Dharwar, who, taking up the enterprise in 1840, upon an area of only two hundred acres, developed the results so rapidly that in 1851 there were 31,688 "kupas" planted with American, and 224,314 with native cotton, and in 1856 the area increased to 156,316 kupas appropriated to the American, and 230,567 to the native variety of the plant. It does not appear that Mr. SHAW was assisted by any government grant in this work ; and, at all events, all direct co-operation of the State with the cultivation of cotton is now summarily abandoned.

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FERRIES FROM NEW YORK, "

	To Williamsburg.	Across the Hudson.
Number of ferries	4	4
Average length in rods.....	620	800
Greatest number of boats run	11	10
Smallest number of boats run	4	4
Average fare for foot passengers.....	2½ c.	2 c.
Rent paid for slips.....	\$7,000	\$12,000

JOURNAL OF INSURANCE.

FOREIGN INSURANCE COMPANIES IN NEW YORK.

LIST OF INSURANCE COMPANIES OF OTHER STATES THAT HAVE COMPLIED WITH THE INSURANCE LAWS OF NEW YORK, AND HAVE BEEN ADMITTED TO TRANSACT THE BUSINESS OF INSURANCE IN THE STATE OF NEW YORK, FOR THE YEAR 1860.

Fire insurance companies.	Location.	Fire insurance companies.	Location.
Ætna.....	Hartford, Ct.	Jersey City.....	Jersey City, N. J.
American Fire.....	Philadelphia, Pa.	Massasoit.....	Springfield, Mass.
Atlantic Fire and Marine.....	Providence, R. I.	Merchants.....	Hartford, Ct.
Char. Oak " ".....	Hartford, Ct.	New Eng. Fire & Marine.....	" "
City Fire.....	" "	North American Fire... ..	Boston, Mass.
" ".....	New Haven, Ct.	Norwich Fire....	Norwich, Ct.
Commonwealth.....	Philadelphia, Pa.	Phoenix.....	Hartford, Ct.
Connecticut Fire.....	Hartford, Ct.	Providence Washington	Providence, R. I.
Franklin Fire.....	Philadelphia, Pa.	Reliance Mutual.....	Philadelphia, Pa.
Hampden Fire.....	Springfield, Mass.	Springfield Fire & Mar. .	Springfield, Mass.
Hartford Fire.....	Hartford, Ct.	State Fire.....	New Haven, Ct.
Hope.....	Providence, R. I.	Western Massachusetts..	Pittsfield, Mass.

LIFE INSURANCE COMPANIES.

Insurance companies.	Location.	Insurance companies.	Location.
American Mutual Life..	New Haven, Ct.	Mutual Benefit Life... ..	Newark, N. J.
Connecticut " ..	Hartford, Ct.	National " ..	Montpelier, Vt.
Massachusetts " ..	Springfield, Mass.	N. Eng. Mutual " ..	Boston, Mass.

FOREIGN FIRE INSURANCE COMPANIES.

Company.	Location.
Unity	London, England

FOREIGN LIFE INSURANCE COMPANIES.

Name.	Location.	Name.	Location.
Albion.....	London, Eng.	Royal.....	London, Eng.
British Commercial Life..	" "	Liverpool and London....	Liverpool, Eng.
Internal Life.....	" "	Colonial Life.....	Edinburgh, "

INSURANCE COMPANIES OF OTHER STATES AND FOREIGN COUNTRIES THAT HAVE BEEN REFUSED CERTIFICATES, WITH THE REASONS FOR SUCH REFUSALS.

Fire insurance companies.	Location.	Reasons for refusal.
Home.....	New Haven, Ct.	See annual report.
Girard Fire and Marine.....	Philadelphia, Pa.	" "
Great Western Ins. and Trust Co.....	" "	" "
Conway Fire.....	Conway, Mass.	" "
Hamilton Mutual.....	Salem, "	" "
Augusta Ins. and Bank Company ..	Atlanta, Ga.	" "
American	Boston, Mass.	Unites Ma. & Fi. risks.
Boylston Fire and Marine.....	" "	" "
Franklin	" "	" "
Neptune	" "	" "
Merchants.....	" "	" "
Manufacturers.....	" "	" "
Insurance Co. of North America	Philadelphia, Pa.	" "
Delaware Mutual Safety	" "	" "
Union Mutual.....	" "	" "
Quaker City.....	" "	See annual report.
Roger Williams.....	Providence, R. I.	{ Unites Ma. & Fi. risks.
American	" "	{ Assets not examined.
Elliott.....	" "	Insufficient capital.
Merchants.....	" "	Unites Ma. & Fi. risks.
Liverpool and London..	Liverpool, Eng.	Statement informal.
Royal.....	London, "	Unites Ma. & Fi. risks.
		See annual report.
		" "

FOREIGN FIRE INSURANCE COMPANIES IN MASSACHUSETTS.

NAMES, AGENCIES, AMOUNT OF PREMIUM RECEIVED, AND AMOUNT OF TAX PAID BY FOREIGN FIRE INSURANCE COMPANIES DOING BUSINESS IN MASSACHUSETTS FOR THE YEAR ENDING NOVEMBER 1ST, 1859.

Name of company.	Agencies.	Pre'm rec'd.	Am't tax
Ætna.....	Hartford,	15 57,856	.....
Arctic.....	New York,	1 1,708	\$34 17
Atlantic, (F. and M.).....	Providence,	8 16,519	332 37
American Exchange.....	New York,	1 478,000	9 57
Beekman.....	"	1 119,240	2 40
City Fire.....	New Haven,	13 13,825	.....
".....	Hartford,	9 9,543	.....
Charter Oak, (F. and M.).....	"	13 13,565	.....
Continental Fire.....	"	2 3,757	.....
Connecticut.....	New York,	1 2,071	41 43
Delaware Mutual.....	Philadelphia,	1 17,415	522 45
Fulton.....	New York,	1 6,453	129 06
Goodhue.....	"	1 309	6 19
Hartford.....	Hartford,	15 27,820	.....
Howard.....	New York,	1 2,644	52 90
Home.....	"	20 22,371	448 37
Humboldt.....	"	2 4,408	88 16
Indemnity.....	"	1 876	13 54
Irving.....	"	1 2,779	55 58
Lamar.....	"	3 2,310	46 21
Lafayette.....	Brooklyn,	1 83,613	16 72
Liverpool and London.....	London, Eng.,	1 22,864	228 64
Mercantile Mutual.....	New York,	1 11,804	236 08
Mercantile Fire.....	"	1 750	15 00
Manhattan.....	"	1 5,389	107 78
Metropolitan.....	"	3 6,559	131 18
Market.....	"	1 449	8 98
Merchants', (F. and M.).....	Providence,	2 1,638	32 76
Merchants',.....	Hartford,	5 5,136	.....
Niagara.....	New York,	1 1,047	20 95
North American.....	"	1 5,494	109 88
Norwich.....	Norwich,	1 2,926	.....
New England, (F. and M.).....	Hartford,	9 4,826	.....
North American.....	"	3 10,075	.....
Northern.....	London,	1 1,778	17 78
Phoenix.....	Hartford,	6 2,517	.....
".....	Brooklyn,	1 2,286	45 72
Royal.....	Liverpool,	1 28,181	281 82
Resolute.....	New York,	1 396	7 94
Roger Williams.....	Providence,	2 1,319	26 39
Security.....	New York,	1 1,459	29 20
Standard.....	"	1 131	2 62
Unity.....	London,	1 3,382	13 83
Washington.....	Providence,	1 1,599	31 99

There is no data by which to determine the amount of loss sustained by these companies in the State, for the same period, given in the Massachusetts Commissioners' Report, from which we have taken our figures.

PENNSYLVANIA INSURANCE LAW.

A FURTHER SUPPLEMENT TO THE ACT, ENTITLED "AN ACT RELATIVE TO AGENCIES OF FOREIGN INSURANCE, TRUST, AND ANNUITY COMPANIES," APPROVED APRIL NINTH, ONE THOUSAND EIGHT HUNDRED AND FIFTY-SIX.

Whereas, The county of Wayne, by reason of its limited area, and small population, is deprived of the benefit of said act, as no foreign insurance, trust, or annuity company will pay the license fee required by said act; therefore—

SECTION 1. Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania, in General Assembly met, and it is hereby enacted by the authority of the same, That the agent or agents of any such company or companies for the county of Luzerne, having complied with the terms of said act, shall be authorized to do business for such company or companies in said county of Wayne, and with like effect, and as fully as if the same were done in his or their proper county: *Provided*, That any party insured by any such agent or agents, within the county of Wayne, may prosecute any claim, growing out of such insurance, against such company or companies, in the Common Pleas of Wayne County; and in such case process shall, for such purpose, extend to Luzerne County, and be served on such agent or agents residing therein.

JOHN M. THOMPSON, Speaker of the House of Representatives, *pro tem*.
WM. M. FRANCIS, Speaker of the Senate.

Approved the second day of April, Anno Domini, one thousand eight hundred and sixty.

WM. F. PACKER.

LIST OF FIRE INSURANCE COMPANIES

BELONGING TO THE CHICAGO BOARD OF UNDERWRITERS, MARCH 13TH, 1860.

Name.	Location.	Name.	Location.
Astor.....	New York city.	Atlantic.....	Brooklyn.
Hanover.....	"	Montauk.....	"
Park.....	"	Phoenix.....	"
Fulton.....	"	North Western.....	Oswego, N. Y.
Resolute.....	"	Buffalo Mutual.....	Buffalo.
Brevoort.....	"	Phila. Fire & Life.....	Philadelphia.
Corn Exchange.....	"	Girard.....	"
Firemen's Fund.....	"	Quaker City.....	"
Larayette.....	"	Prov. Washington.....	Providence.
Commonwealth.....	"	Roger Williams.....	"
Home.....	"	Hope.....	"
Niagara.....	"	Charter Oak.....	Hartford, Ct.
Washington.....	"	Merchants.....	"
Citizens.....	"	Connecticut.....	"
Humboldt.....	"	Atlantic.....	"
Relief.....	"	Ætna.....	"
Lorillard.....	"	Hartford.....	"
Indemnity.....	"	City Fire.....	"
Arctic.....	"	North American.....	"
Lamar.....	"	Phoenix.....	"
Howard.....	"	New England.....	"
Manhattan.....	"	City Fire.....	New Haven.
Market.....	"	State Fire.....	"
Irving.....	"	Norwich.....	Norwich.
Ætna.....	"	Springfield.....	Springf'ld, Mass.
Republic.....	"	Massasoit.....	"
Commercial.....	"	Hampden.....	"
Continental.....	"	Conway.....	Conway, Mass
Security.....	"	Western Massachusetts.....	Pittsfield, "
North American.....	"	Commercial Mutual.....	Cleveland, O.
Goodhue.....	"	Firemens'.....	Chicago, Ill.
New Amsterdam.....	"	City Insurance Co.....	Peoria, Ill.
American Exchange.....	"	North. Assurance Co.....	London, Eng.
Mercantile.....	"	Unity.....	"
Standard.....	"	Liverpool and London.....	"

NAUTICAL INTELLIGENCE.

PREVENTION OF COLLISIONS AT SEA.

Lieut. DANIEL AMMERI, of our navy, has prepared an admirable system of lights and helm signals for sail and steam vessels—one which, if introduced, will undoubtedly lessen the risks of collisions at sea. The collisions at sea, and on our lakes, have been so frequent during the past few years, that any means which will lessen the chances of such dangers should be at once adopted. Lieut. AMMERI's system has been submitted to the consideration of the Chamber of Commerce, and it is proposed to ask Congress to adopt it. The following are the details of his plan:—Steam vessels, when under way, will carry after night—

1. A bright white light at the foremast head, pivoted so as to remain perpendicular; showing from ahead to two points abaft both beams; a red light on the port side, and a green one on the starboard side. The side lights to show from ahead to four points abaft the beam on their respective sides, and to be filled with side-covering, so as not to show across the deck. The lantern to be made as per pattern, slung in gimbals, and not less in size, and of as good quality as those to be seen at the principal custom-houses, and prescribed for this class of vessels.

2. Propellers, when under steam, or steam and fore and aft sails, will carry the lights of steam vessels; but when under square sails, with or without steam, will carry the light of a sail vessel.

3. Steam vessels will employ the whistle when a collision is feared, as follows:—A long whistle (twenty seconds) will indicate that the vessel making the signal has put her helm to port. Two short whistles or blows, (two seconds each, separated by an interval of two seconds,) will indicate that the vessel making them has put her helm starboard, which must never be done except when the opposite course would throw the vessel into immediate danger, or to pass astern of a vessel whose course is nearly at right angles to her own, which would be shown by the lights.

4. In case two steamers should give *opposite* whistles, when standing nearly head on, both engines will be instantly stopped and reversed and the helms put apart, unless the lights of the other vessel should point out the answer. They will not go ahead until they have a full understanding, by the one repeating the whistle of the other, when they will act accordingly.

5. Steamers, when under weight in fogs, will employ the whistle at distances not greater than half a marine mile apart, as follows:—When steering north, one long whistle, (ten seconds,) followed, after an interval of two seconds, by a short whistle (one second.) When steering east, one long whistle, and after a similar interval, three short ones. Steering south, one long whistle, followed by two short ones. Steering west, one long whistle and four short ones. For N. E., S. E., S. W., and N. W., the signal of the north or south point will be made first, to be followed after an interval of five seconds by the east or west signal, omitting for the last, the long whistle, thus, N. E. would be a long whistle followed by a short one, an interval of five seconds and three additional short ones. Steamers should whistle as near the course they may be steering as possible, which can always be done within two points.

6. Sail vessels, when under way after night, will carry a bow lantern, having a visible arc of 225° ; 90° on the port side being screened red, and 90° on the starboard side green, leaving between them a white or unscreened arc of 45° . Care must be taken to fit the center, or white section, to show directly ahead. It will be carried on the bowsprit cap when the weather will admit, and in heavy weather to show under the foot of the foretopsail, and secured to the mast. In fore and aft vessels it may be fitted on any part of the foremast that will effect the object. In every case it must be pivoted so as to remain perpendicular when the vessel heels, and will be of the size and pattern to be seen at the principal custom-houses.

7. Sail vessels will be provided with a flash pan as per pattern; also a suitable powder flask and percussion caps convenient for immediate use.

8. When thrown upon a vessel on the starboard tack, a white or green light on her lee bow, as a precaution, and to forewarn the other party, flashes may be made, but not doing so will not make the starboard tack culpable in the event of collision. She has the right of road; but for her own safety, she should forewarn, and even go about if necessary, when coming suddenly on a sail in thick weather.

9. When those upon a vessel on the port tack see a white or red light on her lee bow, and there is danger of collision, she will bear away until the light is abeam, and come up to course as it draws aft. The port tack must always give way when meeting another vessel by the wind on the opposite tack.

10. Vessels going free will be enabled to pass astern of vessels by the wind, through the color of the bow lanterns as seen by them. If those upon a vessel going free, see a green light, it may be necessary to put the helm starboard, or if a red one, a port, to pass astern. In all cases it is the duty of the vessel going free to avoid the collision.

11. Those upon a vessel on either tack seeing a sail to windward going free, (as will be known by seeing a white light,) may make flashes as a warning, but a failure to do so will not imply neglect, or relieve the other party from the responsibility of a collision.

12. Those upon sail vessels in fogs will use a "fog horn" at suitable intervals, as follows:—When by the wind on the port tack, one blast; when by the wind on the starboard tack, two distinct blasts; when the wind is from four points on the port quarter to abeam, five distinct blasts; when the wind is from four points on the starboard quarter to abeam, three distinct blasts; with the wind further aft, four distinct blasts.

13. A steamer will slow down or stop engine if necessary, and indicate to sail vessels as to steamers how she has put the helm. A long whistle (twenty seconds) a-port, two short ones (of ten seconds each) a-starboard. The sail vessel will always act in accordance with signal when it is heard. (This is to meet such cases as occur in thick weather, when the distance may be so short as to require the prompt action of both parties.)

14. In case of collision, it is the absolute duty of vessels to endeavor to remain by one another until the extent of injury is ascertained, and in case a steam vessel should require assistance, it will be asked by a long continued use of the steam whistle; and if a sail vessel, a continued use of the flash-pan.

15. All vessels at anchor will hoist after night a lantern showing a bright white light all around the horizon.

Cincinnati to—	4th class.	Pork.	Whisky.
Richmond, Va.....	58	1 84	1 87
Petersburg, Va.....	60	....	1 95
Charleston, S. C.....	70	....	2 17

The rate for flour to Charleston was fixed at \$1 35.

From Louisville to—	1st class.	2d class.	3d class.	4th class.	Flour.
New York, rail.....	1 45	1 15	95	60	1 20
“ rail and water.....	1 40	1 10	90	55	1 10
Boston, rail.....	1 55	1 25	1 00	65	1 30
“ rail and water.....	1 50	1 20	95	60	1 20
Philadelphia, rail.....	1 30	1 05	90	55	1 10
Baltimore, rail.....	1 20	95	80	50	1 40
Buffalo, rail.....	75	65	55	40	90
“ rail and water.....	70	60	50	33	60
Detroit.....	60	50	40	25	20
Milwaukee.....	95	75	65	55	50
Portland.....	1 55	1 25	1 07	75	1 55
Quebec.....	1 65	1 35	1 10	75	1 55

PLOW STEEL.

TREASURY DEPARTMENT, October 20, 1860.

SIR:—I acknowledge the receipt of your report of the 27th ultimo on the appeal of MESSRS. COURTNEY & TENNENT from your decision assessing a duty of 15 per cent under the classification in schedule E of the tariff of 1857, of “steel, not otherwise provided for,” on certain bundles and plates of steel not less, each, than six inches in width, nor more than $\frac{3}{4}$ of an inch in thickness, imported by them, and invoiced as “German steel,” and denominated “plow steel,” as indicating the purpose for which they are designed. The importers claim entry at 12 per cent under the classification in schedule F of “steel in bars, cast, shear, or German.” The articles in this case are not considered as “bars” by the Custom-house officials at the principal ports, within the meaning of the law and the sense of that term as used in commerce, and in that view the Department concurs. It is unnecessary to decide whether the steel in question is “cast, shear, or German,” it not being imported in the form that would entitle it to entry under the classification claimed by the importers. Your assessment of a duty of 15 per cent as “steel not otherwise provided for,” under schedule E, is affirmed. I am, very respectfully,

HOWELL COBB, Secretary of the Treasury.

WM. F. COLCOCK, Esq., Collector, &c., Charleston, S. C.

SILVER WATCH CASES.

TREASURY DEPARTMENT, October 29, 1860.

SIR:—I acknowledge the receipt of your report of the 15th ultimo on the question presented by the appeal of MESSRS. PALMERS & BATCHELDERS as to the rate of duty to be charged on an importation of silver watch cases. The only essential points presented are, whether the cases in question, without any movements or works, are to be regarded as “parts of watches,” and, if so, whether those now in controversy are finished or unfinished; a duty of 8 per cent having been levied by you under the classification in schedule G of “watches and parts of watches,” and the importers claiming to enter them at 4 per cent under the classification in schedule H of “watch materials and unfinished parts of watches.” I am of the opinion that the case may be considered, within the fair meaning of the law, as a “part” of the “watch,” and this construction is believed to be fortified by the usages of the trade, as well as its special fitness for that purpose and no other. It would seem, also, from an inspection of the sample submitted, that the cases, in this instance, must be regarded as “finished,” no substantial addition or change being required to adapt them at once to the purposes intended. Your decision assessing a duty of 8 per cent under the classification in schedule G of “watches and parts of watches,” is affirmed. I am, very respectfully,

HOWELL COBB, Secretary of the Treasury

JAMES S. WHITNEY, Esq., Collector, &c., Boston, Mass.

POSTAL DEPARTMENT.

UNITED STATES POST-OFFICE.

The report of the Postmaster-General for the year ending June 30, 1860, gives the following as the revenue and expenditure of the Department:—

The expenditures of the Department in the fiscal year ending June 30, 1860, amounted to \$19,170,609 99, viz:—

For transportation of inland mails, including payments to route agents, local agents, and mail messengers		\$13,435,225 70
For transportation of foreign mails, to wit:—		
Between New York, Southampton, and Havre...	\$280,843 42	
Between Liverpool, New York, and Philadelphia.	50,795 48	
Between New York, New Orleans, and Havana .	10,210 92	
Between New York and Havana.....	43,913 81	
Between New Orleans and Vera Cruz	1,911 15	
Between New Orleans and Havana.....	7,437 38	
Between Portland and Liverpool.....	74,451 97	
		469,624 13
Between New York and San Francisco.....	\$187,500 00	
Mails across the Isthmus of Panama.....	75,000 00	
Panama and Astoria mails.....	94,384 50	
Expenses of mail agents.....	1,920 47	
		358,894 97
For compensation to postmasters		2,552,888 10
For clerks in post-offices.....		966,639 47
For ship, steamboat, and way letters		13,658 03
For office furniture for post-offices		2,214 80
For advertising ..		38,773 94
For mail bags.....		56,710 39
For blanks.....		164,517 61
For mail locks, keys, and office stamps.....		8,032 30
For mail depredations and special agents.....		46,194 77
For postage stamps.....		47,343 00
For stamped envelopes.....		50,162 27
For wrapping paper.....		36,606 78
For payments to letter carriers		208,506 22
For repayments for dead letters		14 61
For interest under act February 15, 1860		141,066 03
For miscellaneous payments		213,777 72
For payments for balances due on British mails.....		260,035 44
For payments for balances due on Bremen mails		28,459 55
For payments for balances due on Hamburg mails.....		17,384 77
For payments for balances due on French mails.....		36,161 55
		\$19,170,782 15
Deduct for transportation in 1859	\$3,771,050 87	
Deduct payments under other heads of appropriations for 1859	524,958 39	
		4,296,009 26
Leaving the actual expenditure for 1860		\$14,874,772 89

On the 30th of June last, there were in operation 8,502 mail routes. The number of contractors was 7,445. The length of these routes is estimated at 240,594 miles, divided as follows, viz:—

Railroad	27,129	Coach.....	54,577
Steamboat ..	14,976	Inferior modes	143,912

The gross revenue for the year 1860, including receipts from letter carriers and from foreign postages, amounted to \$8,518,067 40, as stated below:—

Letter postage	\$851,182 17
Registered letters	25,038 84
Stamps sold	6,706,395 20
Newspapers and pamphlets	627,086 50
Fines	5 00
Receipts on account of emoluments	91,694 04
Receipts on account of letter carriers	208,506 22
Receipts on account of dead letters	3,803 68
Extra compensation overcharged	278 02
Miscellaneous receipts	4,232 64
Total revenue	\$8,518,067 40

Being an increase of near seven per cent over the revenue of the year ending June 30, 1859.

The total annual transportation of mails was 74,724,776 miles, costing \$8,808,710, and divided as follows, viz.:—

Railroad, 27,653,749 miles, at \$3,349,662, about 12.11 cents a mile.

Steamboat, 3,951,268 miles, at \$1,073,852, about 20.7 cents a mile.

Coach, 18,653,161 miles, at \$2,550,365, about 13.67 cents a mile.

Inferior modes, 24,466,598 miles, at \$1,834,831, about 7.45 cents a mile.

Compared with the service reported June 30, 1859, there is a decrease of 19,458 miles in the length of mail routes; of 7,583,626 miles in the annual transportation, about 9.20 per cent; and of \$660,047 in the cost, about 7 per cent.

The aggregate length of railroad routes has been increased 1,119 miles, and the annual transportation thereon 385,465 miles, about 1.4 per cent, at a cost of \$105,688, or 3.25 per cent.

The length of steamboat routes is diminished 4,233 miles; the annual transportation 618,694 miles, about 13.53 per cent; and the cost \$83,991, about 7.25 per cent.

The length of coach routes is decreased 8,464 miles; 4,795,237 miles in annual transportation, about 9.45 per cent; and in cost \$98,015, or 5.07 per cent.

Appended to this report is a table showing in detail the mail service of every grade, as existing in each separate State and Territory on the 30th June last.

The lettings of new contracts for the term commencing 1st of July last, embraced five States—New Jersey, Pennsylvania, Delaware, Maryland, and Ohio.

The following table shows the new service as in operation on the 30th of September:—

	Miles in length.	Miles of annual transportation.	Cost.
Railroad	6,473	6,559,627	\$849,866
Steamboat	347	174,408	17,002
With celerity, certainty, and security	24,999	7,057,866	382,123
Total	31,819	13,801,901	\$1,249,001

Compared with the service on the 30th of June last, the length of routes by railroad is diminished 57 miles, and by steamboat increased 42 miles; the coach and inferior mode of service in this section having been merged into one class at the last letting, styled "star" or with "celerity, certainty, and security," there is shown an increase of the latter over the former combined of 354 miles in the length of routes; the annual transportation is increased 1,246,448 miles, and the cost \$45,008.

On the 30th of June last, there were in the service 474 route agents, at

a compensation of	\$372,240
40 local agents, at a compensation of	25,479
1,649 mail messengers	208,948
68 railroad baggage-masters in charge of the express mails, at a compensation of	8,100

\$614,767

This amount added to the cost of service as in operation on the 30th of June.....

8,808,710

Makes the total on the 30th of June last.....

\$9,423,477

RAILROAD, CANAL, AND STEAMBOAT STATISTICS.

BALTIMORE AND OHIO RAILROAD.

The twenty-fourth annual report of this great work contains the following account:—The aggregate revenues, working expenses, and net results of the Main Stem, Washington Branch, and Northwestern Virginia Railroad, for the fiscal years, terminating respectively 30th Sept., 1859 and 1860, have been, viz. :

REVENUE.			
	1859.	1860.	Increase.
Main Stem.....	\$3,618,618 45	\$3,922,202 95	\$303,584 49
Washington Branch.....	442,219 53	442,380 44	20,660 91
Northwestern Virginia Railroad ..	240,171 29	269,203 12	29,031 83
Total.....	\$4,301,009 27	\$4,654,286 50	\$353,277 23
EXPENSES.			
	1859.	1860.	Decrease.
Main Stem.....	\$1,684,997 84	\$1,616,615 61	\$68,382 23
Washington Branch.....	173,679 25	173,042 33	636 92
Northwestern Virginia Railroad...	198,279 53	194,536 65	3,683 93
Total.....	\$2,056,947 67	\$1,984,244 59	\$72,703 08
Total increase of gross revenue.....		\$353,277 23	
Total decrease of working expenses.....		72,703 08	
Total increase of net earnings.....		\$425,980 31	

An aggregate reduction is shown of \$72,703 08 in working expenses, compared with the preceding year, although the large additional traffic has improved the revenue \$353,272 23, making an increased net gain of \$425,980 31. The same comparison with 1858 exhibits an increase of gross revenue of \$80,373 73, and a reduction in working expenses of \$1,002,661 13, presenting an increased net gain of \$1,083,034 86.

The progress of the sinking funds, for the past five years, is presented in the subjoined statement :—

SINKING FUNDS FROM 1ST OCTOBER, 1856, TO 30TH SEPTEMBER, 1860.

	Totals of the three sinking funds for five years from 1st October, 1856, to the 30th September, 1860.	Sinking fund for the redemption of		
		Five million loan.	Mortgage debts.	Ground rents on Cam. stat'n.
1856.....	\$489,086 17	\$442,144 51	\$20,000 00	\$26,941 66
1857.....	633,754 41	510,979 42	137,333 33	35,441 66
1858.....	937,234 13	616,675 81	270,666 66	46,941 66
1859.....	1,145,556 42	671,614 76	413,221 73	60,719 93
1860.....	1,356,371 35	712,846 36	568,555 06	74,969 93

The increase from \$489,086 17 in 1856 to \$1,356,371 35 in 1860, proves the system adopted by the company to be successful. In addition to the accretions from the interest on the investments held in the sinking funds, it will be recollected that, under the resolution adopted on the 17th Dec., 1856, \$113,333 33 are to be annually appropriated to the reduction of the mortgage debts, and \$6,000 are also to be invested for the redemption of ground rents on Camden Station. Upwards of \$200,000 per year are now withdrawn from the current

earnings, for the purchase of the mortgage bonds and indebtedness of the company. Ample provision is thus wisely made for the payment of the entire funded debt.

The company has since proceeded in the delivery of the bonds of 1862, and in the payment in full of the entire amount of interest accrued.

TOLEDO CANAL TRADE.

The Toledo *Blade* remarks:—In looking over the table of canal receipts and shipments published in our commercial column, one can but notice the evidences of a great change in the mode of transportation since the opening of our Southern and Southwestern lines of railroads. The canal once brought in nearly all our produce, and took away our merchandise for the interior. That this state of things is greatly changed, the figures abundantly show—and more than this, they show that for many kinds of freight the railroads are preferred more and more every year. Rates and competition affect this somewhat, but in the following recapitulation of the receipts and shipments of a few leading articles for the past three years, it will be seen that items in which our business has largely increased during this time, have fallen off, or have barely held their own, in the annual returns of canal business:—

RECEIPTS.

Articles.	1858.	1859.	1860.
Flour.....bbls.	149,629	162,490	149,720
Wheat.....bush.	1,347,155	765,933	1,161,809
Corn.....	933,366	120,505	1,798,671
Barley.....	8,012	3,934	519
Rye.....	4,781	370	.....
Oats.....	24,808	5,915	115
Pork and bacon.....bulk	1,007,719	1,114,348	324,240
Pork.....bbls.	6,603	7,426	3,527
Beef.....	357	2,064	748
Staves.....No.	970,671	1,703,975	1,172,709
Lumber.....feet	368,522	1,326,237	1,440,316

SHIPMENTS.

Fish.....bbls.	2,173	1,076	2,679
Salt.....	65,155	71,514	56,145
Oats.....bush.	83,399	47,990	23,676
Barley.....	33,142	100	44,731
Rye.....	.....	.....	10,314
Shingles.....	5,331,500	11,996,754	6,839,000
Lath.....	4,392,334	5,028,566	5,892,000
Lumber.....feet	10,887,950	12,813,716	10,667,141

In the face of an immense increase in our grain receipts over 1858, it will be seen that the canal shows a falling off on wheat, just holds its own on flour, and only shows an increase in the item of corn. The decrease in pork and beef is, also, somewhat under like circumstances. In oats there is a decrease both in receipts and shipments. So far as barley is concerned, Toledo has shipped to the interior more than she has received from that direction, and has imported several cargoes from Canada. Staves show an increase, indicating a fair degree of gain in this pretty extensive item of our business.

RAILROAD STATISTICS—THE MAGNITUDE OF INTERESTS INVOLVED.

The *Railroad Record* says :—Our readers well know that there are now in the United States nearly 30,000 miles of railroad in operation. This fact, when we consider it in relation to the newness of the country, the little time required to accomplish it, the vastness of capital suddenly invested, and the extraordinary change produced in commercial movements, is one of overwhelming magnitude. Certainly no one who lived twenty years ago would have believed it possible, or would believe it now without the evidence of his own eyes and that of others. It typifies, more than any other element in the country, the commercial spirit of the age. For all this is done merely to produce a *quicker movement* of commerce. It is not commerce itself, but merely one of the machines it employs. If, then, commerce can afford to expend such vast sums for a machine to facilitate its own movement—a mere carriage—of what immense magnitude and value must that commerce itself be? Every year gives more and more evidence of the absorbing influence of commerce over all other things. What is to be its limit we cannot imagine. Machinery takes the place of all natural operations, and even the simple employments of agriculture seem to give way before the introduction of commercial appliances. We would confine ourselves here, however, to the mere statistics of this machine—the railroad. Let us take out a few elementary facts in this vast machinery. We cannot arrive at exactness, but, having the *units* of certain of the most important roads of the country, we may safely take them as a basis for the whole :—

Length of roads . . . miles	30,000	Passenger cars	5,000
Aggregate cost	\$1,173,000,000	Freight cars	80,000
Locomotives	6,000	Passengers carried . . .	42,000,000
Wood consumed . . . cords	3,000,000	Freight carried . . . tons	36,000,000
Employees	80,000	Gross receipts	\$120,000,000

Taking these aggregates, we have some curious consequences :—

1. The capital employed in railroads is about double that of all the incorporated banks of the United States. 2. The gross receipts on railroads is a good deal more than the income (or profits) of all the banks. 3. But when we compare the operations of the two machines we find this important difference, that the cost of operating the banks is very small, while the cost of operating the railroads is very great. In one case capital only is handled, while in the latter, not only capital, but a vast and cumbrous machinery of men, vehicles, and roads. There is another difference also. Banks have the power to create capital, in the shape of paper money, on which they make a profit without any cost. Railroads cannot do this. It is obvious that, as the laws now are in the United States, banks enjoy superior advantages. Notwithstanding, well-managed railroads, in good position, have yielded large profits. In time, four-fifths of all the roads will be good stock. 4. The number of locomotives is at least 6,000, or one to each five miles. Taking into view the new roads and the repairs, we may assume that one-fifth of these (1,200) must be renewed each year, which, at an average cost of \$9,000 each, amounts to an expenditure of \$10,000,000 a year for locomotives alone. Passenger and freight cars will be \$5,000,000 more, and thus we have \$15,000,000 per annum paid for making carriages only for the use of railroads. 5. The 80,000 employees we may put down at a dollar per day, although that must be too low—the officers' salaries being generally high. This

is \$24,000,000 per annum. 6. For labor and material, railroads pay at least \$40,000,000 per annum, independent of the iron superstructure. 7. Let us now regard this as an economical element in the country, as it regards other vocations. We may regard 100,000 men as the unit, furnished by railroads, to be supplied with food from the agricultural resources of the nation. The relative proportion, in families, shows that each able-bodied man is equivalent to a population of four times the number. We have, then, 400,000 persons, subsisting upon the receipts of railroads, to be supplied with food. Taking meat and bread alone, this will require 4,000 lbs. of each per day—equal in value to \$12,000,000 per annum. In the two articles of meat and bread the railroads pay farmers this great sum of money. We need not pursue the inquiry in detail any further. It is obvious, that for timber, iron, paints, mechanical aid, etc., the roads must pay millions more, which go into the pockets of farmers and mechanics—and thus many more laborers are employed, and great sums of money circulated through the country. As an economical machine, the railroad is of great value to the country. Here we may compare it with the banks, which have no connection with the labor of the country whatever. The banks reap the largest profits for themselves, but the railroads are of much the greatest value to the people. 8. Another element of great importance is the consumption of wood or fuel. Supposing it to be wood alone, (as it is mainly,) the cost of fuel, at an average of \$2 per cord, is \$6,000,000 per annum. This also is mainly paid to farmers. If this wood averages 50 cords per acre, it will require 60,000 acres of woodland to supply this demand per annum. It probably requires more, for the yield is probably not so much per acre. 9. The statistics show that 42,000,000 passengers pass over the roads each year. If so, each one of the whole American population would average one trip and a half.

RAILWAYS IN SWITZERLAND.

The *Price Current* gives the following, relating to the Swiss railways :—

The railway system of Switzerland is making rapid progress. It already furnishes an almost unbroken connection between all the most considerable towns of the confederacy, and bids fair soon to scale the gigantic barrier of the Alps, and to form a junction with the roads which in various directions cross the great Lombard plain and penetrate the mountain regions of Piedmont on the west and south. The Swiss Central Railway, leading from Basil towards Berne, after piercing the mountain wall of the Hauenstein, by a tunnel twenty-seven hundred yards in length, branches or falls into other roads, which run in every direction. From Olten a line runs northeast to Baden, Zurich, St. Gall, and doubling the mountain cape, at the entrance of the Rhine into Lake Constance, it ascends for the most part the left bank of that river to Chur in the Grisons. From Aarburg another line runs to Lucerne. A third, from Herzogenbuchsee, by Solothurn, Neufchatel, Yoerdon, and Lausanne, extends to Geneva, having only a small link yet incomplete along the Lake of Biene; and yet a fourth, from the same point to Berne and Thun. Here the last named line strikes the stupendous mountain range of the Bernese Oberland. The Jungfrau, Eigher, Monch, Schreckhorn, and Finster-Aarhorn will hardly permit their untrodden snows, during the present century, to be trampled by the hoofs of the iron horse. A road is in progress from Berne to Lausanne, by the way of Freiburg, and on the first of the present month was opened as far as the latter city. Another, passing from Lausanne around the eastern end of Lake Geneva, will soon connect the city of Geneva with the so-called Italian line in the Vallais. This latter railway ex-

tends from the eastern end of the lake up the valley of the Rhone. During the present season it has been completed as far as Sion. From this point, the capital of the Canton, it is to be carried to Brieg, and is destined to scale the Alps, by the great Simplon pass. A line across the Alps is also in contemplation further east by some one of the Grison passes; and I have recently read an article in one of the Swiss journals, warmly defending the claims of the Lukmanier route, by the valleys of the Vorder, Rhine, and Medels, which was surveyed some years since.

In my last I gave some account of my visit to the field of Morgarten. In this I must transport myself to the Canton of Berne. The approaching evening of one of the last days of June found me seated in one of the railway trains, on the line between Herzogenbuchsee and Berne. Two years since, on this line, the passengers were obliged to alight some two miles north of the city, to which they were conveyed by omnibusses. At present, as above stated, the line is finished to Thun. Passing the former terminus, the road crosses Aarby, a bridge suspended at a fearful height above the river-bed, and reaches the elevated peninsula, upon which the town is built, in the rear or western extremity of the city. Here I found a magnificent depot, corresponding in the solidity of its structure with the well known massive architecture of Berne.

RAILROADS AND TRADE OF THE LAKES.

As the statistical tables show that the great trade of the lakes is mainly derived from the Ohio and Mississippi, and as the distance on the several railroads and canals leading to the lakes is greater than from Pittsburg to Philadelphia, with the fact that the distance and cost of transportation on the rivers and lakes are the same, it will be seen that the cost from any of the points on the Mississippi or the Ohio to Buffalo will vary but little from the cost to Philadelphia. This important fact, if true, will change materially the destiny of trade, and, if not looked into, may seriously affect the interests of our city. From Cairo to Chicago the distance by the Illinois Central is 367 miles, which, as the average, is fixed at 3 cents per mile, the cost would be \$11 01 per ton; thence to Buffalo, by the lake, (about 1,000 miles,) the cost for transportation, at three mills per ton per mile, would add \$3 per ton—making \$14 01 from Cairo to Buffalo. From Cairo to Pittsburg the distance, by river, is 950 miles, which, at 3 mills per ton, the cost would be \$2 85; thence to Philadelphia, by the Pennsylvania Central, (353 miles,) at 3 cents per ton per mile, the cost (\$10 59) would make \$13 44, and leave 57 cents in favor of Philadelphia. On any of the other routes the results are the same—or so near it that it is not worth while to make the estimate. From Cincinnati to Buffalo the cost is \$8 23, and thence over the Central, to New York, the entire cost to New York is \$17 61, while through Pennsylvania \$12 98 covers all the expense from Cincinnati to New York.

THE FIRST AFRICAN RAILWAY.

The first African railroad was inaugurated the 25th June last. It is called the Natal Railway, and connects the capital of the colony, Petre Maritzburgh, with Cape Town. The whole enterprise has been successfully carried through by the colonists, no foreign aid having been received, and very important advantages are expected to arise from the sure and rapid communication between the interior and the coast. A train in motion was, of course, an extraordinary novelty for the natives, and many of the Caffres at first tried to measure fleetness with the iron horse, but they soon had to give up the race.

PHILADELPHIA HORSE RAILROADS.

The capital of England and the money center of the world is about to yield to the innovation of city passenger railroads; for, at the next session, Parliament will undoubtedly pass a bill authorizing their construction, under such restrictions and limitations as may be supposed judicious.

The following shows the length of road and number and amount of shares authorized by passenger railroad companies in the city of Philadelphia:—

Name of road.	Length of single track.	No. of shares (\$50) authorized.	Amount of capital authoriz'd.
Fifth and Sixth streets..... miles	16 $\frac{1}{2}$	10,000	\$500,000
West Philadelphia.....	12 $\frac{1}{2}$	10,000	500,000
Tenth and Eleventh streets.....	7 $\frac{1}{2}$	10,000	500,000
Spruce and Pine streets.....	6 $\frac{1}{5}$	20,000	1,000,000
Race and Vine streets.....	6	10,000	500,000
Second and Third streets.....	18	10,000	500,000
Philadelphia and Darby.....	5	10,000	500,000
Girard College.....	6	10,000	500,000
Green and Coates streets.....	10	10,000	500,000
Arch-street and Fairmount.....	5 $\frac{1}{2}$	10,000	500,000
Ridge-ave. and Manayunk.....	8 $\frac{1}{4}$	10,000	500,000
Fourth and Eighth (Germantown).....	19	10,000	500,000
Richmond and Schuylkill.....	7	2,000	100,000
Hestonville and Fairmount.....	7	6,000	300,000
Seventeenth and Nineteenth.....	6	10,000	500,000
Chestnut and Walnut.....	4	10,000	500,000
Thirteenth and Fifteenth.....	6	10,000	500,000
Delaware Company, (24th Ward).....	4	3,000	150,000
Total.....	154 $\frac{1}{2}$	174,000	\$8,550,000

Some of the companies have issued the whole number of shares authorized; others have issued over \$100,000 worth of stock per mile of single track laid. Nearly all of them have funded debts secured by mortgage upon their depots, cars, horses, and rails. It is estimated that the actual outlay in building and equipping the eighteen roads was about \$2,000,000. This includes an investment of about \$300,000 in cars, mostly built within the limits of the city, and about a half million of dollars in depots and other real estate, out of which both land speculators and mechanics have made good profits.

PROSPERITY OF HOUSTON, TEXAS.

A letter from Houston, Texas, with which New Orleans is soon to be in direct railroad communication, says:—Between 800 and 1,000 men are daily engaged in beautifying and adorning the city. More than 100 buildings, mostly of a spacious and costly character, are being erected. Five railroads concentrate at this point. About 700 bales of cotton have arrived daily at this place during the current month.

The various railroad companies connecting with this city are pushing their operations ahead with vigor. It is thought that 500 miles of railroads will be in operation in Texas by the 1st of January, 1861.

JOURNAL OF MINING, MANUFACTURES, AND ART.

QUARTZ MILLS OF THE ROCKY MOUNTAINS.

The mode of working quartz mills is thus described by a correspondent of the *World* :—

In the hills around Mountain City, a gold-bearing quartz rock is found in streaks or veins. It is obtained by a tunneling process. On the side of the mountains the blossom rock is seen, which indicates a vein of quartz. The miners then commence a tunnel into the hill following the course of the vein. In the quartz the gold exists in very fine particles—an impalpable powder, and to separate it the rock must likewise be reduced to the same state, which is done by pounding or grinding, the first by the use of Gate's stamp crusher, the last by Ellithorpe's grinder. The former is the most simple process, consequently popular with the miners, and the Gate's mills are more numerous, ten to one, in this neighborhood, than the Ellithorpe.

The mills are of different sizes, some having six stamps, while others have twenty-four. The most common is the six, a great many having twelve and fifteen stamps, all driven by either steam or water power. A twenty-horse power engine will drive a twenty-four stamp mill; the average is about a horse-power to one stamp.

The stamps vary in weight from two hundred to seven hundred pounds each. The experience of our mill-men teaches that a four hundred stamp is heavy enough for all practical purposes; the stamps that are heavier smash up the machinery, and are used to the serious detriment of the proprietors thereof; therefore, the best size to bring out is stamps of four hundred pounds. These stamps are round, and about six inches in diameter, their length depending upon the weight desired. Fourteen inches is considered the most convenient length. These are firmly attached to a bar of iron three inches in diameter and eight feet long, called the stems.

The stems and collar serve as a handle to the stamps, by which they are lifted up; half the length of the stems, an iron collar is fitted, flat on the underside. These stems and stamps are fitted into a wooden frame, which stands perpendicular, through which they work up and down.

A box made of iron or wood, very strong, and placed upon a solid foundation, about three feet long and one foot wide, open at one side, which is made of a net work, or perforated sheet-iron, open at the top. The two ends and front side are tight, which are about twenty inches high; this is the mortar, or battery, into which the rock is placed, and two or three stamps fall into it; a twenty-four stamper has eight of these batteries.

Back of the stems, near the collar, there is a heavy shaft, horizontal across the frame, to which are attached arms called cams, about twenty inches long, of a serpentine shape. When the stamps are down, the collar is near the shaft or foot of the cams. As the shaft revolves, the cams lift the stems by the collar until they slip over the end and fall into the battery. As it moves up over the cams, the friction gives a rotary motion to the stamps, which prevents them falling in the same place, and wearing off more on one side than the other.

On the back of the battery, below it, is a wooden platform, called an apron, three feet wide, and of various lengths. At the top, a plate of sheet-copper, quicksilvered, is attached, the whole width of the apron, and about two feet of its length; below this, the platform is cut into grooves, across it. Often slats are put in the same as slats to a window blind, opening towards the battery, on an angle of about sixty degrees. The crevices thus made are filled with quicksilver. This platform is stationary.

At the end of the apron, and below it, is a box, three feet wide at the upper end, and six inches high, which decreases in width until it is about twenty inches

wide. The bottom of this sluice is covered with quicksilvered copper sheeting. Below this joint of sluice there are others, extending sometimes fifty feet—the longer the better—twenty inches wide, and the sides six inches high, the bottom of which is covered either with copper prepared with quicksilver, or ripple bars across the bottom. Frequently perforated sheet-iron is placed, and often a woolen blanket. At the end of the sluices a barrel is sunk below it, or a box of quicksilver is placed.

From the front side the quartz is shoveled in, and a stream of warm water, about six quarts per minute, is discharged into the battery. The stamps go up and down, each one making thirty strokes per minute; the quartz is pounded into powder; a teaspoonfull of quicksilver is put into the battery every half hour; the warm water makes the silver active; the splashing of the water by the fall of the stamps keeps the whole mass in constant agitation. A portion of the fine gold comes in contact with the silver, and becomes amalgamated with it. As the quartz becomes powdered it is splashed through the net-work on to the apron, where a portion of the gold dust, that has not become amalgamated in the battery, comes in contact with the copper sheeting, and is fastened to it. The water, fine quartz, and gold dust pass over the sheet copper, and a portion of the gold comes in contact with the quicksilver in the crevices, where it is likewise held fast; if it passes over that, it falls into the sluice, where other copper sheeting, prepared in the same way as on the apron, gathers a portion; the ripple bars below do the same, also the blanket, and as a last resort the mass falls into the barrel or box at the end; the water passes off, and the fine quartz, or trailings, as it is called, is retained, from which it is thrown out on the bank, the gold settling at the bottom.

I have never seen quartz ground fine enough yet to secure all the gold, and these trailings must contain at least forty per cent of its original amount of dust. The gold is so fine that it will not sink as readily as one would wish; it floats on the surface like gold leaf. If the ore is coarse, in nuggets, it is easily retained by the use of ripple bars, of simple construction; but when it is as fine as the ashes of roses, it is a very difficult matter; and an invention that would secure the entire amount of gold from the quartz would be invaluable.

I am informed by Mr. B. M. SHERMAN, recently from your city, where he is well known to the denizens of Wall-street, that a gentleman there, of the highest scientific and mechanical attainments, has invented an instrument, or a process, by which the above-named object is attained. If so, our miners are very desirous to have the same put to the test, and if successful the inventor's fortune is made. To this country alone such an invention would be worth millions of dollars.

Generally once a week the quartz mills are stopped for the purpose of cleaning up. The amalgam, quicksilver and gold, are taken from the battery, scraped from the copper plates, drawn from the crevices and ripple bars, taken from the blanket and sluice after the perforated iron sheeting is removed; also what remains in the box or barrel at the end of the sluice; the whole mass is put into pans containing warm water, where it is washed clean of the sand or fine quartz, and then the quicksilver, amalgam, etc., is put into a large piece of buckskin, stretched over a bucket, and immediately the loose quicksilver is strained through, and the amalgam is retained in a loose lump; this is then put into a retort, heated, the quicksilver passing off in a vapor, which is retained, leaving the gold in a comparatively pure state, containing about sixteen per cent in weight of silver. The gold, as taken from the retort, is worth about fifteen dollars per ounce.

The assayer then receives the gold, melts it, extracts the silver, runs the gold into bars, then worth from sixteen to twenty dollars per ounce, depending upon the quality of the ore. He stamps the weight upon the bars, and then the proprietor possesses a currency good the world over.

Several contrivances have been used, shaking table, pans, old Spanish erastus, etc., instead of the more simple sluices; but all these things will eventually be

abandoned by our mill-men, and the process of retaining the gold as described above depended upon.

Great care should be taken in the construction of quartz mills. The manufacturer should make them as simple as possible, avoiding complicity as much as he can. A simple trip-hammer is preferable for crushing quartz to a card machine in a cotton mill; as few cog-wheels and fancy contrivances in crushing the quartz is desirable, reserving the theory and delicate machinery for the separation of the gold from the quartz after being crushed.

The Ellithorpe mill is constructed to grind the quartz into powder between the teeth of several wheels, like a corn and cob crusher—the first pair breaking the quartz into pieces the size of an egg; the second smaller, and so on, until the last pair reduces it to powder, when it is subjected to the same process as that of the other mills described above. These mills have not been put into operation much yet. All are waiting for the completion of a ditch, which is to furnish an abundant supply of water.

One thing about the boiler. To manufacture steam the locomotive boiler is objectionable, for the reason that the flues are so small, and the fuel being pine fills them up with soot, and it is with great difficulty and loss of time that they are cleaned.

The double-flued boiler with stationary engine is far more preferable, and gives greater satisfaction to the proprietors. The engine should stand by itself, and not over the boiler, nor resting upon it.

The advantage of warm water over cold in the batteries is generally conceded, and the usual way of warming the water is by using the waste steam, which passes into the tank, and coming in contact with a large body of water is soon condensed, and has but little effect.

The best contrivance, and the cheapest, is to construct a small tank, three feet square and four feet high; within six inches of the top put in a false bottom of sheet-iron or wood, perforated with small holes; on to this draw the water, in a sufficient amount to supply the battery, (a gallon and a half a minute,) and as it rains through into the box, every drop comes in contact with the exhaust steam from below, and is speedily heated.

SILK-WEAVING.

This branch of manufacture has hitherto received less assistance from machinery than any other. In plain silk-weaving the process is much the same as in the weaving of woolen and cotton; but in France, and elsewhere, the weaver is assisted only by a machine for the even distribution of the warp, which consists sometimes of as many as eight thousand separate threads in a breadth of half a yard or twenty inches. What is called the Jacquard loom, invented by a weaver of Lyons, has been employed for many years, and has been the means of facilitating and cheapening the production of fancy or figured silks, to an extraordinary extent. Patterns which required the greatest degree of skill, as well as the most painful labor, are produced by this machine by weavers of ordinary skill, and with but little more labor than that required in weaving plain silks. Although this is not a power-loom, and is designed as an assistant to hand-weaving rather than a substitute for it, it has never failed to this day to meet with sturdy and effective opposition from the operatives employed in the production of silk goods; and at Lyons, the most noted of silk manufacturing districts, it has scarcely undergone any change since its first introduction, while important improvements have from time to time been made in the construction of the loom. The power-loom has been but very partially employed in silk-weaving, from an impression, which, whether well or ill-founded, very generally prevails, that ex-

cepting for the commonest goods, it does not possess any great advantage over the hand-loom, as the delicacy of the material to be worked, and the attention which must be given to the process of the weft, frequently render it necessary to stop the machine.

The employment of silk-weaving by hand-loom is said to be very injurious to health. This is indicated by the great mortality which prevails among the weavers at Lyons, where there are probably, within the city and immediate neighborhood, from thirty to forty thousand hand-loom. None but those of the most robust and healthy organization can resist the peculiar strain upon the constitution which is incident to this system of work.

An invention, by a citizen of Lyons, has recently been made public, which is called automatic-weaving. It is a combination of steam or water-power with hand-weaving, which, for economy of expense, increase of produce, and salubrity of labor, is said to be very satisfactory in its results. The mechanism enables the weak and infirm, and even the crippled invalid, to earn a livelihood at the loom. The invention is calculated to benefit both employer and workman; but at Lyons, where the silk-weavers exist in a condition of practical slavery, and where, to a great extent, the workman is held as of less importance than the work, it is anticipated that much opposition will be manifested to its introduction.

DIFFERENCE BETWEEN A WATCH AND A CLOCK.

A watch differs from a clock in its having a vibrating wheel instead of a vibrating pendulum; and, as in a clock, gravity is always pulling the pendulum down to the bottom of its arc, which is its natural place of rest, but does not fix it there, because the momentum acquired during its fall from one side carries it up to an equal height on the other—so in a watch a spring, generally spiral, surrounding the axis of the balance-wheel, is always pulling this towards a middle position of rest, but does not fix it there, because the momentum acquired during its approach to the middle position from either side carries it just as far past on the other side, and the spring has to begin its work again. The balance wheel, at each vibration, allows one tooth of the adjoining wheel to pass, as the pendulum does in a clock, and the record of the beats is preserved by the wheel which follows. A main spring is used to keep up the motion of the watch, instead of the weight used in a clock; and as the spring acts equally well whatever be its position, a watch keeps time although carried in the pocket, or in a moving ship. In winding up a watch, one turn of the axle on which the key is fixed is rendered equivalent, by the train of wheels, to about four hundred turns or beats of the balance-wheel; and thus the exertion during a few seconds of the hand which winds up, gives motion for twenty-four or thirty hours.

TO COAT IRON NAILS WITH TIN.

Take the nails which are to be operated upon, and place them in a stoneware dish, containing 1 part (by measure) of sulphuric acid and 8 parts of water. Agitate them in this until the oxyd is removed from their surfaces; then pour off the acidulous liquor, and wash them well in plenty of hot soft water. Now place them in the stoneware vessel, and pour in a dilute solution of tin dissolved in muriatic acid, sufficient to cover them. The vessel is then slightly inclined

until all the nails lie together at one side. When this is effected, immerse a small strip of copper at a short distance apart, and connect this with the nails by a copper wire. In a very short period of time the nails will be covered with a deposit of tin, when they may be removed, washed and dried. The nibs of steel pens may be coated with tin in the same manner. By dipping cleaned iron nails in molten tin, they will also receive a covering of this metal.

RISE AND PROGRESS OF THE MARQUETTE IRON TRADE.

A Marquette, (Mich.) paper gives the following account of the iron trade of that section:—Clouds and darkness rest upon the early history of the Marquette iron trade. Previous to 1857, scarcely a trace of it can be found. And, indeed previous to that year, there was but little of system in it, operations were desultory, and results small. But, from that time, the business has been systematized, and prosecuted with vigor from year to year, until it has grown to its present proportions. The following table will exhibit the increase of product from the epoch above mentioned, down to the present time:—

IRON ORE.

Product of iron ore in 1857.....	tons	27,000
“ “ 1858.....		30,327
“ “ 1859.....		80,000
“ “ 1860.....		150,000
Total in the four years.....		287,327

And next year's increase will be fully equal to that of the last.

PIG IRON.

Product of pig iron in 1858.....	tons	2,000
“ “ 1859.....		6,000
“ “ 1860.....		5,000
Total in the three years.....		13,000

CASTINGS.

Our two foundries have been in operation a little over two years, and their product is as follows, or very near it:—

Product of Marquette foundry.....	tons	2,000
Product of Lake Superior foundry.....		1,500
Total.....		3,500

There were also 300 tons of blooms shipped in 1857, and how much previously we do not know. That branch of the manufacture, however, has been abandoned.

It will be seen that the product of pig iron has fallen off the last year. That has been owing to temporary causes, considerable time having been taken up in repairs, and in introducing improvements with a view to increased product in future years. The prospect now is, that next year's product will reach 10,000 tons, if not a higher figure. But two stacks have been in blast at all the past year, except the three or four weeks' run of the new furnace at the Chocolate, whereas next year there will be four at least in blast, and five, if both stacks of the Pioneer Company are fired up; and the new impulse given to the iron trade will be likely to bring all the available facilities of production into requisition.

The blast furnace at Wyandotte last year, with only eight feet *bosh*, turned out thirty-five hundred tons of pig. At the same ratio of production, our five furnaces, should they all be in operation, ought to turn out fifteen to twenty thousand tons, worth, say \$400,000.

The aggregate amount of ore brought down by the Marquette and Bay de Noc Railroad the present season for the different iron companies, is as follows, viz. :—

Jackson Company..... tons	62,980
Cleveland Company.....	47,889
Lake Superior Company.....	89,394
Total	150,263
Pig iron for Pioneer Iron Company..... tons	3,050
“ for S. R. Gay	933
“ for S. R. Gay by teams.....	867
Northern Iron Company	150
Total	5,000

This may be called a great season's business, when it is considered that there was some interruption in the spring by delay in opening the canal, and still more in the fall by reason of the withdrawal of the sail vessels, and of the repairs upon the road. The Pioneer works too have lost considerable time in repairs and making improvements. The aggregate avails foot up as follows:—

132,000 tons iron ore, gross weight.....	\$396,000
5,000 tons pig iron.....	125,000
	<hr/>
	\$521,000

This will give quite a handsome profit to the iron companies.

Let us see, quarrying the ore at 50 cents a ton, would amount to...	\$75,000
Railroad charges, one dollar a ton.....	150,000
Total	\$225,000
Net profit	171,000

An amount which would pay a good round interest on a pretty big pile of capital.

COALS IN RUSSIA.

The consumption of coals in Russia has risen very rapidly since the last war. In 1857, the quantity imported into St. Petersburg was 142,000 tons, while, in 1858, the quantity shipped to the same port was 270,000 tons, giving an increase of 128,000 tons in that city alone. There is considerable demand for them for use in steamboats, manufactories, and, to a certain extent, in railways; they are also used in workshops and factories. Hitherto it has been considered more economical and less injurious to the machinery to use wood, but the supply of wood not being equal to the demand, and railways extending so rapidly in Russia, the use of coal there is likely greatly to increase. The mines in the Ural Mountains will probably reduce the demand a little when they get into proper working order, and railways are opened out that far East; but that will not be for some years to come. The Russian government uses annually in St. Petersburg 35,000 tons, the price for steam purposes being about 24s. per ton; for house purposes, about 30s. per ton delivered.

STATISTICS OF AGRICULTURE, &c.

STATISTICS OF MINNESOTA.

In February, 1860, the office of "Commissioner of Statistics of Minnesota" was created, and the Commissioner has made a report on various departments. In relation to agriculture, he reports that it was ascertained, from the official returns by counties, that in 1859 the—

Whole number of acres cultivated was.....	454,200
Number of farms.....	21,600
Average number of acres tilled in each farm.....	21

PRODUCTS.

	Acres.	Bush. harvested.	Av. yield.
Wheat.....	164,955	3,288,900	20
Corn.....	182,066	3,130,500	23
Oats.....	104,800	3,420,000	34
Potatoes.....	17,000	2,228,300	125

This exhibit the Commissioner justly regards as a very creditable one for a State so new as Minnesota, and it cannot be wondered that he should make the following comparison between the—

COMPARATIVE YIELD OF STATES.

	Bush. to 1 inhab't.		Bush. to 1 inhab't.
Minnesota, 1859.....	18 $\frac{3}{4}$	Wisconsin, 1849.....	14
Ohio, 1859, (greatest known yield)	17	Illinois, 1849.....	11
Ohio, average yield for 9 years..	8	Iowa, 1849.....	3
Michigan, 1848, (greatest yield)..	23 $\frac{1}{2}$	" 1856.....	9
Michigan, 1849.....	12 $\frac{1}{2}$	" 1859.....	3 $\frac{1}{2}$

A comparison of actual quantities shows that Minnesota raised in 1859, in what may be called the fourth year of her agricultural existence, with a population of 175,000, more than fifty per cent more wheat than was raised in Iowa, with a population of 633,449, and more than one-fourth the wheat crop of Ohio, as estimated by the Commissioner of Statistics of that State.

He assumes the following to be the—

COMPARATIVE WHEAT CROP OF 1859.

	Population.	No. of bush.		Population.	No. of bush.
Minnesota.....	175,000	3,288,900	Ohio.....	2,500,000	12,000,000
Iowa.....	633,449	2,105,608	Wisconsin, 1850	304,756	4,286,131

The average crop of wheat in Minnesota is fixed at twenty bushels, but Mr. WHEELLOCK says that if the local estimates were taken as received the yield would have to be called twenty-three bushels per acre. But, says the Commissioner, experience has taught us to allow largely for the disposition to base general inferences on the most striking and notorious instances, and for the general habit of confounding a usual result with an average one.

In regard to the surplus left in Minnesota last fall after the close of navigation, the Commissioner says that five or six bushels of wheat per capita is the rule of consumption. It is estimated that each horse will consume sixty bushels of oats, the number of horses on the basis of Wisconsin being about

18,000. The surplus of wheat and oats remaining over for the spring trade would, therefore, be as follows:—

		Wheat.	Oats.
Whole crop of 1859		3,288,900	3,420,000
Fall export, 1859.....	369,625	.....	.....
Reserved for consumption.....	1,000,000	.....	.....
Reserved for seed.....	500,000—	1,869,625	1,500,000
Remaining for spring shipment.....		1,419,275	1,920,000

Returns subsequently obtained from the different transportation lines and other sources, proved this estimate to be nearly correct. The Commissioner draws a strong picture of the—

PROGRESS OF AGRICULTURE IN MINNESOTA.

The Territory was organized in 1849, when most of the population of 6,000 souls were attached to the Indian trade. The national census of 1850, gave the following results:—

	Wheat.	Corn.	Oats.
1849	1,401	16,725	30,582
1859	3,288,000	3,130,000	3,420,000

The real agricultural history of the State did not commence, however, until 1854, when the Sioux were finally removed, so that a fair comparison would be the following:—

	Acres tilled.	Wheat.	Corn.	Oats.
1854.....	15,000	7,000	83,600	153,000
1859.....	454,000	3,288,000	3,130,000	3,420,000

Thus in five years from the actual commencement of her agricultural growth, Minnesota has produced a surplus of over 5,000,000 bushels of grain, and in the meanwhile has fed a population which has increased from 35,000 to 175,000.

The copy of Mr. WHEELOCK'S report which came to our notice was one of the second edition, and published so recently that the Commissioner was enabled to insert the following general estimate of the crop of 1860. His personal observation and the official returns recently received, convince him—

1. That the tilled breadth of 1860 is one-third larger than 1859.
2. That the breadth of wheat sown was nearly doubled. This increase was very considerable in the Southeastern counties, but in the Western and Northern sections of the State the area is three or four times as great, and more than half of the whole tilled breadth of the State was in wheat.
3. There was a large increase in the average yield per acre, variously estimated at from 15 to 30 per cent.
4. This fruitfulness extends to all crops, including corn, oats, potatoes, and hay.
5. The head of grain is better filled, and the grain better developed than last year.
6. The wheat crop has not met a single check, nor suffered from the depredations of a single insect, so far as ascertained.
7. The breadth of corn and oats planted is much less than last year, but if the corn is harvested without accident, the aggregate will be more than half that of last year.
8. The wheat crop of Minnesota in 1860, with a yield of 23 bushels per acre, will reach an aggregate of over 6,000,000 bushels, of which 4,500,000 will be surplus; and that this is by 50 per cent the largest recorded crop of wheat, in

proportion to the population, ever previously produced in any State of the Union, being more than half the whole crop of Ohio in 1859, and equal to 35 bushels of wheat to every individual in the State. The foregoing calculations are made upon an assured basis of fact, without reference to current opinions upon the subject.

ACTUAL YIELD OF CROPS PER ACRE.

Any one much acquainted with farmers must be aware of their general disposition to overestimate their crops; but we suspect that those most familiar with this trait of human nature will be surprised at the actual yield of the leading staples in the fertile State of Ohio, as shown by the following statistics from the office of the Auditor of the State, which we find in a recent number of the *State Journal*:—

WHEAT.—Number of acres sown, 1,790,627; bushels produced, 13,345,844; average per acre, $7\frac{1}{2}$ bushels.

CORN.—Acres sown, 2,339,204; bushels produced, 69,372,343; average per acre, 30 bushels.

OATS.—Acres sown, 644,954; bushels produced, 15,055,059; average per acre, $23\frac{1}{2}$ bushels.

RYE.—Acres sown, 98,011; bushels produced, 561,065; average per acre, $5\frac{1}{2}$ bushels.

BARLEY.—Acres sown, 102,729; bushels produced, 1,639,388; average per acre, 16 bushels.

BUCKWHEAT.—Acres sown, 149,645; bushels produced, 2,222,083; average per acre, 15 bushels.

MEADOW.—Acres, 1,340,566; tons of hay produced, 1,365,888; average per acre, 1 ton.

WHEAT CROP.—Smallest average per acre: Trumbull County, $\frac{1}{2}$ bushel; Mahoning, $\frac{1}{2}$ bushel; Columbiana, 1 bushel; Stark, 1 bushel. Largest average per acre: Ottawa County, 17 bushels; Erie, 16 bushels; Sandusky, 16 bushels; Lucas, 16 bushels. Smallest crop in one county: Trumbull, 2,084 bushels; Mahoning, 6,510; Portage, 10,373 bushels; Geauga, 11,078 bushels. Largest crop in one county: Butler, 589,076 bushels; Seneca, 502,500 bushels; Montgomery, 461,214; Highland, 399,005 bushels.

THE SUGAR REGION OF LOUISIANA.

We give, says the *Charleston News*, an interesting extract from a letter, by a gentleman of letters and education, who has been making a brief visit to one of the richest sugar regions in Louisiana, which may help our readers to some additional statistics of the Southwest:—

I have been looking, for a season, over that beautiful portion of the sugar region of Louisiana, known abroad, generally, as the *Grasse Tete*—taking its name from a stream connecting the Mississippi River with the gulf, and which Mr. LONGFELLOW has immortalized in his beautiful poem of *Evangeline*, under the name of *Plaquemine*. I have a friend who possesses a sugar estate on its now classic banks; and it is such a beautiful and attractive region that I have resolved to spend a portion of the summer with him, amid its genial influences. Here you meet daily the identical colony of *Acadians* which the poet represents as emigrating from Canada, and taking up their abode under our gleaming Southern suns. These people all speak the French language still; live to themselves; and have little intercourse with the world, contenting themselves with the satisfaction of a few simple wants; cultivating, with their own hands, their humble acres; rearing a few cattle, and, occasionally, manufacturing a few bar-

rels and hogsheads for the wealthy planters. They are a strange, clannish people, resembling much, in appearance and habits, the race of Gipsies. They are *electors*; and, it is said, always act with the *party* which is most lavish of its bribes. I am sure, if Mr. LONGFELLOW had ever seen this Acadian colony before composing his *Evangeline*, he would have despaired of ever investing them with any of the charms of poetry; and even in Canada they were probably the same people in habits as now.

The sugar planters here are all wealthy; small capitalists being unable to conduct such expensive establishments. They (the planters—not the Acadians) make, yearly, from 300 to 1,800 hogsheads of sugar, weighing, each, 1,200 pounds, at an average price of six cents per pound. The molasses defrays the current plantation expenses. The smallest *force* on any one plantation is never below fifty effective hands, nor ever above eighty. Mr. LAPICE, a South Carolinian by birth, is the largest planter in the State, making, annually, over 2,000 hogsheads. The largest sugar crop ever made was that of 1837, which reached 500,000 hogsheads; but the average crop is about 300,000. Sugar planting is a much more profitable investment than cotton. When properly conducted, it yields a premium of about 20 per cent on the investment. Cotton, rarely over 10, even in the most favorable latitudes and on the best soils.

CULTIVATION OF GRAPE IN SONOMA VALLEY.

We have been favored, says the *California Farmer*, with a valuable history of the progress made in the planting of vineyards and in wine-making in Sonoma Valley, which we know will be of interest to all who have at heart the real welfare of our State.

The vineyards of California, with the presses running over with “new wine,” are emblematic of the continuous flood of wealth which is to be derived from this source. The wine, wool, and grain will soon become the great triple chain that will strengthen and bind together the different counties and their interests, and make our State distinguished for those immense products, each of which will count in *millions of dollars annually!*

The number of grape vines planted in Sonoma Valley is 789,500. The number of foreign vines planted by each individual is as follows:—Colonel A. HARASZTHY, 600 in bearing, 4,000 two years old, 4,000 one year old, 20,000 planted last winter. General M. G. VALLEJO, 1,000 two years old, 2,000 one year old. L. H. S. WILLIAMS, 720 two years old, 4,760 one year old. W. HOOD, 1,000 one year old, 1,000 planted last winter. W. SHAW, 4,000 one year old, 5,000 planted last winter. JOHN SWETT, 6,000 planted last winter. The remainder are native vines.

WINE AND BRANDY MADE.—The number of gallons of wine and brandy made by each individual is as follows:—Colonel A. HARASZTHY, 12,000 in 1858, 10,800 in 1859; General M. G. VALLEJO, 4,000 in 1858, 6,000 in 1859. Of brandy, Colonel HARASZTHY made 260 gallons in 1858, and 300 in 1859; all that is reported.

AVERAGE OF GRAPES TO THE VINE.—The average number of pounds of grapes to the vine, produced by each individual, is as follows:—Colonel HARASZTHY, 25; M. G. VALLEJO, 25; KROHN & WILLIAMS, 20; G. P. SWIFT, 20; F. SEARS, 10; LEWIS ADLER, 25; N. CARRIGER, 20; MRS. M. P. HILL, 20; O'BRIEN, 20; G. E. WATRISS, 10; MULIN & GREENEN, 20; O. C. CRAIGE, 15; MRS. HARRIS, 15; Judge BRIGHT, 15; H. BROOKMAN, 15; WM. BOGGS, 20; G. T. POULI, 15.

HOP CROP OF EUROPE AND AMERICA.

The following returns of the hop crop is given by a New York house in the trade, with the remark that in presenting the following comparative statement of the hop crop of Europe and America, I would respectfully solicit a careful and considerate attention to the same, and would simply remark, by way of introduction, that, while *estimates* must always be merely *approximations* to actual facts, I have endeavored scrupulously to avoid all extremes, preferring to err, if at all, on the conservative side:—

COMPARATIVE STATEMENT.

	Average crop.	Estimate for 1860.
Bohemia.....bales	40,000	6,500
Belgium.....	75,000	18,500
France.....	10,000	5,000
Brunswick.....	5,000	2,500
Bavaria.....	100,000	25,000
Poland.....	7,000	3,500
Great Britain.....	250,000	30,000
Total.....	487,000	91,000
Stock of old hops in Great Britain.....	180,000	.....
Less one-third to be equal to new.....	60,000	120,000
Total supply in Europe.....		211,000
Annual consumption in Great Britain.....	200,000	.....
Annual consumption on the continent.....	250,000	450,000
Apparent deficit in supply as compared with consumption of Europe...		239,000
Estimated crop of American hops this year.....		60,000
Stock of old hops in America.....	25,000	.....
Less one-third to be equal to new.....	8,333	16,667
Total supply in America.....		76,607
Annual consumption in America.....		55,000
Surplus of American hops.....		21,667

This surplus has already been almost disposed of, the exports and engagements to Europe to date having been about 5,000 bales of old hops, and about 15,000 bales of new. The old hops in America are chiefly composed of the growth of 1855-6-7, the consumption for the past two years having been about on a par with the production in England, from all I can learn, the stock of old hops consists also of the surplus growth of the years named, the large crop there last year having been required to make up the deficiency which occurred in Germany.

The tendency of prices in our market is decidedly upward, and it is now difficult to make purchases at the annexed quotations:—1855-6-7, 10 a 14 cents per pound; 1858 and 1859, 16 a 22; and 1860, 30 a 37. The outside price for new hops is for a strictly prime quality, which is always a comparatively scarce article; but it is well to remark that the quality of our crop this year is in general most excellent, very few of really inferior quality having yet come forward.

STATISTICS OF POPULATION, &c.

POPULATION OF WISCONSIN.

The following table shows the progress of population in the State of Wisconsin during the last twenty years. We have prepared the table by counties in their numerical order, and it exhibits the singular characteristic of the southern counties being densely populated, while the population of the northern counties is scattered and sparse; but the railroads in progress of construction in that section will carry immigration with them:—

	1840.	1850.	1860.		1840.	1850.	1860.
Milwaukee....	5,605	31,077	62,337	Monroe.....	....	....	8,417
Dane.....	314	16,639	43,412	Marquette....	18	8,641	8,236
Rock.....	1,701	20,750	37,583	Crawford....	1,502	2,498	8,071
Jefferson....	914	15,317	37,450	Calumet.....	275	1,743	7,907
Dodge.....	67	19,138	36,086	Portage.....	1,623	1,250	7,536
Fond du Lac..	139	14,510	34,202	Adams.....	....	187	7,004
Grant.....	3,926	16,169	31,175	Keewaunee...	....	....	5,532
Waukesha....	....	19,258	26,828	Pierce.....	....	....	4,677
Sheboygan....	133	8,379	26,725	Jackson.....	....	....	4,134
Walworth....	2,611	17,862	26,523	Oconto.....	....	....	3,591
Columbia....	....	9,564	24,554	Eau Claire...	....	....	3,212
Winnebago...	135	10,167	23,788	Door.....	....	....	2,957
Washington...	343	19,485	23,628	Marathon...	....	508	2,893
Manitowoc...	235	3,702	22,405	Wood.....	....	....	2,425
Racine.....	3,475	14,973	21,411	Chippewa...	....	615	1,894
Greene.....	933	8,566	19,866	Shawana....	....	....	829
Iowa.....	3,978	9,525	19,323	Clark.....	....	....	793
Sauk.....	102	4,371	18,971	St. Croix... }			
Lafayette...	....	11,531	18,324	Polk.....			
Ozaukee.....	....	....	15,801	Dallas.....	809	624	6,820
Kenosha....	....	10,734	13,864	Burnett.... }			
Green Lake...	....	....	12,670	Buffalo.... }			
La Crosse...	....	....	12,136	Trempeleau. }	....	....	6,430
Brown.....	2,107	6,215	11,800	Dunn.....	....	....	4,985
Bad Ax.....	....	....	11,012	Pepin.....	....	....	....
Richland....	....	903	9,720	Douglas... }			
Outagamie...	....	....	9,602	Ashland... }	....	489	1,691
Waupacca...	....	....	8,919	La Pointe... }			
Waushara...	....	....	8,815				
Juneau.....	....	....	8,774	Total....	30,945	305,391	777,771

POPULATION OF MASSACHUSETTS.

The following table shows the population of Massachusetts for 1860, as taken by the United States Marshals, compared with the returns for 1840 and 1850, exhibiting a progressive increase quite satisfactory:—

	1840.	1850.	1860.		1840.	1850.	1860.
Middlesex..	106,611	161,383	216,434	Berkshire..	41,745	49,591	55,138
Suffolk....	95,773	144,517	192,762	Hampshire..	30,897	35,732	37,877
Essex.....	94,987	131,300	165,635	Barnstable..	32,548	35,276	36,010
Worcester..	95,313	130,789	159,644	Franklin..	28,812	30,870	31,499
Norfolk....	53,140	78,892	108,065	Nantucket..	9,012	8,452	6,097
Bristol....	60,164	76,192	93,811	Dukes....	3,958	4,540	4,401
Plymouth..	47,373	55,697	66,734				
Hampden..	37,366	51,283	57,392	Total....	737,699	994,514	1,231,497

The following table gives the population of some of the principal cities and towns for 1860 :—

Boston.....	177,902	Fall River.....	14,026	Waltham.....	6,397
Lowell.....	36,348	Gloucester.....	10,904	Dedham.....	6,332
Cambridge.....	26,074	Dorchester.....	9,769	West Roxbury..	6,311
Roxbury.....	25,137	Newton.....	8,385	Woburn.....	6,287
Charlestown...	25,075	Somerville.....	8,025	Marlborough....	5,911
New Bedford...	22,309	Weymouth.....	7,742	Malden.....	5,866
Salem.....	22,256	Adams.....	6,926	Brookline.....	5,764
Lynn.....	19,108	Quincy.....	6,778	Randolph.....	5,763
Taunton.....	15,330	South Danvers..	6,549	Barnstable.....	5,132
Springfield....	15,200				

CENSUS OF CINCINNATI.

Mr. C. S. WILLIAMS has completed his census of Cincinnati, as authorized by the City Council, and his report, as given below, was submitted to that body by the Mayor, and approved. It increases the population over that taken by authority of the general government about 10,000 :—

Wards.	White males.		White females.		Col'd males.		Col'd fe.		Total.
	Under 21 yrs	Under 21 yrs	Under 21 yrs	Under 21 yrs	Under 21 yrs	Under 21 yrs	Under 21 yrs	Under 21 yrs	
First.....	1,840	2,166	2,048	2,068	85	110	114	132	8,563
Second.....	922	2,097	947	1,018	47	42	64	48	5,185
Third.....	1,888	2,945	1,997	1,905	14	11	14	17	8,791
Fourth.....	1,712	2,308	1,753	1,707	96	111	128	162	7,977
Fifth.....	1,300	1,884	1,540	1,611	48	35	33	43	6,494
Sixth.....	1,804	2,042	2,014	1,969	67	64	83	95	8,143
Seventh.....	1,980	2,041	1,972	1,895	48	31	43	40	8,050
Eighth.....	3,290	3,460	3,659	3,462	13	12	16	18	13,930
Ninth.....	2,308	2,675	2,284	2,354	9	16	10	13	9,669
Tenth.....	2,815	3,036	2,910	2,742	13	9	11	13	11,549
Eleventh.....	3,908	3,776	3,842	3,557	6	4	8	6	15,107
Twelfth.....	4,992	5,038	5,073	4,680	16	14	18	13	19,844
Thirteenth.....	1,641	1,715	1,637	1,615	258	257	296	317	7,736
Fourteenth.....	1,853	2,649	2,194	2,502	45	40	66	76	9,425
Fifteenth.....	2,726	2,852	3,272	3,350	94	56	84	103	12,537
Sixteenth.....	2,782	2,797	3,012	2,620	28	18	27	23	11,307
Seventeenth.....	1,024	997	1,086	956	..	1	..	..	4,069
Public Institutes...	227	332	77	273	1	7	..	4	926
River and Canal...	12	1,862	7	19	..	81	..	15	1,996

Total of the Wards..... 171,293

POPULATION OF VICTORIA.

Quarterly abstract showing the population of Victoria on the 31st March, 1860 :—

	Males.	Females.	Persons.
Population on the 31st December, 1859.....	335,558	194,375	529,933
Increase by excess of immigration over emigration (by sea) during the quarter ending 31st March, 1860.....	997	1,174	2,171
Increase by births over deaths during the quarter ending 31st March, 1860.....	658	1,243	1,901
Total.....	337,213	196,792	534,005
Increase during the quarter.....	1,655	2,417	4,072

POPULATION OF INDIANA.

The complete census of the State of Indiana is now published by the Marshal. The result shows a gratifying increase in the population of this prosperous State. We have compiled the following table from official sources, having arranged the counties in their numerical order in the census of 1860, so as to show at a glance the concentration of population around those cities and towns which have become the receiving and distributing points for the produce of her fertile valleys, such as Indianapolis in Marion County; Richmond in Wayne; Fort Wayne in Allen; Terre Haute in Vigo; New Albany in Floyd; Evansville in Vanderberg, &c. :-

	1840.	1850.	1860.		1840.	1850.	1860.
Marion.....	16,080	24,103	40,861	Howard.....	.....	6,657	14,526
Wayne.....	23,290	25,320	29,617	Clinton.....	7,508	11,869	14,468
Allen.....	5,942	16,919	29,326	Gibson.....	8,977	10,771	14,457
Tippecanoe...	13,724	19,377	25,758	Noble.....	2,702	7,946	14,387
Jefferson.....	16,614	23,916	25,044	Owen.....	8,359	12,106	14,303
Dearborn.....	19,327	20,166	24,467	De Kalb.....	1,968	8,251	13,895
Vigo.....	12,076	15,289	23,527	Carroll.....	7,819	11,015	13,649
Laporte.....	8,184	12,145	23,047	Daviess.....	6,720	10,352	13,436
Elkhart.....	6,660	12,690	20,996	Warrick.....	6,321	8,811	13,295
Montgomery...	14,438	18,084	20,922	Spencer.....	6,305	8,616	13,027
Putnam.....	16,843	18,615	20,729	Switzerland...	9,920	12,982	12,884
Vanderberg...	6,250	11,414	20,627	Monroe.....	10,143	11,286	12,809
Clark.....	14,595	15,828	20,465	Hancock.....	7,535	9,698	12,751
Henry.....	15,128	17,605	20,259	Marshall.....	1,651	5,348	12,724
Floyd.....	9,454	14,875	20,090	Clay.....	5,567	7,944	12,174
Franklin.....	13,349	17,968	19,670	Orange.....	9,602	10,809	12,000
Shelby.....	12,005	15,502	19,578	Perry.....	4,655	7,268	11,857
Ripley.....	10,392	14,820	19,119	Lagrange.....	3,664	8,387	11,358
Randolph.....	10,684	14,725	19,016	Jay.....	3,863	7,047	11,182
Harrison.....	12,459	15,286	18,557	Wells.....	1,822	6,152	10,887
St. Joseph....	6,425	10,954	18,454	Whitley.....	1,237	5,190	10,751
Kosciusko.....	4,170	10,243	18,027	Dubois.....	3,632	6,321	10,486
Washington...	15,269	17,040	17,908	Steuben.....	2,578	6,104	10,474
Bartholomew..	10,042	12,428	17,787	Porter.....	2,162	5,234	10,302
Wabash.....	2,756	12,138	17,526	Pike.....	4,769	7,720	10,188
Hamilton.....	9,855	12,684	17,310	Warren.....	5,656	7,387	10,074
Decatur.....	12,171	15,107	17,211	Lake.....	1,468	3,991	10,000
Hendricks.....	11,264	14,083	17,004	Fayette.....	9,337	10,217	9,832
Miami.....	3,048	11,304	16,861	Fulton.....	1,993	5,982	9,427
Cass.....	5,480	11,021	16,829	Adams.....	2,264	5,797	9,252
Boone.....	8,121	11,631	16,821	Martin.....	3,875	5,941	8,975
Madison.....	8,874	12,375	16,574	White.....	1,832	4,761	8,501
Jackson.....	8,961	11,047	16,442	Crawford.....	5,282	6,524	8,330
Rush.....	16,456	16,445	16,201	Tipton.....	.....	3,532	8,192
Posey.....	9,683	12,549	16,185	Scott.....	4,242	5,885	7,333
Grant.....	4,875	11,092	16,170	Union.....	8,017	6,944	7,171
Knox.....	10,627	11,084	16,057	Brown.....	2,364	4,846	6,508
Greene.....	8,321	12,313	16,043	Pulaski.....	561	2,595	5,703
Morgan.....	10,741	14,576	16,032	Ohio.....	.....	5,908	5,475
Fountain.....	11,218	13,253	15,972	Vermillion...	8,274	8,661	5,061
Delaware.....	8,843	10,843	15,865	Jasper.....	1,267	3,540	4,306
Lawrence.....	11,782	12,097	15,708	Blackford.....	1,226	2,860	4,123
Parke.....	13,499	14,968	15,446	Stark.....	149	557	3,209
Sullivan.....	8,315	10,141	15,382	Benton.....	.....	1,144	2,432
Huntington...	1,579	7,850	14,935	Newton.....	.....	.....	2,254
Johnson.....	9,352	12,101	14,855				
Jennings.....	8,829	12,096	14,743				
				Total.....	685,866	923,430	1,350,000

POPULATION OF NEW JERSEY.

The population of New Jersey for 1860 shows a decided increase, mainly confined, however, to the counties immediately adjoining New York city, or within the circuit of its trade :—

	1840.	1850.	1860.		1840.	1850.	1860.
Essex.....	44,621	73,950	98,916	Somerset.....	17,455	19,692	23,200
Hudson.....	9,483	21,822	65,923	Cumberland..	14,374	17,189	22,606
Mercer.....	21,502	27,992	39,969	Salem.....	16,024	19,467	22,484
Burlington...	32,831	43,203	39,858	Bergen.....	13,223	14,725	21,619
Monmouth....	32,909	30,313	37,900	Union.....	.....	.....	20,515
Middlesex....	21,393	23,635	35,336	Gloucester...	25,438	14,655	18,448
Morris.....	25,844	30,158	34,699	Atlantic.....	8,726	8,961	11,786
Camden.....	.....	25,422	34,159	Ocean.....	.....	10,032	11,209
Hunterdon....	24,789	23,990	33,664	Cape May.....	5,324	6,433	7,162
Passaic....	16,734	22,569	29,021				
Warren.....	20,366	23,358	28,403	Total....	373,306	489,555	660,093
Sussex.....	21,770	22,989	23,691				

INTERESTING SPECULATION.

In the year 1815, the late ELKANAH WATSON, as appears in "Men and Times of the Revolution,"—page 522, 2d ed.—made and published the following estimate of the probable population of the United States for a long series of years. The actual result thus far shows a singular approximation to the calculation. He calculated that the population would be—

1820.....	9,625,734; the actual result was.....	9,638,151
1830.....	12,833,645; the actual result was.....	12,866,920
1840.....	17,116,526; the actual result was.....	17,062,566
1850.....	23,185,368; the actual result was.....	23,191,876
1860.....	31,753,854	
1870.....	42,328,432	
1880.....	56,450,241	
1890.....	77,266,989	
1900.....	100,353,892	
1930.....	133,000,000, in round numbers.	
1950.....	177,000,000	"
1970.....	238,000,000	"
2000.....	283,000,000	"

POPULATION OF SPAIN.

Official estimates of the population of Spain, in many respects necessarily imperfect and unreliable, were made in 1768-9, 1833, 1845, and 1850. The published results were as follows :—

1594.....	8,207,000	1833.....	12,287,000
1768-9.....	9,160,000	1846.....	12,163,000
1787.....	10,263,000	1850.....	10,042,000
1797.....	10,551,000		

The new enumeration proves that the inhabitants of the kingdom number 15,464,000 people, existing in an area of 194,782 square miles; thus giving a population of nearly 79 for every square mile, a density about one-third that of Great Britain. Four cities of the realm contain over 100,000, namely :—Madrid, with 281,170; Barcelona, with 183,787; Seville, 112,529, and Valencia, with 106,435.

DIMENSIONS OF THE PRINCIPAL EUROPEAN CHURCHES.

The Roman *Advertiser*, in an article compiled to show the impossibility of St. Peter's, at Rome, being ever crowded, gives some curious statistics as to the comparative capacity of the most celebrated churches in Europe. We add a column, exhibiting the number of square yards. Those who attended at St. Peter's during the august ceremonies of Christmas day might, perhaps, have imagined that temple, in all parts open to the public during the function, as much crowded as possible. To show the impossibility of St. Peter's being ever crowded, we annex the following statistics of its capabilities, as compared with other great churches, allowing four persons to every quadrate meter (square yard) :—

	Persons.	Sq. yards.
St. Peter's	54,000	13,500
Milan Cathedral	37,000	9,250
St. Paul's, at Rome	32,000	8,000
St. Paul's, at London	25,600	6,400
St. Petronio, at Bologna	24,400	6,100
Florence Cathedral	24,300	6,075
Antwerp Cathedral	24,000	6,000
St. Sophia's, Constantinople	23,000	5,750
St. John Lateran	22,900	5,725
Notre Dame, at Paris	21,000	5,250
Pisa Cathedral	13,000	3,250
St. Stephen's, at Vienna	12,400	3,100
St. Dominic's, at Bologna	12,000	3,000
St. Peter's, at Bologna	11,400	2,850
Cathedral of Sienna	11,000	2,750
St. Marks, Venice	7,000	1,750

The piazza of St. Peter's, in its widest limits, allowing 12 persons to the square yard, holds 624,000; allowing four to the same, drawn up in military array, 202,000. In its narrower limits, not comprising the porticos or the Piazza Rustienci, 474,000, crowded, and 138,000 in military array to the quadrate metre.

MARRIAGE IN GERMANY.

Marriage in Germany is preceded by the following forms and ceremonies :— 1st, proposal; 2d, betrothal; 3d, a public dinner or supper of announcement; 4th, the protocolling or testimonials required by government—being, 1st, a certificate of vaccination; 2d, a week-day school ticket, in proof of regular attendance there; a certificate of attendance upon a religious teacher—4th, a certificate of conformation; 5th, a conduct certificate; 6th, a service book; 7th, a wanderbuch, (this refers to the compulsory travels of their handworks burchen or handicraftsmen;) 8th, an apprentice ticket; 9th, a statement made and substantiated as to property, which, if not satisfactory according to circumstances, destroys the whole thing; 10th, a permission from the parents; 11th, residence, permission ticket; 12th, a certificate as to the due performance of militia duties; 13th, an examination ticket; 14th, a ticket of business, or occupation, at the time. The higher classes have more difficulties than these. Thus a Bavarian officer cannot marry until he has provided £40 per annum for his future family.

MERCANTILE MISCELLANIES.

FRENCH WINES.

At present there are some twelve or thirteen thousand vinyard proprietors. The vine-growing districts are divided into the Coteaux, the Graves, and the Palus. The Coteaux are the mountain slopes, often so steep that they could be applied to no other purpose, and generally composed of marl, chalk, and argillaceous substances, so badly mixed near the summit as to offer very serious impediments to cultivation. The Graves are plains of diluvian origin, consisting of sand, pebbles, and gravel, intermixed as if by the rapid action of a current of water. The Palus are deep, fat soils, apparently the slow formed sediment of standing water, and the wines made in these show a remarkable fitness for transportation, and are sent in large quantities to India and America. Many of the communes have an European celebrity. The Medoc district lies between the Gironde River and the Gulf of Gascony, and is devoted exclusively to the production of the finest qualities. The commune of Blanquefort is noted for a delicious, dry, white wine, and the red wines of this region are free from that earthy flavor which is the common defect of wines raised on the plain. The neighboring canton of Cantenac is also famous for the softness and bouquet of its wines, and to the south lies Margaux, on a flinty gravel, where about 1,000 tuns are raised annually.

The celebrated estate of Chateau Margaux produces rather more than one hundred tuns, and is eagerly welcomed all over the continent. The Champagne district comprises the Ardennes, Marne, Aube, and Haute Marne. In the Marne the product of the arrondissement of Epernay is calculated at the value of three million francs per annum; that of Reims at six millions; that of Vitry at nearly a million and a half. The best red wines go to the low countries, Prussia, and the Rhenish Provinces; the Sillery comes principally to England. Here the greatest care is necessary; every imperfect grape is excluded, and every rough motion guarded against. The must, having been pressed, is turned into a vat for some hours to deposit its grosser lees; it is then allowed to ferment, and by Christmas, when the fermentation is well over, and the weather dry and frosty, the wine is racked and fined. These processes are repeated at different intervals, according as the wine is intended to be mousseux or still. The process of bottling is excessively troublesome. In the first place the wine is very capricious about becoming effervescent. Sometimes the desired change takes place in a fortnight, sometimes not for many weeks. Sometimes, when it has obstinately withstood every attempt for a length of time, it will become sparkling without the least apparent reason. The bottling is done by workmen in sets of five, called ateliers, each man having his own portion of the task. M. Moer, at Epernay, has seldom less than half a million bottles to be thus filled, and often ten ateliers at work at the same time.

The bottles, when filled, are carried into vaults excavated in the chalk rock, and here numbers explode from the formation of carbonic acid gas. Sometimes, in July and August, the explosions have been known to range as high as 40 per

cent of the whole number. The proprietor generally acquiesces in the loss of 8 per cent, but after that stage the gas is considered to be becoming "furious," the bottles are taken down, placed in a lower cellar, flooded with cold water, and sometimes uncorked. In September the breakage ceases, and in October another process is commenced. A deposit has by this time formed in the bottles, and to get rid of it they are placed topsy-turvy for some days, and slightly tapped at intervals. This disengages the deposit, and makes it fall on the cork. A clever workman then cuts the fastenings, lets off the cork, which carries the deposit along with it, and a fresh one is then inserted before the wine has time to escape. If wine is kept long, it is sometimes subjected to several of these degagements, whereby greater purity is obtained, and its costliness, of course, seriously enhanced.

The only other district we can notice is that of Drome, which is the native soil of Hermitage. Real Hermitage is made from the Scyras, a Persian grape, and is found on the hills from St. Vallier to Tain. It goes on improving for ten or fifteen years, and is generally not bottled till it is five or six years old. The white Hermitage is made from the Roussanne grape, and is extraordinarily slow in the process of fermentation. The annual yield of real white Hermitage is probably not more than 120 casks of 210 litres apiece. It will keep perfectly good for a century, though after thirty years its perfume and taste are slightly modified. The straw Hermitage is the best of the French vins de liqueur. The most perfect grapes are chosen and laid to dry upon straw for five or six weeks; they are then plucked from the stems and carefully pressed. Little of it is made, and its price is enormous, from the frequent failures against which the manufacturer has to contend, since it is only when the grape is in a particular stage of maturity and the weather precisely suitable, that Hermitage Paille can be successfully produced.

WEALTH vs. HAPPINESS.

The insufficiency of mere wealth to confer happiness is strikingly illustrated in the life of NATHAN MYERS ROTHSCHILD, the Jew, who died in London some years ago, "one of the most devout worshipers that ever laid a withered soul on the altar of Mammon." For years he wielded the purse of the world, opening and closing it to kings and emperors as he listed, and upon certain occasions was supposed to have more influence in Great Britain than the proudest and wealthiest of her nobles—perhaps more influence than the houses of Parliament together. He once purchased bills of the government in a single day to the amount of twenty millions, and also the gold which he knew the government would have to pay them; and with the profits of a single loan purchased an estate which cost him seven hundred thousand dollars. But with the clearest and widest comprehension in money matters, with the most piercing insight into all possible effecting causes in the money market, and with ingenuity to effect the profoundest, most subtle, and most unsuspected combinations—an ingenuity before which all the other prodigies of calculations sink into insignificance—he was, withal, a little soul. He exercised his talents and calculating powers, not only for the accumulation of millions, and the management of national creditors, but also for the determination of the smallest possible pittance on which a clerk's

soul could be retained in connection with his body. To part with a shilling in the way of charity cut him to the heart. One of his grand rules, "Never to have anything to do with an unlucky man or place"—which was also one of JOHN JACOB ASTOR'S principles—however shrewd in a worldly point of view, was the very quintessence of selfishness and Mammonism. He was, in short, a thorough-going Mammon-worshiper—his soul converted into a machine or engine for coining guineas, and every emotion, immortal longing, dead within him. Guineas he did coin to a sum almost fabulous; but with all his colossal wealth he was profoundly unhappy; and with sorrowful earnestness once exclaimed, to one congratulating him on the gorgeous magnificence of his palatial mansion, and thence inferring that he was happy, "*Happy! me happy!*"

THE COMPASS—ITS VARIATION AND DEVIATION.

TO CHRISTOPHER COLUMBUS is justly attributed the discovery of the variation of the compass, and to DAMPIER that of *local attraction*, or the deviation of the needle from its true meridian. The variation is far, open, and above board, but the deviation is a secret enemy, concealed from observation, and unless detected and its effects avoided by due allowance, the destruction of the ships and loss of life is tolerably certain. The names of FLANDERS and BARLOW deserve to be honorably mentioned in connection with local attraction, who tried many experiments and made many useful discoveries, among which may be mentioned that important one that all the influences of iron bodies exerted on the compass are on their surfaces. Experiments will show that the compass will give different bearings of the same object when placed in different parts of the ship; that when the ship's head is on the magnetic, north or south, there is no perceptible effects from local attraction, because when the ship is in that position the attraction of the various masses of iron on board acts in unison with the magnetism of the earth; and when the ship's head is on the east or west points, the local attraction is the greatest, and at the intermediate points the deviation of the needle varies nearly in the proportion of the sine of the angle between the bearing of the ship's head and the magnetic meridian to radius, and the maximum of deviation in the same compass will be different in different parts of the ship and in different parts of the world; or, that the force of the local attraction of the vessel varies with the dip of the magnetic needle, or in proportion to the distance from the magnetic equator. The Polar expedition from England in 1818, afforded Professor BARLOW (a name well known in the annals of science) an admirable opportunity for confirming still further the laws laid down by FLANDERS, as the ships passed through a considerable variety of variation, and also approach the north magnetic pole. Constant observations were accordingly made on board the Alexandria and Isabella, at the suggestion of the professor, and it was found before they had nearly reached Greenland that the compasses of one ship differed as much as 11° from those of the other ship, and that the same compass gave different results to the extent of 10° in different parts of the same ship. As the two vessels passed up Davis Straits the compasses became sluggish; and in the subsequent voyage of Sir E. PERRY, as he passed through Barrow Straits, they became totally useless; thus confirming the conclusion of FLANDERS, that although the absolute magnetic force of the earth would be greatest at the magnetic pole, yet its horizontal or directive power would then entirely cease, having become gradually less in proportion as the angle increased, which the dipping needle makes with the horizontal plane. But while the horizontal needle is thus forsaken by the earth's magnetic power, the various magnetic bodies in the ship which surround it are still acting on it with a directive force which *relatively* increases as the directive force of the magnetic pole diminishes.

The discordance in the variations observed at sea, and the difficulty of arriving at the actual inclination which the magnetic meridian makes with the true

one, can only be attributed to the want of a due observance of the foregoing facts. But those facts are now so universally admitted that it is unnecessary to multiply proofs either of their existence, or of the evil consequences which must arise from their neglect. Whatever may be the number of compasses carried to sea in a merchant ship, one only at a time should be used on deck, and that should be always in the binnacle, its proper place.

Most ships, however, have a double or second binnacle, and the compass in the one serves as a check on the other. But, like two of a trade, they seldom agree, wrangling or disputing about a half or a quarter of a point. If this difference was constant, it might be reconciled, and be considered one and the same thing, but that is not the case. A good steering compass, being once installed in the binnacle, becomes responsible for the whole magnetic affairs of the ship, a most onerous duty, but one that it is quite capable of undertaking. Magnetism, under its most finished appliances, is but an unsatisfactory subject in point of precision. It can scarcely be ranked among the sciences. Indeed, the more perfect the needles are the more evident become their discordances; and any magnetic needle is but a means of knowing at all times the direction of the true meridian by applying its *ascertained* variation. Two magnetic needles are seldom known to give the same magnetic meridian, even when *free from* local attraction. The natural conclusion of all this is, that we must not attempt to deal with the compass by hairs' breadths. If we can be certain always that it will give a bearing within the same *degree* of the horizon, in our dealings with it, we shall have good reason to be satisfied. What is a degree of the horizon? About twice the diameter of the sun. The navigation of a ship would be perfect, indeed, if after a voyage she would make a lighthouse within these limits. Such perfection is not, however, to be expected in all cases in the present imperfect state of our mercantile marine, nor can it be so while men, ignorant of our language, green hands, ignorant of their duty, are shipped for seamen, and *dollars* are considered the *first* qualification to procure command of a ship, and while natural science, seamanship, and *habitual sobriety* are scarcely recognized as qualifications in officers. Therefore compasses graduated to degrees, without affecting minutes, may well be said to be sufficient for all the common purposes of navigation.

A CHINESE MERCHANT.

I lately visited, says a correspondent in the *Gazette de France*, the estate of a Chinese merchant of Canton, named PORTINGUA, and on which he spends 3,000,000 francs a year—an immense sum in a country where labor is to be had almost for nothing. The property is larger than a king's domain. This Chinaman made his fortune in the opium trade, and is said to possess more than 100,000,000 francs. He has fifty wives and eighty domestics, without counting thirty gardeners, laborers, &c., and owns in the north of China a still finer estate. He has a great liking for the French and receives them well. When I went with two friends to visit his mansion, he had just left, but I was received by a steward who conducted us over the house and grounds. In front of the house is a vast garden, in which are the rarest flowers, and a wide alley leads to the principal entrance. The apartments are vast, the floors being in marble; they are ornamented with columns of the same material and of sandal-wood, encrusted with mother-o'-pearl, gold, silver, and precious stones. Splendid looking glasses of a prodigious height, furniture in precious wood covered with Japan lacquer, and magnificent carpets of velvet and silk decorate the rooms. The apartments are separated from each other by movable partitions of cypress and sandal-wood, which are ornamented with charming designs, and cut right through the wood, so to permit one room to be seen from the other. From the ceilings are sus-

pended chandeliers ornamented with precious stones. There are more than thirty piles of buildings in the whole edifice, which are united by covered galleries with columns and pavements in marble. The lodgings of the women are decorated with more than Eastern splendor. An entire army might be lodged in the house and grounds. Water courses, on which are gilded junks, traverse them in all directions; and at intervals are vast basins, in which are swans, ibises, and an infinite variety of birds. There are also pagodas nine stories high, which are very remarkable; some are in marble, others in sandal-wood, carved with great art. In the gardens are extensive aviaries of the rarest and most beautiful birds. In front of the women's apartments is a theater in which a hundred actors can perform, and so placed that people in the apartments can see without difficulty. Near the outer door is a printing office, in which M. PORTINGUA causes the memoirs of his family to be prepared for posterity.

TEN YEARS.

The changes which have taken place between 1850 and 1860 in the economic condition of our country are very great. In that period the gold mines have been discovered in California and Australia. In 1840 we had \$4 paper circulation to \$1 of specie; in 1850 only \$3 to \$1; in 1860 less than \$2 to \$1. In 1849 the product of precious metals was \$95,000,000; in 1859 it was \$264,000,000. The whole amount now in the world is estimated at \$10,000,000,000, of which six-tenths is silver. It was always supposed that a sudden increase in the quantity of money increases prices. This has not proved true, for in spite of the influx of gold, and in spite of the repeal of the English corn laws, which has enabled us to export immense quantities of flour and grain, prices in general are lower and wages higher than they ever were before. Tables show that prices generally during forty years were highest in 1837 and lowest about 1843. Flour was so scarce in 1847 that we imported \$5,000,000; its average price for forty years has been \$6 54 per barrel. The sale of tea has increased in twenty-five years from 13,000,000 to 36,000,000 pounds, the average price for that period has been 48 cents. The cotton crop has increased in forty years from 180,000,000 to 1,800,000,000 pounds. A great demand for breadstuffs from 1850 to 1857 occasioned by railway labor and the repeal of the British corn laws, kept prices generally on the advance; but in 1857, on account of the abundant crops, the slackening of the shipping and railway interests, and a glutted cotton market, a downward tendency prevailed. Our exports of breadstuffs from 1850 to 1860 were \$480,000,000. Prices do not seem generally to be affected by the fluctuations of paper currency. In 1849 the bank-note circulation was \$119,000,000; in 1852, \$173,000,000; in March, 1858, it was \$120,000,000, shortly after which it rose to \$156,000,000.

THE NATURE OF WEALTH AND POVERTY.

Men rarely know the meaning of the word "rich." It is a relative word, implying its opposite "poor," as positively as the word "north" implies its opposite "south." Men nearly always speak and write as if riches were absolute, and it were possible, by following certain scientific precepts, for every body to be rich. Whereas riches are a power like that of electricity, acting only through

inequalities or negations of itself. The force of the guinea you have in your pocket depends wholly on the default of a guinea in your neighbor's pocket. If he did not want it, it would be of no use to you; the degree of power it possesses depends accurately upon the need or desire he has felt for it; and the art of making yourself rich, in the ordinary mercantile economist's sense, is therefore equally and necessarily the art of keeping your neighbor poor. An accumulation of real property is of little use to its owner unless, together with it, he has commercial power over labor. Thus, suppose any person to be put in possession of a large estate of fruitful land, with rich beds of gold in its gravel, countless herds of cattle in its pastures; houses and gardens, and storehouses full of useful stores; but suppose, after all, that he could get no servants. In order that he may be able to have servants some one in his neighborhood must be poor, and in want of his gold or his corn. Assume that no one is in want of either, and that no servants are to be had. He must therefore bake his own bread, make his own clothes, plow his own ground, and shepherd his own flocks. His gold will be as useful to him as any other yellow pebbles on his estate. His stores must rot, for he cannot consume them. He can eat no more than another man could eat, and wear no more than another man could wear. He must lead a life of severe and common labor to procure even ordinary comforts; he will be ultimately unable to keep either houses in repair or fields in cultivation, and forced to content himself with a poor man's cottage and garden in the midst of a desert of waste land trampled by wild cattle and encumbered by ruins of palaces which he will hardly mock at himself by calling "his own."

THE ENVELOP BUSINESS.

This has now become one of the most important branches of business, and a large capital is invested in it in various places. Envelops were not introduced into Great Britain until the year 1839, and it was many years after that before they became generally used there. In this country it was not until the year 1845 that they were adopted, but in 1850 it is said 100 out of every 112 letters were protected by an envelop, and since that time they have almost universally been employed. For some time envelops were cut out and folded by hand, but the increasing demand soon led to the invention of machines for this purpose. In this country Mr. GERALD SICKLES, of New York, was the first to perfect a machine, which answered a very good purpose for a while, but it is now superseded by others of a much better order, and at the present time Messrs. TRUMBULL, WATERS & Co., of this city, are supposed to own the patent of the best machine for the manufacture of envelops which is used. It is the invention of Dr. R. L. HAWES, of this city, who is the originator of the envelop business here. The present firm of TRUMBULL, WATERS & Co. have in use seventeen of these machines, the capacity of each being 10,000 per day. They employ steam power, and produce about 60,000,000 envelops annually, which are valued at \$1 75 a thousand on an average, and which find a market in all parts of the country, they being sold to jobbers in every principal city of the Union. The largest shipment in any one lot was seven tons sent to one jobber to fill an order. They manufacture 250 varieties and sizes, and of all styles, and employ seventy-five persons in the business.

 THE BOOK TRADE.

- 1.—*Notes on the Parables of our Lord.* By RICHARD CHENEVIX TRENCH. 12mo., pp. 288. New York: D. Appleton & Co.

All freely acknowledge the great superiority of Dean Trench's work on the Parables to any other on the subject in the English language. Unsurpassed by none in depth of spiritual insight, or in truly evangelical sentiment, it is unrivaled by any in elaborateness and critical value. The author would seem to have left nothing unexamined that could by possibility throw even a side-light on these mysticisms. To the Christian student the book is invaluable. But the size and consequent cost of the work have kept it beyond the easy reach of very many. In addition to which full one third of the book is in the shape of notes in other languages, Greek, Latin, French, and German. A chief object of the present volume is to meet the wants of the large class of readers just referred to; it has been thought also that "Bible Classes" will be alike profited and pleased with its use, inasmuch as the substance of the larger work is given in very nearly the author's own words, the reduction in size having been mainly effected by the omission of detailed accounts of erroneous views and their refutation, and of most of the notes, these last after having been carefully translated and inwoven with the text. Thus little of interest to the general reader has been omitted in this humbler volume.

- 2.—*The Heroes of Europe: a Biographical Outline of European History, from A. D. 700 to A. D. 1700.* By HENRY G. HEWLETT. 12mo., pp. 370. Boston: Ticknor & Fields.

This work, the author tells us, in his otherwise inexcusable omission of Englishmen, has been intended as a companion to Mr. J. G. Edgar's *Heroes of England*. The plan and scope, however, of the two volumes are materially different. Mr. Edgar confining himself to the biographies of those heroes, who, against the enemies of their country have fought her battles on sea and land, while the author of the present work has given a wider meaning to the word hero, and endeavored to furnish a biographical outline of European history from the eighth to the eighteenth century. With this aim he has been influenced in his selection of heroes, less by a consideration of their personal eminence than of their representative value. Particular epochs, movements, and episodes have thus been illustrated in a single sketch, and threads of connection preserved throughout the series. Thus in a few pages we have brief but perfectly accurate and comprehensive sketches of the lives and achievements of such men as Charlemagne, Hilderbrand, Godfrey de Bouillon, Cosmo di Medici, Niccolo Macchiavelli, Bayard, Gustavus Vasa, Conde the Great, Richelieu, Wallenstein, &c., &c., making up a most readable and instructive volume.

- 3.—*Home Ballads and Poems.* By JOHN GREENLEAF WHITTIER. 12mo., pp. 210. Boston: Ticknor & Field.

The reading public are all familiar with WHITTIER'S poems, and the fragments we every now and then see flying around, marked, as they always are, by deep feeling, delicate sentiment, and lively fancy. In this little volume, styled *Home Ballads*, he mixes up with legends matters of fact and every-day life, which, as usual, he clothes with the liveliest aspirations of fancy. As a poet, Mr. WHITTIER no doubt possesses distinctive talent. His sentiments are always pure and high, and his mind creative and fanciful; but to our mind too much of an alchemist by half, and often influenced by undue sympathies to the building up of deities which some, no doubt, would analyze as Puritanical bigotry, heightened by imagination, attempting to lift mountains of fate.

4.—*Faithful Forever.* By COVENTRY PATMORE, author of "The Angel in the House." 12mo., pp. 240. Boston: Ticknor & Fields.

We liked to have called this a mere bundle of senseless trash, void of rhyme or reason; but, on a closer inspection, find it to be a very fair household poem, evincing considerable poetic merit, as is proven by the extract below of an old man's experience of wedlock. Others have gone much further than this in way of eulogy, pronouncing the whole poem as a finished and tender work of a very noble art:—

"Few, if 't were known, wed whom they would;
And this, like all God's laws, is good.
For naught's so sad the whole world o'er
As much love which has once been more.

Glorious for warmth and light is love;
But worldly things in the rays thereof
Extend their shadows, every one
False as the image which the sun
At noon or eve dwarfs or protracts,
A perilous lamp to light men's acts!
By Heaven's King, impartial plan,
Well wived is he, that's truly man,
If but the woman's womanly,
As sure I am your choice must be.
Lust of the eyes and pride of life
Perhaps she's not. The better wife!
If it be thus, if you have known
(As who has not?) some heavenly one
Whom the dull background of despair
Help'd to show forth supremely fair;
If memory, still remorseful shapes
Young passion bringing Eschol grapes
To travelers in the wilderness,
This truth will make regret the less;
Mighty in love as graces are
God's ordinance is mightier far;
And he who is but just and kind
And patient, shall for guerdon find,
Before long, that the body's bond
Is all else utterly beyond
In power of love to actualize
The soul's bond which it signifies,
And ever to deck a wife with grace
External in the form and face.
A five years' wife and not yet fair?
Blame let the man, not nature bear!" etc., etc.

5.—*The Conduct of Life.* By R. W. EMERSON. 12mo., pp. 288. Boston: Ticknor & Fields.

In this we have a number of essays from the well-known and popular pen of RALPH WALDO EMERSON, embracing the topics of common life, such as Power, Wealth, Culture, Behavior, Worship, Beauty, Illusions, etc., etc., written in that pungent, happy strain for which he is remarkable. What EMERSON is particularly good at is description, or rather celebration. He very seldom leaves us any available rules to go by, tending to enhance our own power or enlarge our fields of action; and yet his vigor is contagious, and is sure to set us thinking strongly for the moment, but, to use a simile of his own, what he says is like the cement which the peddler sells at the door; he makes broken crockery hold with it, but you can never buy of him a bit of the cement which will make it hold when he is gone.